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CITY SECRETARY
DALLAS, TEXAS

City of Dallas

1500 Marilla Street, Room 6ES
Dallas, Texas 75201

Public Notice

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POSTED CITY SECRETARY
DALLAS, TX



Transportation and Infrastructure Committee

May 18, 2020

1:00 PM

This Transportation and Infrastructure Committee meeting will be held by videoconference.

The meeting will broadcast live
on Spectrum Cable Channel 95 and online at bit.ly/cityofdallastv.

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

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

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2020 CITY COUNCIL APPOINTMENTS

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

(C) – Chair, (VC) – Vice Chair

Handgun Prohibition Notice for Meetings of Governmental Entities

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

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

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

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

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

Call to Order**MINUTES**

- A. [20-995](#) Approval of the February 18, 2020 Transportation and Infrastructure Committee Meeting Minutes

Attachments: [Minutes](#)

REPORTS

- B. [20-996](#) Transportation and Infrastructure Committee Forecast
[Lee Kleinman, Chair, Transportation and Infrastructure Committee]

Attachments: [Forecast](#)

- C. [20-998](#) Interagency Transportation Report - May 2020
[Molly Carroll, Executive for High-Speed Rail and Interagency Relations]

Attachments: [Report](#)

BRIEFING MEMO

- D. [20-999](#) Upcoming City Council Agenda Item - Amending the Multiple Use Agreement with the Texas Department of Transportation for Areas Under and Around IH-345
[Michael Rogers, Director, Department of Transportation]

Attachments: [Memo](#)

BRIEFING ITEMS

- E. [20-1000](#) Development Code Amendment to Resolve Conflicts Between Zoning and Thoroughfare Plan
[Kris Sweckard, Director, Sustainable Development and Construction]

Attachments: [Presentation](#)

- F. [20-1001](#) Dallas Water Utilities: Capital Improvement Program
[Terry Lowery, Director, Dallas Water Utilities]

Attachments: [Presentation](#)

- G. [20-1002](#) Dallas Love Field Alternate Entry Update
[Mark Duebner, Director, Department of Aviation]

Attachments: [Presentation](#)

ADJOURNMENT

EXECUTIVE SESSION NOTICE

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

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



City of Dallas

1500 Marilla Street
Dallas, Texas 75201

Agenda Information Sheet

File #: 20-995

Item #: A.

Approval of the February 18, 2020 Transportation and Infrastructure Committee Meeting Minutes

Transportation and Infrastructure Committee

Meeting Record

The Transportation and Infrastructure Committee meetings are recorded. Agenda materials are available online at www.dallascityhall.com. Recordings may be reviewed/copied by contacting the Transportation and Infrastructure Committee Coordinator at 214-671-9465.

Meeting Date: February 18, 2020

Convened: 1:02 p.m.

Adjourned: 2:59 p.m.

Committee Members Present:

Lee Kleinman, Chair
Adam Medrano, Vice Chair
Tennell Atkins
Adam Bazaldua
David Blewett
Adam McGough
Chad West

Committee Members Absent:

N/A

Other Council Members Present:

N/A

Presenters:

Majed Al-Ghafry, Assistant City Manager, City Manager's Office
Michael Rogers, Director, Department of Transportation
Towfiq Khan, Executive Manager, Department of Transportation
Robert Perez, Director, Department of Public Works
Ali Hatefi, Assistant Director, Department of Public Works

AGENDA

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

Special Recognitions

A. Approval of the January 21, 2020 Transportation and Infrastructure Committee Meeting Minutes

Presenter(s): Lee Kleinman, Chair

Action Taken/Committee Recommendation(s): A motion was made to approve the minutes from the January 21, 2020 Transportation and Infrastructure Committee meeting.

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

Motion seconded by: Tennell Atkins
Item passed on a divided vote:
Item failed on a divided vote:

B. Transportation and Infrastructure Committee Forecast

Presenter(s): Lee Kleinman, Chair

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

C. Interagency Transportation Report – February 2020

Presenter(s): Molly Carroll, Executive for Interagency Relations, Department of Transportation

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

D. Update on Dockless Mobility Program

Presenter(s): Michael Rogers, Director, Department of Transportation, and Towfiq Khan, Executive Manager, Department of Transportation

Action Taken/Committee Recommendation(s): Department of Transportation staff provided an overview of the proposed revisions to the Dockless Mobility Program, as well as an update on discussions with the dockless

vehicle operators and public improvement districts. Representatives from the Deep Ellum Foundation and Downtown Dallas, Inc. attended the meeting and provided their input on the proposed changes. Committee Members discussed the importance of public safety regarding the dockless vehicles, particularly in City Council Districts 2 and 14. Several Council Members expressed concern about the hours of operation, enforcement, sidewalk riding, and data collection. Staff committed to additional conversations with dockless vehicle vendors, and to providing updated information via memorandum prior to City Council action. Information only.

E. Right-of-Way and Lane Closure Permit Fees

Presenter(s): Robert Perez, Director, Department of Public Works, and Ali Hatefi, Assistant Director, Department of Public Works

Action Taken/Committee Recommendation(s): Department of Public Works staff provided an overview of the current fees for right-of-way (ROW) use and street lane closures, as well as recommended increases to those fees to encourage innovative and efficient use of City ROW and street lanes for construction projects. The Committee Members were supportive of staff's recommendations but encouraged the consideration of additional increases to the fees. Information only.

F. Connect Dallas Strategic Mobility Plan

Presenter(s): Michael Rogers, Director, Department of Transportation

Action Taken/Committee Recommendation(s): Department of Transportation staff provided an overview of the planning efforts for Connect Dallas, the City's five-year strategic mobility plan. Council Member West asked about streetscaping requirements for Complete Streets, the various transportation investment scenarios, and alignment with a City-wide transit-oriented development initiative. Information only.

Adjourn (2:59 p.m.)

APPROVED BY:

ATTESTED BY:

Lee Kleinman, Chair
Transportation & Infrastructure Committee

Kate Bower, Coordinator
Transportation & Infrastructure Committee



City of Dallas

1500 Marilla Street
Dallas, Texas 75201

Agenda Information Sheet

File #: 20-996

Item #: B.

Transportation and Infrastructure Committee Forecast
[Lee Kleinman, Chair, Transportation and Infrastructure Committee]

Transportation and Infrastructure Committee Forecast		
Committee Date	Briefing Item/ Report	Presenter(s)
June 15, 2020	Interagency Transportation Report	Molly Carroll, Executive-Interagency Relations
	Deleting certain prohibitions, limitation, or requirements of building materials in accordance with state law	Kris Sweckard, Director Sustainable Development & Construction
	Parking Reduction for Multifamily Recycling	Kris Sweckard, Director Sustainable Development & Construction
	Priority Improvement Zones	Michael Rogers, Director & Brita Andercheck, Assistant Director Department of Transportation
	Dallas Streetcar Payment Update	Michael Rogers, Transportation & Courtney Pogue, Economic Development
	Status Update on Temporary Parklet Program	Rosa Fleming, Director Convention & Event Services
	Status Update on COVID-19 Response Tactics	Kris Sweckard, Director Sustainable Development & Construction
August 17, 2020	Interagency Transportation Report	Molly Carroll, Executive-Interagency Relations
	Bond Programs Status Update	Adriana Castaneda, Interim Director
	High Speed Rail Update	Molly Carroll, Executive-Interagency Relations
	Overview of DFW Airport Operations & Financing	DFW Airport Representative
September 21, 2020	Interagency Transportation Report	Molly Carroll, Executive-Interagency Relations
	Vision Zero Implementation Update	Michael Rogers, Director
	TBD	TBD

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



City of Dallas

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Dallas, Texas 75201

Agenda Information Sheet

File #: 20-998

Item #: C.

Interagency Transportation Report - May 2020
[Molly Carroll, Executive for High-Speed Rail and Interagency Relations]

INTERAGENCY TRANSPORTATION REPORT - MAY 2020

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



\$11M APPROVED FOR HIGH-SPEED TRANSPORTATION CONNECTION BETWEEN DALLAS AND FORT WORTH

At their April meeting, the RTC approved additional funding for planning and environmental clearance expertise to develop a comprehensive approach to planning and implementing high-speed transportation services in the Dallas-Fort Worth region, specifically in the Dallas to Fort Worth corridor. **This service is intended to integrate with high speed rail in Dallas and go directly to Fort Worth.** There is also discussion of a stop in Arlington's entertainment district. **On April 18th, the North Central Texas Council of Governments (NCTCOG) Executive Board approved an \$11 million contract with HNTB to complete the work.**

CARES ACT ALLOCATES DALLAS-FORT WORTH-ARLINGTON URBANIZED AREA \$318,629,129 FOR TRANSIT AGENCIES

On April 2, 2020, the United States Department of Transportation Federal Transit Administration announced a total of \$25 billion in federal funding allocations to help the nation's public transportation systems respond to the Coronavirus (COVID-19).

The NCTCOG is the designated recipient for the Dallas-Fort Worth-Arlington (DFWA) Urbanized Area (UZA) and the Denton-Lewisville UZA. The DFWA UZA will receive \$318,629,129. Of that, **Dallas Area Rapid Transit (DART) will receive \$229,627,520 and the rest of the allocation will go to smaller transit agencies.** The Denton-Lewisville UZA was allocated \$23,461,867.

Funding will be provided at a 100 percent federal share, with no local match required, and will be available to support operating, capital and other expenses generally eligible under the Urbanized Area Formula Program, and incurred beginning on January 20, 2020, to prevent, prepare for, and respond to COVID-19. The RTC approved the FTA funding to be allocated based on the federal formula methodology.

UPCOMING RTC MEETINGS

Date	Time	Location
June 11, 2020	1:00 PM	North Central Texas Council of Governments
July 9, 2020	1:00 PM	North Central Texas Council of Governments



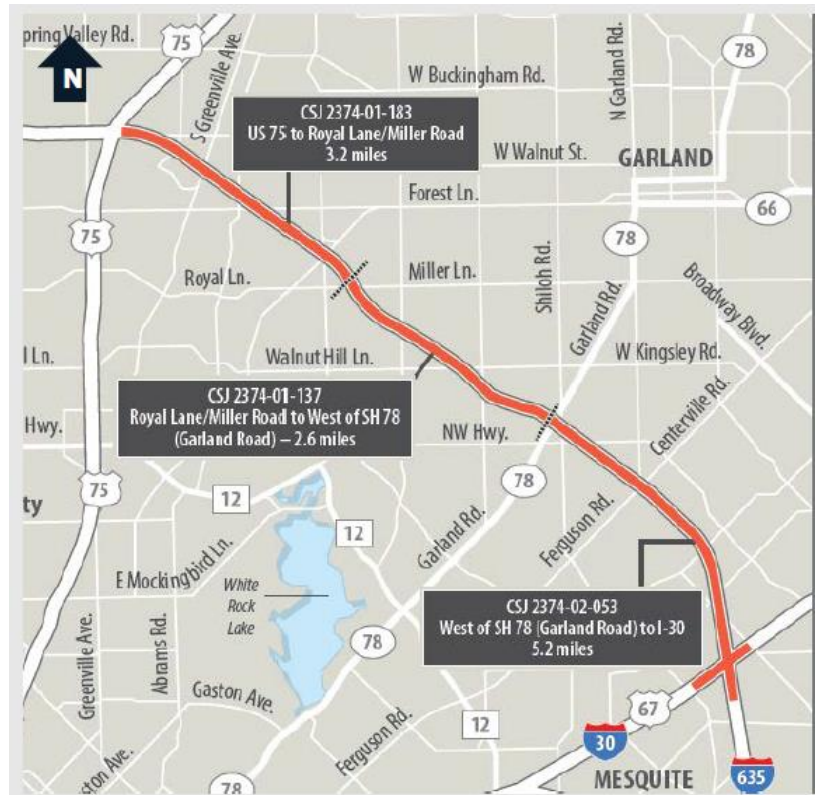
LBJ EAST CONSTRUCTION STARTED ON APRIL 14TH

Construction on the \$1.7 billion I-635 East Project has started. Pegasus Link Constructors was awarded the design-build contract in May 2019, and design work began shortly thereafter. **Construction will last through late 2024.**

Plans for the 11-mile project were first approved in 2003.

The project features:

- **Reconstruction and widening of I-635 from US 75 to I-30**, including the I-635/ I-30 interchange.
- Mainlanes will be expanded to include an **additional lane in each direction**.
- Existing HOV/Express Lanes will be reconstructed with wider shoulders and a concrete barrier separating them from mainlanes.
- When complete, there will be a total of 10 mainlanes and two TEXpress Lanes.
- The project includes construction of continuous frontage roads and provides intersection improvements, **including a new Skillman Street bridge over I-635.**



To stay connected with the 635 EAST PROJECT:

- Website - 635east.com
- Facebook – [635East](https://www.facebook.com/635East)
- Twitter – [@635East](https://twitter.com/635East)
- Instagram – [@635East](https://www.instagram.com/635East)
- **Subscribe to text alerts: Send “635 East” to 31996**

TEXAS TRANSPORTATION COMMISSION APPROVED ADDITIONAL FUNDING FOR I-35 CAPITAL Express CENTRAL PROJECT IN AUSTIN

At their April 30, 2020 meeting, the Texas Transportation Commission (Commission) added \$3.4 billion in Category 12 dollars (Commission discretionary funding) to the 2020 Unified Transportation Plan for the I-35 Express Central project in Austin. The Category 12 money was added to help close funding gaps on the \$6.6 billion central piece of the Interstate 35 Capital Express project. This project will expand the interstate between U.S. Highway 290 East and Ben White Boulevard.

In March, the RTC passed a resolution requesting the Commission consider a different funding strategy to close the project's funding gap. Rather than using the Category 12 money, the RTC suggested using toll-managed lanes to generate revenue for the project. The Dallas City Council passed a resolution in support of the RTC's position. The North Texas region has successfully used toll-managed lanes, including the I-635 project, to offset the costs of construction and believes this model is one that should be adopted throughout the State in order to leverage the limited public dollars available for funding these very expensive highway projects.

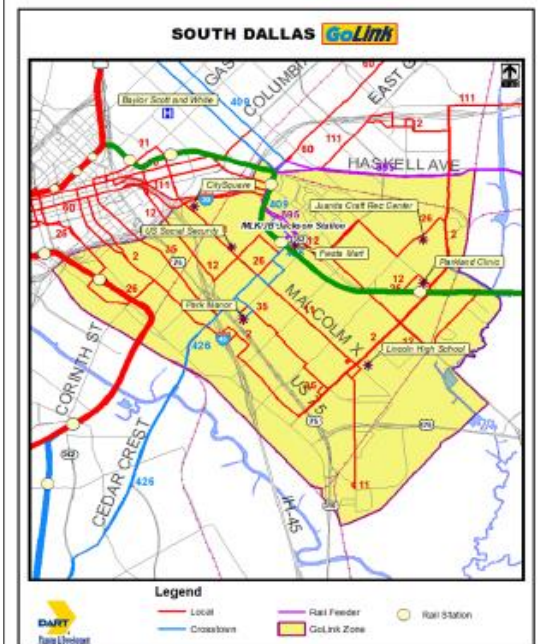


SOUTH DALLAS/FAIR PARK GOLINK PILOT

On March 24th, the DART Board approved a six-month pilot of their GoLink program within an 8.5 square mile zone in the South Dallas/Fair Park area.

