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City of Dallas

2020 SEPTEMBER 18 PM 12:49

CITY SECRETARY
DALLAS, TEXAS

1500 Marilla Street, Room 6ES
Dallas, Texas 75201

Public Notice

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POSTED CITY SECRETARY
DALLAS, TX



Transportation and Infrastructure Committee

September 21, 2020

1:00 PM

The 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?MTID=ea82422e08cf8d4937b550fab728eeb52>

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), Mendelsohn (VC), Atkins, Gates, McGough
AD HOC COMMITTEE ON COVID-19 RECOVERY AND ASSISTANCE Thomas (C), Atkins, Blewett, Gates, Mendelsohn, Narvaez, Resendez	

(C) – Chair, (VC) – Vice Chair

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

Call to Order**MINUTES**

- A. [20-1792](#) Approval of the August 17, 2020 Transportation and Infrastructure Committee Meeting Minutes

Attachments: [Minutes](#)

REPORTS

- B. [20-1793](#) Transportation and Infrastructure Committee Forecast
 [Lee Kleinman, Chair, Transportation and Infrastructure Committee]

Attachments: [Forecast](#)

- C. [20-1794](#) Interagency Transportation Report - September 2020
 [Ghassan Khankarli, Assistant Director, Department of Transportation]

Attachments: [Report](#)

BRIEFING MEMORANDUM

- D. [20-1796](#) Residential Proximity Slope in Planned Development Districts
 [Kris Sweckard, Director, Department of Sustainable Development and Construction]

Attachments: [Memo](#)

BRIEFING ITEMS

- E. [20-1795](#) Love Field Airport Modernization Corporation Airport System Revenue Refunding Bonds, Series 2020
 [Elizabeth Reich, Chief Financial Officer, City of Dallas]
 [Mark Duebner, Director, Department of Aviation]

Attachments: [Presentation](#)

- F. [20-1797](#) Building Permit Overview
 [Kris Sweckard, Director, Department of Sustainable Development and Construction]

Attachments: [Presentation](#)

- G. [20-1799](#) Complete Streets, Traffic Calming, Road Diets, and Slow Streets Program
 [Michael Rogers, P.E., Director, Department of Transportation]
 [Chris Turner-Noteware, P.E., Assistant Director, Department of Public
 Works]
 [Ali Hatefi, P.E., Assistant Director, Department of Public Works]

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 #: 20-1792

Item #: A.

Approval of the August 17, 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: August 17, 2020

Convened: 1:01 p.m.

Adjourned: 3:05 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:

Cara Mendelsohn

Presenters:

Majed Al-Ghafry, Assistant City Manager, City Manager's Office
Ghassan Khankarli, Assistant Director, Department of Transportation
Robert Perez, Director, Department of Public Works
Sean Donohue, Chief Executive Officer, DFW Airport
Chad Makovsky, Executive Vice President of Operations, DFW Airport
Chris Poinsatte, Chief Financial Officer, DFW Airport
Travis Kelly, Vice President, Texas Central
Tom Ryden, Senior Project Manager, Lockwood, Andrews, & Newman, Inc.
Molly Carroll, Executive for High-Speed Rail and Interagency Relations, City of Dallas
Michael Rogers, Director, Department of Transportation

AGENDA

Call to Order (1:01 p.m.)

A. Approval of the June 15, 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 June 15, 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 – August 2020

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

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

D. Upcoming Department of Public Works Agenda Item for Sidewalk Master Plan

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

Action Taken/Committee Recommendation(s): Staff provided an overview of an upcoming agenda item for funding to begin a sidewalk master plan. Councilmember Atkins requested a map and timeline for the sidewalk master plan. Staff committed to providing the Committee with a map of all the identified projects. Information only.

E. Overview of Dallas/Fort Worth International Airport Operations

Presenter(s): Sean Donohue, Chief Executive Officer, DFW Airport; Chad Makovsky, Executive Vice President of Operations, DFW Airport; Chris Poinsett, Chief Financial Officer, DFW Airport

Action Taken/Committee Recommendation(s): DFW Airport staff provided an overview of their operations, finances, and response to the COVID-19 pandemic. Several Councilmembers asked about the airport's budget and ability to use CARES Act funding to address debt service and operating expenses. Mr. Poinsett, CFO, stated that DFW Airport is using CARES Act funding for debt service, but cannot use it to offset lost revenue. Information only.

F. High-Speed Rail Update

Presenter(s): Travis Kelly, Vice President, Texas Central; Tom Ryden, Senior Project Manager, Lockwood, Andrews, & Newman, Inc.; Molly Carroll, Executive for High-Speed Rail and Interagency Relations, City of Dallas

Action Taken/Committee Recommendation(s): Staff from Texas Central, LAN, and the City shared an update on the High-Speed Rail project, potential multi-modal facility, and recent milestone updates. Councilmember West asked about the proximity of Lot E to transit connections and emphasized the need to address first and last-mile connections. Councilmember West and Councilmember Atkins requested that staff maintain communication with developers who have planned projects near Lot E to ensure coordination. Councilmember Mendelsohn emphasized the importance of the Omni Hotel and encouraged staff to highlight the asset in the planning process. Information only.

G. Dallas Streetcar Operations and Maintenance

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

Action Taken/Committee Recommendation(s): City staff provided a funding strategy for the operations and maintenance of the Dallas Streetcar for FY20 and FY21. The Committee was supportive of the strategy as it does not rely on the General Fund. Information only.

H. Process for Multiple Use Agreement Amendments with the Texas Department of Transportation

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

Action Taken/Committee Recommendation(s): Committee Members asked about the extent of the City's rights and responsibilities in the proposed process and expressed concern about the requirement for construction to begin within twelve months. Information only.

Adjourn (3:05 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 #: 20-1793

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)
October 19, 2020	Interagency Transportation Report	Ghassan Khankarli, Assistant Director Department of Transportation
	Priority Improvement Zones	Michael Rogers, Director Department of Transportation
	Mixed Income Housing Development Bonuses	Kris Sweckard, Director Sustainable Development and Construction
	DART Proposed Service Modifications	DART Rep/ Department of Transportation
November 16, 2020	Interagency Transportation Report	Ghassan Khankarli, Assistant Director Department of Transportation
	Convention Center Master Plan	Rosa Fleming, Director Convention & Event Services
	Proposed Developer Street Impact Fees	Robert Perez, Director Department of Public Works
	Vision Zero Implementation Update	Ghassan Khankarli, Assistant Director Department of Transportation
December 8, 2020	Interagency Transportation Report	Ghassan Khankarli, Assistant Director Department of Transportation
	Traffic Signal Infrastructure Strategy & Data Exchange Policy	Ghassan Khankarli, Assistant Director Department of Transportation
	Principles of Streetcar Master Planning	DART/ Department of Transportation

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.



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Agenda Information Sheet

File #: 20-1794

Item #: C.

Interagency Transportation Report - September 2020
[Ghassan Khankarli, Assistant Director, Department of Transportation]

INTERAGENCY TRANSPORTATION REPORT – SEPTEMBER 2020

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



COVID-19 INFRASTRUCTURE PROGRAM FUNDING

At the August meeting, the RTC approved six COVID-19 Infrastructure Program projects that had been identified by NCTCOG staff. Two of the projects are in the City of Dallas: \$1 million for a Bachman Lake Area Planning Study and \$3.15 million for a pedestrian crossing under IH 35E to connect the DART Victory Station and the Design District.

HYPERLOOP UPDATE

At the August RTC meeting, NCTCOG staff provided an update on the Hyperloop Certification Center. The Dallas-Fort Worth region is not in the lineup of locations to be considered in Phase 3 of the Virgin Hyperloop One Certification Center.

METROPOLITAN TRANSPORTATION PLAN POLICY BUNDLE ROUND FOUR

At the August meeting, NCTCOG staff briefed the RTC on results from the fourth round of the Metropolitan Transportation Plan (MTP) Policy Bundle survey, including the plan to distribute available Transportation Development Credits (TDCs) to successful policy bundle participants. The MTP Policy Bundle Program was created to encourage local governments, school districts, and transportation agencies to voluntarily adopt a minimum of 50 percent of the list of policies identified in Mobility 2045. By doing so, participating entities receive TDCs that can be used to offset local match requirements for federal transportation projects. The City of Dallas was awarded \$3,000,000 in TDCs.

RECOMMENDED TRANSPORTATION ALTERNATIVES PROJECTS ANNOUNCED

At its August meeting, the Surface Transportation Technical Committee (STTC) voted to recommend RTC's approval of NCTCOG's recommended projects to be funded through the 2020 Transportation Alternatives Call for Projects. Transportation Alternatives is a federal funding program that funds bicycle and pedestrian transportation projects such as shared-use paths, on-street bike lanes, sidewalks, pedestrian signals, etc.

Four of the projects the City of Dallas submitted applications for have been recommended for funding, with the required 20 percent local match to be paid for with TDCs: Elam Safe Routes to School Improvements, Rosemont Safe Routes to School Improvements, Ross Avenue Shared-Use Path, and Zaragoza Safe Routes to School

Improvements, for a total of \$6,883,084 in recommended federal funds. The RTC will take action on the recommended projects at the September meeting.

OPPORTUNITIES FOR PUBLIC INPUT

High-Speed Transportation Virtual Public Meetings are scheduled for noon on September 23 and 6 PM on September 24. The meetings will give North Texas residents a chance to learn more about the Dallas-Fort Worth High-Speed Transportation Connections Study and provide input to planners examining potential technologies and routes. Residents can watch the presentation and participate live at www.nctcog.org/dfw-hstcs or participate by calling 855-756-7520.

September Public Input: From September 8 through October 7, NCTCOG is soliciting public input on the topics listed below. Audio recording of the public presentations is posted online at www.nctcog.org/input, where comments can be submitted.

- Fiscal Year 2020 proposed transit projects funded by the Federal Transit Administration. Projects will be presented by local cities and transit providers, including DART.
- Findings from NCTCOG's Heavy-Duty Vehicle Emissions Impact Study.
- Opportunities related to electric vehicle infrastructure funding and other clean vehicle incentives.
- An overview of NCTCOG's \$5 million Optimizing Freight Movement Project.

