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**CITY SECRETARY  
DALLAS, TEXAS**

**City of Dallas**

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

**Public Notice**

**2 3 0 2 6 7**

**POSTED** CITY SECRETARY  
DALLAS, TX



**Transportation and Infrastructure Committee**

**March 20, 2023**

**1:00 PM**

## 2022 CITY COUNCIL APPOINTMENTS

COUNCIL COMMITTEE	
<b>ECONOMIC DEVELOPMENT</b> Atkins (C), Arnold (VC), McGough, Narvaez, Resendez, West, Willis	<b>ENVIRONMENT AND SUSTAINABILITY</b> Blackmon(C), Ridley (VC), Arnold, Bazaldua, Resendez, Schultz, West
<b>GOVERNMENT PERFORMANCE AND FINANCIAL MANAGEMENT</b> Mendelsohn (C), Willis (VC), Atkins, Bazaldua, McGough, Ridley, West	<b>HOUSING AND HOMELESSNESS SOLUTIONS</b> Thomas (C), Moreno (VC), Arnold, Blackmon, Mendelsohn, Ridley, Schultz
<b>PUBLIC SAFETY</b> McGough (C), Mendelsohn (VC), Atkins, Moreno, Resendez, Thomas, Willis	<b>QUALITY OF LIFE, ARTS, AND CULTURE</b> Bazaldua (C), West (VC), Arnold, Blackmon, Narvaez, Ridley, Thomas
<b>TRANSPORTATION AND INFRASTRUCTURE</b> Narvaez (C), Atkins (VC), Bazaldua, Mendelsohn, Moreno, Schultz, Willis	<b>WORKFORCE, EDUCATION, AND EQUITY</b> Schultz (C), Thomas (VC), Blackmon, McGough, Moreno, Narvaez, Resendez
<b>AD HOC JUDICIAL NOMINATING COMMITTEE</b> Resendez (C), Arnold, Bazaldua, Ridley, Thomas, West, Willis	<b>AD HOC LEGISLATIVE AFFAIRS</b> Atkins (C), McGough, Mendelsohn, Narvaez, Willis
<b>AD HOC COMMITTEE ON PROFESSIONAL SPORTS RECRUITMENT AND RETENTION</b> Johnson (C), Atkins, Bazaldua, Blackmon, Thomas	<b>AD HOC COMMITTEE ON GENERAL INVESTIGATING &amp; ETHICS</b> Mendelsohn (C), Atkins, Blackmon, McGough, Schultz
<b>AD HOC COMMITTEE ON ADMINISTRATIVE AFFAIRS</b> 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 [bit.ly/cityofdallastv](http://bit.ly/cityofdallastv) 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 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.

## 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 [bit.ly/cityofdallastv](http://bit.ly/cityofdallastv) 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 retrasará o interrumpirá los procedimientos, o se negará 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 (*paggers*) audibles en la cámara del Ayuntamiento durante audiencias del Ayuntamiento Municipal.

"Los ciudadanos y visitantes presentes durante las 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 precisará al oficial que este presidiendo la sesión a tomar acción." Según la sección 3.3 (c) de las reglas de procedimientos del Ayuntamiento.

## **Handgun Prohibition Notice for Meetings** **of Governmental Entities**

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

*"De acuerdo con la sección 30.06 del código penal (ingreso sin autorización de un titular de una licencia con una 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."*



This Council Committee meeting will be held by video conference and in the Council Chambers, 6thFloor 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 publichealth protocols. The meeting will be broadcast live on Spectrum Cable Channel 16 and online at [bit.ly/cityofdallastv](https://bit.ly/cityofdallastv). The public may also listen to the meeting as an attendee at the following video conference link:

<https://dallascityhall.webex.com/dallascityhall/j.php?MTID=md03cba29b862f3e2f576d1b87aa1b7a0>

## Call to Order

## MINUTES

- A     [23-809](#)     Approval of February 21, 2023 Transportation and Infrastructure Committee Meeting Minutes

**Attachments:**     [Minutes](#)

- B     [23-826](#)     Approval of February 28, 2023 Transportation and Infrastructure Committee/ DART Board Special Called Joint Meeting Minutes

**Attachments:**     [Minutes](#)

## BRIEFING ITEMS

- C     [23-810](#)     Discussion of SEIU Texas' DFW Airport Service Workers' pay and benefits [Elsa Flores, President, Service Employees International Union in Texas (SEIU Texas)]

**Attachments:**     [Presentation](#)

- D     [23-811](#)     TxDOT and City of Dallas Collaboration - Safety Projects Overview [Ceason Clemens, P.E., District Engineer, Texas Department of Transportation]

**Attachments:**     [Presentation](#)

- E     [23-812](#)     Smart Cities Initiatives Update [Ali Hatefi, Director, Department of Public Works] [Jacob McCarroll, Program Administrator, Department of Public Works]

**Attachments:**     [Presentation](#)

## BRIEFING BY MEMORANDUMS

- F     [23-816](#)     Bachman Lake Area Planning Study [Ghassan Khankarli, Ph.D., P.E., Director, Department of Transportation]

**Attachments:**     [Memorandum](#)

- G     [23-813](#)     Monthly Update of Public Works Program Performance - January 2022  
[Ali Hatefi, Director, Department of Public Works]

**Attachments:**     [Memorandum](#)

#### **REPORTS**

- H     [23-814](#)     Interagency Transportation Report  
[Ghassan Khankarli, Ph.D., P.E., Director, Department of Transportation]

**Attachments:**     [Report](#)

#### **FORECAST**

- I     [23-815](#)     Committee Forecast

**Attachments:**     [Forecast](#)

#### **ADJOURNMENT**

**EXECUTIVE SESSION NOTICE**

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

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



# City of Dallas

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

## Agenda Information Sheet

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**File #:** 23-810

**Item #:** C

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Discussion of SEIU Texas' DFW Airport Service Workers' pay and benefits

[Elsa Flores, President, Service Employees International Union in Texas (SEIU Texas)]



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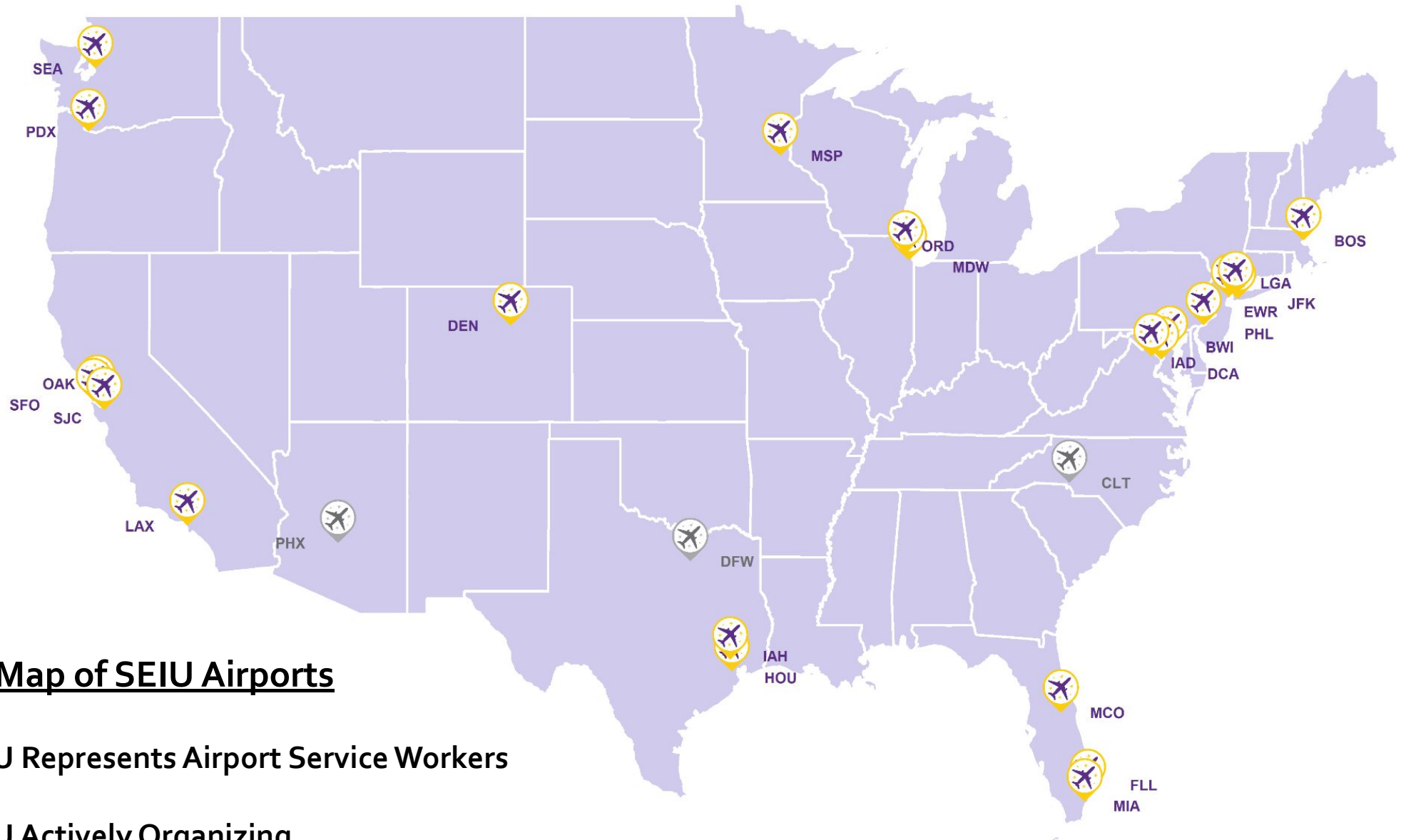
March 20, 2023

# Who We Are

SEIU Texas represents over 6,000 janitorial, multiservice, airport, and healthcare workers throughout Texas.

According to the Airport Workers United website, SEIU currently represents over 36,000 airport service workers across the country. SEIU has won wage increases and other working improvements for over 150,000 airport service workers across the country.

Airport service workers nationwide are joining together to demand living wages, critical benefits like paid leave and affordable healthcare and a voice on the job through a union.



## Partial Map of SEIU Airports

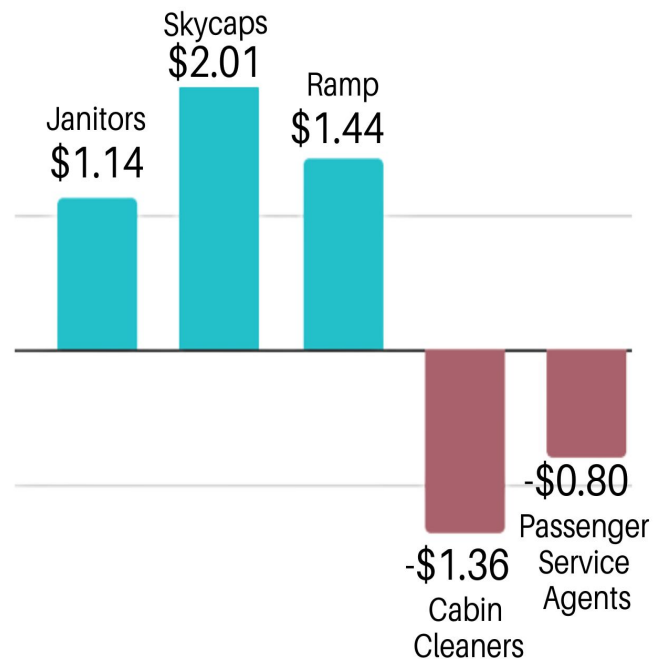
 SEIU Represents Airport Service Workers

 SEIU Actively Organizing

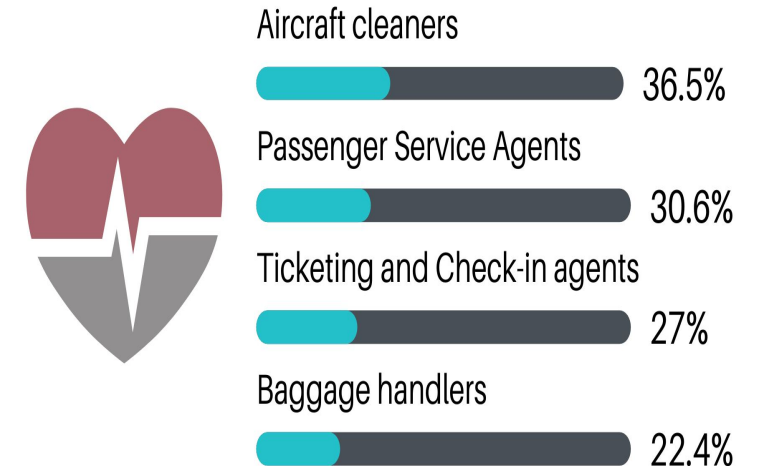
# Airport service workers are underpaid and underprotected

- Airport service workers perform important, but often unseen work like getting baggage on and off planes, helping passengers with disabilities travel safely through the airport, cleaning airplane cabins while performing safety inspections and securing terminals.
- But many are underpaid, underprotected, and overworked.

**20 years of stagnant airport worker wages**  
*Inflation-adjusted wage changes 2001-2021*



**Airport service workers with employer-provided health insurance**





Travel chaos has been dominating headlines for months now, from record flight cancellations during summer travel peaks to mountains of lost luggage during the holiday travel season. Meanwhile, many airlines have been raking in record profits.

## TRAVEL TURBULENCE

# DFW Airport logs one of worst records for flight delays and cancellations in U.S., report says

By John Egan Nov 8, 2021 | 5:16 pm

### FLIGHT DELAYS

## More than 600 DFW flights canceled amid cold front

BY SUNNY TSAI | TEXAS

UPDATED 12:45 PM CT FEB. 23, 2022 | PUBLISHED 7:27 AM CT FEB. 23, 2022

TEXAS — As another cold front blasts through the Dallas-Fort Worth area before heading to the Gulf of Mexico, airlines are canceling flights and delaying arrivals.

### AIRLINES

## Nearly 1,700 Flights Canceled Out of DFW Airport and Dallas Love Field on Wednesday

Flight delays and cancellations are mounting Wednesday as the winter storm persists into a third day with sleet, freezing rain and snow.

By Jenny Rudolph

Source Fort Worth Star-Telegram (TNS)

Feb. 2, 2023

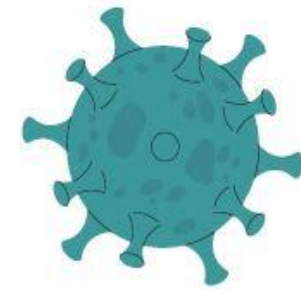
# Billions of our public dollars are invested in our nation's aviation system every year

**Every Year,  
\$13 Billion**  
of our tax dollars go to  
airlines and the U.S.  
commercial aviation industry



**\$25 Billion**  
for airport and traffic  
control projects that airlines  
rely on included in the  
Bipartisan Infrastructure Law  
of 2021 over 5 years

**\$54 Billion**  
taken by major U.S. airlines  
in COVID funding



**\$1 Trillion**  
is the estimated worth of our  
nation's aviation  
infrastructure, built almost  
entirely with federal grants  
and tax-free municipal bonds.

## We must ensure that our public resources serve the public good.

- Over 5,100 contracted service workers work at DFW Airport\*
- DFW Airport service workers can make as low as \$10 per hour;
- Many DFW Airport service workers don't have affordable healthcare, paid sick leave, or aren't currently represented by a union

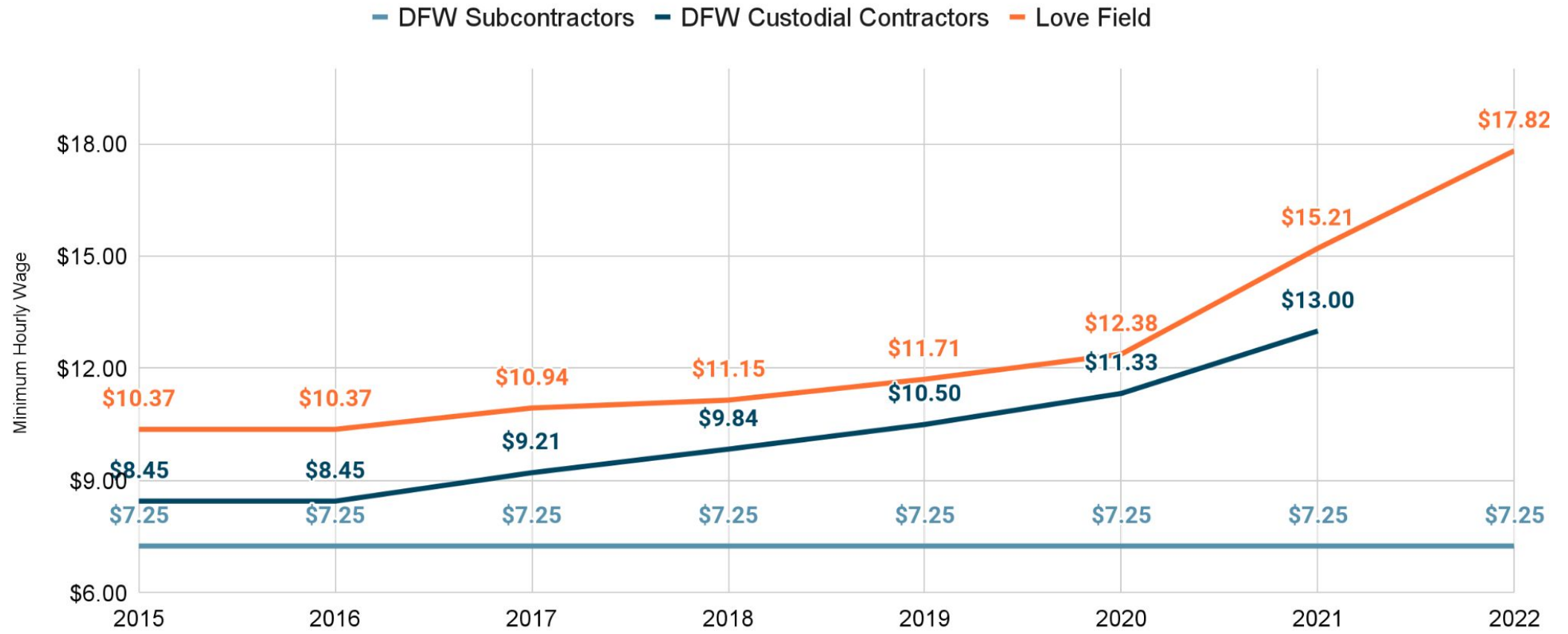
Top Employer	Worker count*
Prospect	1,113
ABM	743
Worldwide Flight Services	647
G2 Secure Staff	382
Unifi	194
Menzies	163
GAT	139
Hallmark	139
Swissport	127
.....	.....
<b>Total</b>	<b>5,195</b>

**DFW AIRPORT SERVICE  
WORKERS ARE FALLING  
BEHIND**

## Wages at DFW vs. Love Field in 2022

DFW	Love Field
<b>\$10</b>	<b>\$17.82</b>
DFW Airport contracted service workers make <b>as low as \$10</b> per hour in 2022	Love Field Airport service workers under general services contracts covered by the Dallas Living Wage Policy make <b>at least \$17.82</b> in 2022

# Minimum Wages at DFW vs. Love Field



# TYPICAL MONTHLY EXPENSES FOR A SINGLE ADULT

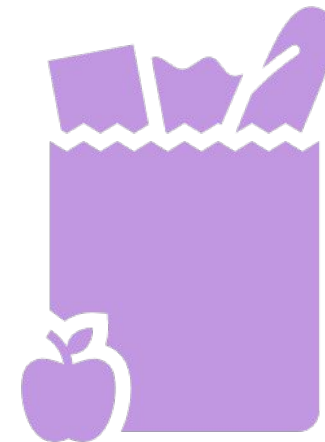
**\$2,754**

## Housing



**\$1,105**

## Food



**\$327**

## Transportation



**\$456**

## Other\*



**\$865**

*Source: MIT Living Wage Calculation for Dallas County, TX, based on 1 adult with no children.*

*\*Other refers to medical, civic, and miscellaneous expenses.*

# TYPICAL MONTHLY EXPENSES FOR A SINGLE ADULT

\$2,754

While a contracted service worker at DFW may make as little as **\$1,733** a month *before* tax, exclusive of tips, if she/he works 40 hours a week with a salary of \$10 per hour



# Good Jobs for Good Airports Act of 2023

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The Good Jobs for Good Airports Act of 2023 introduced in Congress will help ensure every airport job is a good one that allows workers to not just survive, but also support their family with good wages, affordable healthcare and critical protections like paid sick leave.