This pilot is in response to a meeting with the South Dallas/Fair Park (SDFP) Transportation Initiative group with DART executive staff to explain the transportation needs including improved bus service and the need to pilot test a demand-responsive service option like GoLink.

With the assistance of DART staff in 2018 and 2019, the SDFP group designed and conducted a survey of residents of South Dallas zip codes 75210 and 75215. The survey respondents indicated that, among other things, bus travel within the neighborhood is difficult for very short trips, particularly to the recreation center and grocery stores.



The pilot would operate from 9:00 am to 4:00 pm on weekdays and would include a dedicated accessible taxi supplemented by Uber Pool.

The program is scheduled to start this Summer.

DART REVIEWS BUDGET

As with every public agency, DART is preparing for large funding shortfalls as a result of Covid-19.

At the April 28, 2020 meeting of the Budget & Finance Committee, DART staff presented a briefing estimating \$1.3 billion less in revenues in their 20-year financial plan.

In the briefing, staff modeled the financial scenarios for delaying capital projects. Staff stated that “deferrals can help short term cash flow but increase project costs due to inflation.”

Staff modeled delaying the Streetcar Central Link project by five years. This would improve cash flow by \$9 million in the next 18-months but increase project costs by \$18 million.

They also modeled implications of delaying D2 by three years finding that doing so would increase cash flow by \$329 million in the next 18-months but would also increase project costs by \$151 million. Staff further stated that, if there is a federal government stimulus package focused on infrastructure, there may be an opportunity to increase the federal contribution to the D2 project and maintain the current timeline.

At the Committee's request, staff agreed to model the financial implications of delaying the Silver Line project and return to the Committee with the results.

It should be noted that there were no recommendations made at this meeting. They were presenting scenarios so that the Committee can begin discussing options for closing projected funding gaps.

The discussion on capital projects starts around minute 16 on this video of the Budget & Finance committee meeting: [DART April 28, 2020 Budget & Finance Committee Meeting](#).

DARTZOOM BUS NETWORK REDESIGN

In September 2019, DART hired Jarrett Walker + Associates (JWA), a leading transit planning and policy consulting firm, to re-envision DART's bus network through a bus network redesign which is a collaborative planning effort to decide where bus lines should go, when they should run, and how frequent the service should be, starting from a clean slate.

JWA is looking at the current network and modeling changes generally reflecting the balance between "coverage" and "ridership". The project will examine the DART bus network in all 13 of the cities that collect sales taxes to fund DART services.



In April, transit riders, employers, stakeholders and community leaders were surveyed by DART about a new system that works best for their needs through a series of webinars and town hall meetings. Other public involvement activities will be scheduled later in the process.

For more information on the bus network redesign process, see <https://dartzoom.dart.org/>.

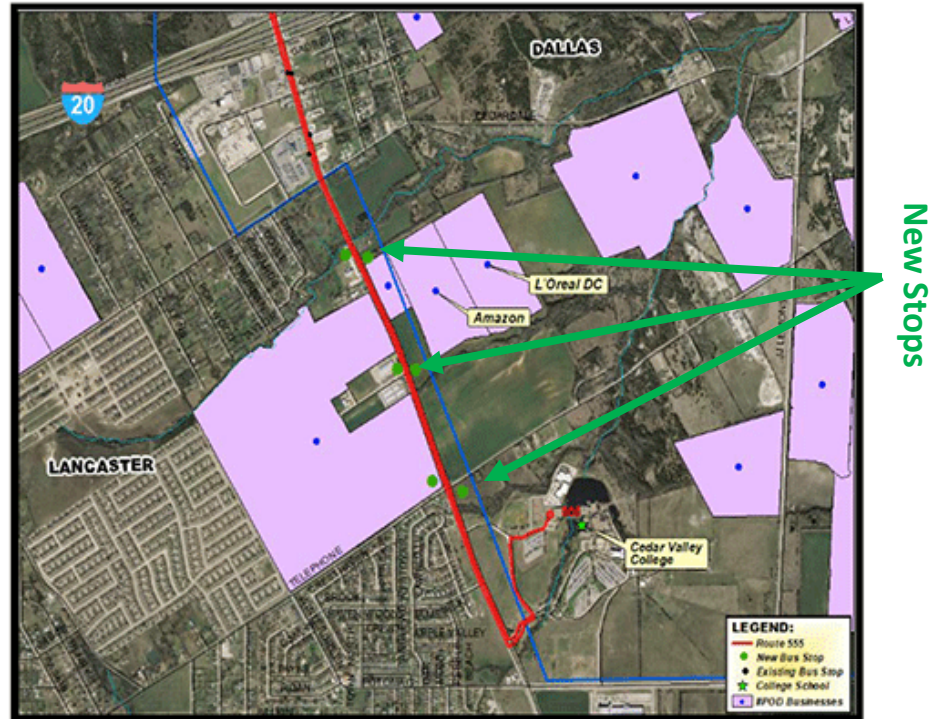
INLAND PORT BUS LINES

The DART Board approved adding three bus stops within the Southern Dallas County Inland Port.

Route 555 currently travels non-stop along North Dallas Avenue at the southern Dallas border between Camp Wisdom Station and Cedar Valley Community College.

Adding three stops between Cedardale Road and the college allows DART to provide transit options to large Dallas businesses in the area such as L'Oréal, Amazon, and Quality Custom Distribution.

The new stops are scheduled to begin in May.



The next NTTA Board meeting is scheduled for Wednesday, May 20, 2020 at 10:00 AM at the North Texas Tollway Authority headquarters at 5900 West Plano Parkway, Plano, Texas 75093.



DRMC MEETING

The April DRMC meeting was scheduled to be a joint meeting with the Tarrant Regional Transportation Committee (TRTC); however, it was canceled due to Covid-19.

The May 1, 2020 meeting was held via skype.

The next meeting is scheduled for June 5, 2020 at 11:00 AM.

2019 Airport of the Year



CEO UPDATE & FINANCIAL REPORT

DFW CEO Sean Donohue provided the Board with an update on the state of aviation as well as DFW operations, priorities and recovery efforts. Mr. Donohue shared that current 2020 projections are at 45 million passengers. DFW has not seen passenger levels that low since the late 1980's.

CFO Chris Poinsett provided an update on DFW's current financial position. DFW is expecting lower revenues between \$175 - \$225 million for FY20. Much of this loss would be covered by the CARES act, which DFW will receive \$299.2 million. Staff has also identified approximately \$77 million of cost reductions.

DISASTER DECLARATION EXTENSION

The Board approved extending the current DFW Airport disaster declaration issued by CEO Sean Donohue. This will allow staff to continue work to protect employees and customers at DFW Airport and to further ensure a safe and secure environment. Additionally, DFW can now submit requests for reimbursement through the Texas Major Disaster Declaration.

USE AND LEASE AGREEMENT EXTENDED

The Airport Board approved an extension to the current DFW Use and Lease Agreement for an additional year. Negotiations with American Airlines were halted at the beginning of March due to the impacts of COVID-19. The extension will give DFW staff and airline partners an opportunity to better understand long-term market conditions. The new lease will expire in September 30, 2021.

CONCESSIONAIRE ASSISTANCE

The Board approved three actions to help concessions partners. In addition to the change in rent structure and deferral of utility payments approved last month, the Board approved deferral of storage space rents, and delayed scheduled rent increases from 2020 to 2021. Additionally, to keep current projects moving, the Board approved of a reimbursement agreement to help build out concessionaire space in the Terminal F, Phase 1 addition on the south end of Terminal D.

NEXT BOARD MEETING

The next Board Meeting will be Thursday, June 4, 2020. For more information, including agendas and actions, please visit www.dfwairport.com/board.



Texas' Thirteenth Court of Appeals Rules in Favor of Texas Central

On May 7, 2020, the Thirteenth Court of Appeals of Texas ruled in favor of Texas Central, holding that it was both a railroad company and interurban electric railway.

Landowners argued that the Texas Central project was not a railroad and therefore did not have the rights associated with a railroad, including eminent domain and access to property for surveyors.

Carlos Aguilar, CEO of Texas Central, said "This decision confirms our status as an operating railroad and allows us to continue moving forward with our permitting process and all of our other design, engineering and land acquisition efforts."

Final Environmental Impact Statement Scheduled to be Published this Month

In December 2017, the Federal Railroad Administration (FRA) published the Draft Environmental Impact Statement (DEIS). Later this month, they will publish the Final Environmental Impact Statement (FEIS).

The FEIS includes publication of the final preferred alignment, environmental mitigation requirements, and enforcement and monitoring commitments. This action is a necessary step for publication of the Record of Decision (ROD) which confirms compliance with the National Environmental Policy Act (NEPA) and is the final step for the federal environmental permitting process.

Federal Railroad Administration Published Notice of Proposed Rules

In March, the FRA published a Notice of Proposed Rule Making (NPRM) in the federal docket for the proposed safety rules regulating high-speed rail. This triggered a 60-day comment period for review of the rules. After the comment period, the FRA will review comments, make changes to the rules if necessary, and publish the final rules that will regulate this system.



City of Dallas

1500 Marilla Street
Dallas, Texas 75201

Agenda Information Sheet

File #: 20-999

Item #: D.

Upcoming City Council Agenda Item - Amending the Multiple Use Agreement with the Texas Department of Transportation for Areas Under and Around IH-345
[Michael Rogers, Director, Department of Transportation]

Memorandum



CITY OF DALLAS

DATE May 15, 2020

TO Honorable Members of the Transportation and Infrastructure Committee

SUBJECT **Upcoming Agenda Item – Amendment to Multiple Use Agreement with the Texas Department of Transportation for Areas Under and Around IH-345**

The May 27, 2020 City Council agenda will include an item to authorize a Supplement to an existing Multiple Use Agreement (MUA) with the Texas Department of Transportation (TxDOT). This memorandum is intended to provide context and background information on the current agreement and the proposed changes.

In April 1993, the City of Dallas executed the MUA with TxDOT to share use of areas under IH-345 near downtown. The key terms of this agreement allow the City to provide public parking lots or public parks, but do not allow the City to charge any fees for use, except to defray the cost of operating and maintaining these facilities.

This proposed MUA Supplement seeks to accomplish three results:

- 1) The State will officially acknowledge the new design for Carpenter Park and will formally permit its construction and ongoing use for the portion that lies within the State's right-of-way. (Exhibit A)
- 2) The agreement will expand the MUA to include the area (Exhibit B) adjacent to IH-45 between Martin Luther King Boulevard and Pennsylvania Avenue. This is part of a larger community-driven effort to activate and improve the neighborhood.
- 3) This supplement will remove from the MUA, the area under IH-345 that is just south of Canton Street. Removing this area (Exhibit C) from the MUA allows TxDOT to recapture the area and permits another party to apply to TxDOT to develop the area.

Exhibits showing the three areas are attached. Authorizing the Supplement to the MUA will allow for these three areas to be developed into a higher use. If you have any questions or need additional information, please contact Michael Rogers, Director of the Department of Transportation, at michael.rogers@dallascityhall.com.

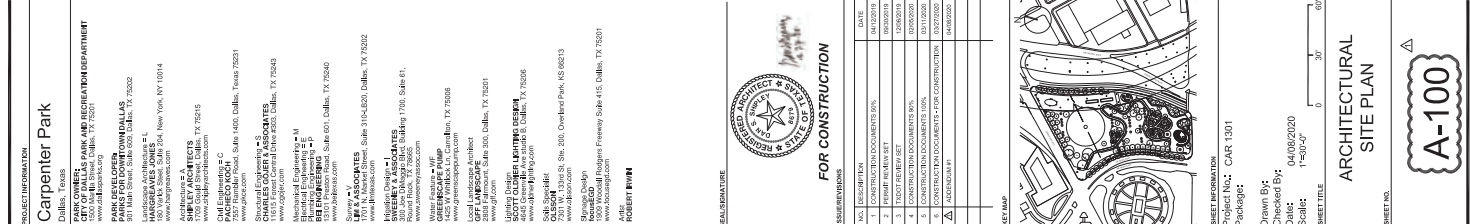
A handwritten signature in blue ink, appearing to read 'Majed Al-Ghafry'.

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

[Attachments]

Honorable Mayor and Members of the City Council
T.C. Broadnax, City Manager
Chris Caso, City Attorney

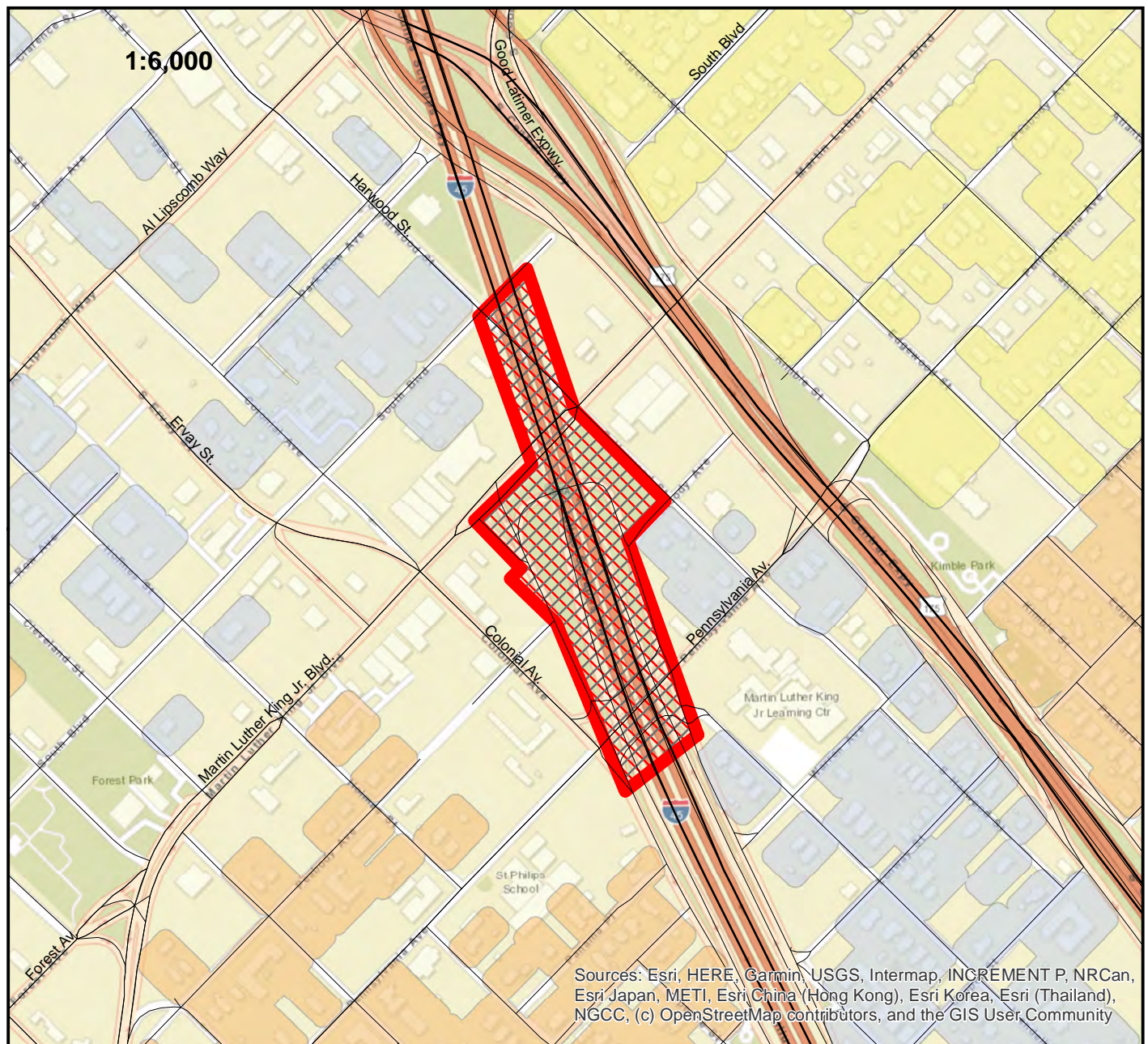
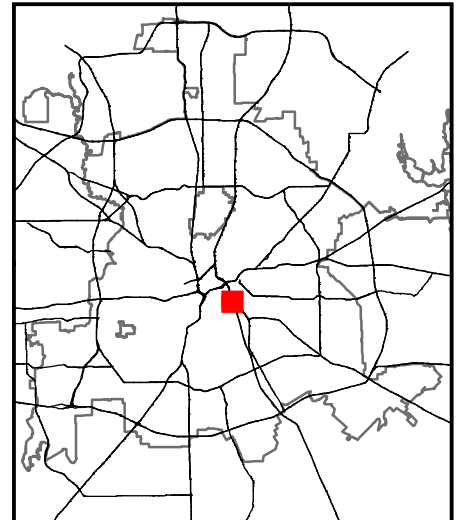
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TxDOT Multiple Use Agreement SUPPLEMENT NO. 2