UPCOMING RTC MEETINGS

There was an RTC meeting on Thursday, September 10, 2020. The upcoming RTC meeting is scheduled for October 8, 2020, at 1:00 PM via teleconference, unless otherwise notified.

INTERAGENCY TRANSPORTATION REPORT – SEPTEMBER 2020

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



TxDOT FY 2021 UNIFIED TRANSPORTATION PROGRAM ADOPTED

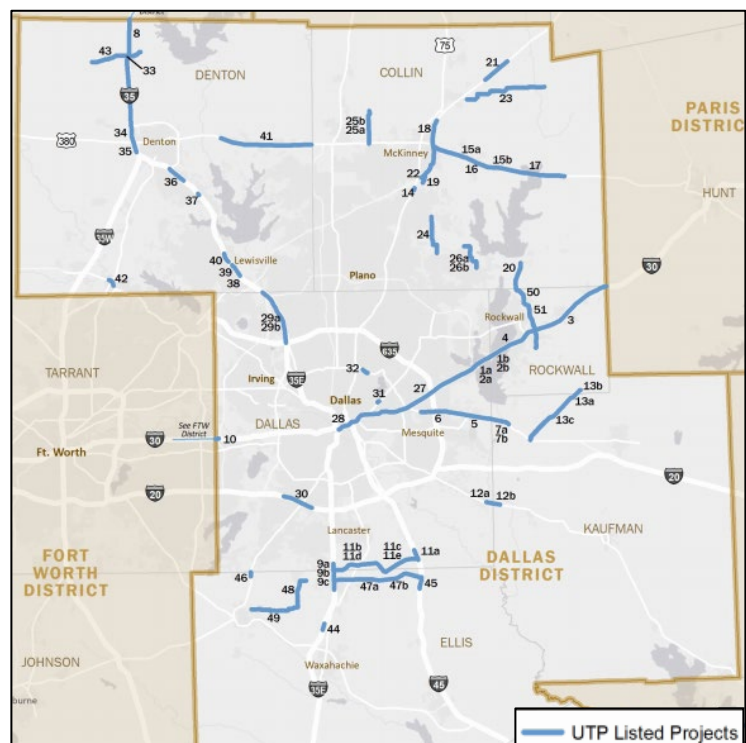
The 2021 Unified Transportation Program (UTP), TxDOT's 10-year planning document, was adopted by the Texas Transportation Commission in August. The UTP is a list of projects TxDOT intends to develop or begin constructing over the next 10 years. Overall, the DFW area received the largest share of TxDOT funding at \$12.5 Billion—\$8.5 Billion for the Dallas District and \$4 Billion for the Fort Worth District.

Projects relevant to the City of Dallas that are planned for construction in the Dallas District are as follows:

- I-30 Canyon Project (I-35E to I-45): Fully funded (\$366 million), FY 2021-2024 estimated let.
- I-30 East Corridor (I-45 to I-635): Partially funded (\$25 million budgeted, \$941 million estimated project cost), FY 2025-2030 estimated let.
- I-30 East (Bass Pro Drive to Dalrock Road): Fully funded (\$665 million), FY 2021-2024 estimated let.
- I-35E Phase II (I-635 to Denton County Line): Fully funded (\$708 million), FY2021-2024 estimated let.
- SH 78 and Gaston Avenue Intersection: Fully funded (\$5.5 million), FY 2021-2024 estimated let.
- SL 12 and Skillman Road Intersection: Fully funded (\$17.2 million), FY 2025-2030 estimated let.

Other significant projects in the Dallas District:

- US 380 in Collin County: Partially funded (\$562 million budgeted, \$1.15 billion estimated project cost). The project will reconstruct US 380 as a freeway east-west through Collin County.



- US 380 in Denton County: Fully funded (\$141 million)
- I-35 in Denton County (I-35W to Cooke County Line): Fully funded (\$966 million)
- I-30 East in Rockwall County: Fully funded (\$475 million)

TEXAS TRANSPORTATION PLAN 2050

The Texas Transportation Commission also adopted the long-range planning document, the Texas Transportation Plan 2050, which sets overarching goals for the multi-modal transportation system by the year 2050. These goals will be used by the Commission as a lens to evaluate the UTP project selection and funding categories going forward.

PROJECT UPDATES

Projects Under Construction:

- I-35E Southern Gateway: The \$666 million project to rebuild and widen I-35E and US 67 between downtown and I-20 is scheduled for completion in the summer of 2022.
- I-35E Lowest Stemmons: The \$83.5 million project to provide operational improvements consisting of collector-distributor roads and ramps between Oak Lawn Avenue and I-30 is scheduled for completion in the summer of 2021.
- SM Wright Phase II: The \$79 million reconstruction of SM Wright between I-45 and US 175 into a 6-lane parkway with traffic signals and sidewalks is scheduled for completion in fall 2023.
- I-635 East: The \$1.74 billion project to reconstruct and widen I-635 between US 75 and I-30 began construction earlier this summer and is scheduled for completion in late 2024.

Projects Under Design:

- I-35E Phase II (I-635 to Denton County Line): The \$600 million project to widen the I-35E, add managed lanes and collector-distributor lanes is expected to go to construction in August 2021.
- I-30 Canyon: The \$366 million project to reconstruct and widen I-30 between I-35E to I-45 is expected to go to construction in late 2024.
- I-20 Frontage Roads (Cockrell Hill Road to Hampton): The \$71 million project is expected to go to construction in late 2021.
- I-20 and Bonnie View Road: The \$2.4 million project to widen the bridge to add turn lanes is expected to go to construction in May 2021.
- Intersection of Gaston Avenue and SH 78: The \$5.7 million intersection reconfiguration is expected to go to construction in May 2021.
- Northaven Trail Bridge Over US 75: The \$17.6 million project is expected to go to construction in June 2021.



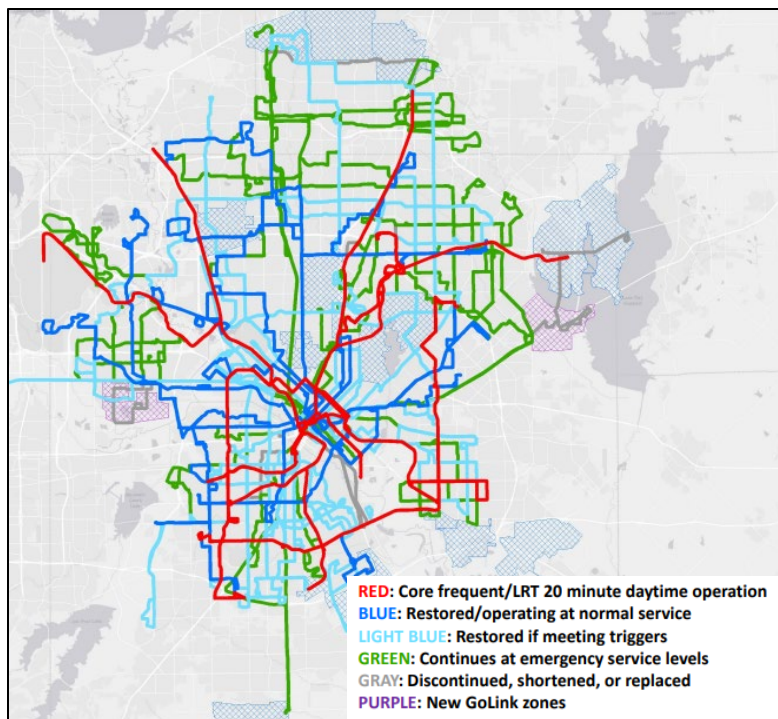
BUDGET OUTLOOK

The FY 2021 Financial Plan is scheduled to be approved on September 22, 2020. Significant revenue impacts are included in the budget, including a \$895 million decrease in sales tax revenue, and a forecasted \$42.6 million decrease in fare revenue.

OCTOBER 2020 SERVICE CHANGES

In an 11-4 vote, with all City of Dallas representatives voting in favor, the Board passed a \$542 million Budget Service Plan, with all service increases and changes occurring in October, rather than being spread out throughout the year. This will restore bus and rail service to 89.5 percent of pre-pandemic service levels without impacting DART's bond ratings. Some of the additional highlights of the October service changes scheduled to take effect October 19, 2020 are as follows:

- Core frequent bus and rail routes will operate at 20-minute frequencies during the daytime.
- Sixty-five bus routes with high passenger loads will return to pre-pandemic service levels. The remaining 48 routes would remain at emergency service levels through FY 2021.
- Nine low-performing and duplicative bus routes will be discontinued or changed, and the two routes in which there are no existing alternative routes present will be replaced with GoLink zones.

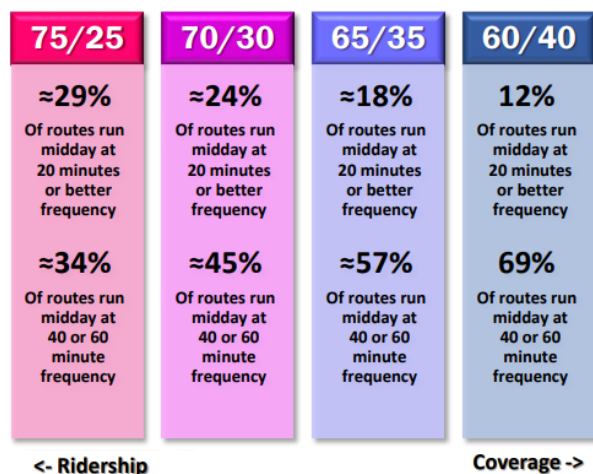


DARTZOOM BUS NETWORK REDESIGN

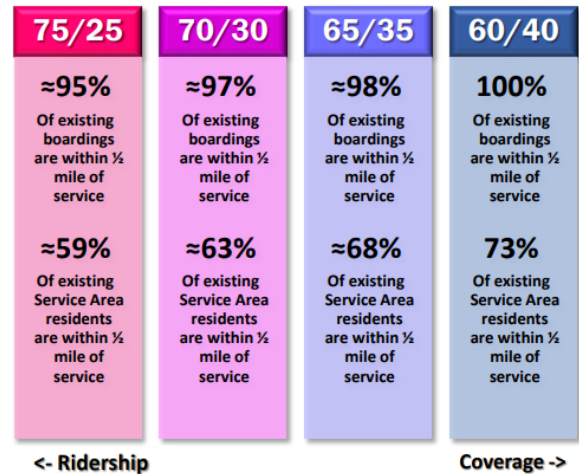
DART has continued efforts to expand public input and there has been a significant increase in survey responses. As of August 10, there had been 1,148 responses, participation from regular bus riders increased to 34 percent, and participation from African Americans increased from 15 percent to 25 percent. Despite increased participation, there has been no dramatic change in the preference for a frequency vs. coverage network, with the coverage network receiving slightly more favorability. However, with respect to budget priorities, there has been a strong desire for both frequent bus service among all respondents and frequent weekend service among transit patrons.