# Benefits for DFW Airport Workers Under the Good Jobs for Good Airports Act

- Approximately 14,640 airport service workers at DFW Airport would be covered by the bill's provisions.
- All covered workers would be entitled to health benefits or cash payments currently worth \$4.80 per hour. At full time hours, this would be a means for workers to access meaningful health insurance.
- All covered workers would be entitled to paid time off, typically including 11 paid federal holidays and 2 weeks of paid time off after their first year.

If enacted, it is estimated that approximately 59% of covered workers (8,640) who are currently earning under \$16.20 an hour at DFW may receive a wage increase under GJGA.



For example, looking at U.S. Department of Labor Statistics data, and provided they would be covered by the provisions of the GJGA as enacted, baggage handlers, an occupation that pays as low as **\$12.34** per hour in the Dallas-Fort Worth metro area, could see their wages increase to **\$16.20**, an increase of **\$3.86**.

If enacted, it is estimated that approximately 3,480 DFW Airport service workers and their families would be lifted out of poverty by the wage increases in GJGA.

# Other Unions Supporting the Good Jobs for Good Airports Act

Other unions who represent workers at multiple airports throughout the country support the proposed GJGA legislation, which would set a national standard for airport workers to have the wages and benefits necessary to support their families.



# Across the country, workers are joining together to win policies at their airports or City Councils to raise wages

- The Port Authority of New York and New Jersey raised the minimum wage for workers at **EWR, LGA and JFK** to \$19 an hour in September 2023.
- The Metropolitan Washington Airports Authority (MWAA) board has adopted a resolution to increase wages for workers at **DCA and IAD** to \$16 an hour starting January 1st 2024.
- Massachusetts Port Authority (Massport) Board voted to increase the minimum wage rate for certain airport service workers at **BOS** to \$17 an hour effective January 1, 2023.
- The Philadelphia City Council raised the minimum wage to \$15.06 for **PHL** workers who are employed by airlines operating under leases with the city or those who are employed by a contractor for an airline.

# Airline lease agreements must serve our communities, passengers and working people



## **CURRENT AIRLINE LEASES**

Revenue sharing provisions in the current airline lease agreements at DFW mean airlines have been given \$482 million from passenger parking, concessions, and other fees to offset their landing fees from 2011 - 2021. That is money in airlines' pockets.



## **FUTURE AIRLINE LEASES?**

Lease agreements are covenants between the DFW community and the airlines that use our airports. These agreements can and should ensure the airport really works for travelers, working people and the airlines, and such provisions must be included in future agreements with our community.

# WORKERS IMPACTED

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Who are the workers impacted by the wages and working conditions at DFW?

# Mohammad Osman

**Mohamed Osman** is a Passenger Service Assistant (PSA) at Dallas-Fort Worth International Airport (DFW). He is a 55 year old Sudanese immigrant and father of four children. He immigrated to Dallas about 24 years ago and has been working at DFW for nearly 20 years. Mohamed usually works 7 days a week – sometimes from 4AM to 3PM – and can walk nearly 12 miles a day. After 20 years, Mohamed is paid \$12.50 an hour, a wage so low that he is barely able to survive and support his family.





# Lashundra Randall

**Lashundra Randall** is an Unaccompanied Minor Escort (UM Runner) at Dallas-Fort Worth International Airport (DFW). She started working at DFW in November 2021. She is a 36 year old single mother who has 2 young children who she takes care of on her own. She doesn't have a car so she has to take the bus & train or call a car service to get to work which costs her a lot of money in transportation costs as well as about 3 hours or more per day in time away from her family.



# Qiana Washington

**Qiana Washington** is a Baggage Service Officer at DFW Airport. She started working at DFW Airport in March of 2022. Qiana is a mother of three children, ages 13, 8, and 5 years old. Being a mother of three, if one of her children get sick, she has to take multiple days without pay to be able to take care of the. She is eligible for health benefits, they are so expensive that she would have to work more hours just to cover the cost.



# DFW Airport Service Workers Are Asking For:

- City Council to set up a sub-committee to further research the issues at hand.
- City Council to move a resolution to support the Good Jobs for Good Airports bill.
- Research on leasing agreement options for airlines.







# City of Dallas

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

## Agenda Information Sheet

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**File #:** 23-811

**Item #:** D

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TxDOT and City of Dallas Collaboration - Safety Projects Overview  
[Ceason Clemens, P.E., District Engineer, Texas Department of Transportation]



# TxDOT: Dallas District

## City of Dallas Transportation and Infrastructure Committee Safety Briefing

Ceason Clemens, P.E.  
District Engineer

March 20, 2023

# HELP #EndTheStreakTX

End the streak of daily deaths on Texas roadways.

Calendar Year 2018-2022 Fatal Crash & Fatality Count to Date					
Year	Fatal Crashes		Fatalities		Average Fatalities per Day
	Statewide	Dallas District	Statewide	Dallas District	Statewide
2022	4,038	508	4,469	558	12.3
2021	4,067	526	4,495	570	12.3
2020	3,543	509	3,897	558	10.6
2019	3,300	407	3,623	443	9.9
2018	3,319	421	3,657	443	10.0



#EndTheStreakTX Toolkit



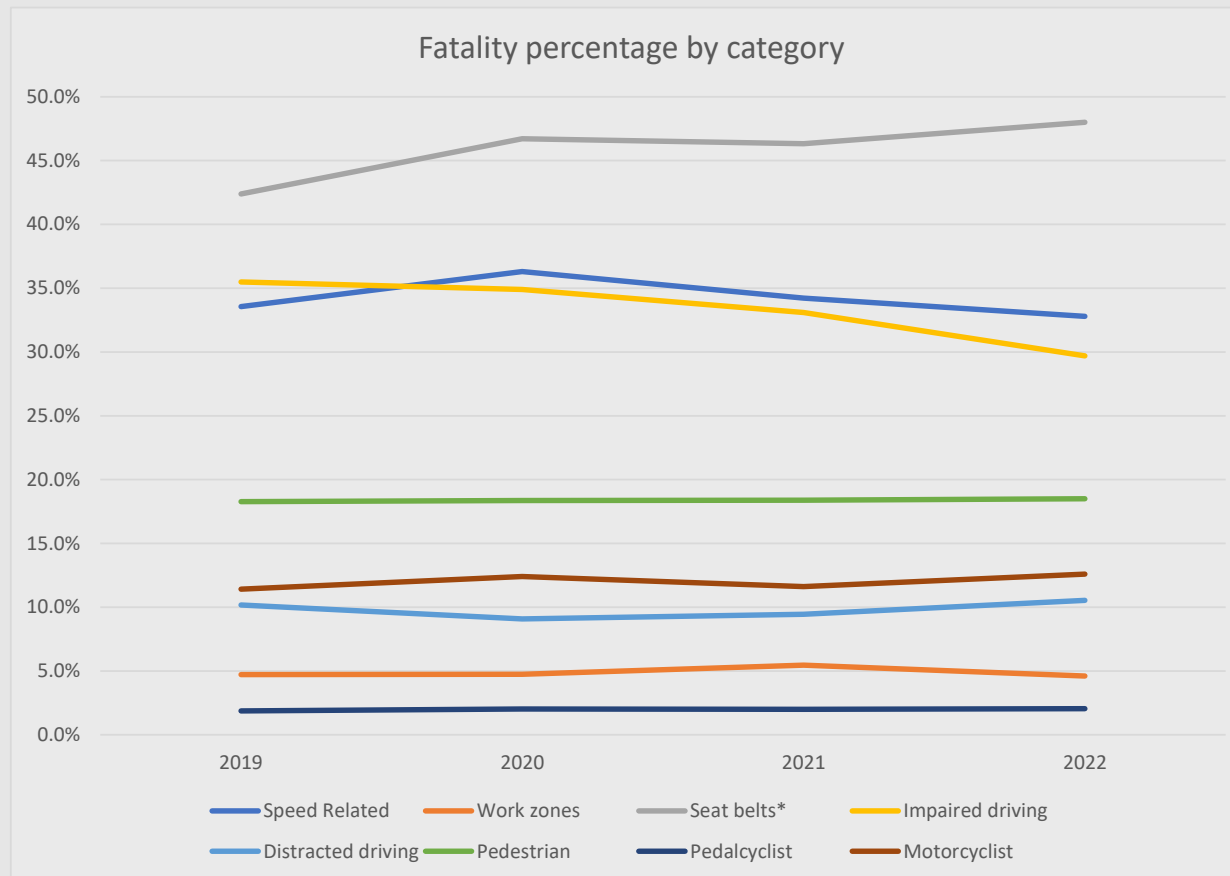
**TxDOT.gov** (Keyword: #EndTheStreakTX)

## 2022 Preliminary Fatal Crash Data Overview



- The 2022 yearly fatality total mirrors 2021. While the fatalities are high again, we didn't see a year-over-year increase like the 7.6% and 15.3% jumps in 2020 and 2021, respectively.
- There was no change in the top 3 contributing factors for fatal crashes. In order, those were:
  - Failed to drive in single lane
  - Under influence – alcohol
  - Failed to control speed
- Urban vs Rural fatality totals remained at 49% Urban vs 51% Rural

## Emphasis Areas



- Most emphasis areas tracked with historical percentages from 2021 into 2022
- \*Seatbelt usage percentage excludes unknown and N/A data for motorcyclists, pedestrians, etc.



## Emphasis Areas



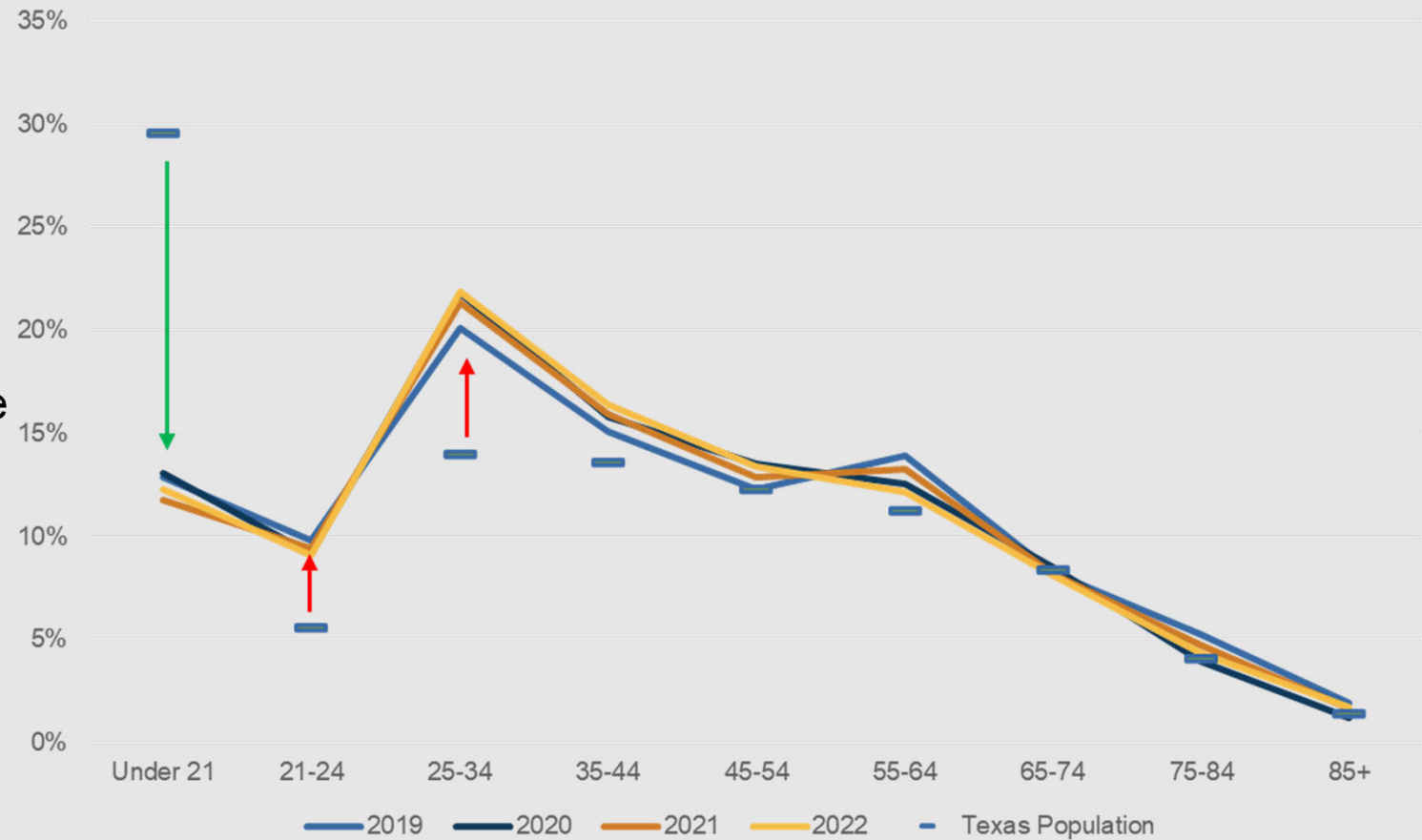
Emphasis area	Year			
	2019	2020	2021	2022
Speed	1,216	1,414	1,538	1,465
Work zones	171	184	245	205
Seat belts	926	1,080	1,235	1,258
Impaired driving	1,285	1,360	1,487	1,327
Distracted driving	368	354	424	470
Pedestrian	662	715	826	826
Bicyclist	67	79	90	91
Motorcyclist	413	483	522	562
Total	3,623	3,897	4,495	4,469

- Most emphasis areas tracked with historical percentages from 2021 into 2022
- Seatbelt usage percentage excludes unknown and N/A data for motorcyclists, pedestrians, etc.

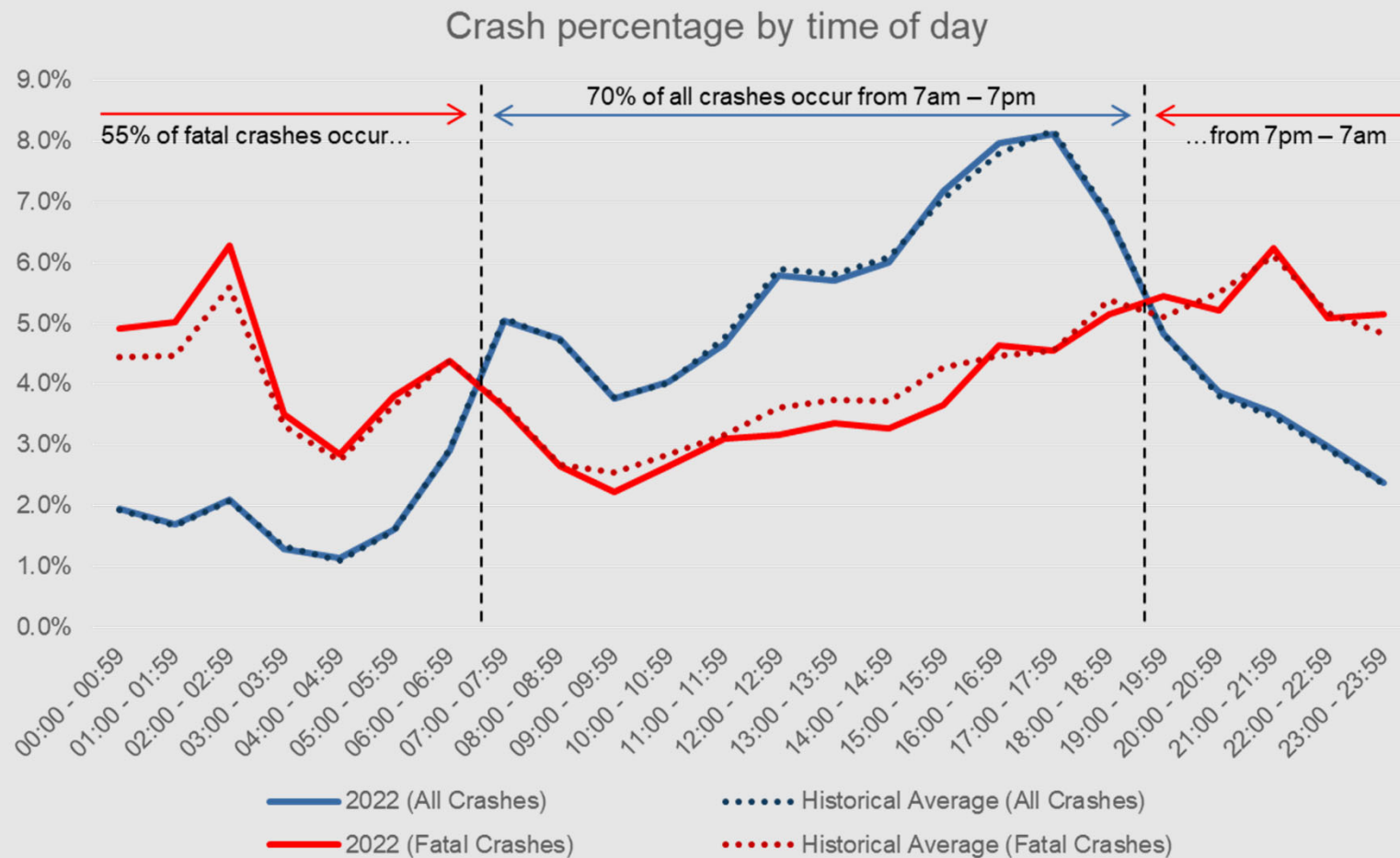
## Fatalities by Age Group vs Texas Population



Fatalities by age group tracked with previous years, with the 21-34 y/o segment significantly over-represented, and the Under 21 y/o group significantly under-represented.



## All crashes and fatalities by time of day



## Dallas County Fatal Crashes



### Fatal Crashes in Dallas County

Year	Total
2018	286
2019	257
2020	307
2021	326
2022	324

### Top 3 Contributing Factors



- **Speeding**
- **DUI**
- **Single Vehicle Run off the Road**



NOVEMBER 7, 2000

The last date the State of Texas experienced a deathless day on our roadways.

On May 30, 2019 the Texas Transportation Commission (TTC) adopted Minute Order 115481 directing the Texas Department of Transportation (TxDOT) to “develop and implement strategies required to reduce the number of deaths on Texas roadways by half by the year 2035 and to zero by the year 2050”.