Martin Luther King, Jr Blvd Site

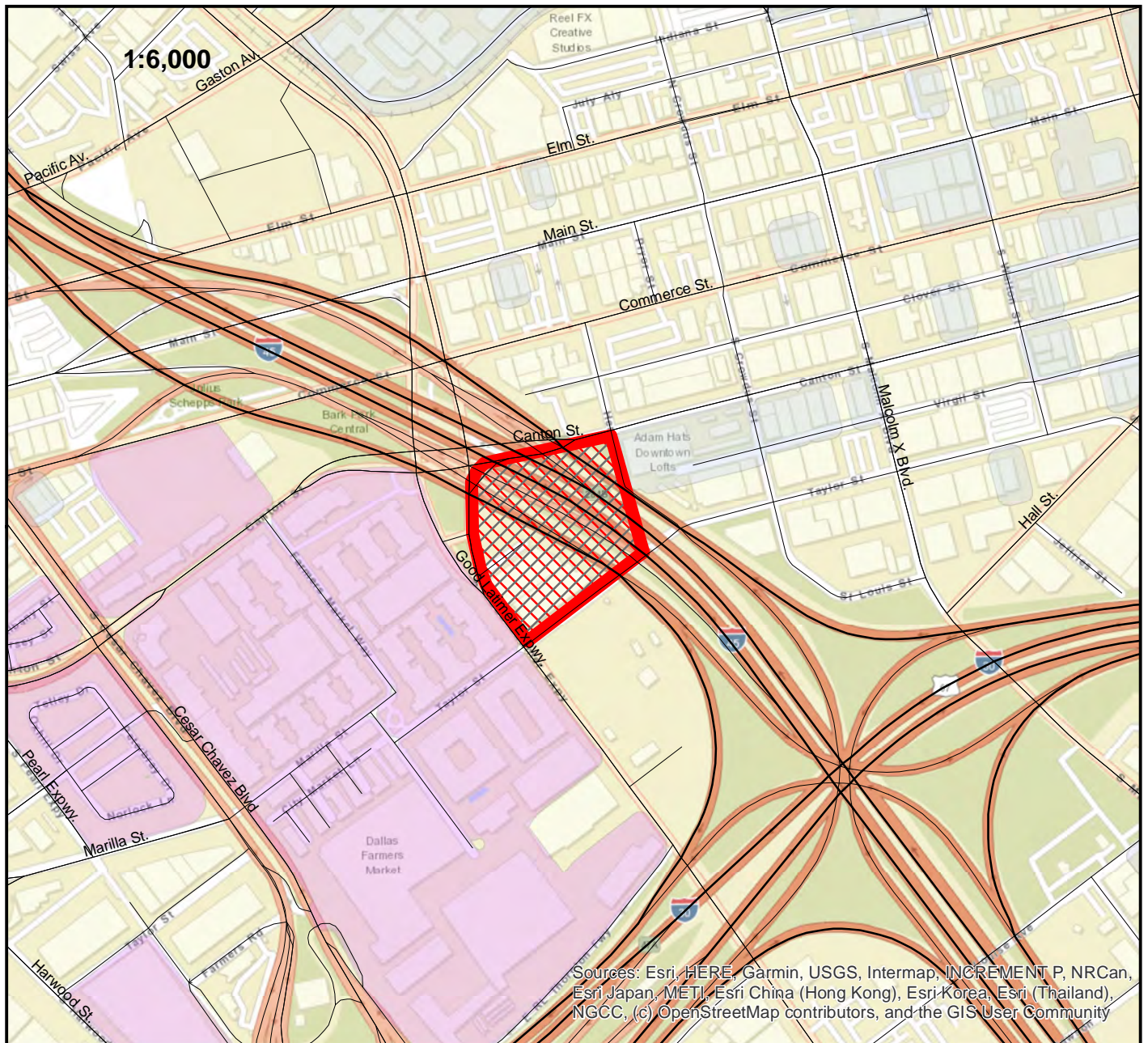
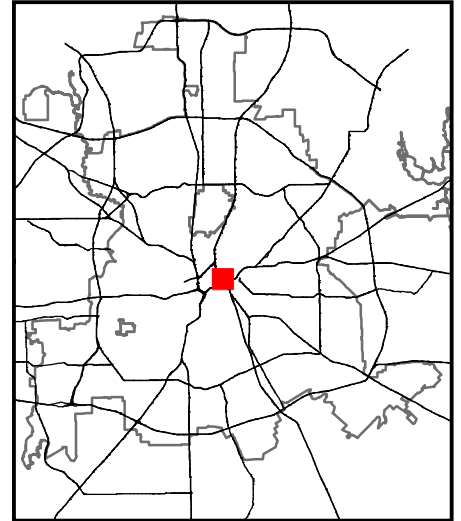
Council District 7
Mapsc0 46-S, 46-W



TxDOT Multiple Use Agreement SUPPLEMENT NO. 2

Canton Street Site

Council District 2
Mapsco 45-M





City of Dallas

1500 Marilla Street
Dallas, Texas 75201

Agenda Information Sheet

File #: 20-1000

Item #: E.

Development Code Amendment to Resolve Conflicts Between Zoning and Thoroughfare Plan
[Kris Sweckard, Director, Sustainable Development and Construction]

Development Code Amendment to Resolve Conflicts Between Zoning and Thoroughfare Plan

**Transportation and
Infrastructure Committee
May 18, 2020**

**Kris Sweckard, Director
Sustainable Development and
Construction Department
City of Dallas**



Presentation Overview

- Purpose
- Background/History
- Issue
- Proposal
- Next Steps

Purpose

- Brief the Committee on issues and conflicts between zoning requirements and the Thoroughfare Plan
- Propose a process to resolve these conflicts when they exist
- Propose amendments to Chapter 51A, the City of Dallas Development Code, to provide a means to address conflicts between zoning and the Thoroughfare Plan

3

Background/History

- Staff identified potential issues with existing zoning regulations in some Planned Development Districts and Form Districts when Thoroughfare Plan amendments for complete streets were adopted and the complete street designs conflicted with zoning requirements
- Transportation, Public Works, and Sustainable Development and Construction staff met to discuss issues and propose solutions

Background/History

- City staff met with the City Plan Commission Thoroughfare Committee on three occasions in the fall of 2019 and the Committee recommended approval of the recommended changes to the Development Code on December 12, 2019
- The City Plan Commission recommended approval of the proposed code amendment on January 23, 2020

Issue

- Compliance with zoning and compliance with the Thoroughfare Plan are both required by the Development Code
- Generally, zoning categories do not specify improvements within the right-of-way such as landscaping, sidewalk widths or street design
- The platting regulations and the Thoroughfare Plan designate the width of right-of-way and basic street design elements such as pavement width and number of travel lanes

Issue

- Form Districts and some Planned Development Districts, such as the Oak Lawn PD, have incorporated right-of-way design elements such as parkway landscaping and sidewalk widths
- When complete street proposals have been adopted with unique design elements such as bike lanes, on-street parking and sidewalk designs, it has led to conflicts with zoning

Issue

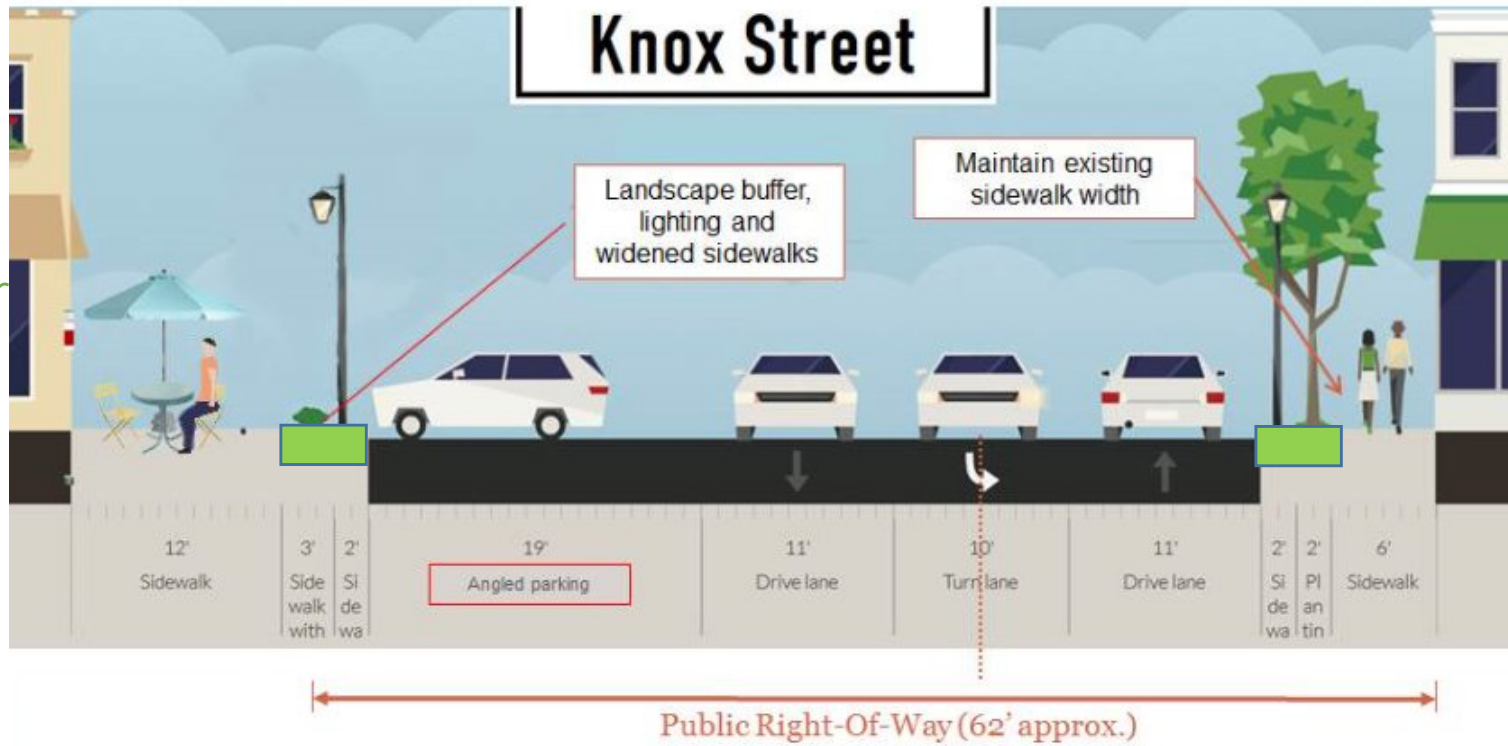
- One example of a conflict is the adopted Knox Street complete street design and the provisions of the Oak Lawn Planned Development:
 - The Oak Lawn PD requires that a 5 ft wide landscape parkway with trees be provided between the sidewalk and street curb
 - The complete street design included on-street parking with limited parkway landscape buffer between the curb and sidewalk

Issue

Proposed Cross Section Three-Lanes Undivided

South Side

North Side



Issue

- Other examples include:
 - Fort Worth Avenue PD and complete street designs for Fort Worth Avenue and Sylvan Avenue
 - Oak Cliff Gateway PD and complete street designs for Beckley Avenue and Zang Boulevard
 - Valley View Midtown PD and complete street designs for Montfort Drive and Alpha Road

Proposal

- Add a new Section to Article IX, “Thoroughfares,” that establishes a process to resolve conflicts between thoroughfare designs and zoning requirements that:
 - State the provision only applies to improvements within public right-of-way (all zoning requirements must be met on private property)
 - State that if there is a conflict between designs for thoroughfares and zoning requirements, the director, in consultation with the city engineer, city traffic engineer and designated Thoroughfare Plan coordinator, will determine what street sections control within the public right-of-way
 - The more recently adopted thoroughfare designs will always control unless an accommodation can be made to address the intent of zoning while being consistent with the Thoroughfare Plan

Proposal

- Amend the PD development plan and landscape plan amendment section of Article IV “Zoning Regulations” to reference that plans may be amended consistent with any determination made under the new section in Article IX
- Amend the section that governs establishment of Planned Development Districts in Article IV “Zoning Regulations” to clearly state that PD conditions must be in compliance with the Thoroughfare Plan

Proposal

- Amend the section in Article X, “Landscape and Tree Conservation,” that addresses the use of right-of-way to satisfy street buffer zone requirements to recognize that determinations made under the new section in Article IX may impact the ability to utilize the parkway to meet landscape requirements

Next Steps

- Schedule a public hearing for full City Council consideration of the proposed amendments to the Development Code

Development Code Amendment to Resolve Conflicts Between Zoning and Thoroughfare Plan

**Transportation and
Infrastructure Committee
May 18, 2020**

**Kris Sweckard, Director
Sustainable Development and
Construction Department
City of Dallas**





City of Dallas

1500 Marilla Street
Dallas, Texas 75201

Agenda Information Sheet

File #: 20-1001

Item #: F.