The Bus Network Redesign is entering a new phase of deciding the ridership vs. coverage balance policy, specifically at the Board level. The DART Board consensus on the final ridership/coverage balance question is expected to occur by end of September. At the September 8 Planning and Capital Programs Committee meeting, the Committee agreed to keep the following ridership/coverage balance options on the table for official vote by end of September: 80/20, 75/25, 70/30, and 65/35 (the existing DART Bus Network operates under a 55/45 split). The following graphics demonstrate the impacts of the different ridership/coverage options:

Frequency Impacts:



Coverage Impacts:



Starting in October with an expected completion in the first quarter of 2021, DART will develop a Draft Bus Network Plan. Development of the draft plan is expected to involve a second network design retreat with City staff. Additional information on DARTzoom can be found at <https://dartzoom.dart.org>.

2045 TRANSIT SYSTEM AND STREETCAR MASTER PLAN

DART is in the process of developing a 2045 Transit System Plan, which will incorporate the DARTZoom Bus Network Redesign and the Streetcar Master Plan under development, while accounting for the long-term fiscal impacts of COVID-19 in future

system enhancements and service expansion. Public outreach is planned for this fall to obtain input on the plan's themes, goals, and actions. DART anticipates releasing a draft of the plan in January 2021 and adopting the final Transit System Plan in the summer of 2021.

As part of the development of the Streetcar Master Plan, City of Dallas staff indicated to DART that solutions for funding operating and maintenance (O&M) costs are needed before continuing to expand the system. In response, DART hosted a peer streetcar system panel with representatives from four streetcar systems across the country, with a focus on structure, governance, and ongoing operations and maintenance (O&M) funding. Staff from the City of Dallas, Downtown Dallas, Inc., Uptown Dallas, Inc., and McKinney Avenue Trolley Authority (MATA) were in attendance. Lessons learned and recommendations from the peer cities was the need to have a revenue source that does not need to be re-negotiated every year, and the need to have formal partners outside of the city and transit agency to keep the streetcar going and lobby on its behalf.

Per City staff's request, the streetcar recommendations for Dallas will be presented to the Dallas Transportation and Infrastructure (TRNI) Committee in late 2020 to confirm priorities for implementation. The Draft Streetcar Master Plan will be distributed to the DART Board, participating cities, interested organizations, and the public in fall 2020 and finalized for inclusion in the 2045 Transit System Plan in spring 2021.

SILVER LINE (COTTON BELT) UPDATE

At the August 11 meeting, the DART Board unanimously approved an Interlocal Agreement (ILA) with the City of Dallas to address the Hillcrest Road and Coit Road Design Modifications. Items that were agreed to include the following:

- Hillcrest and Coit return to 10% design, including a traffic signal at Wester Way and Sugar Cane Way.
- A HAWK pedestrian crossing signal at Wester Way and a traffic signal at McKamy Drive. This will allow DART to put in a single 8-ft wide sidewalk on the west side of Hillcrest and avoid property acquisitions.
- Walls at Rocky Top Circle, Fairhill School, and Ivy Montessori School.
- A curb cut in the median on Campbell Road just south of McCallum to allow access in and out of condominiums/townhomes.

The ILA was subsequently approved by the Dallas City Council on August 12.

At the September 8 meeting, the DART Planning and Capital Programs Committee was briefed on potential reductions of Silver Line vehicle purchases from eight vehicles to six or seven vehicles. The prospect of purchasing fewer vehicles has drastic implications to operational capacity and repair readiness. Altogether, a reduction to 7 vehicles would free up 1.64 Million, whereas a reduction to 6 vehicles would free up just over 4 million. The final decision on vehicle fleet size is expected to occur September 22, 2020.

A key aspect of deliberations at the September 8 Committee meeting revolved around the noise implications from Silver Line vehicles. Betterments to the vehicles have been scoped to include wheel skirts, addition of noise insulation under car bodies to further reduce contact noise levels, the development of a noise profile for the silver line corridor and the discussion revolving around construction of walls for noise reduction corridor-wide. City of Dallas wall finish and color results extended deadline for collection of wall finish and color ballots to September 14, 2020. Letters have been sent to Residential Adjacent Property Owners (RAPOs) to confirm that Plan Flat is an acceptable wall finish.

In addition to fleet size and noise considerations, the Committee further expanded on the possibility for the Silver Line to operate two route lengths: one from Plano to DFW International Airport, and the other from Plano to Fort Worth. The expected headways for the Plano to DFW Airport route would be 30 minutes, whereas the expected headways for Plano to Fort Worth would be 60 minutes.

DART also approved a motion to run the procurement and become the manager of the Cotton Belt hike and bike trail.

D2 SUBWAY UPDATE

DART anticipates that Final Environmental Impact Statement (EIS) and 30 percent design for D2 will be completed by fall 2020. City staff have been working with DART and stakeholder groups to identify improvements to City streets that will be reconstructed as part of project construction. Subsurface easement under Belo Garden will be required in addition to surface/subsurface easements and temporary use at Pegasus Plaza.

The area around Metro Center Station will be redeveloped into a transit-oriented development dubbed West End Commons, with an at-grade connection to the station integrated into the development's design concept. Approval of a resolution declaring public necessity, establishing just compensation, and authorizing the acquisition of Parcels D2-024E-S, D2- 026E and D2-026E-S in the City of Dallas, Texas, for the D2 Subway Project passed motion to be included at Committee of the Whole.

In addition to City of Dallas staff, DART has been in coordination with various stakeholders over the last month, including DDI Mobility Committee, Westdale, and Perot Museum. Upcoming meetings are as follows:

- September 17 – Dallas Park and Recreation Board action
- September 22 – Service Plan Amendment Public Hearing
- Late 2020 - Dallas City Council Service Plan amendment approval

D2 SUBWAY SERVICE PLAN AMENDMENT PUBLIC HEARING SCHEDULED FOR SEPT 22, 2020

DART will hold a public hearing to receive public comments to add the proposed D2 Subway alignment, grade separations and station locations to the DART Service Plan. The public hearing is scheduled for 6:30 p.m. Individuals that want to listen to the virtual public hearing can go to [DART.org/BoardVideo](https://www.dart.org/BoardVideo) and select the "Board of Directors Live" tab. For additional information, visit [DART.org/D2](https://www.dart.org/D2).

UPCOMING DART BOARD MEETINGS

There are upcoming Board meetings on September 22, 2020 and October 6, 2020.



Major projects under construction include:

- Dallas North Tollway (DNT) Improvements: Environmental engineering is underway to add a fourth lane in each direction between US 380 and Sam Rayburn Tollway.
- President George Bush Turnpike (PBGT) Widening Project: Construction is underway to widen PBGT to four lanes in each direction between I-35E to Belt Line Road in Irving and between SH 183 in Irving to I-20 in Grand Prairie. Construction is anticipated to be complete in 2022.
- Sam Rayburn Tollway (SRT) Fourth Lane Project: SRT is being widened with an additional lane in each direction along the entire tollway length. Construction is anticipated to be complete in December 2021.

Projects under development include DNT Extension Phase 4 and East Branch/State Highway 190. All future projects not in the planning phase have been halted.

There is a NTTA Board meeting scheduled for September 16, 2020 at 10:00 AM, and the upcoming Board meeting is scheduled for October 21, 2020.



KEYNOTE SPEAKER: TEXAS TRANSPORTATION COMMISSION CHAIRMAN J. BRUCE BUGG JR.

At the September Dallas Regional Mobility Coalition (DRMC) meeting, Texas Transportation Commission Chairman J. Bruce Bugg Jr., in discussing the recently adopted UTP, pointed out the breakdown of funding vs. population for rural, urban and metro areas could set the stage for increased Metro funding in future UTPs. The funding breaks down as follows:

Regions of State	UTP Funding	Percentage of Funding in UTP	Percentage of Texas Population
Rural	\$12.5 B	16.7%	10.6%
Urban	\$14.2 B	19%	22.3%
Metro	\$35.6 B	47.7%	67.1%

Representatives from NCTCOG/Regional Transportation Council, Dallas Area Rapid Transit, Denton County Transportation Authority, North Texas Tollway Authority, and Texas Central Railway provided updates on their agencies' activities.

The next DRMC meeting is scheduled for October 2, 2020 at 11:00 AM.

2019 Airport of the Year



GBAC STAR ACCREDITATION

As part of its commitment to provide an environment that is safe, secure and ready for everyone, Dallas Fort Worth International (DFW) Airport earned GBAC STAR™ accreditation from the Global Biorisk Advisory Council (GBAC), a division of ISSA, the worldwide cleaning industry association. DFW Airport is the first airport in the world to earn GBAC STAR accreditation.

To be worthy of GBAC STAR accreditation, an organization must:

- Establish and maintain a cleaning, disinfection, and infectious disease prevention program to minimize risks associated with infectious agents like the novel coronavirus.
- Have the proper cleaning protocols, disinfection techniques, and work practices in place to combat biohazards and infectious disease.

- Have highly informed and prepared cleaning professionals who are trained for outbreak and infectious disease preparation and response.

This accreditation will provide customers with a sense of ease and safety as travel begins to return to DFW Airport.

DFW BOARD APPROVES ENHANCEMENTS TO TERMINAL C GATES

At its last meeting, the Board approved several actions related to the Terminal C High Gates projects. This project will demolish gates 35 – 37 and 39 and then rebuild them for a longer lifespan. This project is in coordination with American Airlines. This will enhance the appearance of the gates and improve the customer experience. The gates are expected to be back and operational by the summer of 2022.