## Safety Projects- Rumble Strips



## Safety Projects- Cable Barrier





## Safety Projects- Signal Upgrades





## Safety Projects- Added Sidewalks





## Safety Projects- Pavement Markings

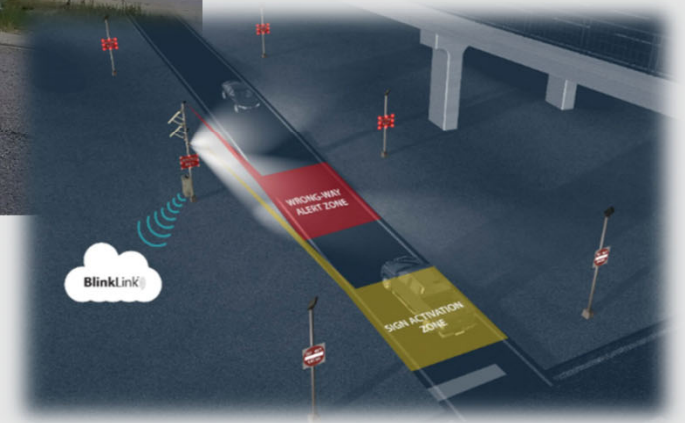


## Safety Projects- Wrong Way Driver





## Safety Projects- Wrong Way Driver



## Safety Projects- Wrong Way Driver



Wrong Way Driver Advanced Technologies (HSIP Work Code 142)									
CSJ	District	County	Short Description (CSJ Request Form)	Primary Roadway	Limits From	Limits To	Length	SHSP (Emphasis Area)	Total (Bid Items + M&B + Safety)
0047-07-245	DAL	Dallas	Install ATMS	US 75	Knox Henderson	SS 366		Impaired Driving	\$201,731.00
0196-07-035	DAL	Dallas	Install ATMS	SS 366	IH-35E	US 75		Impaired Driving	\$181,643.00
0196-03-292	DAL	Dallas	Install ATMS	IH 35E	Clarendon Dr	Inwood Rd	5.279	Impaired Driving	\$470,400.00
0092-14-107	DAL	Dallas	Install ATMS	IH 345	IH 30	SS 366	1.419	Impaired Driving	\$235,200.00
0009-11-269	DAL	Dallas	Install ATMS	IH 30	2nd Ave ramp	1st Ave ramp	2.953	Impaired Driving	\$156,800.00
0047-07-248	DAL	Dallas	Install ATMS	US 75	PGBT	IH 635	6.298	Impaired Driving	\$313,600.00
0047-06-176									
2374-02-166									
3000-01-027	DAL	Dallas	Install ATMS	SS 408	SL 12	IH 20	4.213	Impaired Driving	\$313,600.00
0092-02-146	DAL	Dallas	Install ATMS	IH 45	South of Ferris	IH 20	11.096	Impaired Driving	\$313,600.00
									<b>\$2,343,374.00</b>

# Safety Projects- Courtesy Patrol



## Courtesy Patrol

### ➤ Motorist Assistance

- Partnership with Dallas County Sheriff Department and NCTCOG

### ➤ Services Performed:

- Flat Tire
- Stalled Vehicles
- Mechanical Assistance
- Crash Response
- Directions
- Abandoned Vehicles





# Safety Projects- Mobility Projects



## Mobility Projects

- Upgrade roadways to current design standards
- Analyze construction work zone design.
- Design for desirable rather than minimums if possible.





# TxDOT and City of Dallas Collaboration- Future Safety Projects



## FY 2023

- 15 Projects
- \$5,707,682.00
- Types of Projects:
  - ✓ Install Sidewalks
  - ✓ Improve Traffic Signals
  - ✓ Install Traffic Signals

## FY 2024

- 18 Projects
- \$9,535,060.00
- Types of Projects:
  - ✓ Wrong Way Driver Advanced Technologies
  - ✓ Improve Traffic Signals
  - ✓ Intersection Improvements
  - ✓ Resurfacing (High Friction Surface Treatment)

## FY 2025

- 18 Projects
- \$8,982,291.00
- Types of Projects:
  - ✓ Improve Traffic Signals

## TOTAL APPROVED SAFETY PROJECTS IN THE CITY OF DALLAS

- 51 Projects
- \$24,225,033.00

## POTENTIAL PROJECTS FOR FY 2026 (within City Limits)

34 Projects (under Division Review)

- ~\$15,000,000.00
- Types of Projects:
  - ✓ Improve Traffic Signals
  - ✓ Pedestrian Crossing Deterrents
  - ✓ WWD Advanced Technologies
  - ✓ Install Dynamic Speed Feedback Signs



**Ceason Clemens, P.E.**  
District Engineer  
TxDOT, Dallas District  
[Ceason.Clemens@txdot.gov](mailto:Ceason.Clemens@txdot.gov)  
(214) 320-6110

Please feel free to contact us for  
more information.

**Thank You!**



# City of Dallas

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

## Agenda Information Sheet

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**File #:** 23-812

**Item #:** E

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Smart Cities Initiatives Update

[Ali Hatefi, Director, Department of Public Works]

[Jacob McCarroll, Program Administrator, Department of Public Works]



**City of Dallas**

# Smart Cities Initiatives

**Transportation and Infrastructure  
Committee Briefing  
March 20, 2023**

Ali Hatefi, P.E., Director  
Jacob McCarroll, Program Administrator  
Department of Public Works  
City of Dallas

# Presentation Overview



- Background/History
- Current and Upcoming Smart Cities Initiatives by Timeline
- Next Steps



# Background/History



- Smart Street Lighting
- Wi-Fi Capabilities
- Smart Buildings
- Smart Parking
- Public Safety Solutions
- Environmental Monitoring
- EV Charging Stations/Small Cells
- Drone Imagery



# Background/History



- Since 2019, multiple departments have been and continue to collaborate on Smart Cities Initiatives

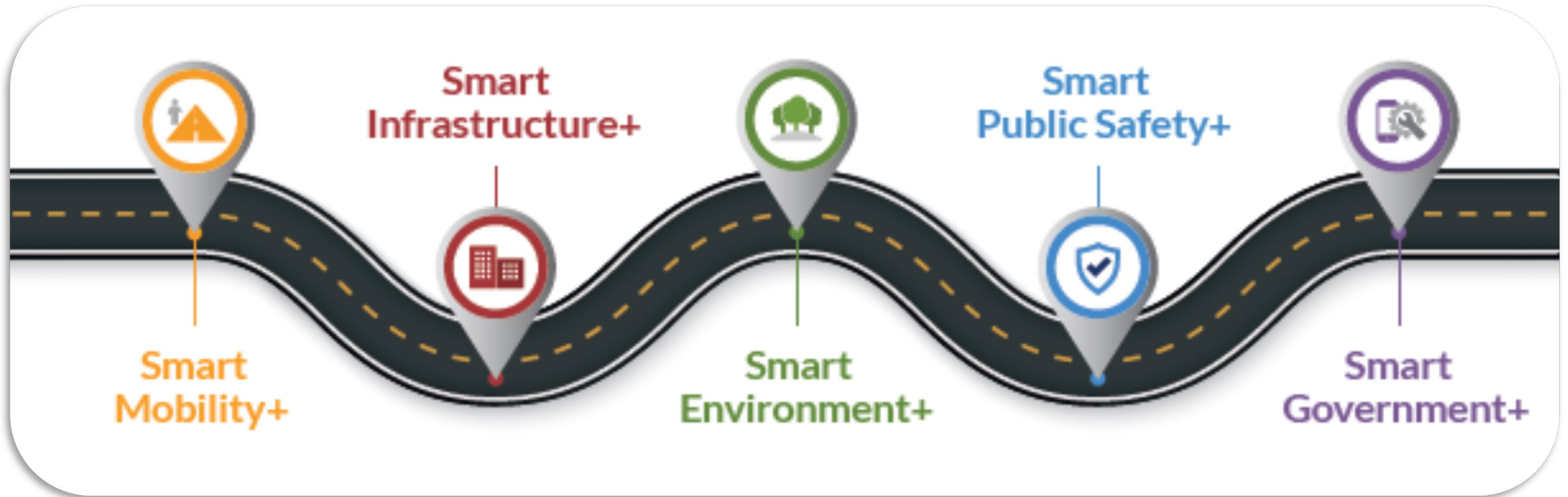




# Background/History



## SmartDallas Roadmap

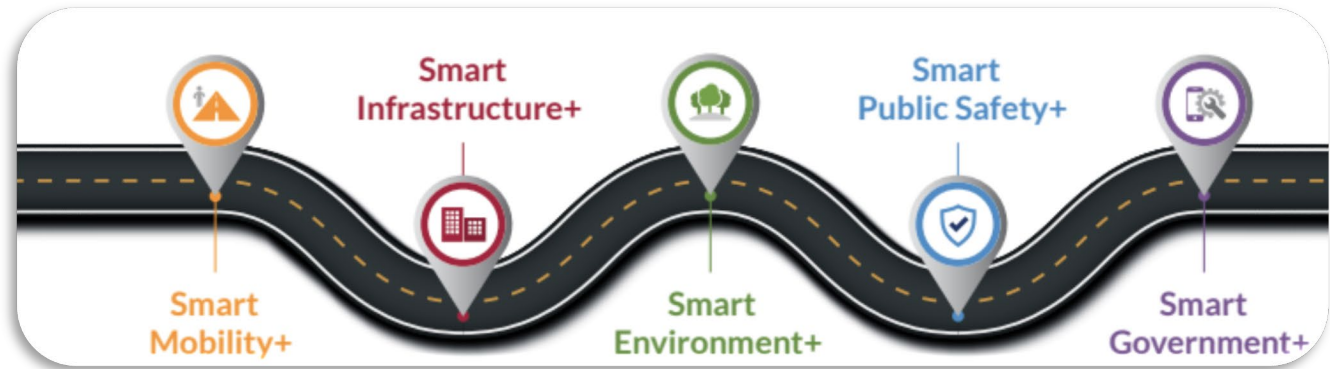


# Background/History



- Infrastructure projects handled by the Department of Public Works (PBW) augment SmartDallas initiatives in direct response to goals outlined in the "Smart Dallas Roadmap" publication and supplement the broader overall vision and strategy development, while concurrently modernizing street operations to meet natural societal expectations of bringing individual departmental functions up to current-day operating standards by leveraging available technologies in practice alongside planned development. Projects listed throughout the subsequent slides advance Dallas towards reaching the following Smart Dallas RoadMap goals and will be noted accordingly per topic with the following classifications:

- Smart Mobility+
- Smart Infrastructure+
- Smart Public Safety+
- Smart Environment+
- Smart Government+



# Background/History



## FEATURED GOALS:

Smart Mobility+; Smart Infrastructure+; Smart Government+

- The Department of Public Works (PBW) began installing conduits in street reconstruction projects for use in future fiber optic installation
- As a pilot project in early 2020, CableRunner installed fiber optic lines in storm sewers between City Hall and the Canton St. Service Center and to five traffic signals



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





# Background/History



## FEATURED GOALS:

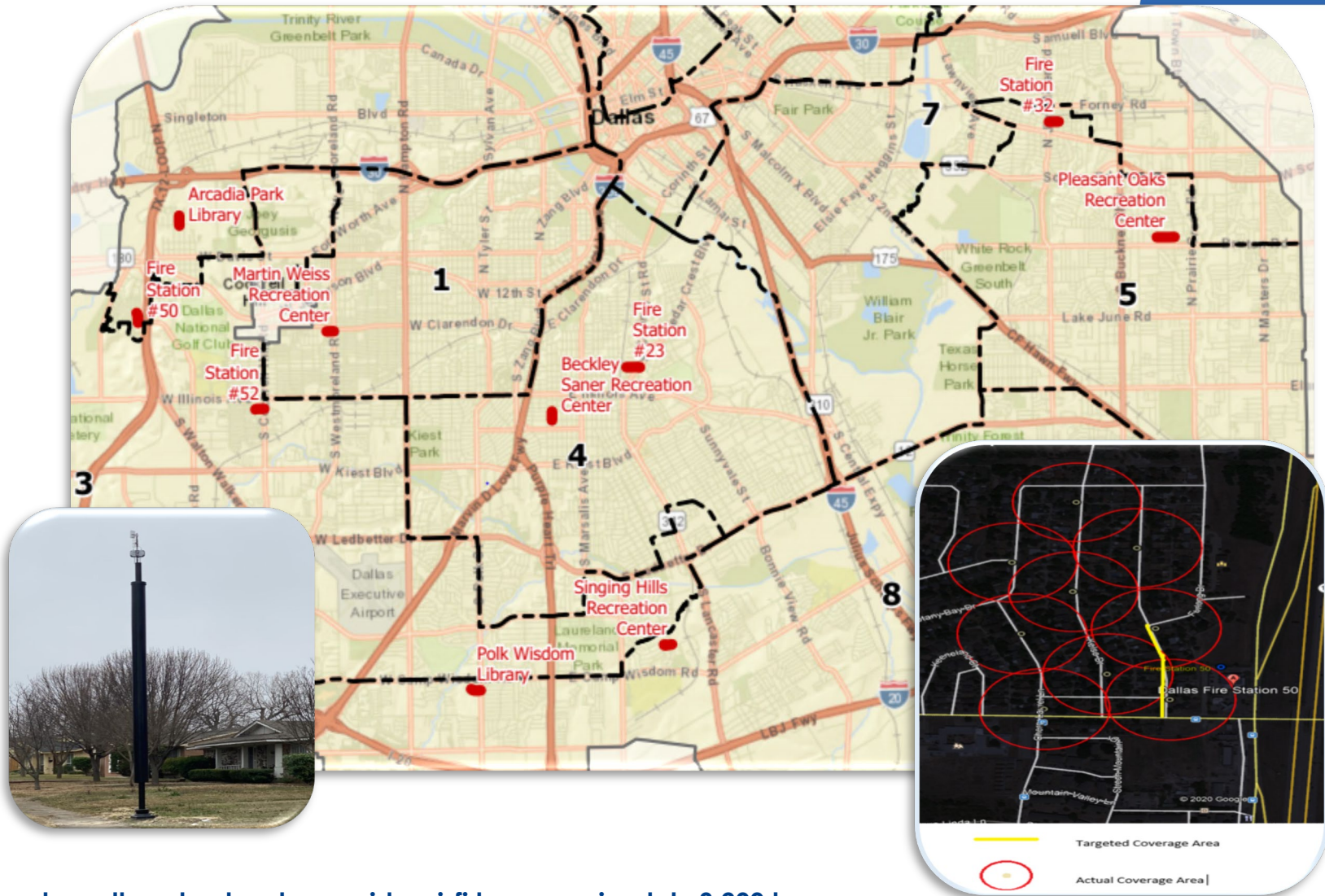
**Smart Infrastructure+; Smart Government+**

- **October 2020:**

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

- **December 2020:**

The wireless networks were constructed based on areas identified with low access to internet service and within range of COD facilities and COD/DISD collaborative digital divide projects.



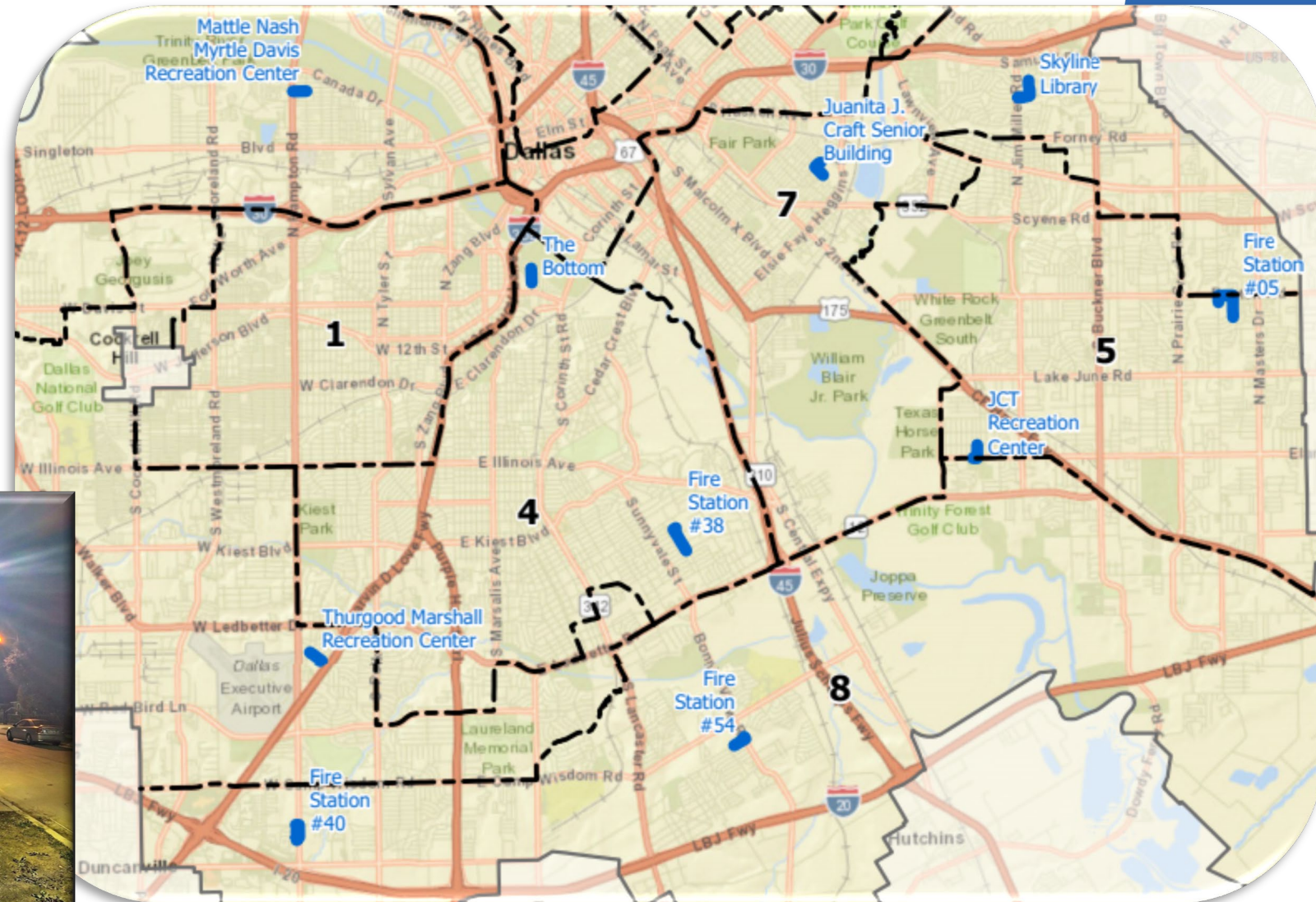
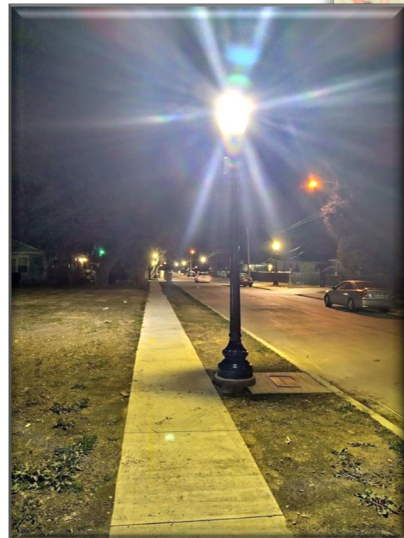
(10) Wireless broadband networks provide wi-fi to approximately 3,200 homes





## Smart Infrastructure+; Smart Government+

- City teams and contractors used \$2.8M in CARES Act funds to complete 10 streetlight Wi-Fi pilot projects, including the installation of Wi-Fi equipment onto new streetlights and telecom fiber connections to adjacent City facilities on ten residential blocks (Wi-Fi serves 150-300 homes)



### Project Map/Streetlights and Wi-Fi equipment on Ezekial Ave. from Elam Rd. to Hodde St.



# Background/History



## FEATURED GOALS:

**Smart Infrastructure+;** Smart Government+

January 2021

- Integrated Streetlight Wi-Fi Pilot Projects
  - \$500K of CARES Act funding used to install telecommunications fiber provide Wi-Fi at four integrated streetlight poles (smart poles):
    - Fiber connected from Fire Station No. 15 to three smart poles at Lake Cliff Park (Image 1),
    - Fiber from Oak Cliff Municipal Center connected to one smart pole at the intersection of Jefferson Blvd. and S. Crawford St. intersection (Images 2 and 3)