Dallas Water Utilities: Capital Improvement Program
[Terry Lowery, Director, Dallas Water Utilities]

Dallas Water Utilities: Capital Improvement Program

Transportation and
Infrastructure Committee

May 18, 2020



Terry S. Lowery, Director
Dallas Water Utilities

Matthew Penk, Assistant Director
Dallas Water Utilities

City of Dallas

Purpose

Infrastructure is the **heart** of Dallas Water Utilities (DWU) and the capital program builds and provides major maintenance of its infrastructure

- Provide an overview of DWU's Capital Improvement Program (CIP) including:
 - CIP Categories
 - CIP Planning and Execution
 - FY20 Capital Budget Funding
 - Upcoming Financial Actions for FY20

BACKGROUND

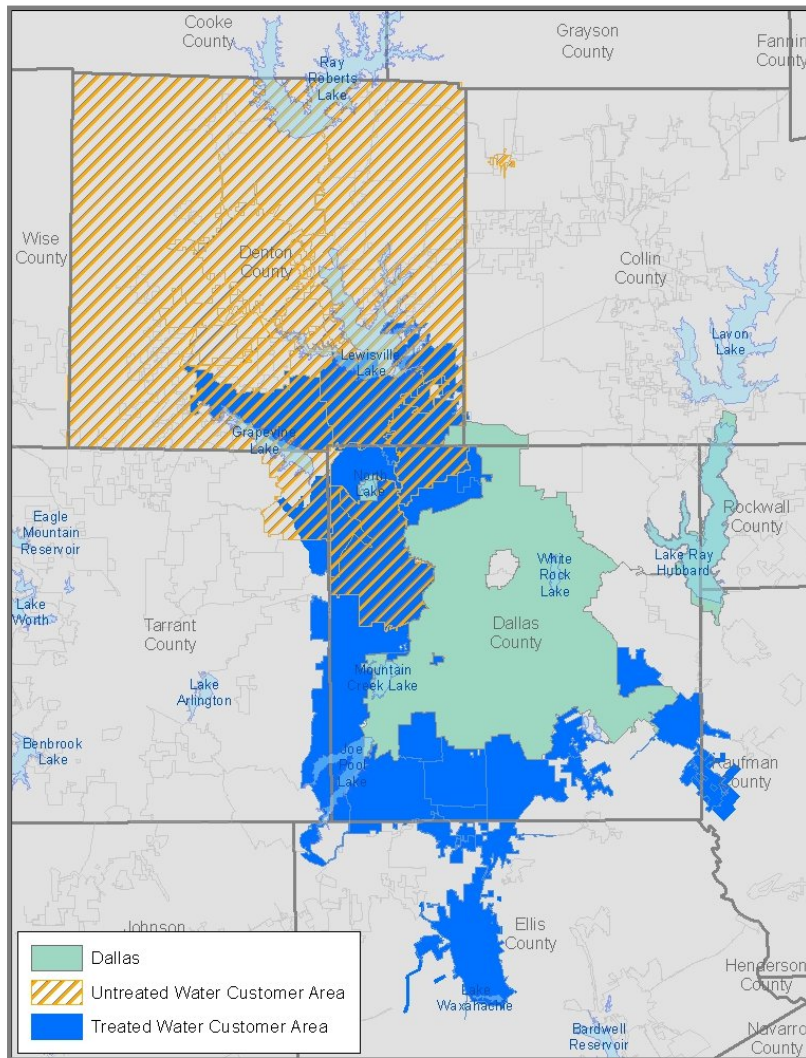


Transportation and Infrastructure






City of Dallas

Dallas Water Utilities Fact Sheet



- Founded in 1881
- Regional provider of water, wastewater and stormwater services
- Funded from wholesale and retail water and wastewater revenues and stormwater fees (receives no tax dollars)
- Combined operating and capital budgets of \$1.1B
- 699 square mile service area
- Approximately 1,650 employees
- 2.5 million treated water customers
 - 1.3 million – Retail (City of Dallas)
 - 1.2 million – Wholesale

Dallas Water Utilities Assets

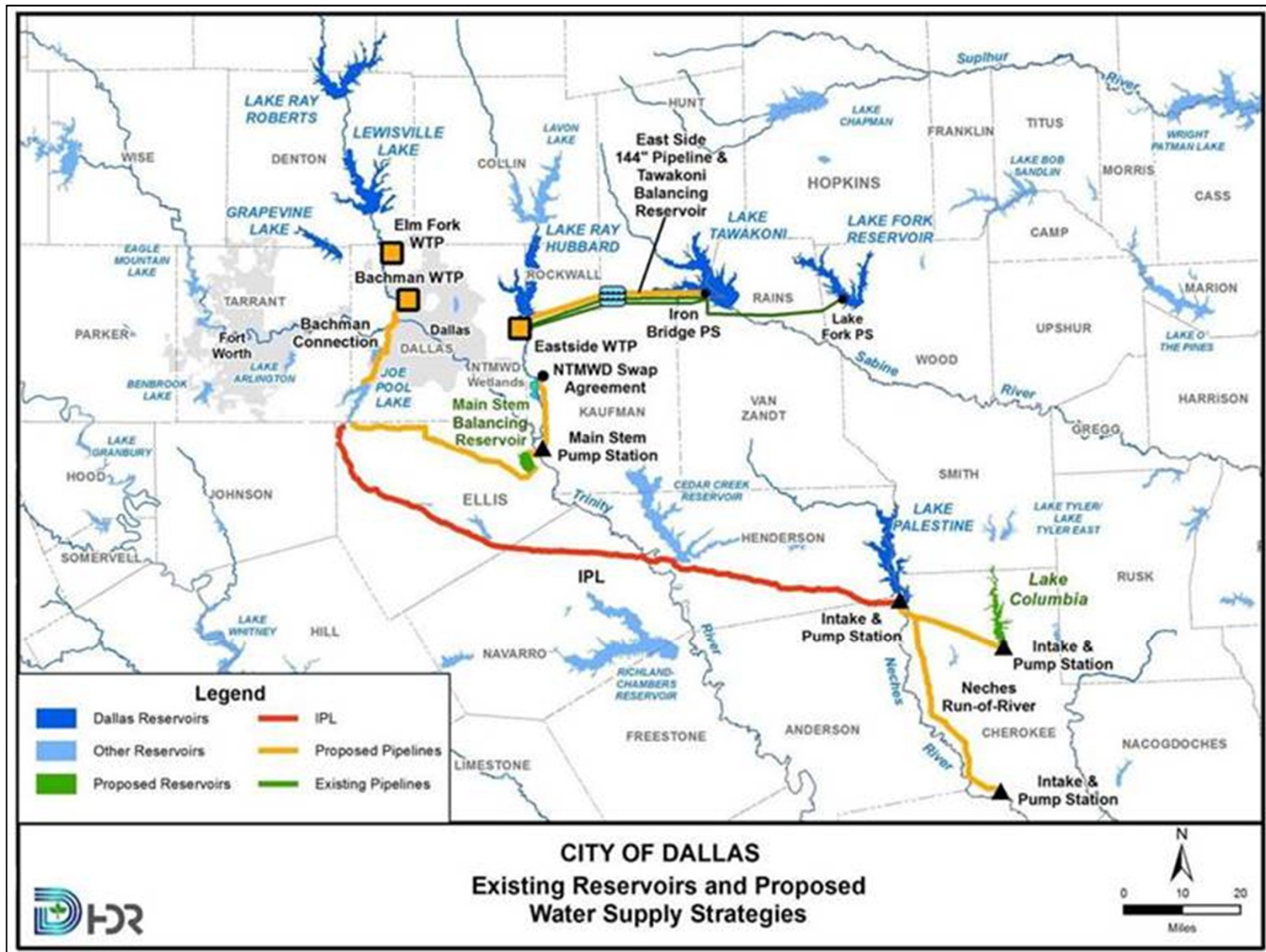
	Water	Wastewater	Storm Drainage
			
Reservoirs	7 (6 connected)	NA	NA
Pipelines	4,999 miles	4,049 miles	1,963 miles and 30 miles of Levees
Treatment Plants (Combined Capacity)	3 (900 MGD)	2 (280 MGD)	NA
Pump Stations	23	15	8
Asset Value	\$ 3.8 B	\$ 2.6 B	*
Treated in FY19	135 BG	84 BG	NA

*Asset Assessment in Progress

5

Dallas' Regional System

Existing and Proposed Water Supply



CAPITAL IMPROVEMENT PROGRAM



Transportation and Infrastructure



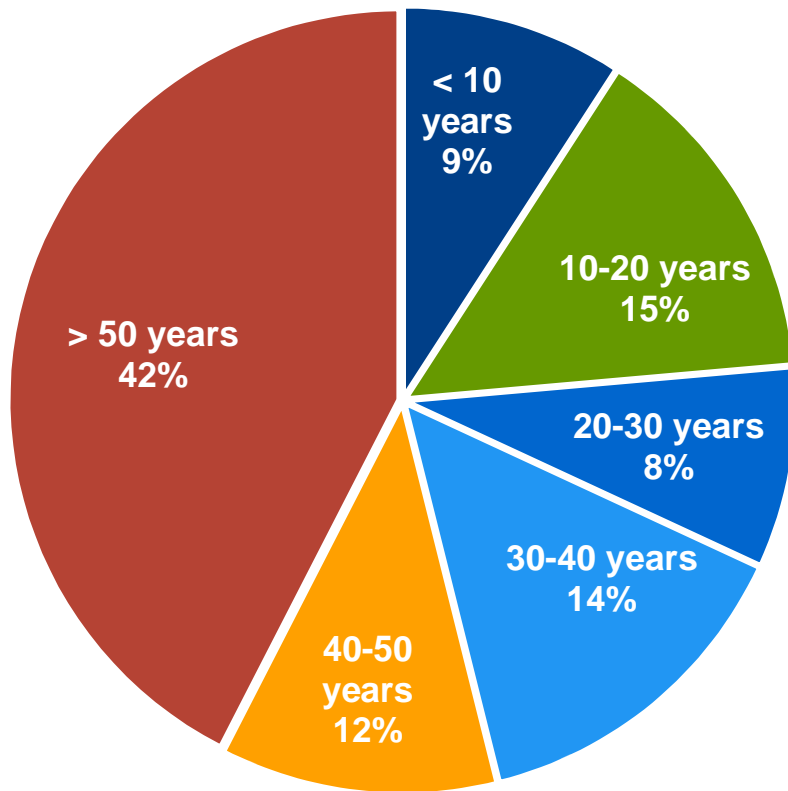
City of Dallas

Capital Program Areas

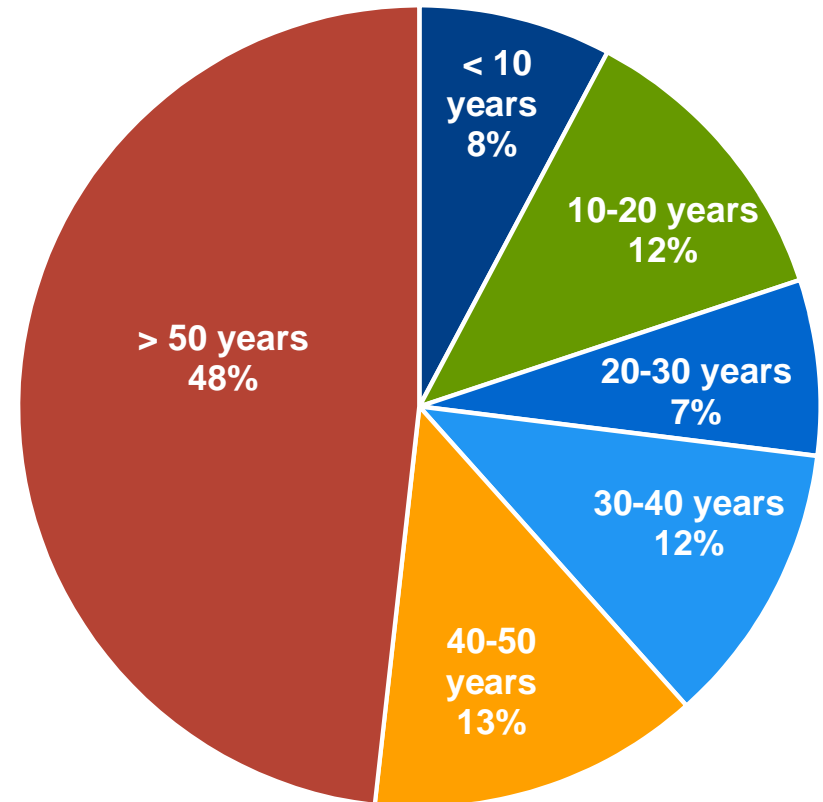
- Pipelines and Appurtenances
- Water Facilities
 - Treatment Plants
 - Pump Stations & Storage Tanks
 - Raw Water Infrastructure
- Wastewater Facilities
 - Treatment Plants
 - Lift stations and Flow Diversion Structures
- Storm Drainage Management
 - Flood Management
 - Storm Drainage
 - Erosion Control



DWU's Aging Infrastructure



Water Lines



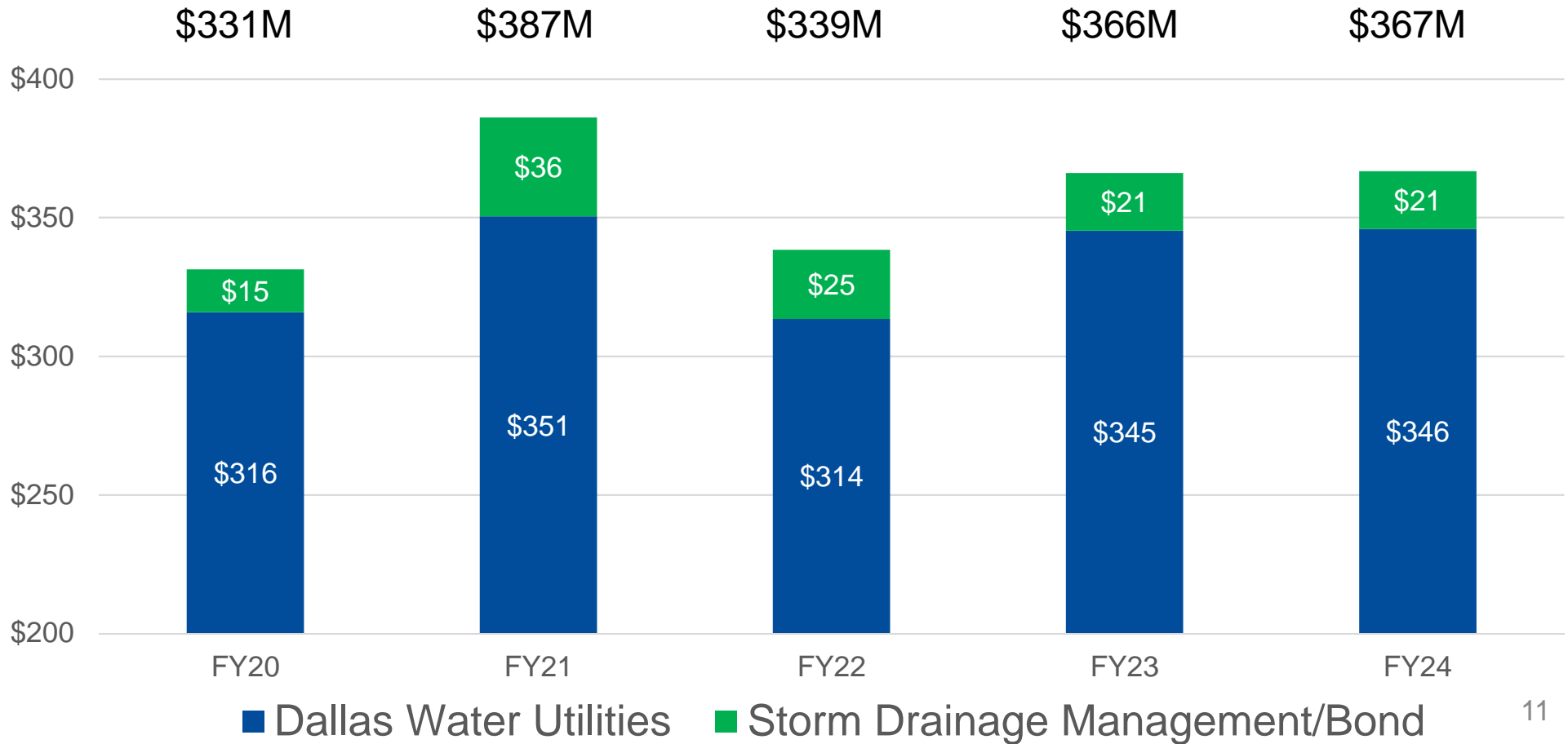
Wastewater Lines

Focus on Rehabilitation and Replacement

- Goals and Benefits
 - Efficient use of water resources
 - Recovers production capacity and reduce O&M costs
 - Reduced liability and damage to property
 - Improved environmental quality
- Unaccounted For Water has five-year average of 7.7% compared to 10.9% in FY07 with an industry goal of less than 10%
- Sanitary sewer overflows per 100 miles of main has a five-year average of 3.5 compared to 5.6 in FY 07 with an industry average of 6.2, a 38% reduction
- Water main repairs per 100 miles of main were 22 in FY 19 compared to 42 in FY 07 representing a 48% reduction
- Current funding maintains average system age (FY 15 - 43.3 yrs.; FY 19 – 44.2 yrs.)