UPCOMING BOARD MEETING

The next Board meeting will be October 1, 2020 at 8:30 AM. For more information, including agendas and actions, please visit www.dfairport.com/board.



On July 16th, the Surface Transportation Board granted the petition filed by Texas Central to reopen a prior Board decision finding that a proposed rail line between Dallas and Houston was not subject to the Board's jurisdiction and therefore did not require Board approval. Due to substantially changed circumstances, with this new ruling the Board found that the proposed rail line would be constructed and operated as part of the interstate rail network and therefore subject to Board jurisdiction.

The Board's assertion of jurisdiction over the Project had been a goal of Texas Central since its first filing with the Board in 2016. Now under the Board's jurisdiction, the Project's regulatory framework is much clearer. Additionally, following a recent ruling from the 13th Appellate Court in Texas, the Project's legal standing as a railroad under both state and federal law is now affirmed.



City of Dallas

1500 Marilla Street
Dallas, Texas 75201

Agenda Information Sheet

File #: 20-1796

Item #: D.

Residential Proximity Slope in Planned Development Districts
[Kris Sweckard, Director, Department of Sustainable Development and Construction]

Memorandum



CITY OF DALLAS

DATE September 18, 2020

TO Honorable Members of the Transportation and Infrastructure Committee

SUBJECT **Development Code Amendment to Residential Proximity Slope in Planned Development Districts**

The City Council will consider a Development Code amendment to residential proximity slope (RPS) in Planned Development Districts in October. Section 51A-4.702(a)(8)(A) of the Dallas Development Code states the RPS must be “expressly incorporated into the height regulations of the Planned Development District ordinance.”

The language generally incorporated into a Planned Development District to provide for RPS is:

“If any portion of a structure is over 26 feet in height, that portion of the structure may not be located above a residential proximity slope.”

The residential proximity slope is a plane projected upward and outward that restricts the height of a building such that no building may be taller than that plane. The angle and extent of projection of the residential proximity slope depends on the zoning district of the site of origination. An RPS originating from R, R(A) Single Family Districts, D, D(A) Duplex Districts, or TH, TH(A) Townhouse Districts is projected at a 1 to 3 slope that continues infinitely. An RPS originating from CH Clustered Housing Districts or MF-1, MF-1(A), MF-2, and MF-2(A) Multifamily Districts is projected at a 1 to 1 slope but terminates at a horizontal distance of 50 feet from the site of origination.

To clarify that the language incorporated in Planned Development District ordinances is sufficient to enforce residential proximity slope, an amendment to the language in the Development Code, Sec.51A-4.702(a)(8)(A) is proposed. The proposal relieves the City of having to “expressly incorporate” residential proximity slope into a Planned Development District. Instead, with this amendment, residential proximity slope will apply in any Planned Development District to the extent that the PD conditions state that it applies.

The Code amendment was initiated by a three-member memo requesting an item be placed on the City Plan Commission agenda for authorization of public hearing for a development code amendment to consider amending Residential Proximity Slope in Planned Development Districts. On March 5, 2020, City Plan Commission authorized the hearing for the development code amendment.

The Zoning Ordinance Advisory Committee (ZOAC) met twice, on June 18, 2020, and July 9, 2020, to consider the amendment. On July 9, 2020, ZOAC recommended

DATE September 18, 2020
SUBJECT **Residential Proximity Slope in Planned Development Districts**

approval, indicating that their motion simply clarified the application of the Residential Proximity Slope in Planned Development Districts and was not indicative of a policy change. The City Plan Commission considered the proposed amendment and on August 6, 2020 recommended approval.

Please contact Kris Sweckard, Director of Sustainable Development and Construction, if you have any questions or concerns.



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

c: Honorable Mayor and Members of the City Council
T.C. Broadnax, City Manager
Chris Caso, City Attorney
Mark Swann, City Auditor
Biliera Johnson, City Secretary
Preston Robinson, Administrative Judge
Kimberly Bizer Tolbert, Chief of Staff to the City Manager
Jon Fortune, Assistant City Manager

Joey Zapata, Assistant City Manager
Nadia Chandler Hardy, Assistant City Manager
Dr. Eric A. Johnson, Chief of Economic Development and Neighborhood Services
M. Elizabeth Reich, Chief Financial Officer
Laila Aleqresh, Chief Innovation Officer
M. Elizabeth (Liz) Cedillo-Pereira, Chief of Equity and Inclusion
Directors and Assistant Directors



City of Dallas

1500 Marilla Street
Dallas, Texas 75201

Agenda Information Sheet

File #: 20-1795

Item #: E.

Love Field Airport Modernization Corporation Airport System Revenue Refunding Bonds, Series 2020
[Elizabeth Reich, Chief Financial Officer, City of Dallas]
[Mark Duebner, Director, Department of Aviation]

*** PRELIMINARY, For Illustrative Purposes Only ***



Transportation Committee Meeting

Dallas Love Field Airport Modernization Corporation Refunding

September 21, 2020





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4.	Financial Management Performance Criteria (FMPC)
5.	Scenario 1: Special Facility Bonds
6.	Scenario 2: General Airport Revenue Bonds (GARBs)
7.	Upcoming Additional Financing Needs / Condition of Runway
8.	Risk of GARBs
9.	Recommendation
10.	Questions & Answers



Background – Love Field Modernization Corporation Bonds

TAB 1



Love Field Modernization Corporation Bonds

- When the City originally agreed to a terminal renovation as part of the Five Party agreement in 2006, the method of delivery was not identified.
- In 2008, the City and Southwest Airlines agreed to a financing and governance structure that would allow faster delivery of the renovations and shift the credit guaranty to Southwest.
- In 2008, the City formed the Love Field Airport Modernization Finance Corporation, which later issued the Special Facility Bonds used to finance the terminal renovations.
- This arrangement allowed SWA to manage the construction of the terminal under the 50% private funding requirement of the Texas Transportation Code and avoid the public bidding requirements of Chapter 252 of the Texas Local Government Code.



Love Field Modernization Corporation Bonds

- Special Facilities Agreement – Dated 11/1/2010:
 - Parties : City - LFAMC - Southwest
 - Southwest agreed to:
 - Construct Facilities in accordance with Program Development Agreement approved by the City Council in November 2008
 - Make Facilities Payments to Trustee to fund 100% of net debt service after applying available PFC revenues throughout term of bond
 - City agreed to:
 - Authorize bond issue on Southwest credit
 - Own & operate facilities
- In 2010, the City approved the sale of \$310 million in Special Facilities Bonds by LFAMC to finance a portion of the project. In 2012, the City approved the sale of an additional \$146 million in Special Facilities Bonds by LFAMC to finance the completion of the project.
- The project consisted of a new terminal building complex, aircraft parking apron, fuel systems, baggage handling system, roadways, and other new and renovated facilities at Dallas Love Field for use by Southwest Airlines and other commercial air carriers.



Love Field Modernization Corporation Bonds

- Pursuant to the Special Facilities Agreement:
 - Southwest makes payments sufficient to pay the principal and interest on the Bonds
 - The amount of each payment from Southwest is reduced by the amount, if any, of the passenger facilities charges (PFCs) and federal grant payments that have been approved by the Federal Aviation Administration (FAA) for use in connection with the Project.
 - The City reimburses Southwest for their debt payment from airport revenue (rates and charges billed to the airlines)



Love Field Modernization Corporation Bonds

- Rates and Charges:
 - The City allocates revenues and expenses to cost centers
 - The airlines and the airport “true up” at the end of each year
 - Cost centers that **are** airline responsibility:
 - Airfield & Apron Area
 - Terminal Building
 - Parking and Ground Transportation
 - Terminal Roadways
 - Cost Centers that **are not** airline responsibility:
 - Dallas Executive Airport & Vertiport
 - Other Building and Areas
 - Ultimately, the airlines are responsible for total revenues required for their cost centers
 - This includes:
 - Direct and Indirect Operation & Maintenance (O&M) expenses
 - Debt service on Bonds
 - Amortization charges (for capital costs paid with Airport funds)
 - Deposits to certain reserve funds
 - The airlines essentially guarantee adequate revenues to pay all expenses for these cost centers.



Love Field Modernization Corporation Bonds

- The LFAMC is a blended component unit of the City and is included in the financial statements CAFR – see Note 1B on page 33 of the FY 2019 CAFR.
 - This debt is reported as a long-term debt of the airport revenue fund (CAFR page 74)
 - We record a payable to reimburse Southwest for the debt payment
 - We explain the revenue credit agreement in Note 11L on page 77, which concludes:
 - In the event the airline carrier fails to make payments under the Facilities Agreement the City is no longer obligated to make any further payments under the Revenue Credit Agreement, and that agreement shall terminate.