Image 1

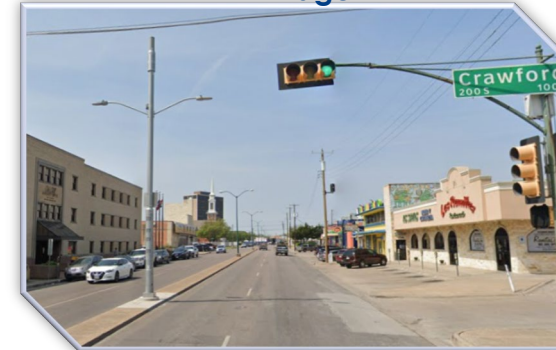


Image 2



Image 3



# Current Smart Cities Initiatives



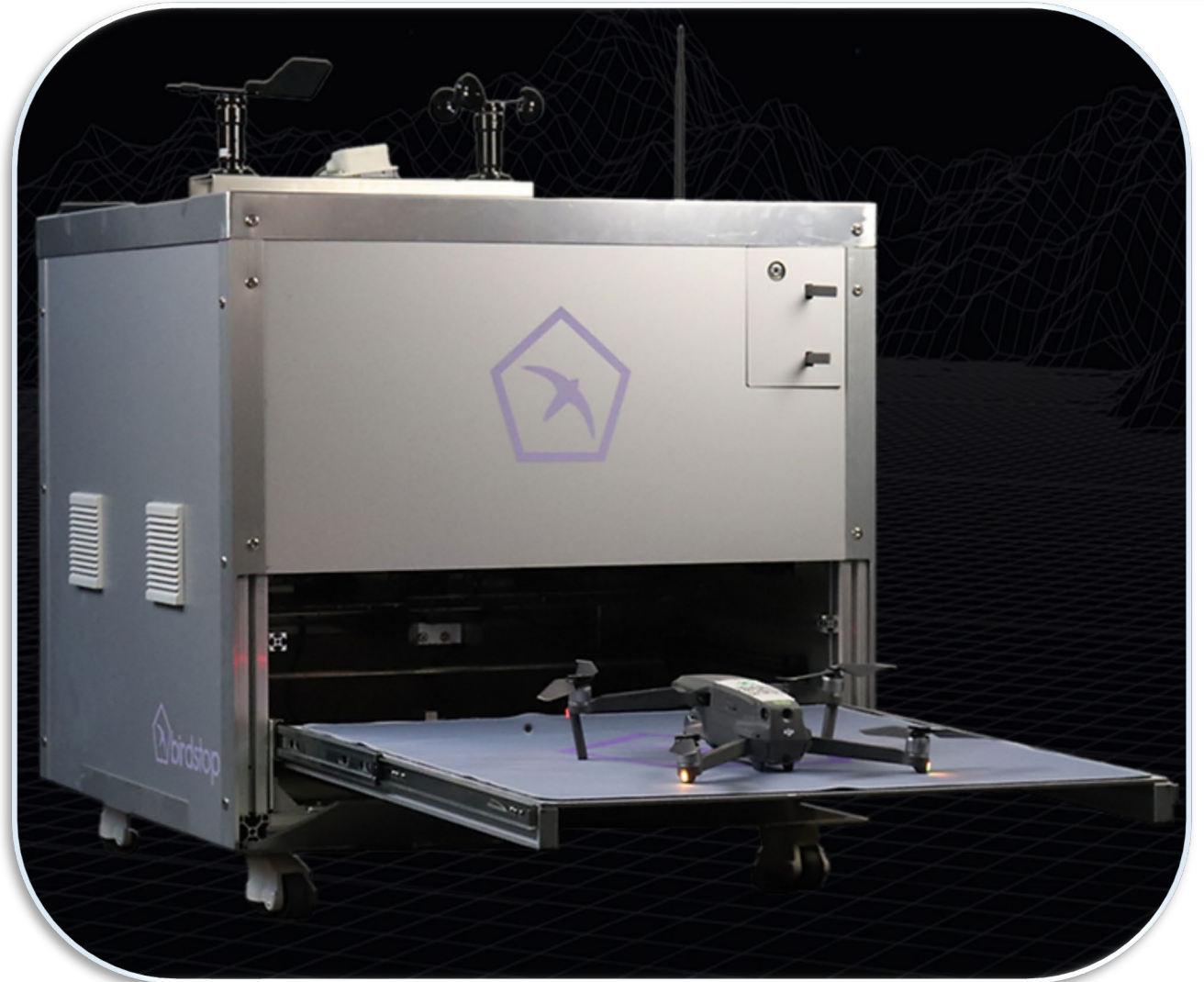
## FEATURED GOALS:

**Smart Mobility+; Smart Infrastructure+; Smart Government+**

## Drone Pilot Project

June 2022:

- PBW executed a pilot program with Birdstop, Inc. to employ Unmanned Aerial Vehicle (UAV) via remote deployments from six (6) different locations to provide on demand services as determined by the City
- The City of Dallas is the first municipality in Texas to utilize this remote method of emerging technology



Birdstop, Inc. Node





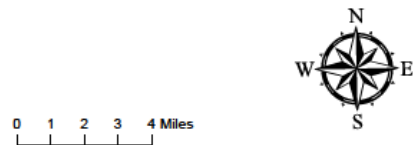
# Current Smart Cities Initiatives



## Drone Node Locations

- Drone Nodes Drone node locations
- Council District Border
- City Limit

CD	Pin ID	Project Name
2, 14	1	North Pearl Street
14	2	Maple Avenue
14	3	Richmond Avenue
10	4	Lake Highlands Trail Extension
7	5	Dolphin Road
4	6	Kiest Sidewalk Improvements
12	7	Dart Silver Line



Prepared on January 30, 2023 by the  
Department of Public Works

Esri, NASA, NGA, USGS, Texas Parks &  
Wildlife, Esri, HERE, Garmin, SafeGraph,  
METI/NASA, USGS, EPA, NPS, USDA

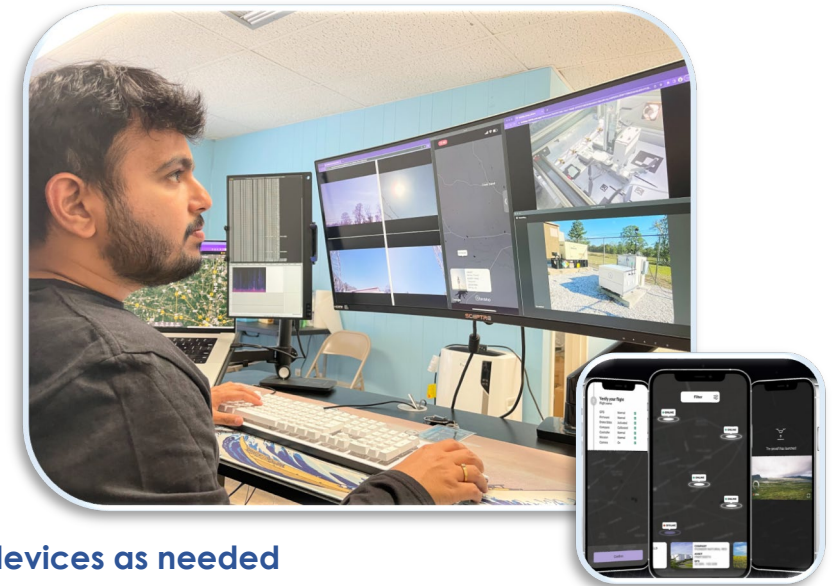


# Current Smart Cities Initiatives



## Drone Pilot Project (Continued)

- These small UAVs are housed in docking nodes that monitor the equipment and service the device before and after each mission.
- Pilots will monitor the mission and collect data through a dashboard during the flight.



Nodes house drones and necessary equipment required to replenish devices as needed



# Current Smart Cities Initiatives



## Drone Pilot Project (Continued)

- Potential UAV applications for public agencies:
  - Law Enforcement
  - Fire Rescue
  - Landscape Analysis
  - Construction Inspection
  - Bridge Inspection
  - Emergency Management
  - Surveying
  - Digital Twin
  - Traffic Management
  - Crowd Control



Richmond Ave at Skillman St –  
Post Construction Time Lapse Drone Video



# Current Smart Cities Initiatives



## Drone Video - Margaret Hunt Hill Bridge





# Current Smart Cities Initiatives



## FEATURED GOALS:

Smart Mobility+; Smart Infrastructure+; Smart Environment+; Smart Public Safety+; Smart Government+

## Ubicquia

### June 2022:

- City Staff (PBW, TRN, and ITS) are completing a pilot program to incorporate Ubicquia technologies in some of our capital improvement projects to incorporate “Smart City” elements and connect the City’s infrastructure.
- Currently, the devices are being utilized for the following projects:
  - Red Cloud Neighborhood Project
  - Richmond Avenue Project
  - Tietze Park Wi-Fi Project
- The Ubicquia products are plug-and-play capable on many of the City’s existing streetlights.



Red Cloud Neighborhood Intersections



# Current Smart Cities Initiatives



## Ubicquia (Continued)

- The UbiHub AP/AI Smart City Platform enhances City services by utilizing the following features:
  - **Edge analytics – Monitor and manage from one dashboard**
    - ✓ Traffic and Mobility Metrics – identify and correct issues in real time
    - ✓ Streets – curb management, waste, and parking
    - ✓ Public Safety
    - ✓ Video Streaming
    - ✓ Public Wi-Fi access points through streetlights
  - **4K Cameras with Artificial Intelligence (AI) processing**
    - ✓ Gunshot detection
    - ✓ Lighting controls
    - ✓ Air Quality Monitoring (AQM)



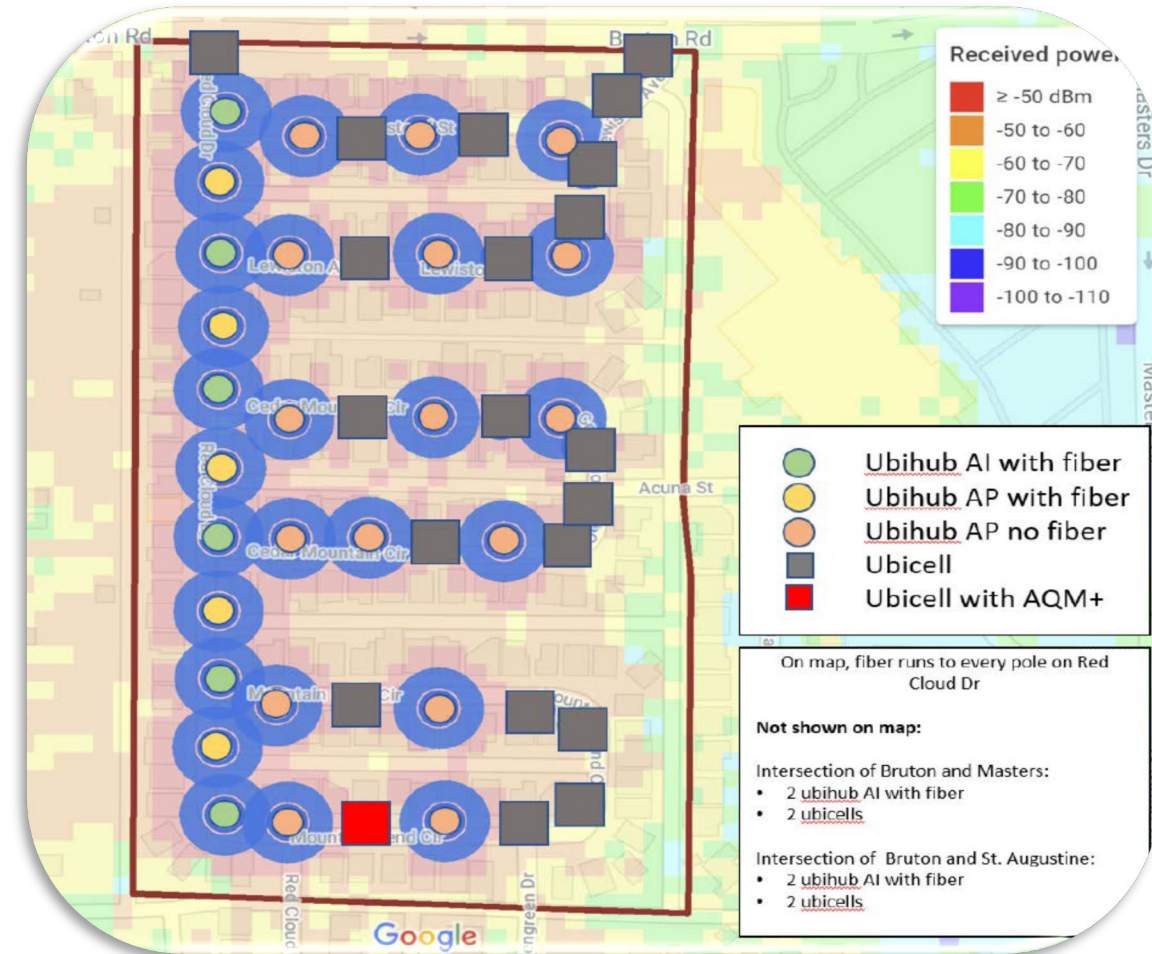


# Current Smart Cities Initiatives



## • Red Cloud Neighborhood Project Scope

- As part of the street improvement project, the City installed conduit and fiber to provide Wi-Fi by connecting Fire Station No. 5 to the streetlights along Red Cloud Dr.
- The streetlights host UbiHub equipment with the following capabilities:
  - ❑ AI cameras (intersections only),
  - ❑ Wi-Fi access points,
  - ❑ Environmental monitors.



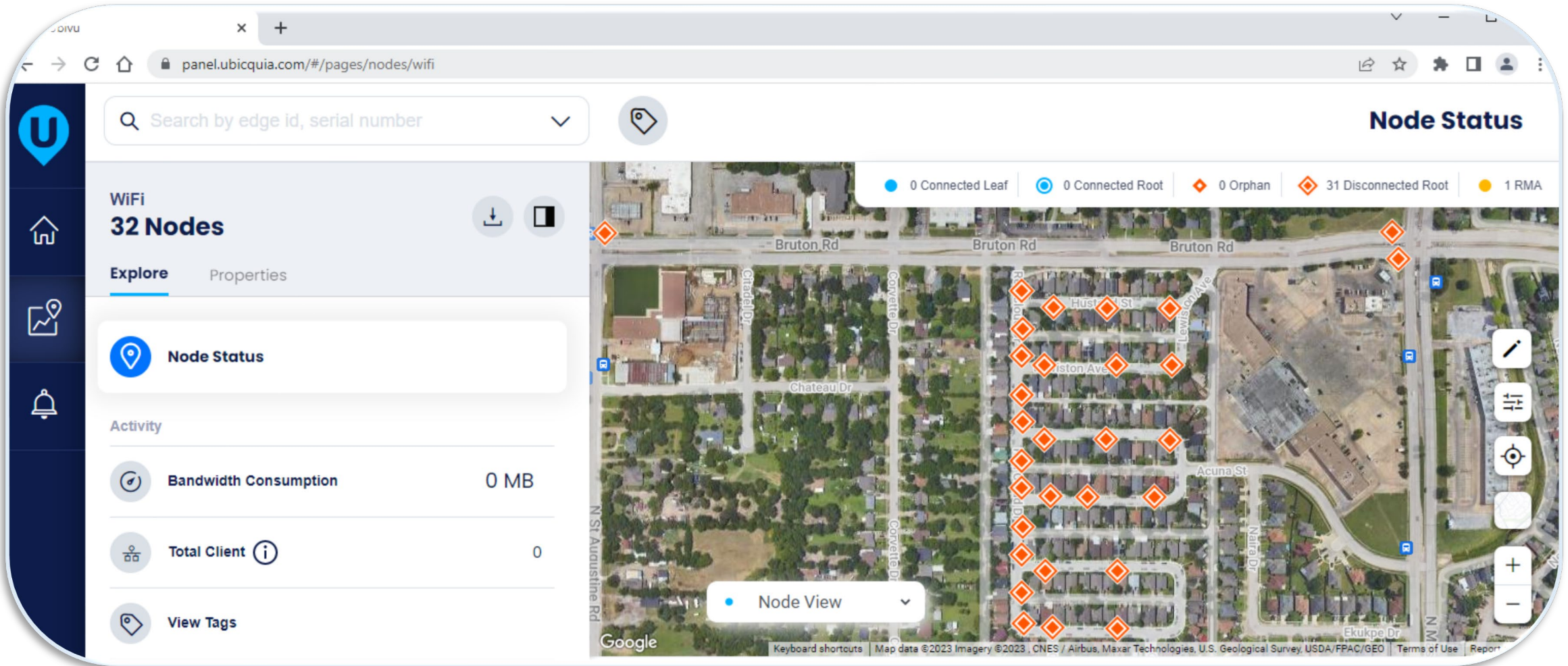
UbiHub AI and AP Access Points - Red Cloud Neighborhood Enhancements



# Current Smart Cities Initiatives



## UbiVu - Red Cloud Analytics Dashboard





# Current Smart Cities Initiatives



- Current phase: Wi-Fi equipment installed, internet connections, and other necessary details nearly complete, marking the first “Smart Neighborhood” in the City of Dallas.



Image of Cedar Mountain Circle prior to construction



Image of Cedar Mountain Circle after construction



Image of Red Cloud Drive prior to construction



Image of Red Cloud Drive after to construction



# Current Smart Cities Initiatives



## Richmond Ave. and Tietze Park Projects

- Recent reconstruction of Richmond Ave. included the placement of conduit to allow for the fiber installation and Ubicquia Wi-Fi equipment on traffic signals to monitor traffic and provide Wi-Fi at the following six intersections:
  - Greenville Ave. at Richmond Ave.
  - Matilda St. at Richmond Ave.
  - Skillman St. at Richmond Ave. (image shown)
  - Abrams Rd. at Richmond Ave.
  - Skillman St. at Belmont Ave.
  - Skillman St. at Vanderbilt Ave.