10

DWU/SDM Capital Program Outlook



11

CAPITAL PLANNING and EXECUTION



Transportation and Infrastructure



City of Dallas

Capital Planning Process

- Strategic Planning – long range water supply, master plans and studies
- Project Prioritization and Risk Ratings
- Development of 10-year CIP Plan
- Five-year DWU Financial Forecast and O&M Cost Impacts
- Monthly Capital Project Committee Meetings
- Performance Measures
 - Replace/rehabilitate 0.9% of small diameter pipelines annually
 - Total value of capital projects awarded
 - Award 95% of projects in annual work plan

13

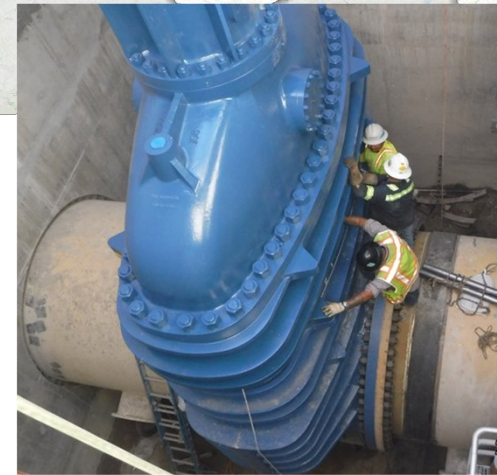
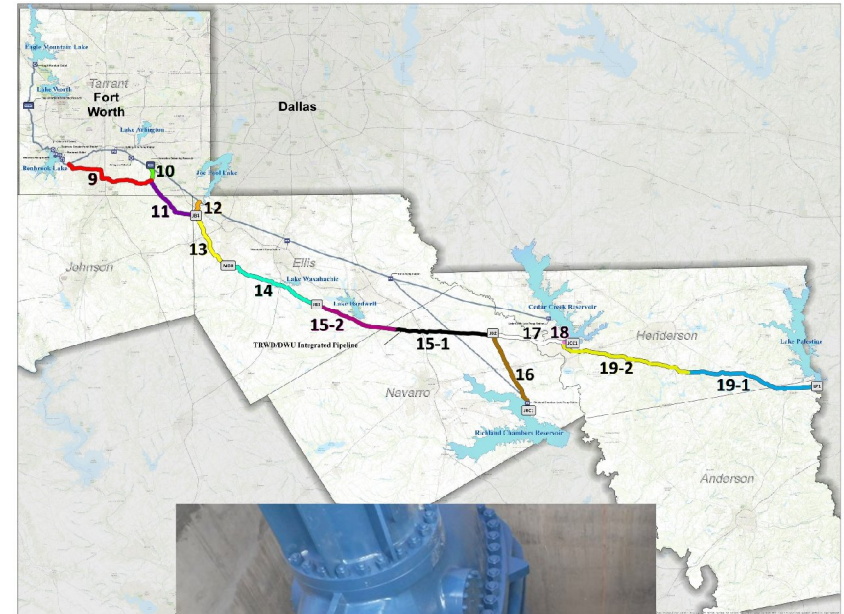
DWU Estimated Capital Costs

Wastewater Collection System Assessment	\$ 2,725 Million	2019 Dollars (thru 2060)
Wastewater Treatment Facilities Strategic Plan	\$ 912 Million	2010 Dollars (thru 2030)
Business Technology	\$ 43 Million	2013 Dollars
Long Range Water Supply Plan	\$ 2,452 Million	2013 Dollars (thru 2070)
Zebra Mussel Control Plan	<u>\$ 30 Million</u>	2014 Dollars
Capital Estimate	\$ 6,162 Million	

* Water Delivery System Assessment and Water Treatment Facilities Strategic Planning underway

Project Spotlight – Integrated Pipeline

- Joint project with TRWD (Dallas ~\$1.0B)
- 150 million gallons per day (MGD) from Lake Palestine extends supplies over 20 years
- 150 miles of pipeline and pump stations – delivers 347 MGD of raw water to North Central Texas
- Estimated cost savings for Dallas
 - Capital cost ~ \$196M
 - Debt service versus O&M payment ~ \$20M per year
- 19-1 and 19-2 and Lake Palestine Pump Station is scheduled for 2027
- IPL to Bachman WTP – 2027 to 2030
 - \$490M Program
 - Engineering and ROW acquisition to begin in 2021



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Project Spotlight – Mill Creek Tunnel

- 5 miles; 30 to 35-foot diameter
- Start – Spring 2018
- Complete – Fall 2023
- Contract - \$206,700,000
- 28% Complete
- Machine mining began April 24, 2020
- 100-Year Flood protection
 - East and Southeast Dallas
 - Protects 3200 acres & \$4B in property



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DWU CIP FUNDING

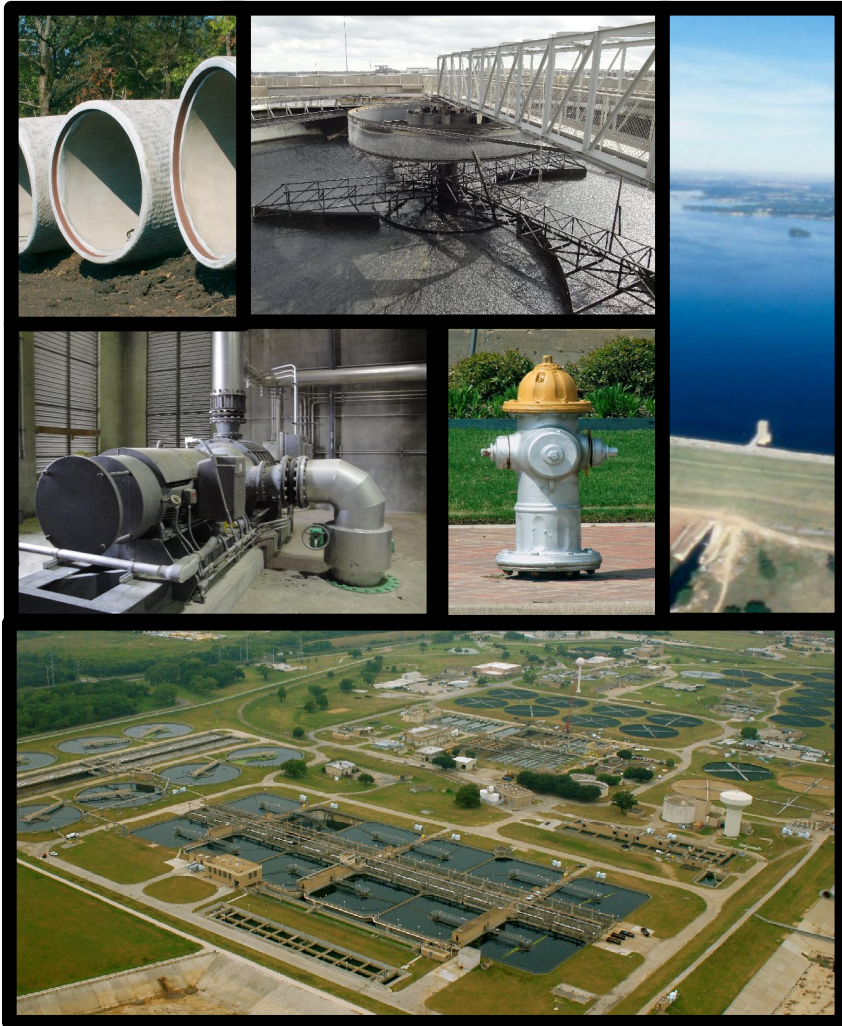


Transportation and Infrastructure



City of Dallas

Capital Budget Development



- Council approves Capital Program funding annually as part of the budget process
- Capital Program is typically funded by a combination of cash and debt
- FY20 \$315.8M Capital Budget funded by:
 - Cash Transfer - \$90.0M
 - Commercial Paper (CP) for interim financing
 - Lower interest rates
 - Greater financing flexibility
 - Revenue bond sale of \$230M
 - Approved by City Council
 - Used to pay off short term debt (CP)
 - 30 year term
- Meets all FMPC requirements

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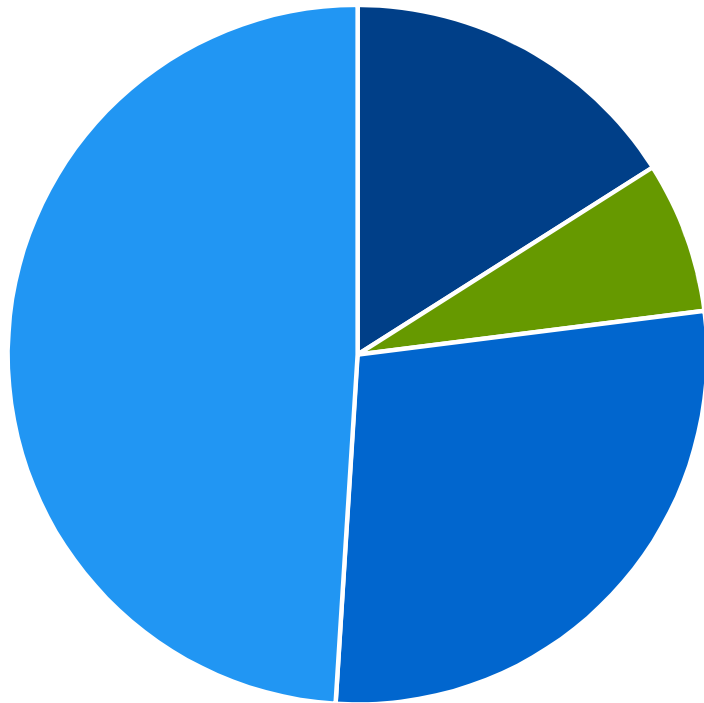
Cash, Short-Term and Long-Term Debt

- Cash Funding – Equity Funding
 - Used to fund projects not meeting requirements for debt financing options
 - Examples include major maintenance or assets with a short useful life
- Short Term Debt – Commercial Paper
 - Used to provide interim funding during the construction period for capital projects
 - Interest rates are historically lower than revenue bonds
 - DWU has two Commercial Paper Programs with \$600M in capacity
- Long Term Debt – 30-year Revenue Bonds
 - Spreads cost over the service period for which customers receive the benefits
 - DWU's conservative financial approach has resulted in high bond ratings and lower interest rates
 - **AA+** - Fitch; **AAA** - Standard and Poor's; **AA2** - Moody's