Love Field Modernization Corporation Bonds

Debt Service ⁽¹⁾

FYE	Series 2012			Series 2010			Total Debt Service		
9/30	Principal	Interest	Debt Service	Principal	Interest	Debt Service	Principal	Interest	Debt Service
2021	\$ 8,840,000	\$ 4,652,000	\$ 13,492,000	\$ -	\$ 16,275,000	\$ 16,275,000	\$ 8,840,000	\$ 20,927,000	\$ 29,767,000
2022	9,280,000	4,199,000	13,479,000	-	16,275,000	16,275,000	9,280,000	20,474,000	29,754,000
2023	9,745,000	3,723,375	13,468,375	-	16,275,000	16,275,000	9,745,000	19,998,375	29,743,375
2024	10,230,000	3,224,000	13,454,000	-	16,275,000	16,275,000	10,230,000	19,499,000	29,729,000
2025	10,745,000	2,699,625	13,444,625	-	16,275,000	16,275,000	10,745,000	18,974,625	29,719,625
2026	11,280,000	2,149,000	13,429,000	-	16,275,000	16,275,000	11,280,000	18,424,000	29,704,000
2027	11,845,000	1,570,875	13,415,875	-	16,275,000	16,275,000	11,845,000	17,845,875	29,690,875
2028	12,435,000	963,875	13,398,875	-	16,275,000	16,275,000	12,435,000	17,238,875	29,673,875
2029	13,060,000	326,500	13,386,500	3,380,000	16,186,275	19,566,275	16,440,000	16,512,775	32,952,775
2030				18,985,000	15,599,194	34,584,194	18,985,000	15,599,194	34,584,194
2031				19,985,000	14,576,231	34,561,231	19,985,000	14,576,231	34,561,231
2032				21,035,000	13,499,456	34,534,456	21,035,000	13,499,456	34,534,456
2033				22,135,000	12,366,244	34,501,244	22,135,000	12,366,244	34,501,244
2034				23,300,000	11,173,575	34,473,575	23,300,000	11,173,575	34,473,575
2035				24,520,000	9,918,300	34,438,300	24,520,000	9,918,300	34,438,300
2036				25,810,000	8,597,138	34,407,138	25,810,000	8,597,138	34,407,138
2037				27,165,000	7,206,544	34,371,544	27,165,000	7,206,544	34,371,544
2038				28,590,000	5,742,975	34,332,975	28,590,000	5,742,975	34,332,975
2039				30,090,000	4,202,625	34,292,625	30,090,000	4,202,625	34,292,625
2040				31,670,000	2,581,425	34,251,425	31,670,000	2,581,425	34,251,425
2041				33,335,000	875,044	34,210,044	33,335,000	875,044	34,210,044
	<u>\$ 97,460,000</u>	<u>\$ 23,508,250</u>	<u>\$ 120,968,250</u>	<u>\$ 310,000,000</u>	<u>\$ 252,725,025</u>	<u>\$ 562,725,025</u>	<u>\$ 407,460,000</u>	<u>\$ 276,233,275</u>	<u>\$ 683,693,275</u>

CITY OF DALLAS, TEXAS

(1) Fiscal Year debt service includes debt service on the previous November 1 and May 1 (i.e. Fiscal Year 2021 includes debt service on November 1, 2020 and May 1, 2021).



Background – Parking Facility General Airport Revenue Bonds (GARBs)

TAB 2



Background - Parking Facility General Airport Revenue Bonds (GARBs)

- Since the ending of the Wright Amendment restriction (10/13/2014), there has been significant increase in air traffic activity at the Airport. Additional parking spaces were needed to accommodate the associated increase in parking demand.
- The project consisted of a planned new parking garage (Garage C), which is located adjacent to the ticketing lobby.
- With the completion of Garage C, the total parking spaces available on Airport property increased to approximately 12,000 spaces.
- Estimated total cost of the Project will be \$208.8 million, which has been funded with the proceeds of the Series 2015 GARB Bonds and the Series 2017 GARB Bonds.
- Estimated other capital needs of the Airport, to be financed with debt, related to runway and taxiway improvements would be approximately \$183.37 million for fiscal years 2020 through 2022.



Background - Parking Facility General Airport Revenue Bonds (GARBs)

Debt Service ⁽¹⁾

FYE 9/30	Series 2015			Series 2017			Total Aggregate Debt Service		
	Principal	Interest	Debt Service	Principal	Interest	Debt Service	Principal	Net Interest	Net Debt Service
2021	\$ 4,280,000	\$ 4,956,750	\$ 9,236,750	\$ 4,360,000	\$ 5,525,750	\$ 9,885,750	\$ 8,640,000	\$ 10,482,500	\$ 19,122,500
2022	4,495,000	4,737,375	9,232,375	4,580,000	5,302,250	9,882,250	9,075,000	10,039,625	19,114,625
2023	4,720,000	4,507,000	9,227,000	4,810,000	5,067,500	9,877,500	9,530,000	9,574,500	19,104,500
2024	4,955,000	4,265,125	9,220,125	5,050,000	4,821,000	9,871,000	10,005,000	9,086,125	19,091,125
2025	5,205,000	4,011,125	9,216,125	5,300,000	4,562,250	9,862,250	10,505,000	8,573,375	19,078,375
2026	5,465,000	3,744,375	9,209,375	5,565,000	4,290,625	9,855,625	11,030,000	8,035,000	19,065,000
2027	5,735,000	3,464,375	9,199,375	5,845,000	4,005,375	9,850,375	11,580,000	7,469,750	19,049,750
2028	6,025,000	3,170,375	9,195,375	6,135,000	3,705,875	9,840,875	12,160,000	6,876,250	19,036,250
2029	6,325,000	2,861,625	9,186,625	6,445,000	3,391,375	9,836,375	12,770,000	6,253,000	19,023,000
2030	6,640,000	2,537,500	9,177,500	6,765,000	3,061,125	9,826,125	13,405,000	5,598,625	19,003,625
2031	6,975,000	2,197,125	9,172,125	7,105,000	2,714,375	9,819,375	14,080,000	4,911,500	18,991,500
2032	7,320,000	1,839,750	9,159,750	7,460,000	2,350,250	9,810,250	14,780,000	4,190,000	18,970,000
2033	7,690,000	1,464,500	9,154,500	7,830,000	1,968,000	9,798,000	15,520,000	3,432,500	18,952,500
2034	8,070,000	1,070,500	9,140,500	8,225,000	1,566,625	9,791,625	16,295,000	2,637,125	18,932,125
2035	8,475,000	656,875	9,131,875	8,635,000	1,145,125	9,780,125	17,110,000	1,802,000	18,912,000
2036	8,900,000	222,500	9,122,500	9,065,000	702,625	9,767,625	17,965,000	925,125	18,890,125
2037				9,520,000	238,000	9,758,000	9,520,000	238,000	9,758,000
	<u>\$ 101,275,000</u>	<u>\$ 45,706,875</u>	<u>\$ 146,981,875</u>	<u>\$ 112,695,000</u>	<u>\$ 54,418,125</u>	<u>\$ 167,113,125</u>	<u>\$ 213,970,000</u>	<u>\$ 100,125,000</u>	<u>\$ 314,095,000</u>

CITY OF DALLAS, TEXAS

(1) Fiscal Year debt service includes debt service on the previous November 1 and May 1 (i.e. Fiscal Year 2021 includes debt service on November 1, 2020 and May 1, 2021).



The Team

TAB 3



The Team

CITY OF DALLAS

M. Elizabeth Reich, Chief Financial Officer

Mike Phemister, Interim Assistant Director/Treasury Manager

DEPARTMENT OF AVIATION – CITY OF DALLAS

Mark Duebner, Director of Aviation

Sheneice Hughes, Assistant Director, Administration and Customer Engagement

CITY OF DALLAS SUPPORT

Co-Financial Advisors – Hilltop Securities Inc. / Estrada Hinojosa & Company, Inc.*

Co-Bond Counsel – McCall, Parkhurst & Horton LLP / Escamilla & Poneck, LLP*

Co-Disclosure Counsel – Norton Rose Fulbright LLP / Kintop Smith, PLLC*

Feasibility Consultant – Unison Consulting, Inc.

Trustee – Wells Fargo Bank

Underwriter's:

- Senior Manager – BofA Securities, Inc.
- Co-Senior Manager – Siebert Williams Shank & Co., LLC*
- Co-Manager – Citi
- Co-Manager – J.P. Morgan
- Co-Manager – Ramirez & Co., Inc.*

*Indicates Minority Owned Firm.



Financial Management Performance Criteria (FMPC)

TAB 4



Financial Management Performance Criteria (FMPC)

Advance and current refunding criteria

- **Capital and Debt Management**
- **Description:** Advance refunding and forward delivery refunding transactions should be considered when the net present value savings as a percentage of the par amount of refunded bonds is at least **four** percent.
- Current refunding transactions should be considered when the net present value savings as a percentage of the par amount of refunded bonds is at least **three** percent.



Scenario 1: Special Facility Bonds

TAB 5



Scenario 1: Special Facility Bonds

	Citi Analysis	BofA Analysis	HTS Analysis
Refunding Bonds, Series 2020			
Credit	Special Facilities Non-AMT	Special Facilities Non-AMT + Taxable	Special Facilities Non-AMT
Par Amount (Non-AMT)	\$ 294,275,000	\$ 249,200,000	\$ 283,130,000
Premium	19,550,777	60,790,506	26,865,963
Total Proceeds (Non-AMT)	\$ 313,825,777	\$ 309,990,506	\$ 309,995,963
Issuer Contribution	-	-	2,835,337
Par Amount (Taxable)	-	2,530,000	-
Total Par (Tax-Exempt & Taxable)	294,275,000	251,730,000	283,130,000
DSR Deposit	-	-	-
2020 Debt Service	515,113,628	439,765,632	494,612,468
AIC	4.50%	3.03%	4.22%
TIC	N/A	3.00%	4.18%
Refunding Results			
Total Savings	\$ 39,428,688	\$ 113,420,434	\$ 58,573,599
Annual Savings (22-27)	1,560,630	3,746,129	2,118,500
Annual Savings (28-40)	2,192,637	2,192,637	3,378,963
PV Savings (\$)	25,645,725	88,499,978	34,713,616
PV Savings (%)	8.27%	28.55%	11.20%
PV Savings (\$) w/o DSRF	25,645,725	88,499,978	34,713,616
PV Savings (%) w/o DSRF	8.27%	28.55%	11.20%



Scenario 2: General Airport Revenue Bonds (GARBs)

TAB 6



Scenario 2: General Airport Revenue Bonds (GARBs)

	BofA Analysis	HTS Analysis
Refunding Bonds, Series 2020		
	GARBs	GARBs
Credit	Non-AMT + Taxable	Non-AMT + Taxable
Par Amount (Non-AMT)	\$ 242,010,000	\$ 252,985,000
Premium	67,868,839	57,008,699
Total Proceeds (Non-AMT)	\$ 309,878,839	\$ 309,878,839
Issuer Contribution	-	-
Par Amount (Taxable)	31,465,000	33,810,000
Total Par (Tax-Exempt & Taxable)	273,475,000	286,795,000
DSR Deposit	28,605,797	30,935,031
2020 Debt Service	469,546,924	492,829,419
AIC	2.78%	3.19%
TIC	2.81%	3.16%
Refunding Results		
Total Savings	\$ 83,639,143	\$ 60,356,648
Annual Savings (22-27)	3,452,458	2,764,348
Annual Savings (28-40)	4,597,633	3,172,635
PV Savings (\$)	68,505,831	74,802,299
PV Savings (%)	31.32%	24.13%
PV Savings (\$) w/o DSRF	39,900,035	43,867,268
PV Savings (%) w/o DSRF	12.87%	14.15%