# Upcoming Smart Cities Initiatives



## FEATURED GOALS:

Smart Mobility+; Smart Infrastructure+; Smart Environment+; Smart Government+

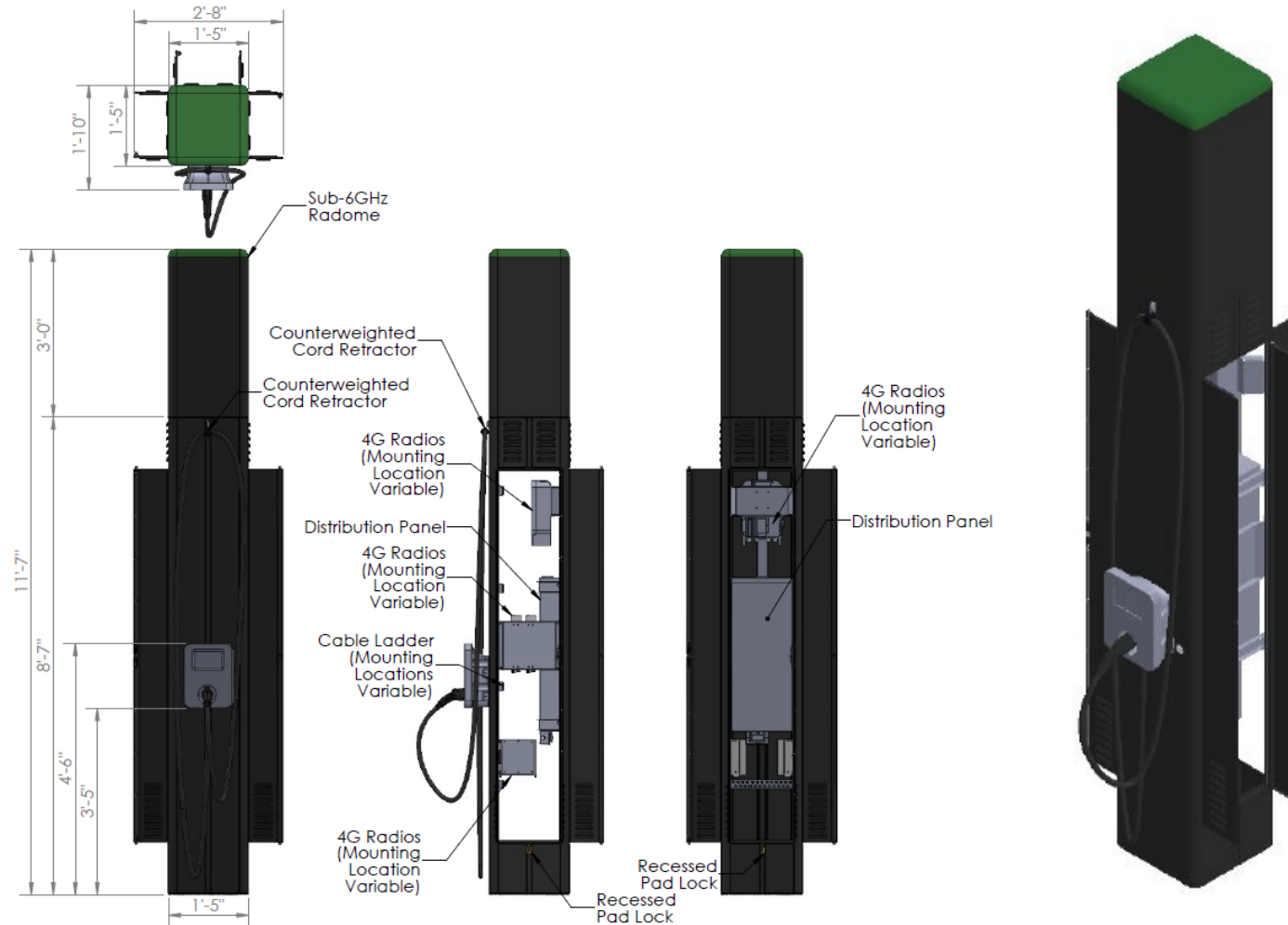
- **Electric Vehicle Charging Stations/Small Cells**

- PBW Staff are working to implement a pilot program to test EV charging station combinations that will also offer small cell coverage and public Wi-Fi through an industry partnership involving Crown Castle and Blink technologies
- This pilot program will utilize the recently constructed Vickery Park Branch Library, which includes conduit and parking designations for future EV charging station features
- It is estimated that the demand for Electric Vehicle (EV) Charging Stations in the next five years is projected to grow from a couple of thousand to under 20K





# Upcoming Smart Cities Initiatives



- Proprietary EV charging station by Blink and Crown Castle

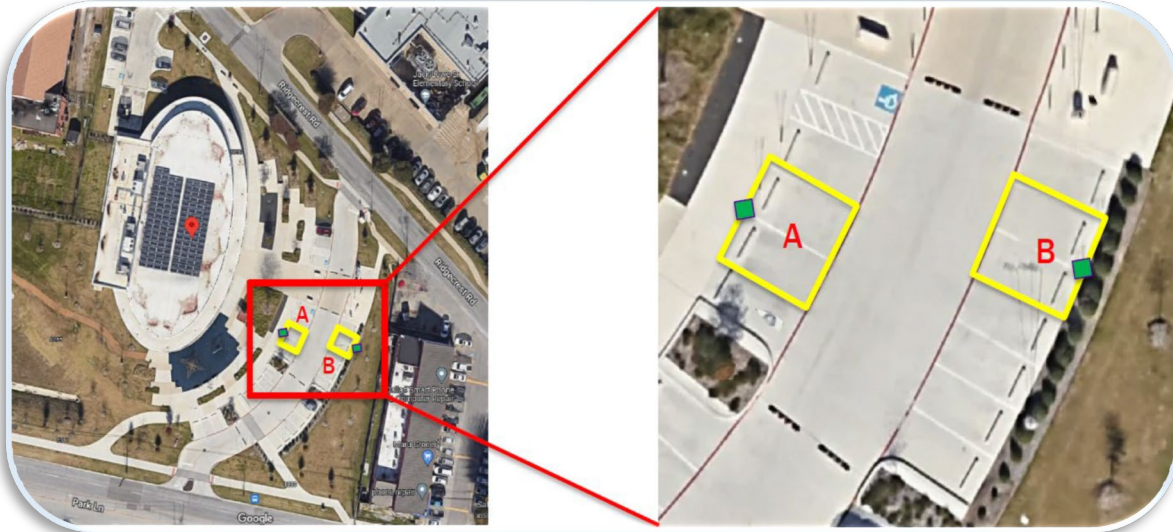


# Upcoming Smart Cities Initiatives



- EV Charging Stations High-Level Project Overview

- Build approximately 660' Rapid Connect path to connect the Vickery Park Branch Library to the existing Crown Castle network infrastructure.
- Install and connect the EV charging station to Crown Castle network.



Vickery Branch Park Library





# Next Steps



- Internal alignment of all Smart Cities Initiatives through the Smart Cities Governance WorkGroup.
- Quarterly pilot program updates to Committee and development of evaluation criteria for expansion and integration into existing systems.



# Next Steps



Discussion/Questions





**City of Dallas**

# Smart Cities Initiatives

**Transportation and Infrastructure  
Committee Briefing  
March 20, 2023**

Ali Hatefi, P.E., Director  
Jacob McCarroll, Program Administrator  
Department of Public Works  
City of Dallas





# City of Dallas

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

## Agenda Information Sheet

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**File #:** 23-816

**Item #:** F

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Bachman Lake Area Planning Study  
[Ghassan Khankarli, Ph.D., P.E., Director, Department of Transportation]

# Memorandum



CITY OF DALLAS

DATE March 17, 2023

TO Honorable Members of the Transportation and Infrastructure Committee

SUBJECT **Bachman Lake Area Planning Study**

In June 2020, the City of Dallas requested assistance from the North Central Texas Council of Governments (NCTCOG) to address transportation issues in the Bachman Lake/ Love Field area. Subsequently, on August 13, 2020, the Regional Transportation Council (RTC) approved \$1,000,000 in funding for NCTCOG to facilitate the Bachman Lake Area Planning Study.

The planning process took place between Summer 2020 and Spring 2022, and included coordination with the City of Dallas, the Texas Department of Transportation, Dallas Love Field Airport, community members, and other stakeholders. NCTCOG staff utilized community input and existing transportation, demographic, and economic data to develop recommended transportation improvements and next steps for the Bachman Lake area.

Findings from the area study show a need for additional transportation safety improvements, notably along Northwest Highway from Harry Hines Boulevard to Lakefield Drive, including the intersection of IH-35E with Harry Hines Blvd/Raceway/Webb Chapel Extension. Bicycle and pedestrian infrastructure to improve connectivity to local trails, parks and transit remains a significant need and priority for the community. While the study noted that the evaluation of a second entryway to Dallas Love Field Airport required more analysis and public engagement, the start of a companion study along Mockingbird Lane (as presented to the Transportation and Infrastructure and Economic Development Committees on February 7, 2023), confirmed the elimination of this option at this time, and the identification of infrastructure improvements that will enhance the area's transportation network and minimize disruption to the neighborhood.

Attached to this memo is an Executive Summary of the Planning Study, and additional materials can be found here: <https://www.nctcog.org/trans/plan/land-use/land-use-projects/bachman-lake-area-planning-study>. With the support of the Transportation and Infrastructure Committee, the findings from the study will guide future project planning for this area.

If you have any questions or concerns, please contact Ghassan "Gus" Khankarli, Ph.D. P.E., PMP, CLTD, at [Ghassan.Khankarli@dallas.gov](mailto:Ghassan.Khankarli@dallas.gov).

A handwritten signature in black ink, appearing to read 'Rob Perez'.

Robert Perez, PhD  
Assistant City Manager

DATE March 17, 2023  
SUBJECT **Bachman Lake Area Planning Study**

[Attachment]

c: T.C. Broadnax, City Manager  
Tammy Palomino, Interim City Attorney  
Mark Swann, City Auditor  
Billerae Johnson, City Secretary  
Preston Robinson, Administrative Judge  
Kimberly Bizer 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

April 2022

# Bachman Area Planning Study



## Executive Summary

The North Central Texas Council of Governments (NCTCOG) began planning for transportation needs in the Bachman/Love Field area of Northwest Dallas following a request from the City of Dallas, in June of 2020. The Regional Transportation Council allocated funds for NCTCOG staff in August of 2020 to facilitate a context-sensitive planning study, advance multi-modal transportation efforts, and address community needs. Public input, reinforced with data and technical coordination among agencies, was used to develop NCTCOG's recommended transportation improvements for the area. This executive summary provides a high-level overview of the work completed along with the recommendations and next step actions.

## Process

The planning process for this project consisted of public engagement, combined with transportation, demographic, and economic data analysis. NCTCOG staff utilized several methods of virtual engagement including an online survey, an interactive mapping tool, and virtual meetings coupled with online feedback forms to collect over 1,000 comments. Additionally, NCTCOG staff coordinated with City, County, Texas Department of Transportation (TxDOT) and Dallas Area Rapid Transit (DART) staff to better understand the details surrounding past and on-going public investment in the study area. More information on this planning process is included in the technical memorandums developed for the project.

## Findings

Past plans and funding have addressed some of the area's needs but many recommendations remain to be implemented. Most of the area's 2012 and 2017 bond projects have been completed except for a few such as the skatepark. However, the area has significantly more infrastructure needs than the past bonds addressed. Funding awarded through Dallas County's Major Capital Improvement Program (MCIP) 7<sup>th</sup> call for projects provided matching funds for several needed improvements, but the City of Dallas still must identify funding for its required 50 percent funding match and/or complete design for several of those projects identified in the study area.

Transportation safety improvements remain a critical need. Reported vehicle crash data from 2015 – 2019 indicates there are a high number of incidents along Northwest Highway/Loop 12 for all road users including pedestrians and bicyclists. Northwest Highway is owned by TxDOT and is on-system. Signals within the corridor are maintained and operated by the City of Dallas. The area of highest crash concentration along Northwest Highway is from Harry Hines Blvd to Lakefield Drive, including the intersection with Webb Chapel Extension. A map highlighting crash areas is available in the Study Area Refinement section. Discussions with the Dallas District office of TxDOT indicate there is interest in advancing efforts to address safety improvements on this stretch of road it owns.



Engaging the public to understand their concerns was a key priority for this effort. Among the many comments three general themes emerged:

1. Construction of a second entry to Dallas Love Field airport in its current form is generally opposed by residents of the surrounding areas. Neighborhood residents are interested in a more comprehensive evaluation of its location, travel mode-orientation, and necessity.
2. Bachman Lake Park is highly valued by the community and residents are concerned with possible roadway changes like a four-lane Shorecrest Drive, which is currently identified in the City's throughfare plan, may negatively impact recreation.
3. There is significant need and community support for bicycle and pedestrian infrastructure (sidewalk, crosswalks, safe bike facilities) to be added and enhanced throughout the study area.

### Recommendations and Next Steps

The summary included here outlines recommended next steps for the Bachman Lake area based around the original ten planning ideas. Each next step was presented at the final public meeting on November 4, 2021 and identifies the responsible level of government. Further details supporting the recommendations in this document including full details of public engagement can be found in the following series of memorandums and sections of the final report which combines them all:

- Study Area Refinement
- Past Plans, Funding, and Ongoing Local Government Coordination
- Public Engagement
- Transit Service Coordination
- Economic Development Opportunities

Many detailed needs and proposed improvements from community comments are not fully captured above but can be found on the project website which provides summaries and reports of all public comments received along with recordings of public meetings.

NCTCOG will rely on local government partners (City of Dallas, Dallas County, and TxDOT) to advance recommendations that complement their own agency's priorities and plans. Specific requests can be made to NCTCOG for assistance as projects advance. NCTCOG will also support requests from local partners to follow up on specific items brought up through the public comment process but were not explicitly identified in this study's recommendations.

### TEN IDEAS

1. City of Dallas Coordination
2. TxDOT Coordination
3. Love Field Access
4. Study Area
5. Public Involvement
6. Economic Development
7. Bicycle/Pedestrian Trails
8. Northwest Highway Redesign/ Pedestrian Cap
9. Harry Hines Boulevard
10. DART Coordination

## Recommendations

### 1) City of Dallas Coordination

NCTCOG staff reviewed past, ongoing, and future transportation plans and projects such as bond funded projects by the City of Dallas in the study area. The City of Dallas is responsible for implementing most transportation elements such as sidewalks, trails, and roadways as well as managing Dallas Love Field airport. Coordination with City of Dallas on their efforts was important to understand funding options and status as well as projects for further collaboration between the City and other entities, such as Dallas County who has provided MCIP funds for several projects in the study area. The following next step is recommended:

<i>Next Steps</i>	<i>Responsible Agency</i>
<b>City to meet frequently with Dallas County to advance MCIP bond projects</b>	City

### 2) TxDOT Coordination

The Texas Department of Transportation is responsible for the state highway network which currently includes Northwest Highway, also known as Loop 12. The Bachman Area Study also identified possible improvement to TxDOT's Interstate 35 East to support traffic flow. Staff conversations with TxDOT Dallas have indicated an additional next step may be extending the current Northwest Highway Feasibility Study (east of Inwood Road) to the west including the section from Inwood Road to IH 35. The following next steps are recommended:

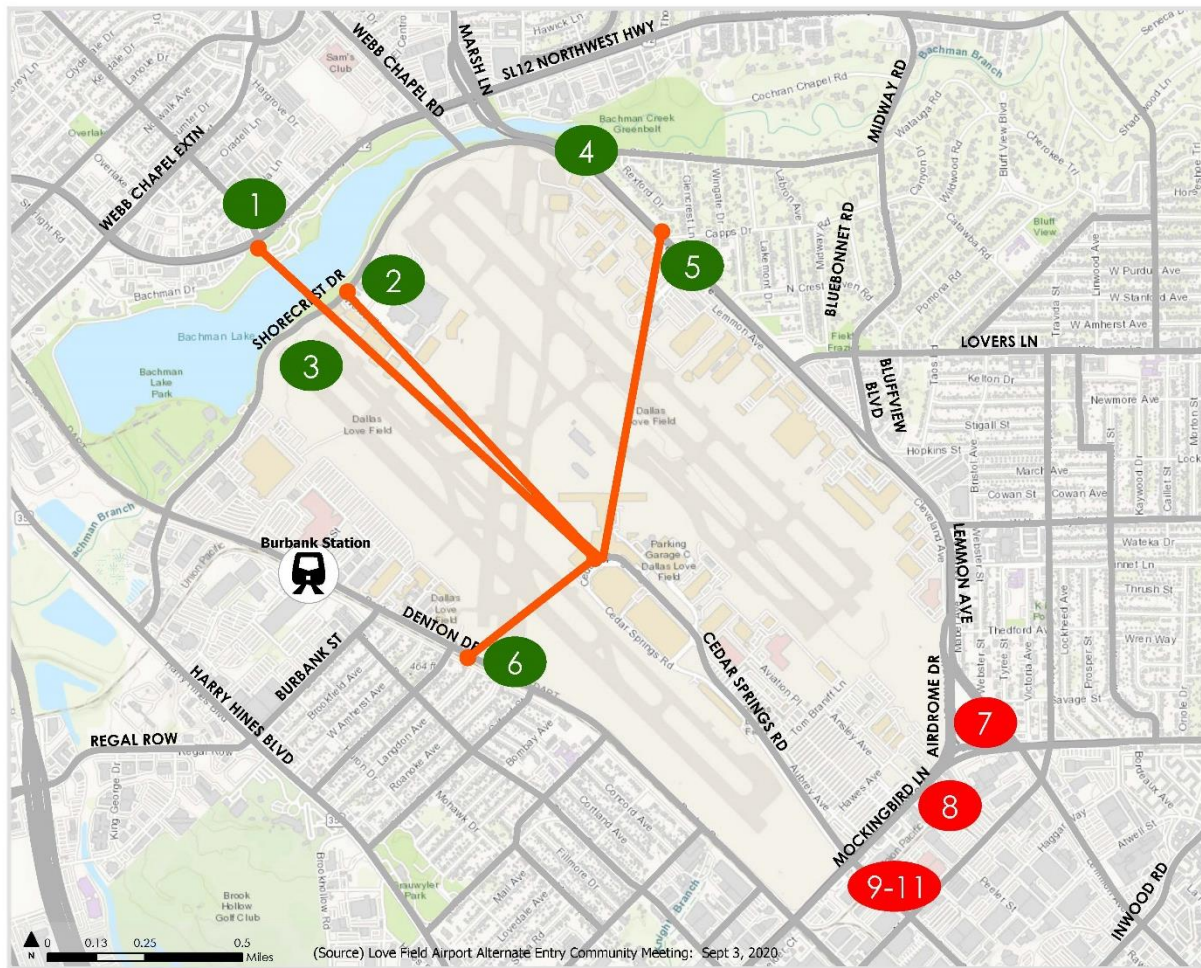
<i>Next Steps</i>	<i>Responsible Agency</i>
<b>Complete NW Highway Feasibility Study – Inwood Road to Hillcrest Drive</b>	TxDOT
<b>Redesign of Loop 12/Spur 482/Harry Hines Boulevard interchange</b>	TxDOT
<b>Redesign of IH 35E/Raceway interchange to include on-/off-ramps to/from the north and improved Harry Hines Boulevard/Webb Chapel Extension connectivity</b>	TxDOT
<b>Consideration of NW Highway conversion from State ownership</b>	City/TxDOT
<b>Update Mobility 2045</b>	NCTCOG

### 3) Love Field Access

A second entryway for Love Field airport has been one of the most important topics discussed throughout this study. Building on the airport's study, NCTCOG staff evaluated all alternative entry options and utilized the regional transportation model to determine the systematic improvements necessary to improve transportation conditions for all users.

Staff utilized the regional travel demand model, a series of complex computer programs that consider the roadways, transit, and demographics of the region to forecast the future impact of travel on our transportation network, to estimate future travel conditions in the Bachman Lake area in relation to a second entry to Love Field. Different scenarios provided by airport staff (Figure 1) were considered and run through the model.

Figure 1: Travel demand model second entry scenarios



- Modeled Entries
- 2045 Roadway Network
- Tunnels
- Spot Improvements

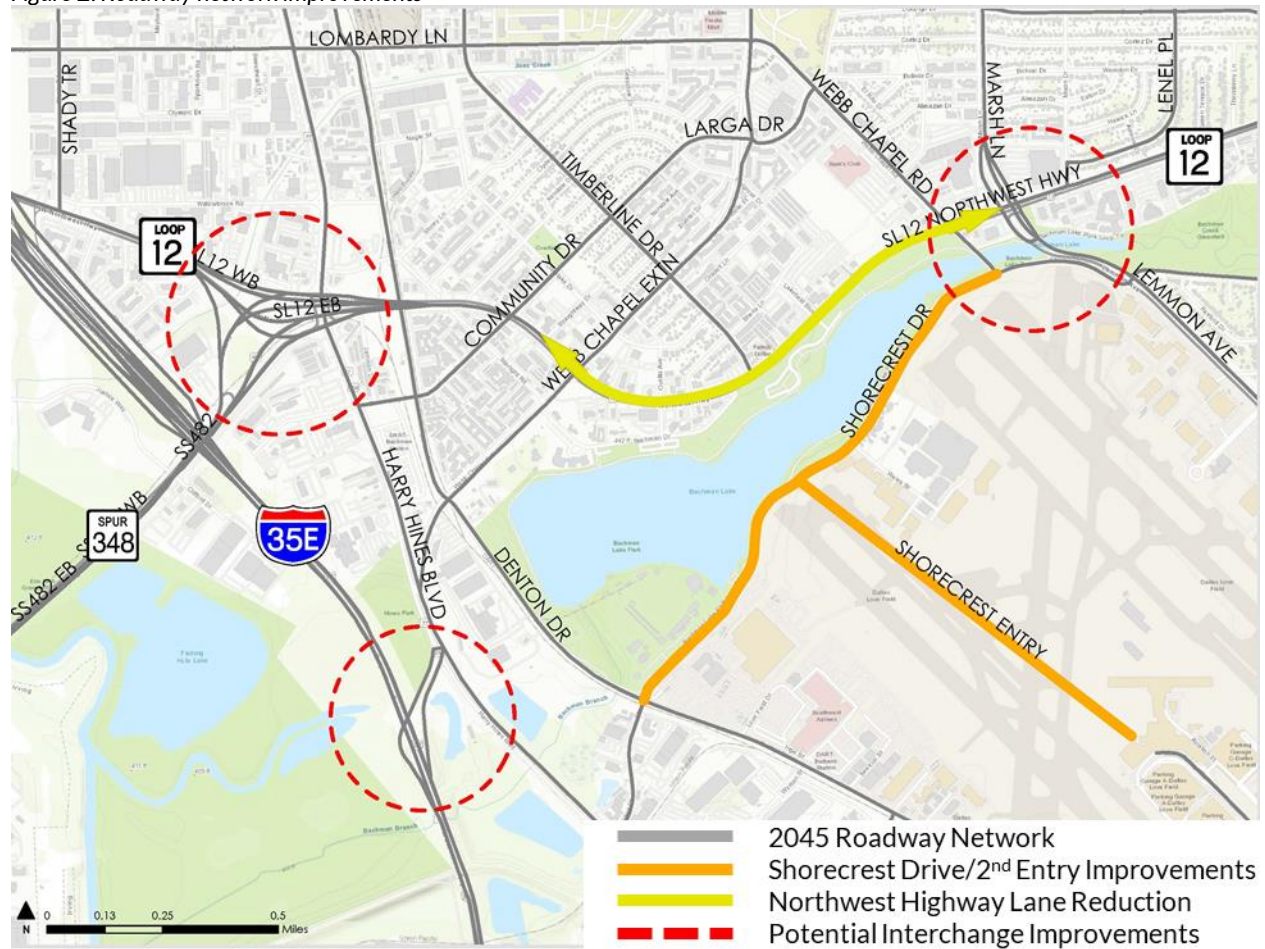
1. Lemmon Avenue/Shorecrest Drive
2. Northwest Highway – Central Airfield
3. Shorecrest Drive – Central Airfield

4. Shorecrest Drive – West of Runway 13R-31L
5. Lemmon Avenue/George Coker Circle Tunnel
6. Denton Drive
7. U-Turn at Airdrome
8. Mockingbird Lane/Waddel Avenue
9. Conventional Urban Diamond Interchange
10. Diverging Diamond Interchange
11. Direct Ramp Interchange

Through analysis of travel demand model data and existing conditions, Shorecrest Drive – Central Airfield (#3 on Figure 1) was identified as the most feasible alternative provided to NCTCOG staff. The model was run projecting Shorecrest Drive to its ultimate four lane section as it is identified in the [City of Dallas Thoroughfare Plan](#). Under this scenario, staff considered several area transportation improvements that would potentially result in a more context sensitive transportation network and minimize disruption to the neighborhood. Figure 2 displays the location of these improvements.