19

FY20 Water and Wastewater Operating Budget

\$681.2M

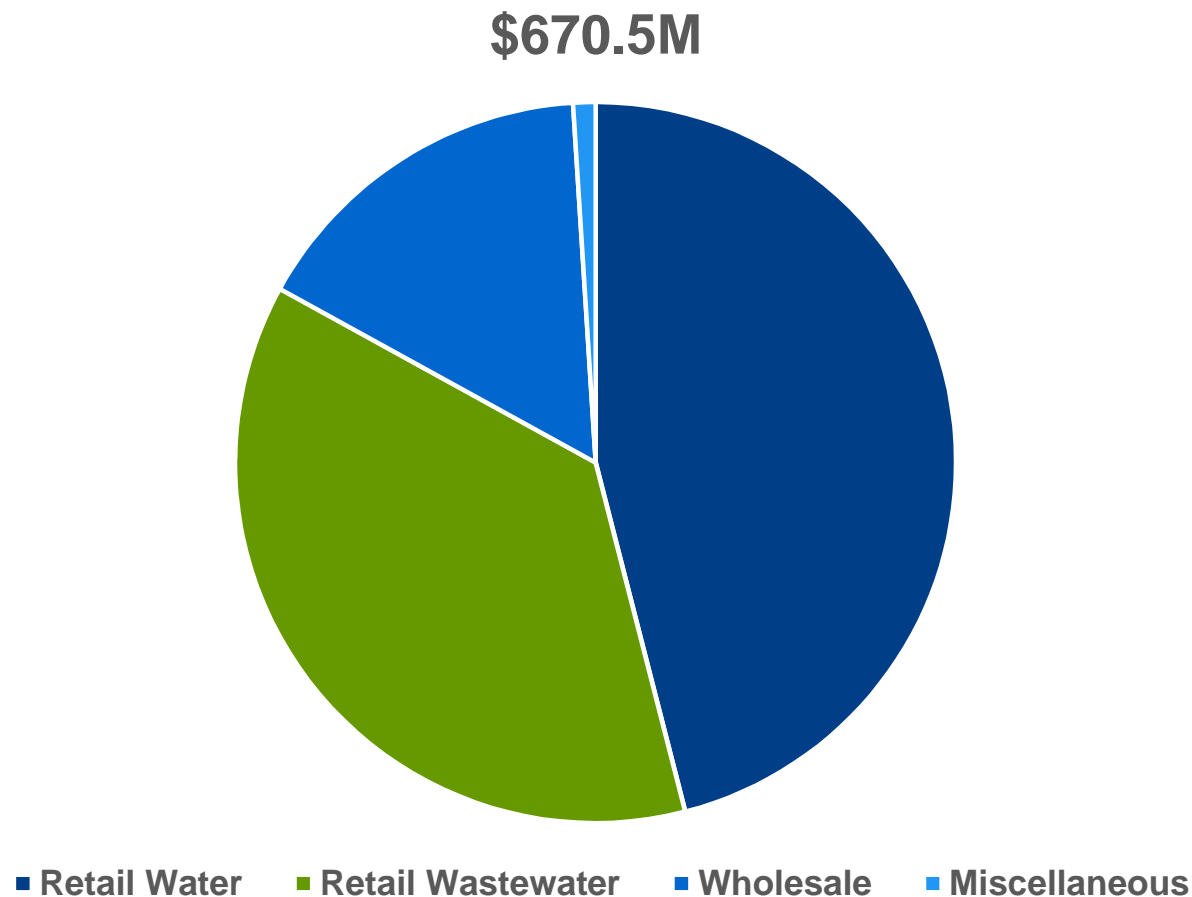


- Personnel
- Power & Chemicals
- Other O&M
- Capital Funding



20

Fiscal Year 2020 Water and Wastewater Revenues

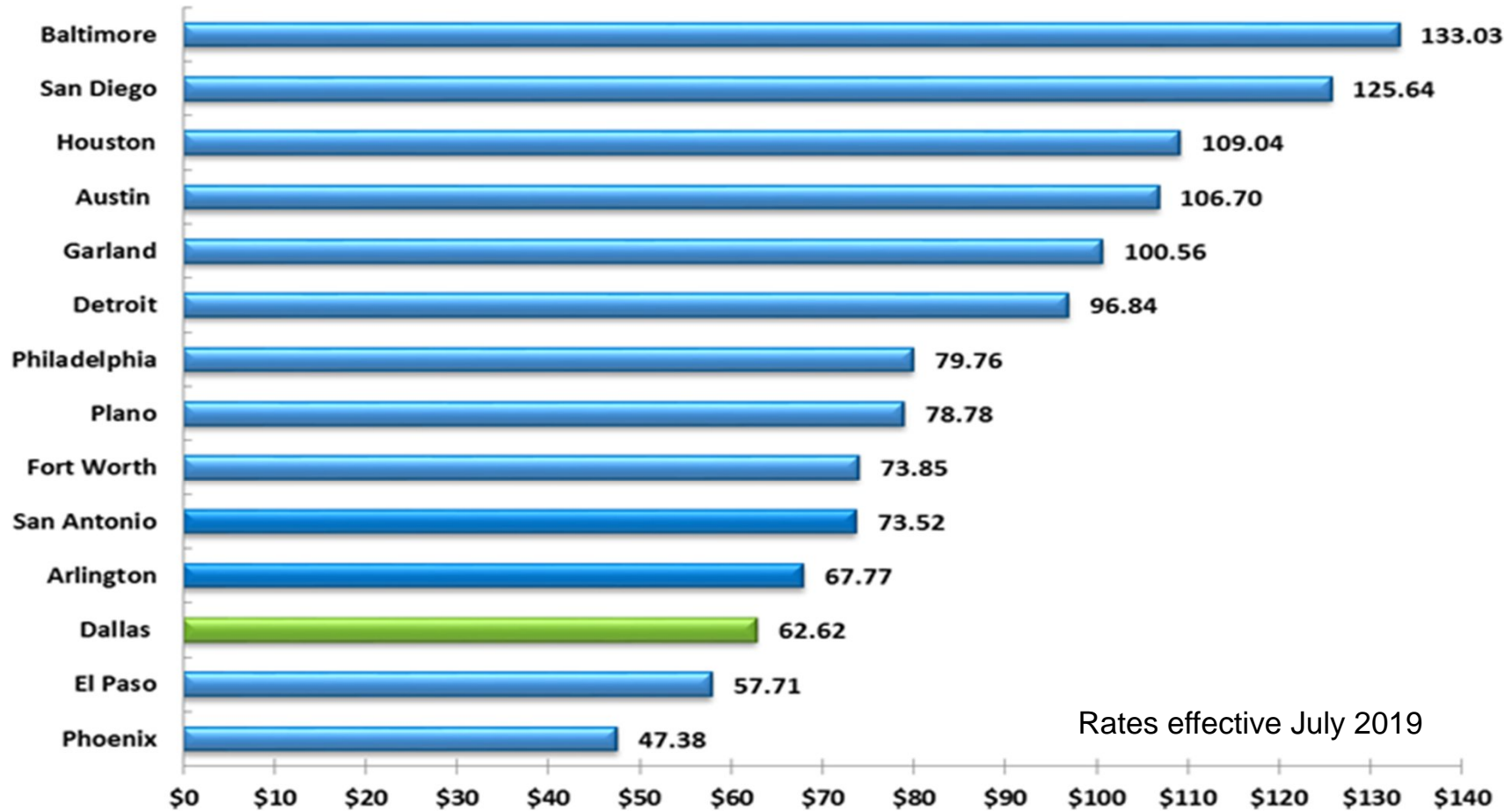


Note: Balance of FY20 expenses paid from SRA escrow fund and rate dispute settlement 21

Average Monthly Water & Wastewater Residential Bills

Dallas, Index and Selected Cities

(Based on 5/8" Meter; 8,300 Gallons/Month; 5,200 Gallons Winter Months Average)



Upcoming Financing Actions for FY20

- May 27, 2020 – City Council action authorizing parameters for 2020 Revenue Bond Sale to retire commercial paper and refund existing bonds
- May 27, 2020 – City Council action to approve liquidity extension for DWU commercial paper programs:
 - Series D with Bank of America and State Street for \$300M
 - Series E with JP Morgan for \$300M
- DWU will continue to monitor financial impacts of pandemic and adjust capital spending accordingly

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Dallas Water Utilities: Capital Improvement Program

**Transportation and
Infrastructure Committee**

May 18, 2020



**Terry S. Lowery, Director
Dallas Water Utilities**

**Matthew Penk, Assistant Director
Dallas Water Utilities**

City of Dallas



City of Dallas

1500 Marilla Street
Dallas, Texas 75201

Agenda Information Sheet

File #: 20-1002

Item #: G.

Dallas Love Field Alternate Entry Update
[Mark Duebner, Director, Department of Aviation]

Dallas Love Field Alternate Entry Update

**Transportation and
Infrastructure Committee**

May 18, 2020

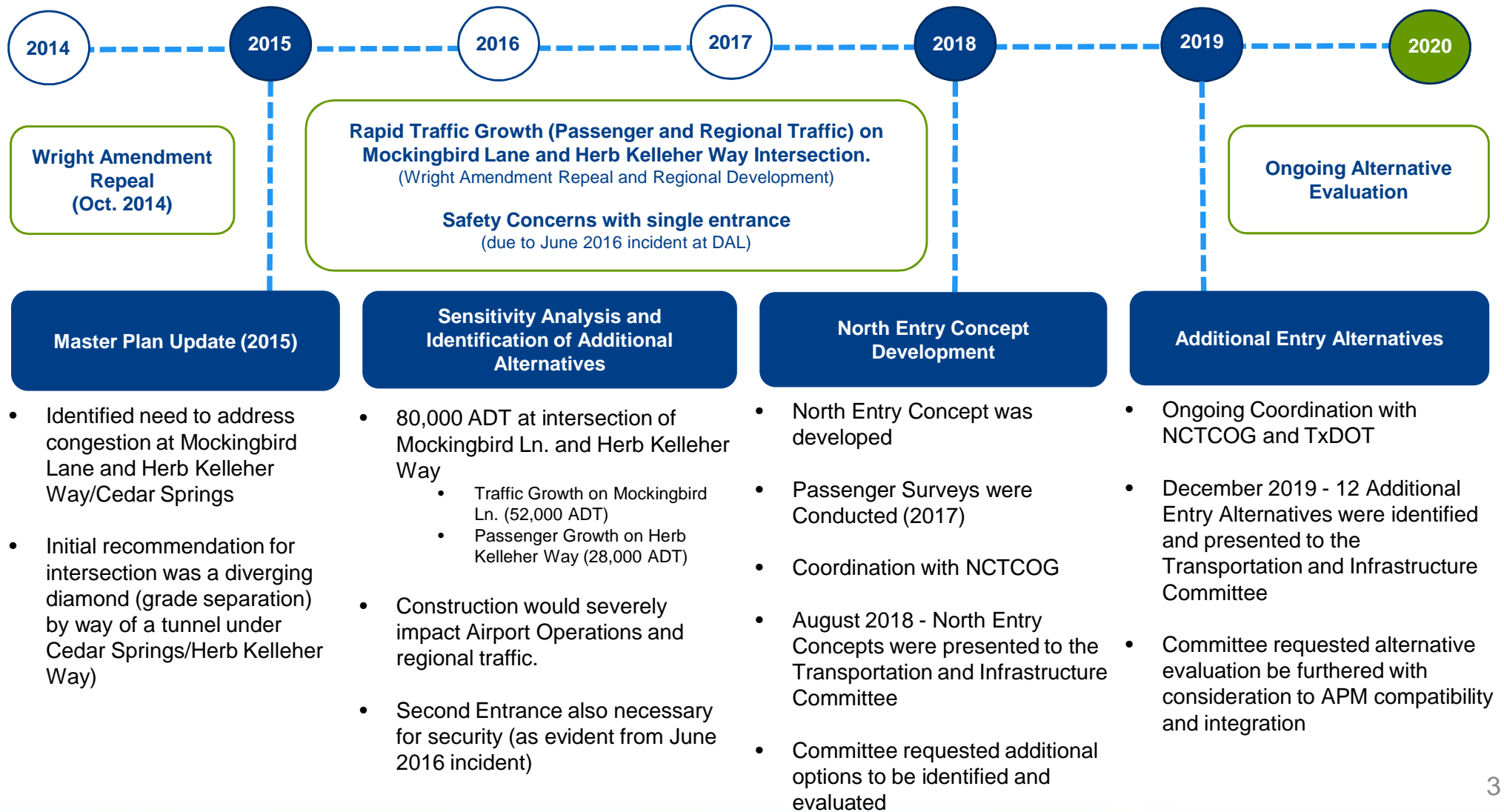
**Mark Duebner, Director
Department of Aviation**



Purpose of Briefing

- The purpose of this briefing is to provide an update on Dallas Love Field's Alternate Entry Analysis.
- The Alternate Entry analysis was undertaken to address safety, congestion, and mobility issues on surrounding roadways with specific attention to the Mockingbird Lane/Herb Kelleher Way/Cedar Springs Road intersection

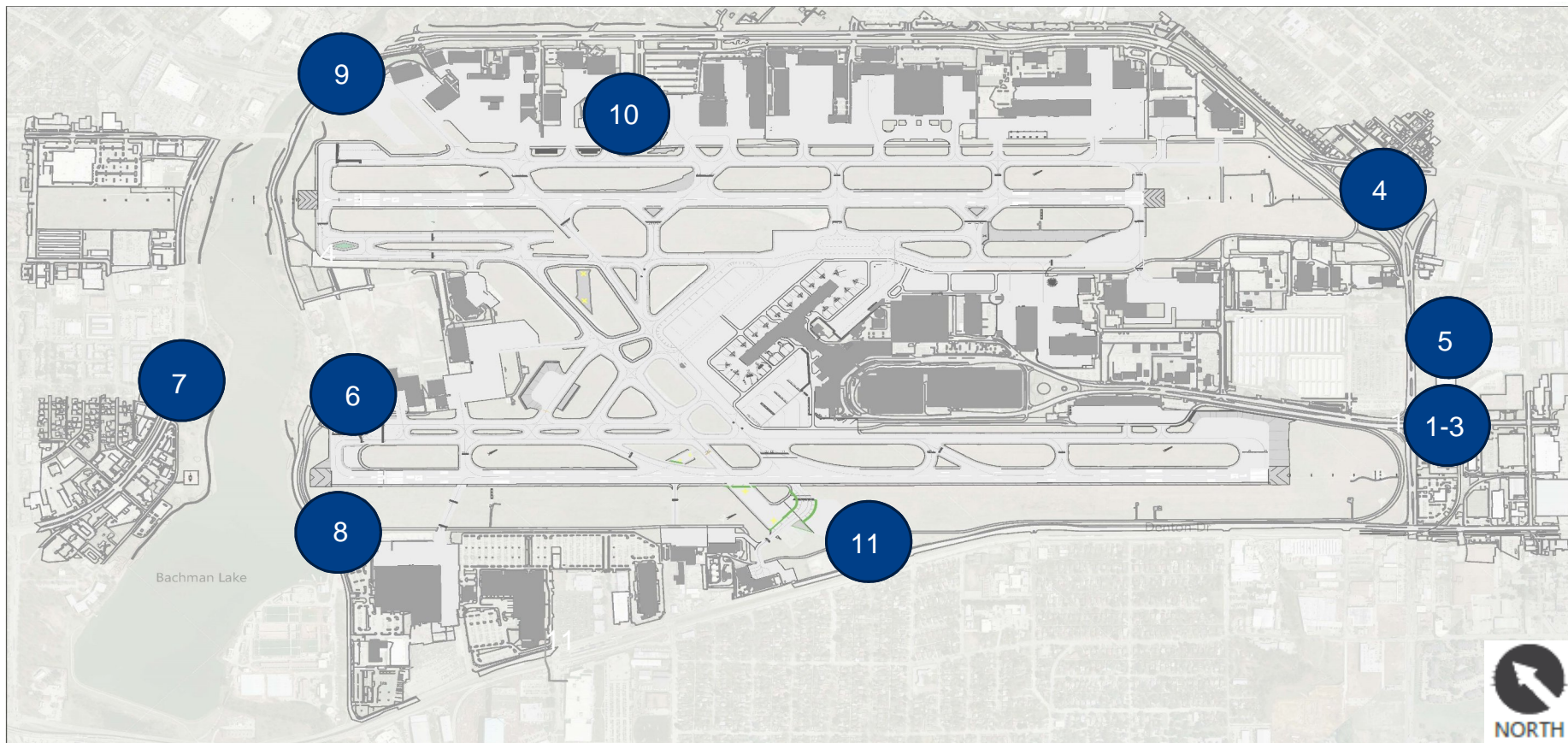
Background



ALTERNATIVES EVALUATION



Alternatives Evaluation



1. Conventional Urban Diamond Interchange
2. Diverging Diamond Interchange
3. Direct Ramp Interchange
4. U-Turn at Airdrome
5. Mockingbird Lane/Waddell Avenue
6. Shorecrest Drive - Central Airfield

7. Northwest Highway - Central Airfield
8. Shorecrest Drive - West of Runway 13R-31L
9. Lemmon Avenue / Shorecrest Drive
10. Lemmon Avenue / George Coker Circle
11. Denton Drive

Alternatives Evaluation

- The 11 Alternatives, in addition to the “No Action” Alternative, were evaluated on the following criteria:
 - Impacts on Existing Facilities/Infrastructure
 - Traffic Impacts
 - Environmental/Air Quality Impacts (VMT reduction)
 - Ability to Accommodate Automated People Mover (APM)
- Each alternative was rated on how it performed in each category. The ratings ranged from Critical Impact to Excellent.