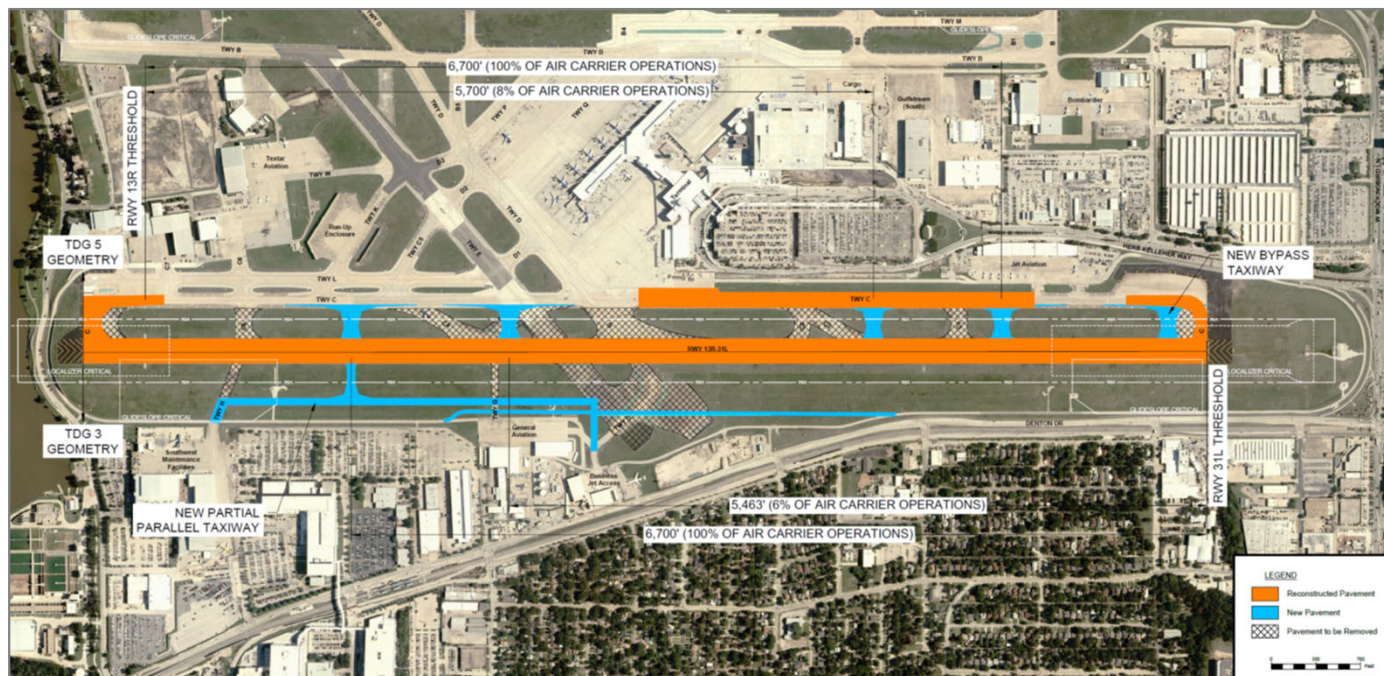


Upcoming Additional Financing Needs / Condition of Runway

TAB 7

Runway 13R-31L

- Runway 13R-31L was originally constructed in 1961. A complete overlay of the runway was completed in 1990
- According to FAA, the minimum useful life for pavement reconstruction is 20 years. The runway pavement is over 25 years-old and well beyond its functional life
- Runway 13R-31L handles 42% of the Airport's operations and also the longest runway at the Airport (8,800 feet)





Runway 13R-31L

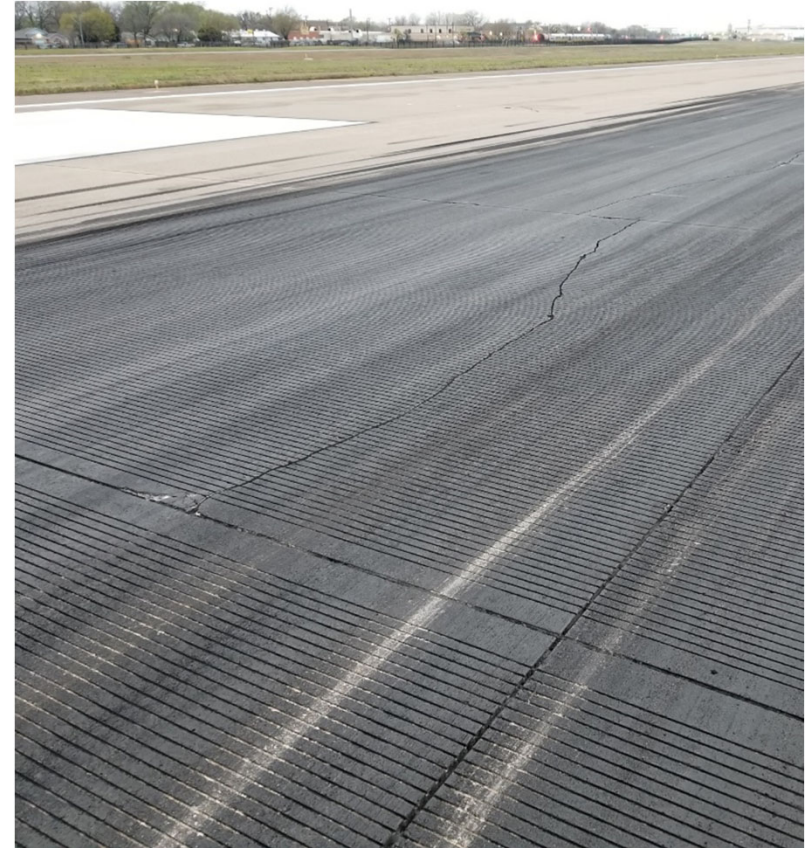
- The repeal of the Wright Amendment in October 2015 significantly increased activity at Love Field
- In 2014 there were 182,949 movements
- By 2016 movements increased to 224,193
- In 2015, Runway 13R-31L average visual pavement rating was 81
- In 2016, the pavement rating was downgraded from 81 to 69 (the low end of fair rating)
- The rating scale identifies pavement under 70 as beyond regular maintenance and is deemed critical for replacement
- Predictive models show the runway rating will drop from fair to poor by 2022





Runway 13R-31L

- FAA prioritizes eligible projects for funding from the runways outward, with runways being the highest priority
- FAA has identified this project as a priority project in the Southwest Region
- FAA original Grant allocation was approximately \$17.5 Million
- FAA recently revised Grant allocation is anticipated to be \$29 Million
- All Grants are reimbursable Grants





Risk of GARBs

TAB 8



Risk of GARBs

- The transfer of SWA (a publicly held company) backed debt to the Aviation Department
- The resulting increase in GARB debt from the current level of \$225 million to \$535 million
- The potential downgrade of the GARB ratings due to the 137% increase in GARB debt when airports are facing economic challenges due to the COVID-19
- The higher potential financing costs that would be incurred on future GARB issues as well as the higher potential cost of liquidity support in favor of an airport commercial paper program as a result of the downgrade



Recommendation

TAB 9



Questions & Answers



City of Dallas

1500 Marilla Street
Dallas, Texas 75201

Agenda Information Sheet

File #: 20-1797

Item #: F.

Building Permit Overview

[Kris Sweckard, Director, Department of Sustainable Development and Construction]



City of Dallas

Building Permit Overview

**Transportation and
Infrastructure Committee**

September 21, 2020

Kris Sweckard, Director
Sustainable Development & Construction
City of Dallas

Presentation Overview



- Background/History
- Purpose
- Issues/ Operational Concerns
- Proposed Action
- Next Steps



Background/History



- The Permit Center is located at the Oak Cliff Municipal Center (OCMC) at 320 E. Jefferson
- Issued over 50,000 permits in FY18-19
- A master permit is required prior to the following: erect, construct, enlarge, add to, alter, repair, replace, improve, remove, install, convert, equip, use occupy or maintain a structure or building service equipment



Background/History



- Other permits issued include:
 - Barricade
 - Demolition
 - Electrical
 - Fence
 - Fire extinguishing system
 - Flammable liquids
 - Landscape
 - Lawn Sprinkler
 - Liquid petroleum
 - Mechanical
 - Paving / Excavation
 - Plumbing
 - Septic tank
 - Sign
 - Tent
- Certificates of Occupancy (CO) are issued for the first use of land, a building, or portion of a building; a change of use; a change of tenant on an existing CO; or if an existing use increases or decreases floor area



Background/History



- Historically, residential permit applications and plans were submitted on paper and delivered to the Permit Center
 - Turnaround time was typically 1-3 days (10-15 days for drop offs of larger quantities) if the plans and documents were submitted per requirements
 - Line would form very early in the morning to get a “spot” each day
 - At intake, staff would assist applicants with minor revisions, missing documents, etc. OR reject the submission



Background/History



- Residential Team
 - Manager II
 - Supervisor III
 - Six (6) Senior Plans Examiners
 - Three (3) Permit Clerks
 - Customer Service Representative