Figure 2: Roadway network improvements



The following improvements were then modeled:

- Shorecrest Dr with airport entry
- Shorecrest Dr configured to four lanes
- Interchange improvements at IH 35E/Raceway/Harry Hines Blvd
- Interchange improvements at Northwest Hwy/Harry Hines Blvd/Storey Ln
- Northwest Hwy reduced to four lanes

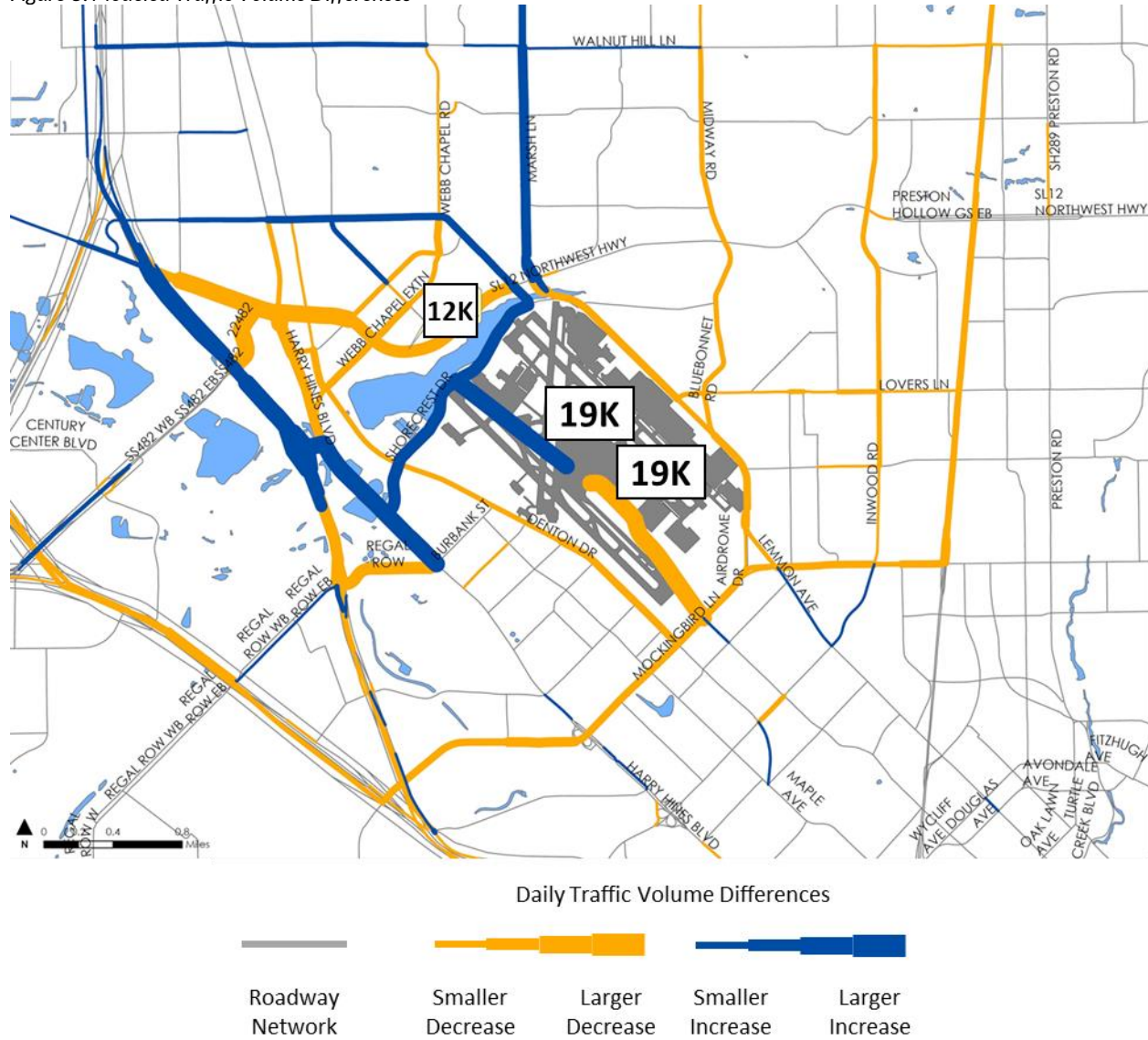
Figure 3 displays the results of the travel demand model.

Blue lines indicate increases in daily traffic and orange lines indicate decreases in daily traffic. Thick lines indicate higher magnitudes of increases or decreases while thin lines indicate lower magnitudes of increases or decreases.

Through this analysis, staff has determined that constructing the improvements listed above may result in 38,000 daily trips on Northwest Highway between Marsh Ln and IH 35E, a reduction of 12,000. Additionally, 19,000 daily trips were taken off the current airport entrance. However, other streets saw increases in daily traffic. Notably, Shorecrest Dr and the modeled second airport entry drew an additional 19,000 daily trips.



Figure 3: Modeled Traffic Volume Differences



More analysis and public engagement are necessary before Love Field Access can be improved; therefore, the following next steps are recommended:

Next Steps	Responsible Agency
Refine alternative entry analysis and design	City
Create phasing plan for airport and on-system roadway improvement integration	City/TxDOT
Continue public engagement for second entry	City
Develop cost estimate, design, phasing to advance Shorecrest Drive to four lanes	City
Feasibility study for northeast airport corner interchange redesign	City/TxDOT

### 4) Study Area Refinement

This idea was introduced only for the purpose of refining the area presented to NCTCOG in the initial stakeholder request for this study. The existing trail network, DART rail stations, environmental justice factors, safety data, and other ongoing projects were the primary factors considered when refining the study area boundary.

<i>Next Steps</i>	<i>Responsible Agency</i>
<b>No actions – See Study Area Refinement Memo</b>	

### 5) Public Involvement

Multiple methods of public engagement were used throughout this study including surveys, meeting feedback forms, and an interactive mapping tool. A detailed memorandum documenting the public engagement efforts of this study is available. Due to the importance of public involvement at various stages of transportation project development the recommended next step is to continue as needed as specific recommendations advance:

<i>Next Steps</i>	<i>Responsible Agency</i>
<b>Continue as needed for implementation</b>	Various

### 6) Economic Development

Along with transportation improvements, NCTCOG would like to encourage development in the area to create economic opportunity. Project staff reviewed the policy background, assets and activity, and transportation-centered opportunities regarding economic development in the study area. Findings and recommendations are found in the Economic Development Memo. The complex nature of economic development requires further detailed study as reflected in the recommended next step:

<i>Next Steps</i>	<i>Responsible Agency</i>
<b>Commission a more detailed economic development plan/study for these areas including anti-displacement strategies</b>	City

### 7) Trails and Parks Access

Existing study area bicycle/pedestrian facilities were examined to identify needs and locations that can be improved to advance safety and mobility in the study area. Connecting local parks, residents, trails, rail stations, and other local amenities with bicycle/pedestrian infrastructure was a priority in facility identification as a result of public input received on bicyclist and pedestrian needs.

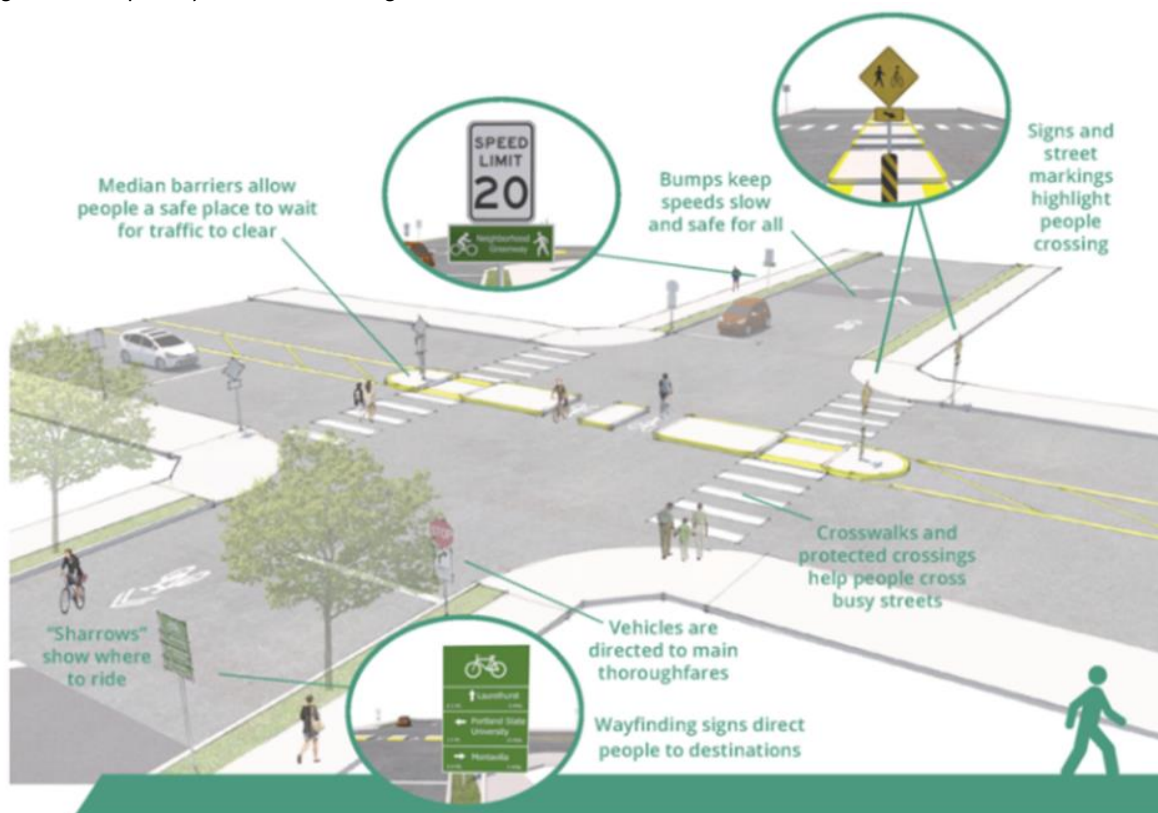
Development of the Love Field Loop Trail was of high interest to airport staff and stakeholders at the study outset. Currently, the trail is either constructed or nearing construction on three sides of the airport, however, right-of-way and land on the final, western side of the airport along Denton Dr is limited. One alternative to a Love Field Loop Trail on Denton Drive south of Burbank Dr, may be a bicycle boulevard, a low-traffic, low-speed street that is designed to give bicycle travel priority, on Thurston Dr in the Love Field West neighborhood.<sup>1</sup> Figure 4 display an example of a bicycle boulevard configuration. Improving Thurston Dr and potentially Maple Ave offer the advantage of direct neighborhood connections. Connecting the Love Field Loop Trail south and north from Thurston Dr, will require further study.

#### BICYCLE BOULEVARDS

##### Possible Features:

- Median barriers
- Speed bumps
- Protected crossings
- Traffic diversions
- Wayfinding signs
- Shared lanes

Figure 4: Example bicycle boulevard configuration



Source: Portland Bureau of Transportation

1: [NACTO Urban Bikeway Design Guide](#) & [Portland Bureau of Transportation](#)

Public input, City and county staff input, and existing facilities with the consideration of other ongoing projects in the area were also primary factors in creating these recommendations. The recommendations are broken down into three categories: bicycle facilities, sidewalks, and crossing. Figures 5, 6, and 7 display the recommendations and Figure 8 displays all three categories together. Even more targeted areas for further study were recommended by community members as part of the public feedback process. The City should evaluate those recommendations and advance those that compliment or enhance current park planning or areas of high demand. The following next steps were provided to advance the recommendations:

<i>Next Steps</i>	<i>Responsible Agency</i>
<b>Advance sidewalk and bike recommendations to design/ fund improvements for city streets</b>	City
<b>Bike facility feasibility studies – Denton Drive and Walnut Hill Lane</b>	City
<b>Develop cost estimate and advance design for signal upgrades and intersection improvements</b>	City