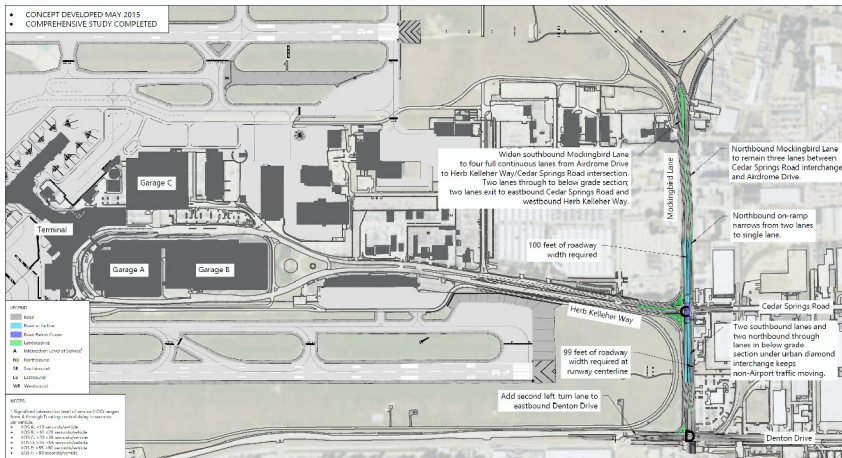


Alternatives 1-3

Conventional Urban Diamond Interchange

LEGEND:

EXCELLENT
GOOD
NEUTRAL
CHALLENGING
NEGATIVE IMPACT
CRITICAL IMPACT



CHALLENGING Impacts on Existing Facilities/Infrastructure

- Does not provide a second entrance in the case of an emergency
- Construction of this project would create operational impacts to the Airport and Regional Traffic.
- Utility complex has been identified under intersection which would present difficulties with construction

CHALLENGING Traffic Impacts

- At 7.0 MAEP (million annual enplanements), improves peak-hour Level of Service (LOS C) at Cedar Springs Road/Herb Kelleher Way; *NOTE: In 2016, 7.0 MAEP was exceeded; 2019 = 8.6 MAEP.*
- Does not significantly increase LOS
- Below grade road would grade-separate heavy traffic on Mockingbird Lane.

CRITICAL IMPACT Environmental/Air Quality Impacts

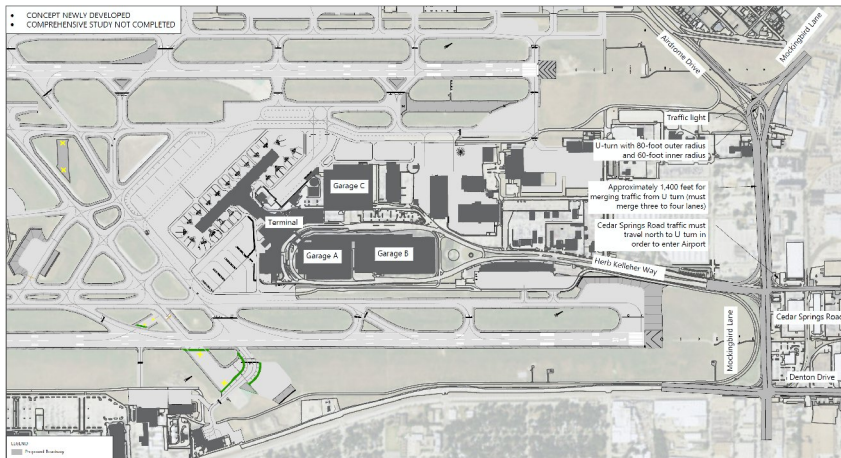
- No reduction in VMT generated by Airport traffic

CRITICAL IMPACT APM Integration

- Runway Protection Zones limit alignment.
- Major property acquisition needed due to alignment needs
- Part 77 obstructions may inhibit construction depending on APM height and location

Alternative 4

U-Turn at Airdome



LEGEND:

EXCELLENT

GOOD

NEUTRAL

CHALLENGING

NEGATIVE IMPACT

CRITICAL IMPACT

CHALLENGING Impacts on Existing Facilities/Infrastructure

- No second entrance in event of an emergency
- Aboveground and possibly underground utility relocation along southbound Mockingbird Lane
- Cedar Springs Road closed at Mockingbird Lane except for right-turn lane (would impact gas station's property)
- Unconventional roadway patterns require northbound Mockingbird Lane vehicles to pass the inbound Airport roadway to access an upstream U-turn, only to return to the same intersection

NEGATIVE IMPACT Traffic Impacts

- Increased traffic will negatively impact westbound and eastbound Mockingbird Lane and Lemmon Avenue traffic
- Herb Kelleher Way/Mockingbird Lane Intersection is reduced to two phases
- All traffic would enter Airport from north via widened two-lane southbound right turn into the Airport

CRITICAL IMPACT Environmental/Air Quality Impacts

- Assumed VMT increase compared to Baseline

CRITICAL IMPACT APM Integration

- Runway Protection Zones limit alignment.
- Major property acquisition needed due to alignment needs
- Part 77 obstructions may inhibit construction depending on APM height and location

Alternative 5

Mockingbird Lane/Waddell Avenue

LEGEND:

EXCELLENT

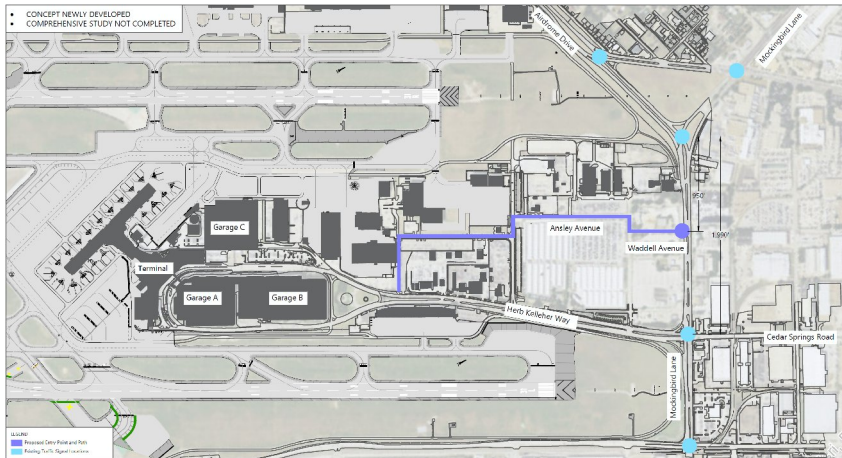
GOOD

NEUTRAL

CHALLENGING

NEGATIVE IMPACT

CRITICAL IMPACT



CHALLENGING Impacts on Existing Facilities/Infrastructure

- Provides limited utility in means of a second entrance in case of an emergency
- Existing infrastructure would be utilized
- Realignment of Ansley Avenue and Aviation Place would be required to provide a more direct access into the Terminal Core Area

CRITICAL IMPACT Traffic Impacts

- Traffic congestion remains on Mockingbird Lane
- Addition of a second parallel entrance does little to diversify travel routes to the Airport
- No clear route to Terminal; exiting traffic would still likely use Herb Kelleher Way
- Proximity of proposed traffic signal to existing signals is less than 0.25 miles (Federal Highway Administration's recommendation), resulting in seven signals within a 5,600-foot span on Mockingbird Lane. This would cause poor signal progressing, more traffic delay, and increased risk for traffic accidents.

CRITICAL IMPACT Environmental/Air Quality Impacts

- No reduction in VMT generated by Airport traffic

CRITICAL IMPACT APM Integration

- Runway Protection Zones limit alignment.
- Major property acquisition needed due to alignment needs
- Part 77 obstructions may inhibit construction depending on APM height and location

Alternatives 1-5 APM Integration

CRITICAL IMPACT APM Integration

- Runway Protection Zones limit alignment
- Major property acquisition needed due to alignment needs
- Part 77 obstructions may inhibit construction depending on APM height and location
- Property easement/off-Airport right of way
- Effects to on-Airport facilities
- Complexities in construction of APM in this location could impact Airport operations



NOTES:
Average cost per mile based on Benchmarking = \$225M (See Appendix)
Most recent APM benchmarked (Tampa International Airport – SkyConnect - 2018) was approximately \$280M per mile

Alternative 6

Shorecrest Drive Central Airfield

LEGEND:

EXCELLENT

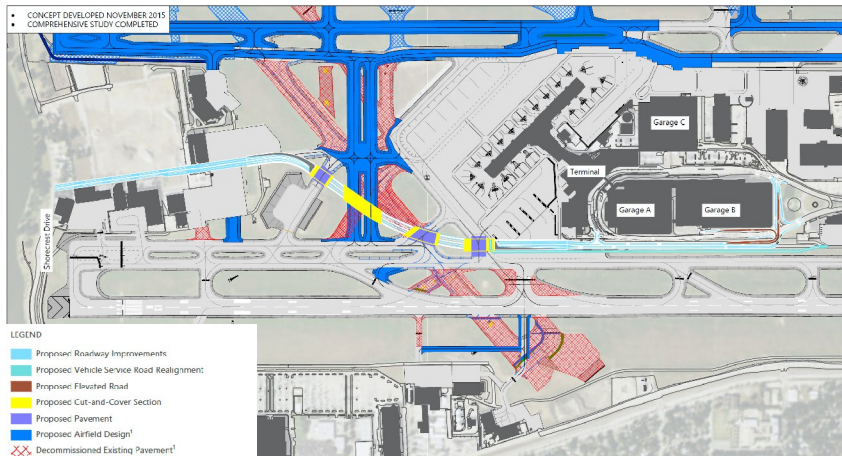
GOOD

NEUTRAL

CHALLENGING

NEGATIVE IMPACT

CRITICAL IMPACT



CHALLENGING Impacts on Existing Facilities/Infrastructure

- Cut-and-cover under taxiway system during planned airfield improvements
- Realign the VSR roadway
- Widen Shorecrest Drive into two lanes in each direction
- Necessary landside improvements in the Terminal Core Area
- Requires underground utility relocations
- Requires possible land acquisition

EXCELLENT Traffic Impacts

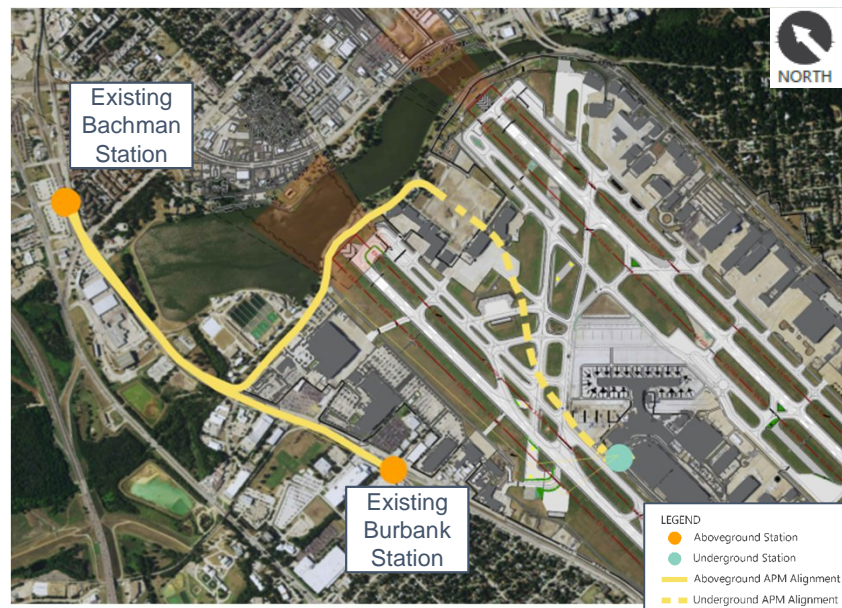
- Approximately 45 percent of Airport traffic expected to use north entrance
- Reduce traffic on Mockingbird Lane & south arterials
- Assumed benefits at existing entrance (Local traffic impact still to be analyzed)

EXCELLENT Environmental/Air Quality Impacts

- 5.35% reduction in VMTs from Airport traffic compared to the baseline (10,119,260 VMT)

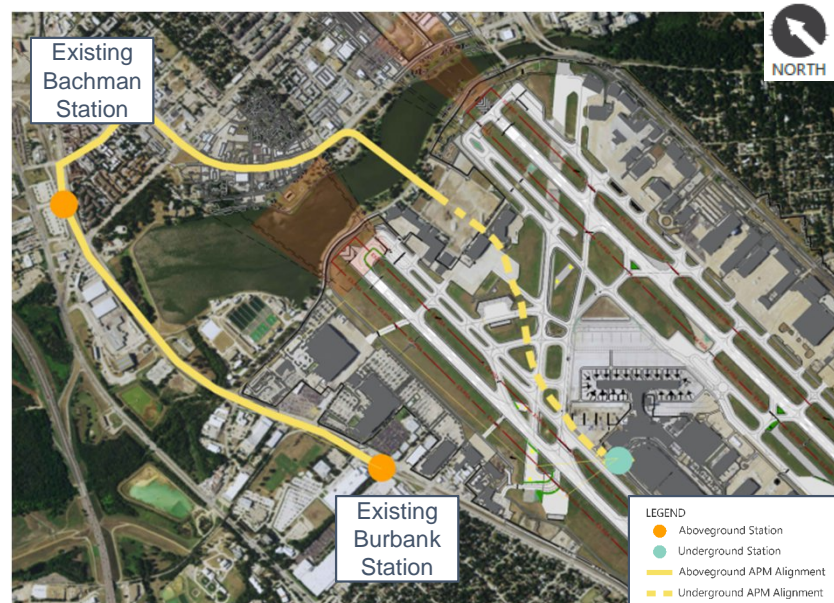
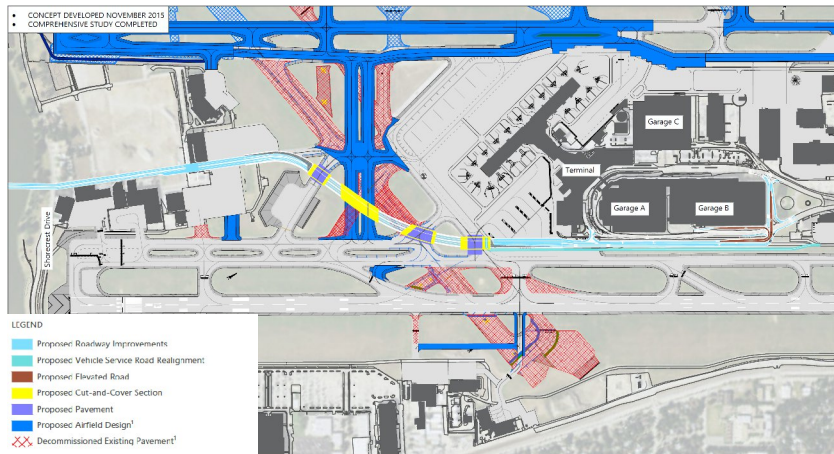
NEUTRAL APM Integration

- Viable Connectivity to Bachman Station (approximately 2.5 miles)
- Viable Connectivity to Burbank Station (approximately 2.3 miles)



Alternative 7

Northwest Highway Central Airfield



LEGEND:

EXCELLENT

GOOD

NEUTRAL

CHALLENGING

NEGATIVE IMPACT

CRITICAL IMPACT

CHALLENGING Impacts on Existing Facilities/Infrastructure

- Cut-and-cover under taxiway system during planned airfield improvements
- Realign the VSR roadway
- Additional infrastructure needed to connect Northwest Highway with bridge over Bachman Lake
- Necessary landside improvements in the Terminal Core Area
- Requires underground utility relocations.
- Requires possible land acquisition
- Impacts to parks

EXCELLENT Traffic Impacts

- Approximately 45 percent of Airport traffic is expected to use north entrance
- Reduce traffic on Mockingbird Lane & south arterials
- Assumed benefits at existing entrance (Local traffic impact still to be analyzed)

EXCELLENT Environmental/Air Quality Impacts

- 5.85% reduction in VMTs from Airport traffic compared to the baseline (11,056,580 VMT)

NEUTRAL APM Integration

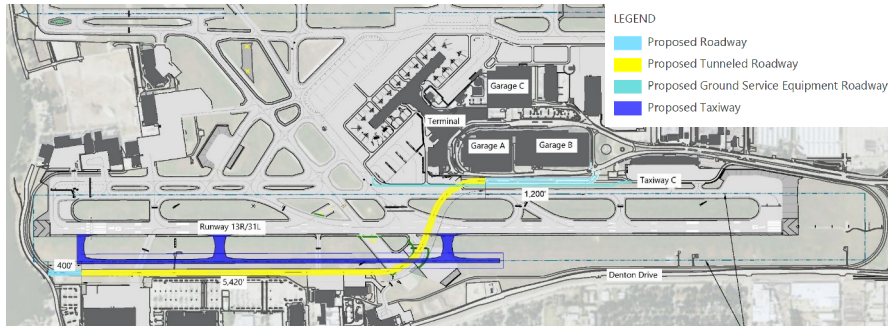
- Viable Connectivity to Bachman Station (approximately 2.1 - 2.3 miles)
- Viable Connectivity to Burbank Station (approximately 3.2 - 3.4 miles)

Alternative 8

Shorecrest Drive West of Runway 13R-31L

LEGEND:

EXCELLENT
GOOD
NEUTRAL
CHALLENGING
NEGATIVE IMPACT
CRITICAL IMPACT



CHALLENGING Impacts on Existing Facilities/Infrastructure

- Cut-and-cover portal to portal under active Runway and taxiway system
- Realign the VSR roadway
- Widen Shorecrest Drive to two lanes each direction
- Necessary landside improvements in the Terminal Core Area
- Require underground utility relocations (large utility core)

EXCELLENT Traffic Impacts

- Approximately 45 percent of Airport traffic is expected to use north entrance
- Reduce traffic on Mockingbird Lane & south arterials
- Assumed benefits at existing entrance (Local traffic impact still to be analyzed)

EXCELLENT Environmental/Air Quality Impacts

- 5.35% reduction in VMTs from Airport traffic compared to the baseline (10,119,260 VMT)

NEUTRAL APM Integration

- Viable Connectivity to Bachman Station (approximately 2.1 miles)
- Viable Connectivity to Burbank Station (approximately 1.8 miles)

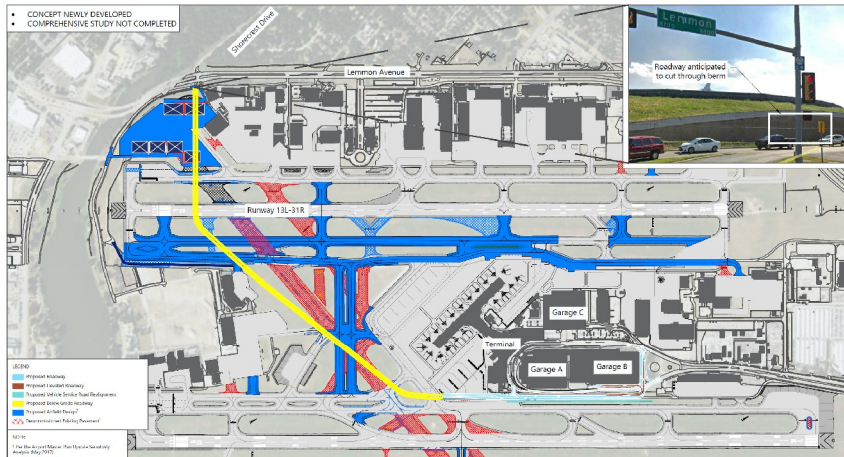


Alternative 9

Lemmon Avenue / Shorecrest Drive

LEGEND:

EXCELLENT
GOOD
NEUTRAL
CHALLENGING
NEGATIVE IMPACT
CRITICAL IMPACT



CHALLENGING Impacts on Existing Facilities/Infrastructure

- Cut-and-cover from portal to portal under active Runway and taxiway system during planned airfield improvements
- Realign the VSR roadway
- Necessary landside improvements in the Terminal Core Area
- Impact to existing leaseholds

GOOD Traffic Impacts

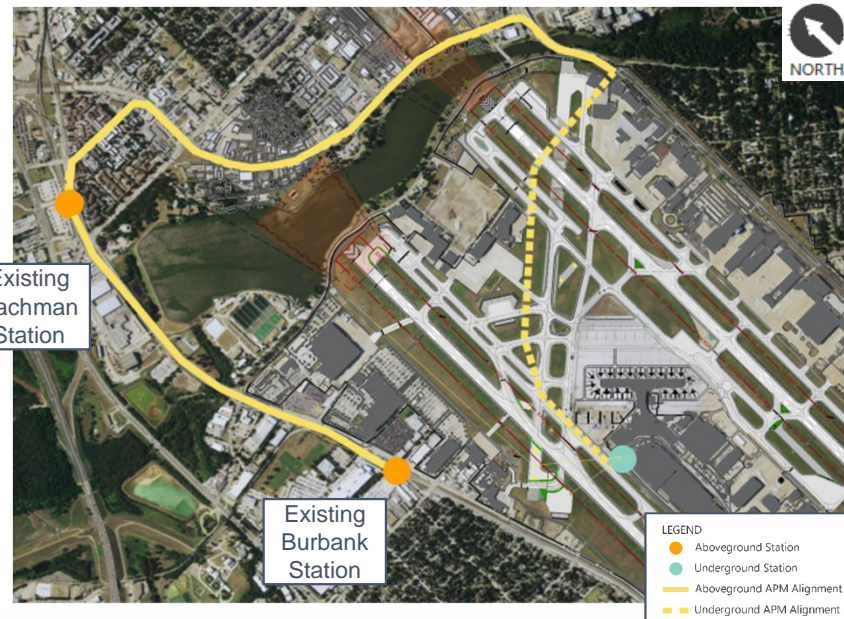
- Reduce traffic on Mockingbird Lane
- Approximately 45 percent of Airport traffic is expected to use north entrance
- Traffic expected to increase on Shorecrest Drive

EXCELLENT Environmental/Air Quality Impacts

- 5.46% reduction in VMTs from Airport traffic compared to the baseline (10,319,645 VMT)

NEUTRAL APM Integration

- Viable Connectivity to Bachman Station (approximately 3.2 – 3.4 miles)
- Viable Connectivity to Burbank Station (approximately 4.3 - 4.5 miles)



Alternative 10

Lemmon Avenue / George Coker

LEGEND:

EXCELLENT

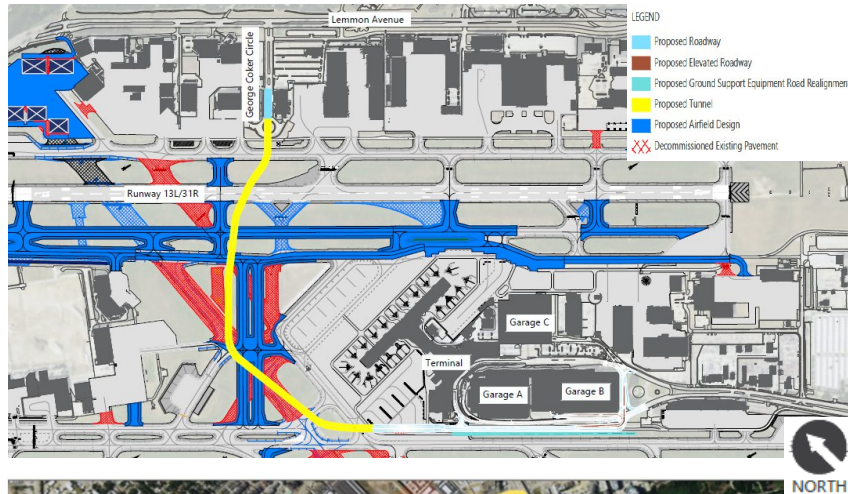
GOOD

NEUTRAL

CHALLENGING

NEGATIVE IMPACT

CRITICAL IMPACT



CHALLENGING Impacts on Existing Facilities/Infrastructure

- Cut-and-cover under active Runway and taxiway system during planned airfield improvements
- Realign the VSR roadway
- Necessary landside improvements in the Terminal Core Area
- Impacts existing leaseholds

EXCELLENT Traffic Impacts

- Approximately 45 percent of Airport traffic is expected to use north entrance
- Reduce traffic on Mockingbird Lane

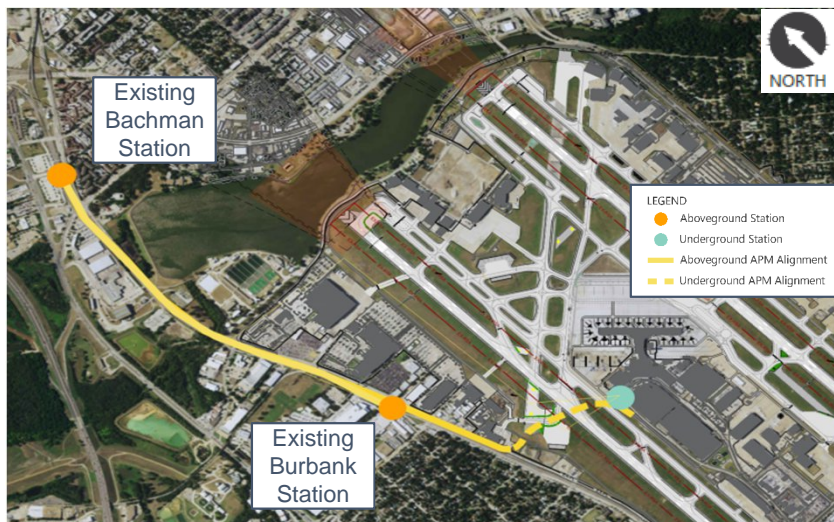
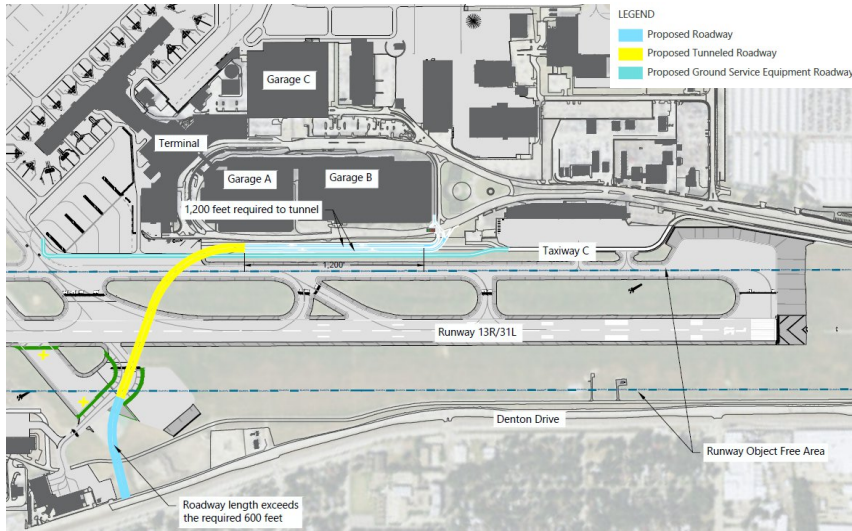
EXCELLENT Environmental/Air Quality Impacts

- 5.46% reduction in VMTs from Airport traffic compared to the baseline (10,319,546 VMT)

NEUTRAL APM Integration

- Viable connectivity to Bachman Station (approximately 3.5 - 3.7 miles)
- Viable connectivity to Burbank Station (approximately 4.6 - 4.8 miles)

Alternative 11 Denton Drive



LEGEND:

EXCELLENT
GOOD
NEUTRAL
CHALLENGING
NEGATIVE IMPACT
CRITICAL IMPACT

CHALLENGING Impacts on Existing Facilities/Infrastructure

- Cut-and-cover under active Runway and taxiway system
- Realign the VSR roadway
- Necessary landside improvements in the Terminal Core Area
- Necessary additional traffic signal at intersection with Denton Drive
- Require underground utility relocations (large utility core)
- Impacts existing leasehold

CHALLENGING Traffic Impacts

- Potentially higher use for vehicles traveling north
- Perceived less traffic reduction to Mockingbird Lane than north entrance alternatives

GOOD Environmental/Air Quality Impacts

- 4.44% reduction in VMTs from Airport Traffic compared to the baseline (8,397,555 VMT)

CRITICAL IMPACT APM Integration

- Due to a greater than 8% grade change needed to tunnel under runway, APM integration is not viable.

Shortlisted Alternatives – Evaluation Matrix

ALTERNATIVES

		Impacts on Existing Infrastructure	Traffic Impacts	Environmental/ Air Quality Impacts	APM Applicability	SHORTLISTED CONCEPTS
SOUTH	1-3			X	X	X
	4			X	X	X
	5		X	X	X	X
NORTH	6					→
	7					→
	8					→
EAST	9					→
	10					→
WEST	11				X	X

LEGEND

Excellent

Good

Neutral

Challenging

Negative Impact

Critical Impact

Shorecrest Drive - Central Airfield

Northwest Highway - Central Airfield

Shorecrest Drive - West of Runway 13R-31L

Lemmon Avenue – Shorecrest Dr.

Lemmon Avenue – George Coker

- | | |
|---|---|
| 1. Conventional Urban Diamond Interchange | 7. Bridge from Northwest Hwy Central Airfield |
| 2. Diverging Diamond Interchange | 8. Shorecrest Dr west of Runway 13R-31L |
| 3. Direct Ramp Interchange | 9. Lemmon Ave/Shorecrest Dr Intersection |
| 4. U-Turn at Airdrome | 10. Lemmon Ave/George Coker Cir Intersection |
| 5. Mockingbird Ln/ Waddell Ave | 11. Denton Dr |
| 6. Shorecrest Dr. Central Airfield | |

NEXT STEPS



Next Steps - Shortlisted Alternatives

- Public outreach will be conducted to obtain additional feedback once the Committee agrees to the set of shortlisted alternatives.
- The shortlisted alternatives are to be refined and analyzed further based on the following criteria:
 - Detailed Traffic Analysis
 - Emissions Analysis
 - Cost Benefit Analysis
 - APM Integration
 - Design Feasibility

Dallas Love Field Alternate Entry Update

**Transportation and
Infrastructure Committee**

May 18, 2020

**Mark Duebner, Director
Department of Aviation**