Background/History



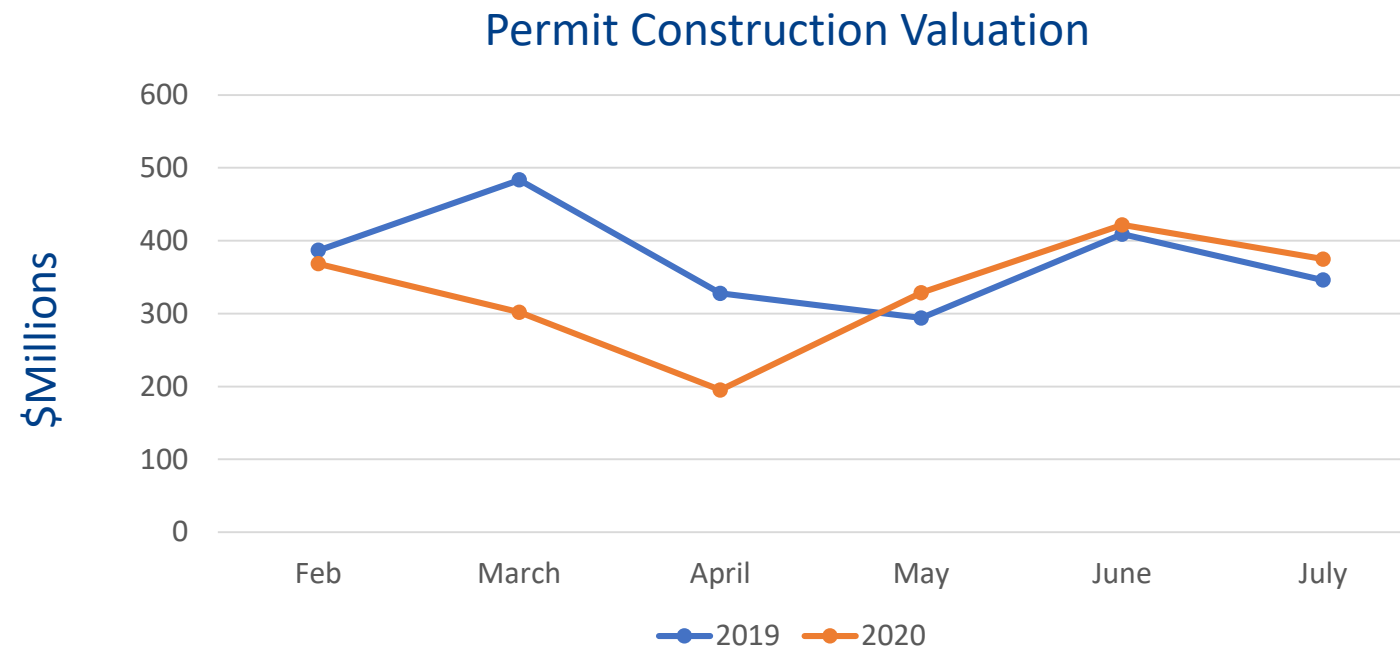
- Electronic Plan Review System (ProjectDox by Avolve) implemented in 2019 with plan to gradually move away from paper submittals
 - Has provided the ability for permitting and construction to continue in the city during pandemic
 - Allows concurrent review of plans instead of routing them to each discipline
 - With the online system, plans can be submitted 24 hours a day, 7 days per week



Background/History



- Following a sharp decline from mid-March through April, permitting activity increased significantly during the three-month period May through July



Purpose



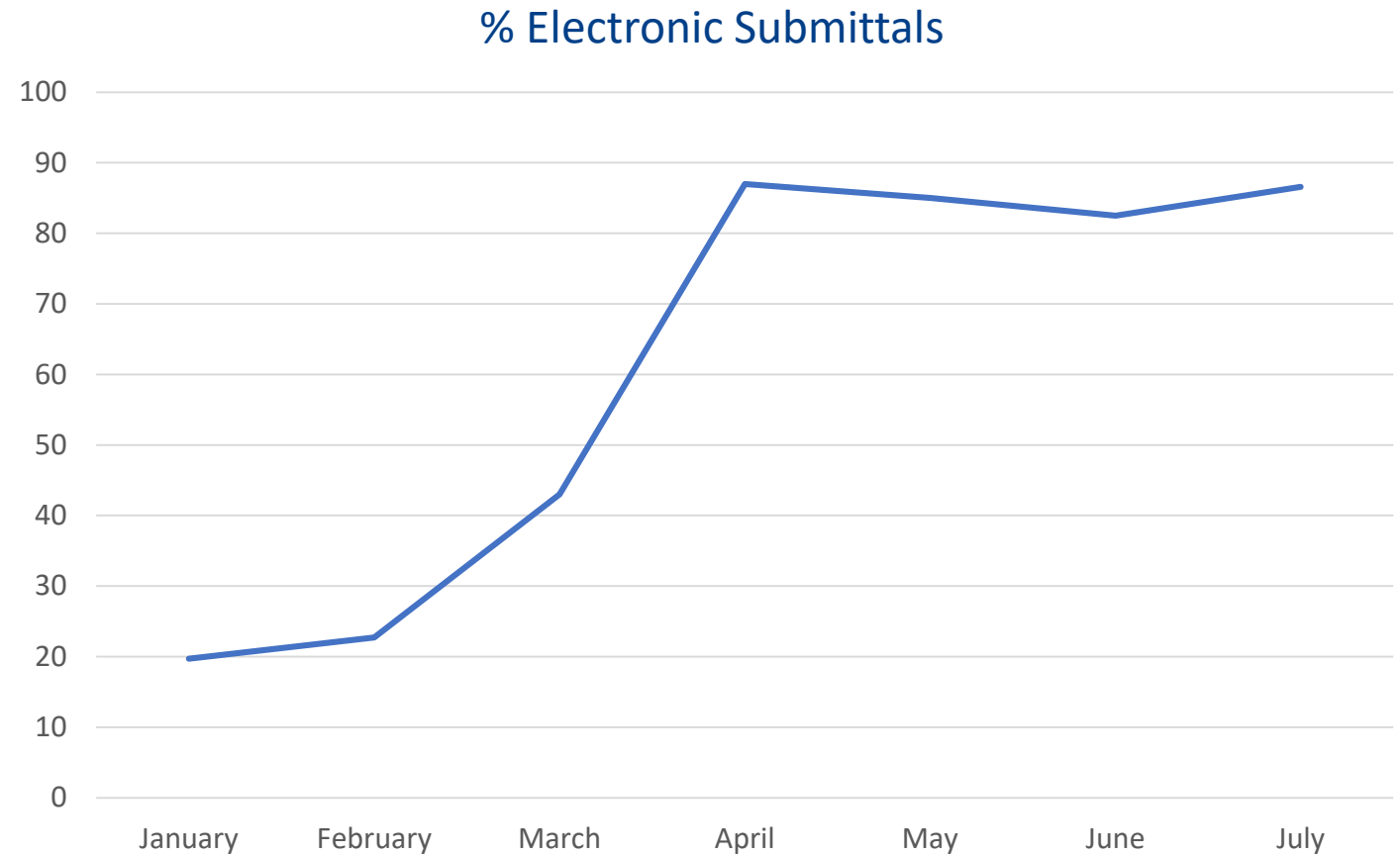
- Construction industry has been a bright spot in the economic downturn
- As an “essential” function during the pandemic, the construction industry has helped keep residents employed
- Long-term property tax growth results from construction today
- Sustainable Development & Construction must partner with the community to build a safe and dynamic Dallas



Issues/Operational Concerns



- Prior to the pandemic, approximately 20% of all permit applications were being submitted electronically
- That number spiked to nearly 90%
 - Immediately put strain on staff, applicants, and the system itself