Figure 5: Bicycle Facility Recommendations

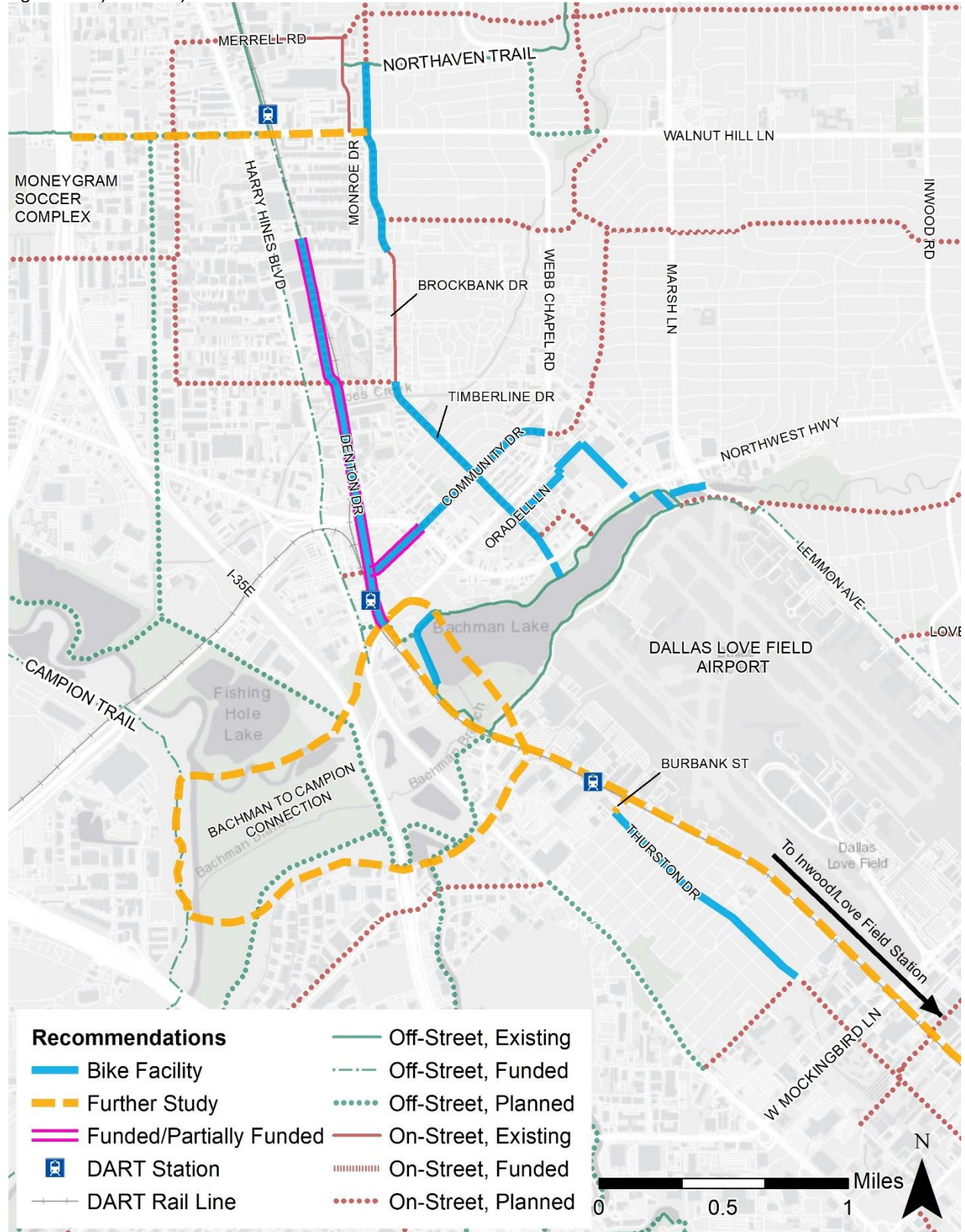


Figure 6: Sidewalk Recommendations

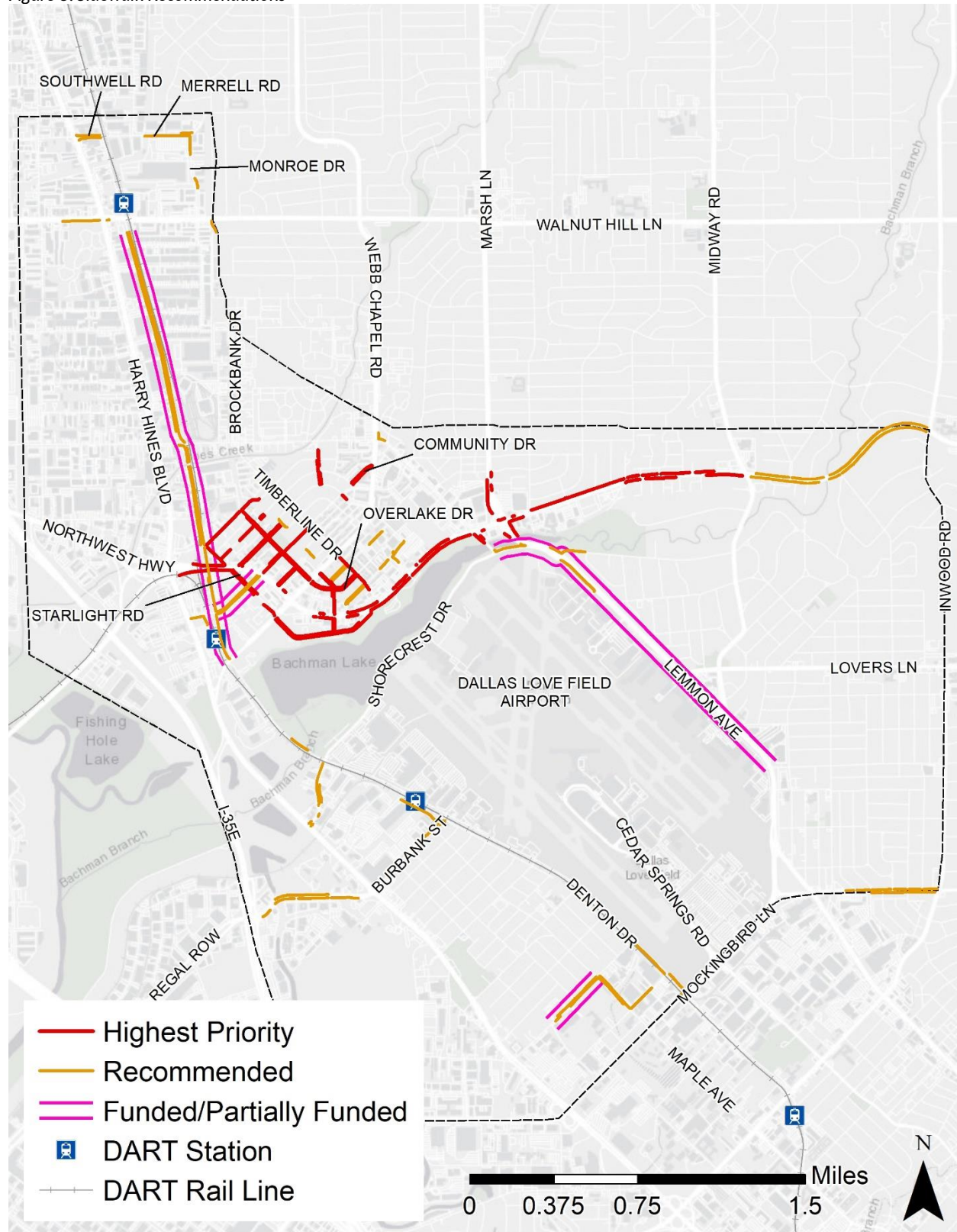




Figure 7: Crossing Recommendations

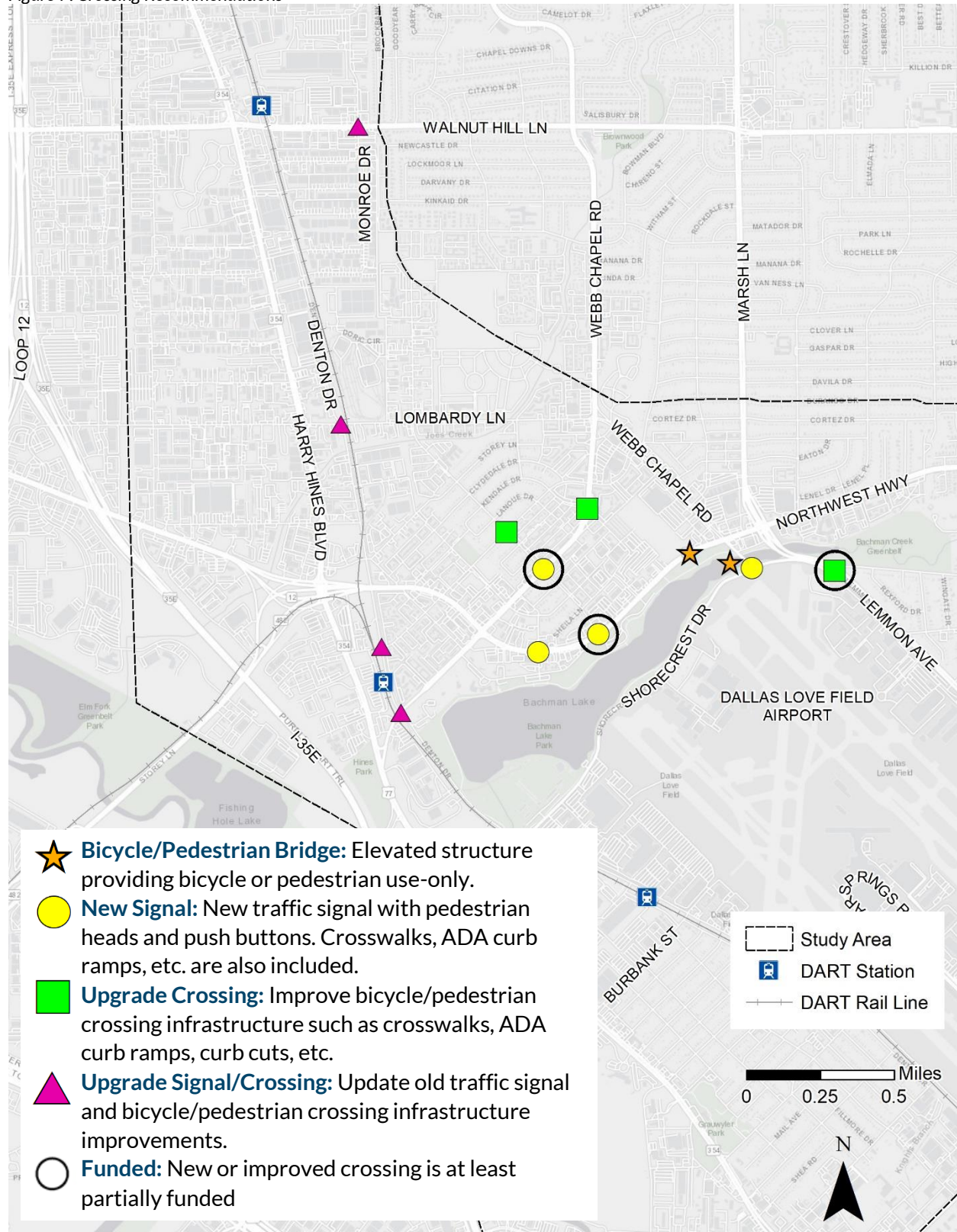
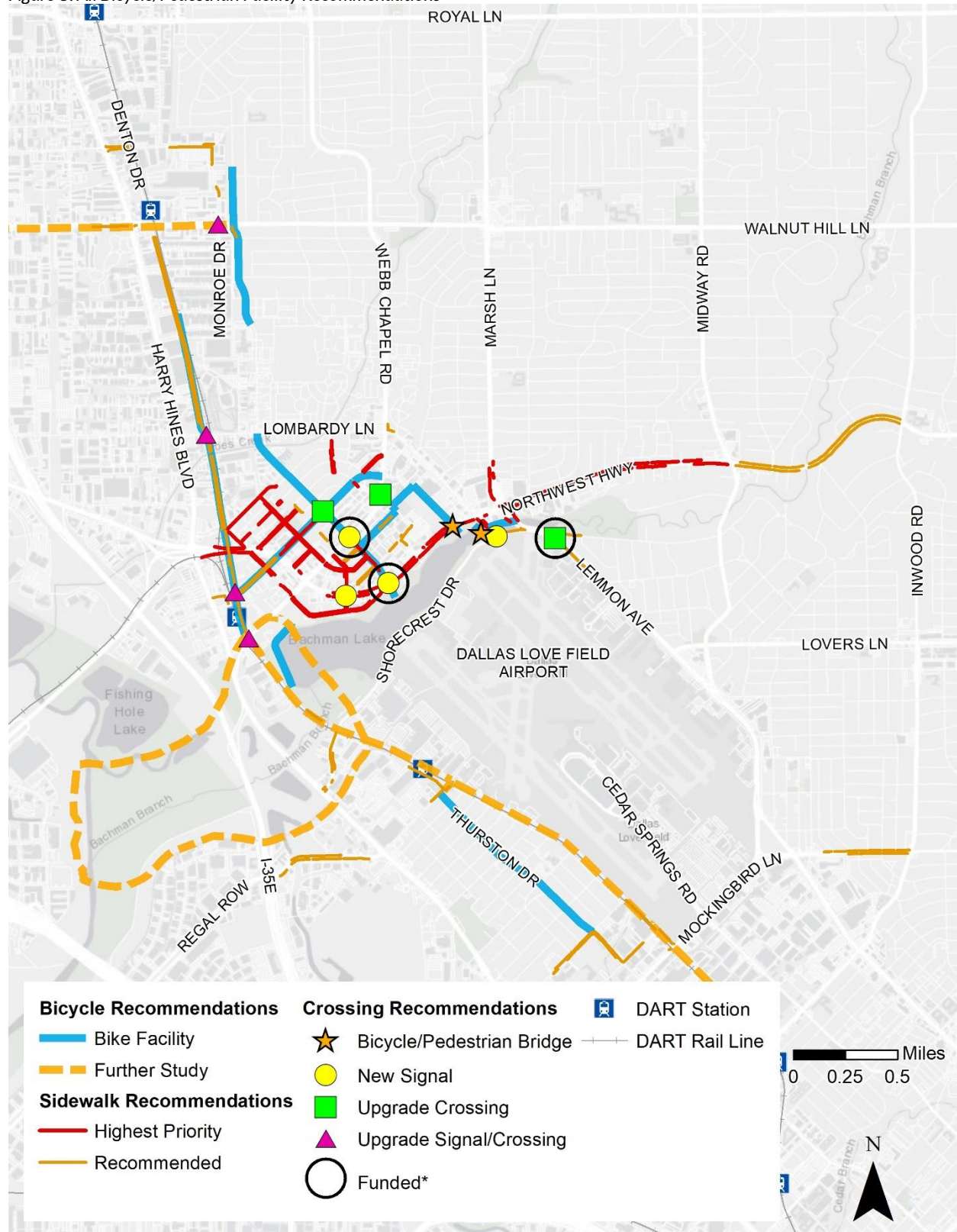


Figure 8: All Bicycle/Pedestrian Facility Recommendations





### 8) Depress Northwest Highway/Pedestrian Cap

Depressing Northwest Highway and constructing a pedestrian cap (land bridge) has been an innovative idea of this project since its inception. It would serve as a safe and efficient way to cross Northwest Highway and provide bicycle/pedestrian connections between the Bachman neighborhood, a future pocket park, and Bachman Lake Park. Through this study, the following next step recommendations have been identified:

<i>Next Steps</i>	<i>Responsible Agency</i>
<b>Initiate design of intersection and sidewalk improvements west of Lemmon Ave</b>	TxDOT
<b>Lane reduction for safety and pedestrian friendly design from Webb Chapel Ext. to Lemmon Ave</b>	TxDOT
<b>Coordination on enhanced crossing/land bridge at airport light way</b>	City/TxDOT/ NCTCOG
<b>Feasibility study for increasing bike/pedestrian access on Webb Chapel Road bridge</b>	City

### 9) Harry Hines Boulevard

Harry Hines Boulevard is a key corridor on the western side of the study area. It is also the subject of a separate NCTCOG-led study to address the issues with the corridor and promote context-sensitive design of the roadway. The anticipated result will be a corridor plan to guide future transportation investments and redevelopment of the corridor. Next steps recommendations include the following:

<i>Next Steps</i>	<i>Responsible Agency</i>
<b>Complete the corridor study and coordinate on intersection design as needed</b>	NCTCOG
<b>Coordinate on bike/pedestrian crossings as needed</b>	City

### 10) DART Coordination

Dallas Area Rapid Transit (DART) owns and operates three light rail stations and several bus routes in the study area. Transit access to the airport is provided through the Love Link (route 524) shuttle that runs from Inwood/Love Field DART Station to the airport terminal. For more information on this topic, please see the Transit Service Coordination Memo. After coordination with both DART and City of Dallas the following next step is recommended:

<i>Next Steps</i>	<i>Responsible Agency</i>
<b>Continue coordination on transit access options to Love Field that present the least conflict for other modes</b>	City/DART

### Summary Table of Recommendations – Next Steps

A table of all recommendations and next steps with responsible agencies can be seen in Figure 9, below.

Figure 9: Summary Table of Recommendations

<b>Next Steps</b>	<b>Responsible Agency</b>
<b>City of Dallas Coordination</b>	
City to meet frequently with Dallas County to advance MCIP bond projects	City
<b>TxDOT Coordination</b>	
Complete NW Highway Feasibility Study – Inwood Road to Hillcrest Drive	TxDOT
Redesign of Loop 12/Spur 482/Harry Hines Boulevard interchange	TxDOT
Redesign of IH 35E/Raceway interchange to include on-/off-ramps to/from the north and improved Harry Hines Boulevard/Webb Chapel Extension connectivity	TxDOT
Consideration of NW Highway conversion from State ownership	City/TxDOT
Update Mobility 2045	NCTCOG
<b>Love Field Access</b>	
Refine alternative entry analysis and design	City
Create phasing plan for airport and roadway improvement integration	City/TxDOT
Continue public engagement for second entry	City
Develop cost estimate, design, phasing to advance Shorecrest Drive to four lanes	City
Feasibility study for northeast airport corner interchange redesign	City/TxDOT
<b>Study Area</b>	
No actions – See Study Area Refinement Memo	
<b>Public Involvement</b>	
Continue as needed for implementation	Various
<b>Economic Development</b>	
Commission a more detailed economic development plan/study for these areas including anti-displacement strategies	City
<b>Bicycle/Pedestrian Trails</b>	
Advance sidewalk and bike recommendations to design/ fund improvements for city streets	City
Bike facility feasibility studies – Denton Drive and Walnut Hill Lane	City
Develop cost estimate and advance design for signal upgrades and intersection improvements	City
<b>Northwest Highway Redesign/ Pedestrian Cap</b>	
Initiate design of intersection and sidewalk improvements west of Lemmon Ave	TxDOT
Lane reduction for safety and pedestrian friendly design from Webb Chapel Ext. to Lemmon Ave	TxDOT
Coordination on enhanced crossing/land bridge at airport light way	City/TxDOT/ NCTCOG
Feasibility study for increasing bike/pedestrian access on Webb Chapel Road bridge	City
<b>Harry Hines Boulevard</b>	
Complete the corridor study and coordinate on intersection design as needed	NCTCOG
Coordinate on bike/pedestrian crossings as needed	City
<b>DART Coordination</b>	
Continue coordination on transit access options to Love Field that present the least conflict for other modes	City/DART



# City of Dallas

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

## Agenda Information Sheet

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**File #:** 23-813

**Item #:** G

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

# Memorandum



CITY OF DALLAS

DATE March 10, 2023

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 – January 2023**

## 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 January 2023:

FY 23 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	1,207	134	747.0 Lane miles	50.2 Lane miles	\$120,165,875	\$5,380,026	\$114,785,849
Alleys	98	11	15.9 Linear miles	1.6 Linear miles	\$3,300,000	\$8,880	\$3,291,120
Sidewalks	17	6	14.2 Linear miles	3.5 Linear miles	\$6,347,780	\$724,090	\$5,623,690
Bridges	-	3	20 Bridges	3.0 Bridges	\$4,400,000	\$0	\$4,400,000
Total	1,322	154	N/A	N/A	\$134,213,655	\$6,112,996	\$128,100,659

FY 23 Bond Projects							
Program	Number of Planned Projects	Number of Projects Completed	Planned Metrics	Completed Metrics	Program Budget	Program Expenditures	Variance (Budget-Expenditures)
Streets	52	55	40.0 Lane miles	4.2 Lane miles	\$49,317,011	\$6,734,791	\$42,582,220
Alleys	54	27	8.6 Linear miles	2.7 Linear miles	\$4,718,264	\$1,890,753	\$2,827,511
Sidewalks	3	0	1.5 Linear miles	0.0 Linear miles	\$1,086,302	\$573	\$1,085,729
Bridges	1	0	1 Bridges	0.0 Bridges	\$0	\$0	\$0
Total	110	82	N/A	N/A	\$55,121,577	\$8,626,117	\$46,495,460

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	1259	189	787.0 Lane miles	54.4 Lane miles	\$169,482,886	\$12,114,817	\$157,368,069
Alleys	152	38	24.5 Linear miles	4.3 Linear miles	\$8,018,264	\$1,899,633	\$6,118,631
Sidewalks	20	6	15.7 Linear miles	3.5 Linear miles	\$7,434,082	\$724,663	\$6,709,419
Bridges	1	3	21.0 Bridges	3.0 Bridges	\$4,400,000	\$0	\$4,400,000
Total	1,432	236	N/A	N/A	\$189,335,232	\$14,739,113	\$174,596,119

## Performance Notes:

Public Works has 1,432 projects planned for FY 2023 and through January 2023, of those projects, 236 have been completed. Of the total \$189.3M programmed dollars for FY 2023,



DATE March 10, 2023  
SUBJECT **Monthly Update of Public Works Program Performance – January 2023**

through January 2023, Public Works expended approximately \$14.7M or 7.78% of total budget. In addition to the 236 projects completed through January 2023, there are a total of 142 projects currently under construction.

Given this overview of Public Works' efforts through January 2023, the February 2023 update of this report will be provided in April 2023 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  
Biliera Johnson, City Secretary  
Preston Robinson, Administrative Judge  
Kimberly Bizer 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

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

## Agenda Information Sheet

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**File #:** 23-814

**Item #:** H

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

# INTERAGENCY TRANSPORTATION REPORT – MARCH 2023

RTC / TxDOT / DART / NCTCOG / DRMC /DFW Airport



## **RTC APPROVED REGIONAL ROADWAY SAFETY ACTION PLAN**

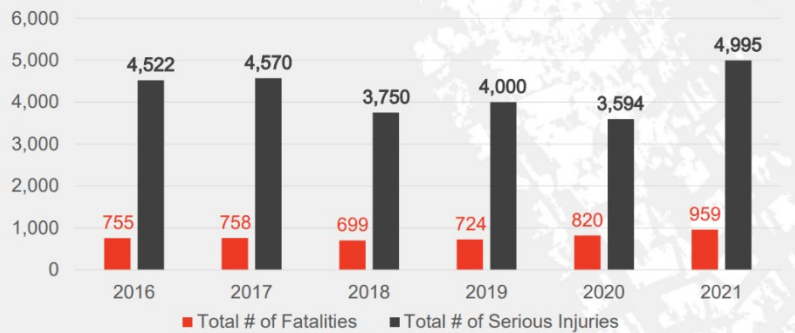
At their April meeting, the Regional Transportation Council (RTC) **approved the North Central Texas Council of Governments (NCTCOG) Roadway Safety Plan.**

**This plan, like the City's Vision Zero Plan,** provides a framework for identifying, analyzing, and prioritizing roadway safety improvements on local roads. It serves as a guide to identify crash factors contributing to fatal and serious injuries. It identifies safety projects and countermeasures to reduce crashes with a goal to eliminate fatal crashes by 2050.

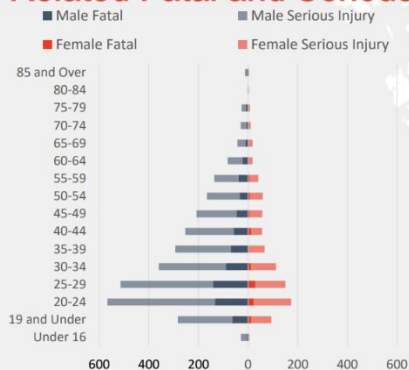
The number of fatalities and serious injuries has increased since 2016. In

**2021, there were almost 5,000 serious injuries and 959 fatalities in the NCTCOG 12-county area.**

### **Fatal and Serious Injuries Within the 12 - County Area (2016-2021)**



### **Emphasis Area Example: Speeding Related Fatal and Serious Injuries**



The emphasis areas for the Plan include a focus on speeding, distracted driving, impaired driving, intersection safety, bicyclist and pedestrian safety, roadway and lane departures, occupant protection, and motorcycles. Additional areas of concern include wrong way driving, crashes occurring at night, and drivers over 65.

Most serious injuries/fatalities are drivers under the age of 30. As such, **this plan also places a special emphasis on younger drivers.**

The plan includes FY 24-26 funding for:

- Bicycle/Pedestrian Education and Engineering - \$12 million

- Roadway Operations, Engineering, and Intercity Connections - \$25 million
- Speed Education and Enforcement - \$9 million
- Other safety projects and programs - \$4 million

## MAJOR SOURCE OZONE EMISSIONS FEE REQUIREMENTS

The Environmental Protection Agency (EPA) reclassified the Dallas-Fort Worth ozone non-attainment area from serious to severe on November 7, 2022. The attainment deadline is July 20, 2027.

**If the area fails to meet the attainment deadline, the Federal Clean Air Act (FCAA) imposes an annual “185 fee.”**

The annual fee applies to major sources of ozone precursor emissions located in the ozone nonattainment area starting in 2028 until attainment is met.

The EPA-published fee rate for calendar year 2022 was \$11,122 per ton. **Based on this, NCTCOG estimates the fee will be about \$45 million in 2028.**

Defined in 30 Texas Administrative Code Section 116.12 based on actual or potential emissions

DFW 10-County Nonattainment Area Major Point Sources: Nitrogen Oxides (NOX)						
County	Number of Major Point Source Facilities				Emission Totals (TPY)	Total Percent of 10-County Major Source Point Emissions
	Cement, Hydraulic (Kilns)	Electric Services (EGUs)	Crude Petroleum & Nat. Gas	Other (82 Source Types)		
Collin	-	1	-	9	79	1%
Dallas	-	2	-	66	831	8%
Denton	-	2	11	14	278	3%
Ellis	3	2	1	20	4,332	42%
Johnson	-	1	17	13	1,116	11%
Kaufman	-	1	-	5	1,165	11%
Parker	-	-	5	17	251	2%
Rockwall	-	-	-	3	13	0%
Tarrant	-	1	17	47	784	8%
Wise	-	1	51	7	1,485	14%
Total	3	11	102	201	10,333	100%

Major source emissions typically include point sources such as power plants and cement plants.

The region must submit a Section 185 fee program to the EPA by November 7, 2025.

NCTCOG staff is drafting a letter to the Texas Commission on Environmental Quality (TCEQ) for RTC review/approval at the April meeting. The letter will focus on the following topics:



### *Major Source Emissions (Section 185) Fees*

- **Offering to assist in assessment of the program**
- Expand partnership to continue offering aggressive programs to reach attainment and avoid further sanctions.

### *TCEQ Predicted Forecast versus Observed*

- **Requesting review of why projected design value was significantly different than observed** including:
  - Researching current state of regional Nitrogen Oxides (NOx): Volatile Organic Compounds (VOC) chemistry ratio.
  - Investigating how impacts from Covid-19 may have played a role in high emissions in 2020.

### *State Implementation Plan (SIP) boundaries*

- **Requesting reevaluation of SIP boundaries** including:
  - Investigating regional airshed and transport leading to high ozone background levels from outside the nonattainment area
  - Establishing emissions tracking and apportionment for Texas.

### *Inspection and Maintenance Vehicle Program Fraud*

- **Requesting changes to the system to reduce fraudulent activity**, in coordination with the Department of Public Safety.

### **UPCOMING MEETINGS**

The **next RTC meeting is in-person and is scheduled for April 13, 2023**, at 1:00 PM in the Transportation Council Room at the NCTCOG headquarters (616 Six Flags Drive, Arlington, Texas 76011).



### **SAFETY, SAFETY, SAFETY**

Texas Department of Transportation (TxDOT) has several upcoming programs and events focused on safety awareness/education.

### **BE SAFE. DRIVE SMART EVENT**

**On March 31<sup>st</sup> from 3:00 p.m. to 7:00 p.m.** at the AT&T Discovery District, TxDOT's DFW Pedestrian and Bicycle Safety Street Team will be on site to raise awareness of the many laws in place intended to keep pedestrians and bicyclists safe.

The event will feature a series of walking billboards with messages for drivers, pedestrians, and cyclists about sharing the road safely.

A yellow rectangular graphic with black diagonal stripes at the top and bottom. In the center, the text "BE SAFE. DRIVE SMART." is written in bold, black, sans-serif capital letters.

**BE SAFE.  
DRIVE SMART.**

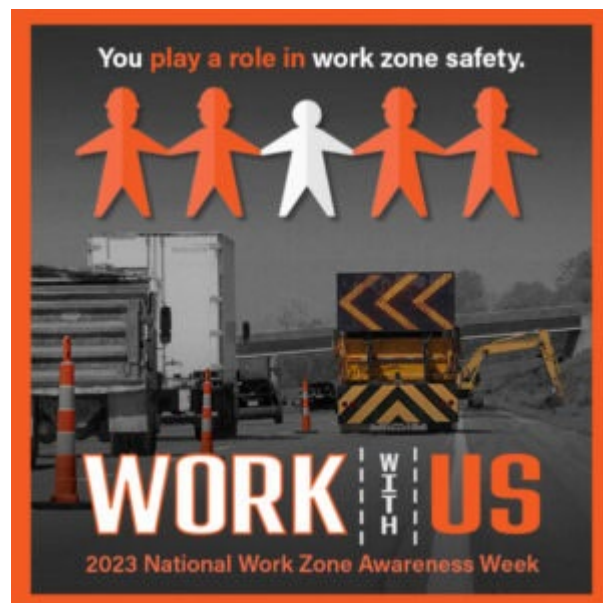
## WORK-ZONE AWARENESS WEEK

**National Work Zone Awareness Week for the Dallas metro area is April 17<sup>th</sup> through April 21<sup>st</sup>.**

This year's theme is "Work With Us." The campaign encourages safe driving through work zones and urges drivers to exercise extreme caution while driving through them.

In Texas, in 2021 alone, there were

- Nearly **26,000 crashes** in work zones
- **244 fatalities** in work zone crashes (a 33% increase in traffic fatalities over the previous year). Deaths included 195 motorists and vehicle passengers, 38 pedestrians, four bicyclists, and three roadside construction workers.
- **Distracted driving**, including cell phone usage, is by far the **leading cause** of work zones crashes
- **Driving under the influence and speeding** are also contributing factors to work zone crashes.



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

- **Slow down**
- **Pay attention**
- **Don't tailgate**
- **Watch out for road crews**
- **Allow extra time**

## TEEN DRIVER SAFETY FAIR APRIL 15<sup>TH</sup>

**On Saturday, April 15<sup>th</sup> from 11:00 a.m. to 1:00 p.m.** AAA and the City of Dallas are teaming up to host a Teen Driver Safety Fair **at the Campbell Green Recreation Center (16600 Park Hill Drive, Dallas, TX 75248).**

There will be safety-minded organizations on hand, including TxDOT, Mothers Against Drunk Drivers (MADD), Street Racing Kills, Youth 180, the Dallas Police Department and others to provide a one-stop shop for parents and teen drivers (or teens preparing to drive) to gain knowledge about the risks and rules of the road.

Go to <https://dallasteenfair.aceclub-events.com/> to register for the event.

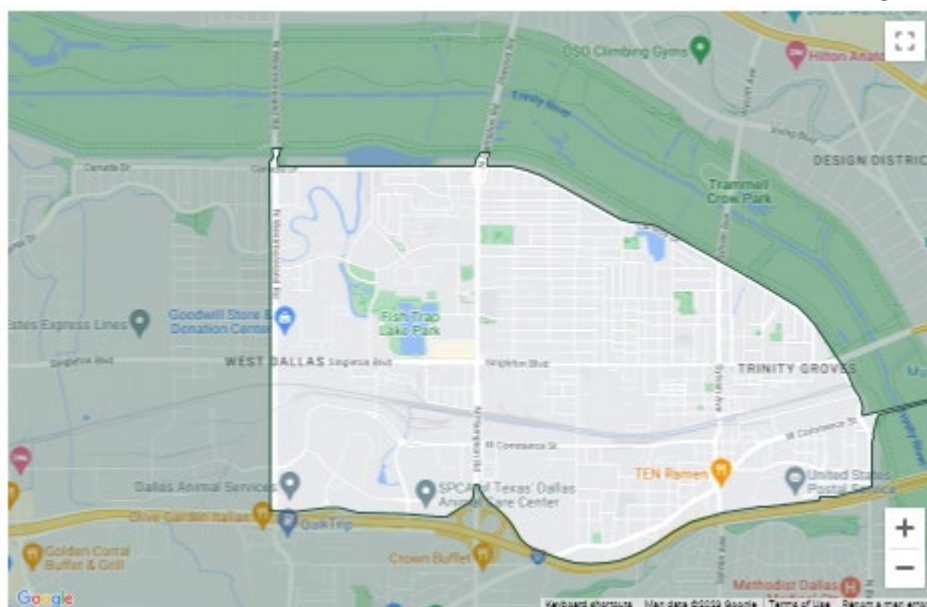


## **DART PARTNERS TO PROVIDE FREE RIDE-SHARING IN WEST DALLAS**

Dallas Area Rapid Transit (DART) and Toyota have partnered with Circuit for **free ride-share services for West Dallas residents**. This provides an easy way to get to grocery stores, doctor visits, and other services throughout West Dallas.

In November 2022, the DART Board of Directors approved a one-year pilot program with Circuit to provide the West Dallas Site-Specific Shuttle Service. The program includes a fleet of six electric vehicles that operate Monday through Friday from 7:00 a.m. to 7:00 p.m.

The service area is bound by North Westmoreland Road to the west, Canada Drive to the north, and IH-30 to the south providing customers access to the DART EBJ Union Station and West End stations.



For more information, see <https://www.ridecircuit.com/westdallas>.

## **COMMUNITY MEETINGS ON BUS SERVICE PLANS**

**DART will host a series of community meetings seeking public input** on the bus network and other system improvements planned for 2024 and later.

### **Meeting information**

Meeting Date*	Meeting Time	Location
Monday, March 20 <sup>th</sup>	6:30 p.m. – 7:30 p.m.	Crosby Recreation Center, Trinity Room 1610 E. Crosby Road Carrollton, TX 75006
Wednesday, March 22 <sup>nd</sup>	6:30 p.m. – 7:30 p.m.	Plano Municipal Center 1520 K. Avenue Plano, TX 75074

Thursday, March 23 <sup>rd</sup>	6:30 p.m. – 7:30 p.m.	Jaycee-Zaragoza Recreation Center 3114 Clymer Street Dallas, TX 75212
Saturday, March 25 <sup>th</sup>	9:00 a.m. – 11:00 a.m.	DART Headquarters 1401 Pacific Avenue Dallas, TX 75202
Monday, March 27 <sup>th</sup>	6:30 p.m. – 7:30 p.m.	Virtual – Microsoft Teams**
Tuesday, March 28 <sup>th</sup>	6:30 p.m. – 7:30 p.m.	Irving City Hall, Council Chambers 825 Irving Blvd. Irving, TX 75060
Wednesday, March 29 <sup>th</sup>	6:30 p.m. – 7:30 p.m.	Walnut Hill Recreation Center 10011 Midway Road Dallas, TX 75229
Thursday, March 30 <sup>th</sup>	6:30 p.m. – 7:30 p.m.	Highland Hill Library 6200 Bonnie View Road Dallas, TX 75241

\*Two meetings were held prior to the publication of this report (March 15<sup>th</sup> & 16<sup>th</sup>)

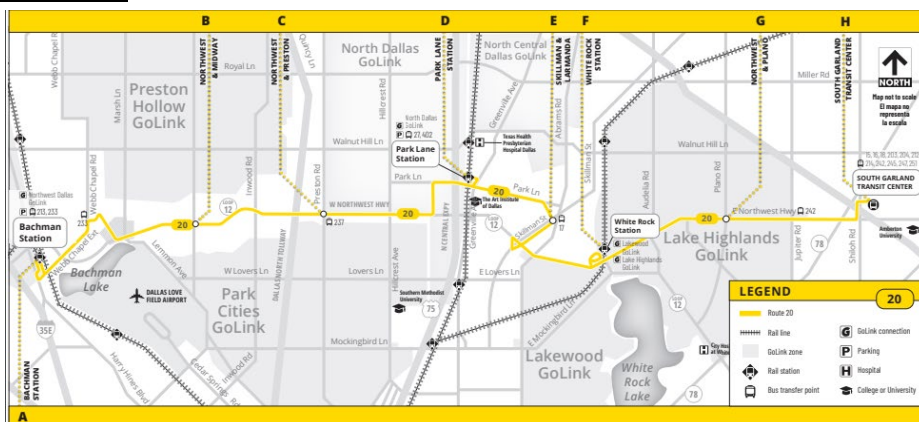
\*\*Login information for virtual meeting can be found at [DART Future Projects](#)

## DART's LONG RANGE ELECTRIC BUS IN SERVICE

DART's **first long range electric bus** began regular service on DART Bus Route 20 (see route map below).

With **a range of almost 300 miles**, the 40' Proterra ZX5 Max offers:

- Six lithium-ion battery packs (four mounted under the bus, two mounted on the roof). Each battery pack stores 112.5 kWh of charge (675 kWh total).
- Regenerative braking that captures the energy normally lost to heat and returns it to the battery packs.
- USB ports throughout the bus for customers to charge mobile devices.
- Two large customer information monitors.
- An exterior body built from corrosion resistant materials.





- Easy to clean vinyl upholstery on the seats.

The new bus will join the seven Proterra Catalyst 35 zero-emission electric buses that are currently in service on DART Bus Route 28.

### **REGIONAL TRANSIT SURVEY UNDERWAY**

DART, in collaboration with the North Central Texas Council of Governments (NCTCOG), is conducting **a comprehensive transit survey** to gather a range of customer data from public transit users.

Through two types of transit travel surveys, DART and Trinity Railway Express, as well as other regional transit agencies, will seek to determine how riders are using the transit system and what changes could be made in the future to better accommodate the needs of the region.

The first type of survey will be a stop-to-stop survey and will help planners understand passengers' trip patterns on selected bus routes and rail lines.

The second type of survey will be a questionnaire. Participating DART bus, rail and Trinity Railway Express (TRE) customers will answer questions to collect demographic information and details about their use of public transportation including demographic, trip-making behavior, and travel pattern characteristics.

The answers to these questions will provide information about how transit services are used and where the demand is throughout the system and will allow planners to better serve passengers' needs.

**The transit survey project will continue through mid-May 2023.**

For more information, see [2022-2023 Regional Transit Survey](#).

### **UPCOMING MEETING**

The next DART Board meeting will be on **March 21, 2023**, at the DART Headquarters Building, 1401 Pacific Avenue in Dallas.



### **MARCH BOARD MEETING**

The NTTA Board of Directors held their regular meeting on Wednesday, March 15, 2023.

The Board approved staff **requests to advertise** for construction services for the Dallas North Tollway wall rehabilitation, and construction management services for the Dallas North Tollway wall rehabilitation.

The Board **approved a contract** for fuel card services and assumed design/build maintenance contracts for the 360 Tollway. And, the Board **reviewed and approved** the organization's debt policy and the investment policy and strategy including qualified institutions.

The **Board received briefings** on the Consolidated Monthly Performance Report, and the Executive Director's report on contracts, supplements, and change orders less than \$300,000 executed in February 2023.

Finally, the **Board entered executive session** to receive updates on cyber security and the internal audit.

### UPCOMING MEETING

The next Board meeting is scheduled at **10:00 AM on Wednesday, April 19, 2023**, at the NTTA headquarters in Plano (5900 West Plano Parkway, Plano, Texas 75093).



### CONGRESSMAN COLIN ALLRED JOINED VIA SKYPE

**United States Congressman Colin Allred** joined the March 3<sup>rd</sup> meeting of the Dallas Regional Mobility Coalition (DRMC) via Skype.

**He spoke about the \$35 million Airport Terminal Program (ATP) grant DFW Airport received** to help fund a portion of Terminal D energy efficiency program (\$25 million) and to fund the second phase of the installation of the Airport's Zero Carbon Electric Utility Plant (\$10 million).

**He also discussed a bill he and Daniel Webster (R-FL) introduced in January called the Federal Infrastructure Bank Act of 2023.** This bill would create a national infrastructure bank to work with state and local partners to facilitate private infrastructure investments via loans and loan guarantees. The bank would be prohibited from engaging in other types of banking activities. The intent is to leverage the private sector to spur sustained, long-term investment to create jobs and help meet infrastructure needs.

The bank would help finance work such as transportation projects, ports, electric grid security and broadband connectivity. The bill also allows for broad discretion by the bank to invest in any infrastructure projects that it identifies as “providing a public benefit with regards to infrastructure.”

As proposed, the bank would encourage private investment for initial capitalization through tax incentives for those investments during the first three years of operation. This approach differs from prior Infrastructure Bank proposals as it will be entirely capitalized by private investment.

### **UPCOMING MEETING**

The next DRMC Board meeting is scheduled at **11:00 AM on Friday, April 14, 2023**, at the NTTA headquarters in Plano (5900 West Plano Parkway, Plano, Texas 75093).

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### **DFW BIDS FAREWELL TO MATRICE ELLIS-KIRK**

The DFW Airport Board held a **farewell ceremony for former board member from Dallas, Matrice Ellis-Kirk**.

Ms. Ellis-Kirk served with distinction and honor for nearly six years. She served as Vice Chair of the Board from 2018 to 2020 and continued her service as Chair of the Board from February 2020 to February 2022. She also served as Chair of the Concessions and Commercial Development Committee from 2018 to 2020, and Chair of the Executive Compensation Committee from 2020 to 2021.



Her leadership is well known in the community and garnered her several awards including the 93rd Linz Award presented by The Dallas Morning News, the Communities Foundation of Texas, and The Dallas Foundation for her leadership during one of the most challenging times for the Airport.

### **BOARD APPROVES SUPPLEMENTAL ELECTRIC UTILITIES PLANT (ECUP)**

The Airport Board approved a contract to **construct a new Supplemental Electric Central Utilities Plant (ECUP)** to provide additional heating and cooling capacity to support future growth, including the Central Terminal Area Program.

It is anticipated that the new ECUP utilizing electric equipment and running on the Airport's 100% renewable electricity, will significantly reduce overall emissions, since the new CUP is planned to become the primary heating source and the first source utilized for cooling.



### **UPCOMING MEETING**

**The next board meeting will be held on Thursday, April 6, 2023.** For more information, please visit [www.dfwairport.com/board](http://www.dfwairport.com/board).





# City of Dallas

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

## Agenda Information Sheet

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**File #:** 23-815

**Item #:** I

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Committee Forecast

<b>Transportation and Infrastructure Committee Forecast</b>		
<b>Committee Date</b>	<b>Briefing Item/ Report</b>	<b>Presenter(s)</b>
<b>April 17, 2023</b>	Transportation Regulations <b>(Presentation)</b>	Patrick Carreno, (I) Director, Department of Aviation
	Bike Plan Update <b>(Presentation)</b>	Ghassan Khankarli, Director, Department of Transportation
	Downtown 360 Plan <b>(Presentation)</b>	Downtown Dallas Inc.
	Connect Dallas Strategic Mobility Plan <b>(Memorandum)</b>	Ghassan Khankarli, Director, Department of Transportation
	Monthly Update of Public Works Program Performance <b>(Report)</b>	Ali Hatefi, Director, Department of Public Works
	Interagency Transportation <b>(Report)</b>	Ghassan Khankarli, Director, Department of Transportation
	Committee Forecast	
<b>May 15, 2023</b>	Voluntary Noise Abatement <b>(Presentation)</b>	Patrick Carreno, (I) Director, Aviation
	Monthly Update of Public Works Program Performance <b>(Report)</b>	Ali Hatefi, Director, Department of Public Works
	Interagency Transportation <b>(Report)</b>	Ghassan Khankarli, Director, Department of Transportation
	Committee Forecast	
<b>June 12, 2023</b>	Consolidated Rental Car Facility <b>(Presentation)</b>	Patrick Carreno, (I) Director, Aviation
	IMP <b>(Presentation)</b>	Ali Hatefi, Director, Department of Public Works
	Vision Zero Progress Report <b>(Memorandum)</b>	Ghassan Khankarli, Director, Department of Transportation
	Monthly Update of Public Works Program Performance <b>(Report)</b>	Ali Hatefi, Director, Department of Public Works
	Interagency Transportation <b>(Report)</b>	Ghassan Khankarli, Director, Department of Transportation
	Committee Forecast	