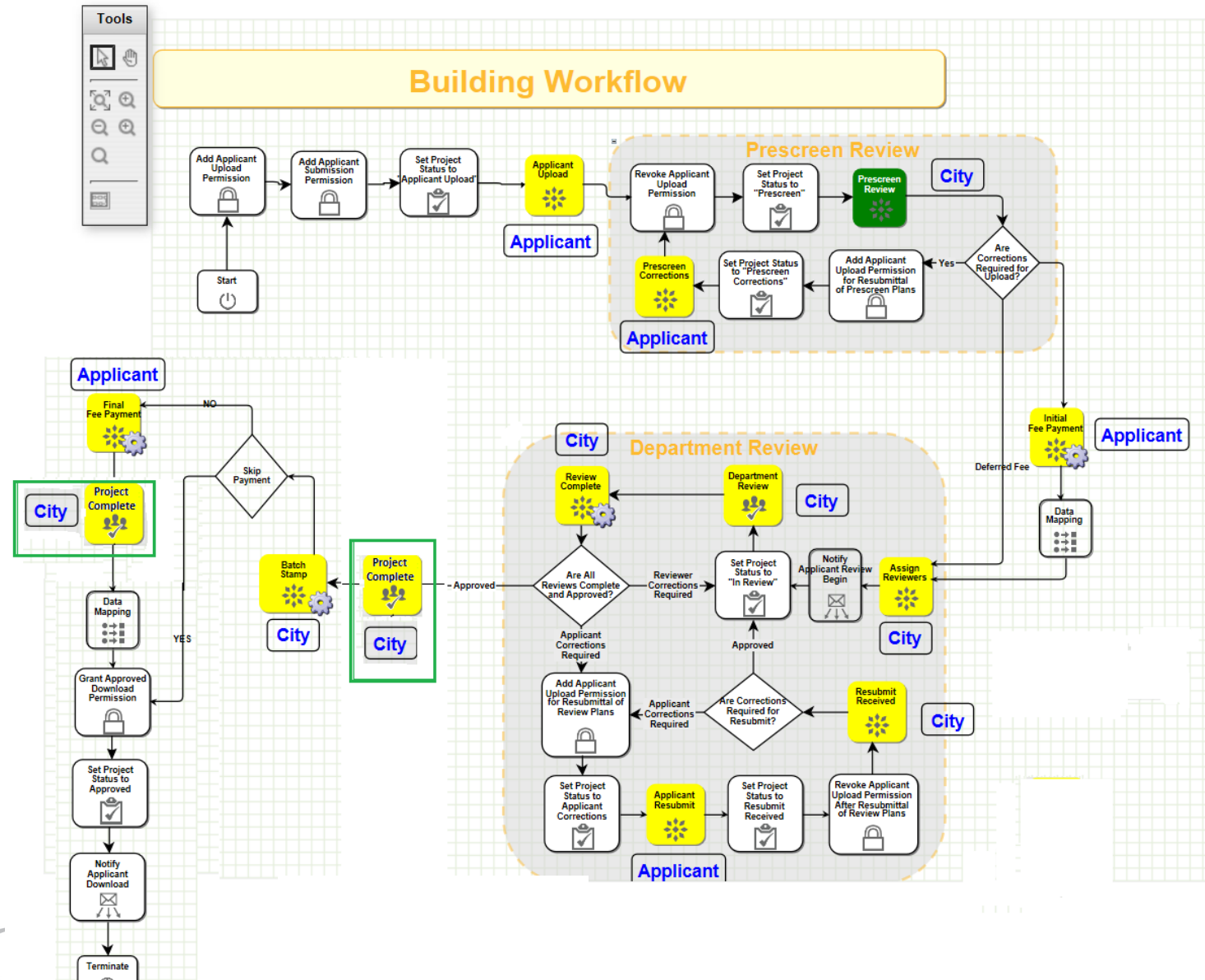
Issues/Operational Concerns



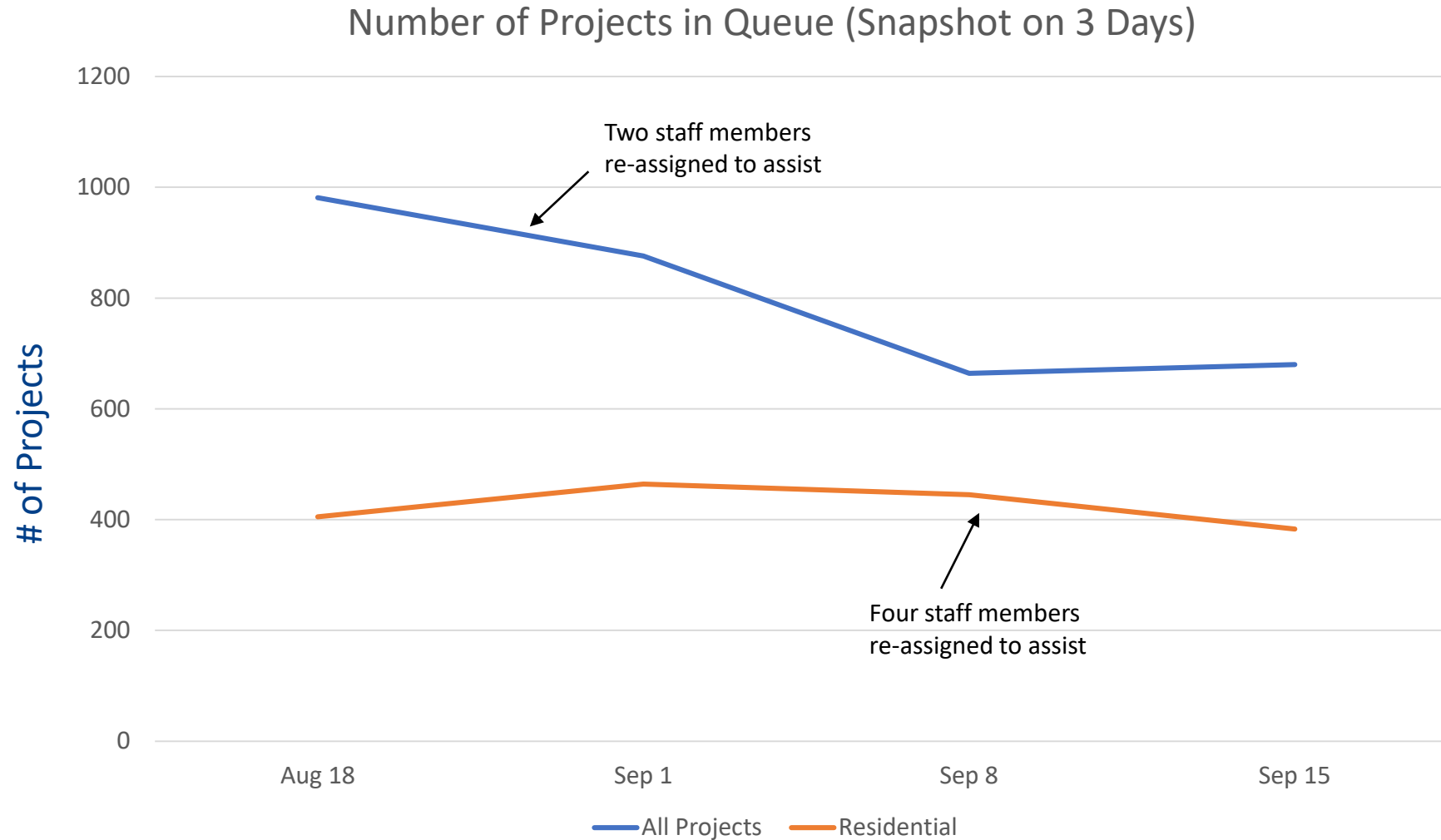
- The current delay in permitting is primarily for residential new construction and additions
- Backlog in the “pre-screen” function
 - Every submission goes into the pre-screen queue
 - Following applicant electronic submission, staff checks to ensure all required documents and plans are uploaded, complete, and in the required format
 - If not, a task is sent back to the applicant with comments noting the deficiencies
 - Applicant makes the corrections, resubmits, and the project enters the pre-screen process again at the back of the queue
 - Multiple rounds of submittals extend the timeline and consume staff time



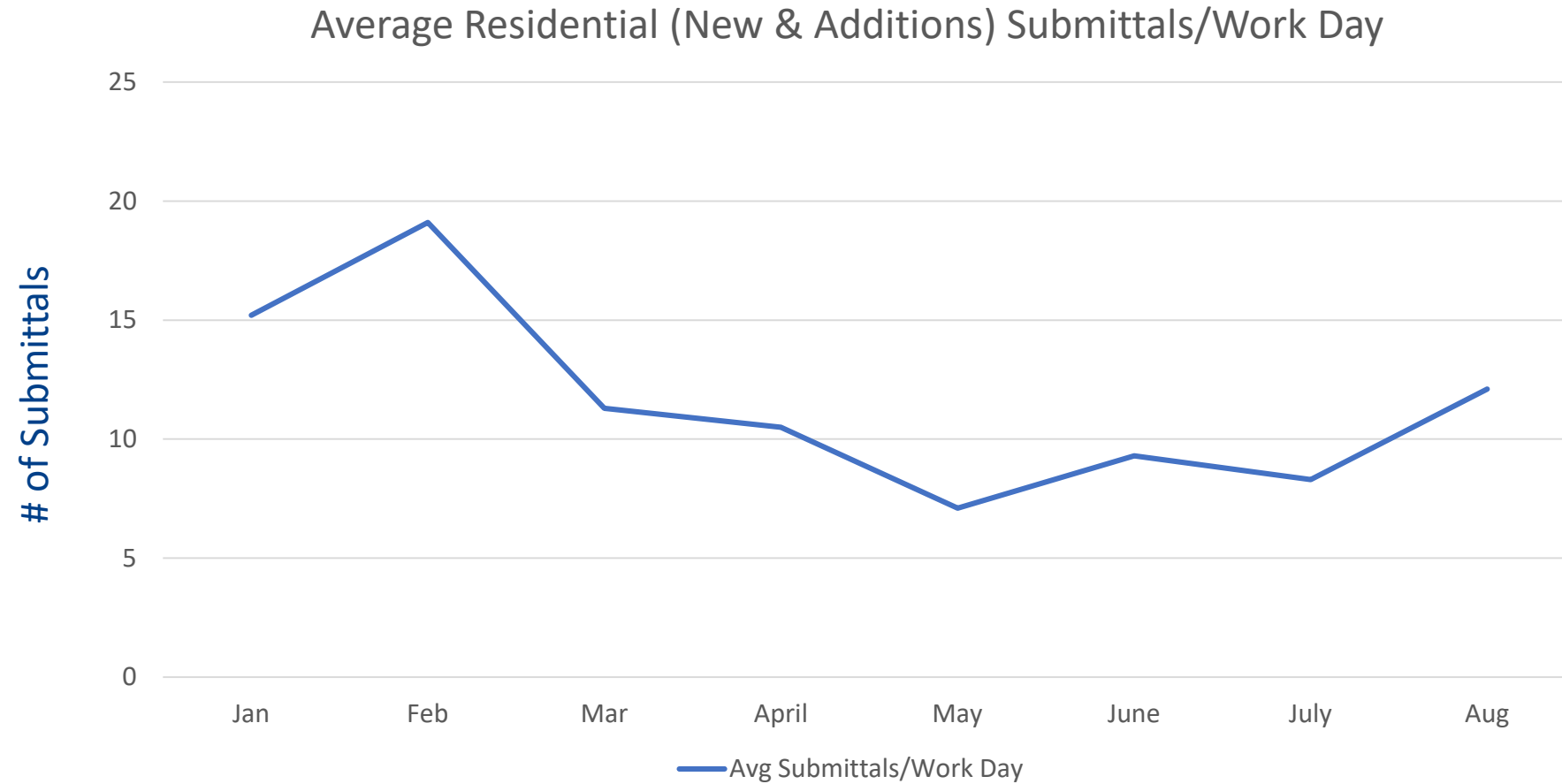
Issues/Operational Concerns



Issues/Operational Concerns



Issues/Operational Concerns



Proposed Action



- Four additional staff members allocated to the **pre-screen function** on 9/8 to work through the backlog
- Utilizing existing Dal-Tech contract for additional resources
 - Contract used primarily for engineering, staff is working with the Office of Procurement Services to extend the current 12/31/20 contract expiration
- ITS is working on improvements to actual system performance that has greatly slowed tasks both by applicants and staff due to the volume of transactions as a result of the pandemic



Proposed Action



- Actions taken to date have reduced the number of errors received, but system performance remains slow (mid-term improvements expected to significantly address speed)

Began Implementing 8/13/20 and Completed	Mid-Term	Long Term
<ul style="list-style-type: none">• Escalated issues with the PDOX vendor, Avolve, for increased tech support in resolving technical issues and problems• Resolved several reported problems by clearing error processing queues• Added indexes to the system database to improve performance and remove bottlenecks• Increased the frequency of database maintenance to ensure error queues and other logs do not create bottlenecks• Vendor's technical staff updated and streamlined existing stored procedures that PDOX uses to address identified delays• Updated the SQL Servers to improve performance• Planned and designed new process for attaching documents with conversion to links• Conducted an assessment of the PDOX application and associated databases for purposes of reconfiguring both to optimize for increased utilization experienced since COVID-19• Reviewed current McAfee anti-virus agent and exclusion rule settings for PDOX information and file-flow to determine potential reconfigurations to reduce bottlenecks	<ul style="list-style-type: none">• (September) Planned additional upgrades/improvements to PDOX servers to include increased memory• (September and October) Implementing several fixes to the PDOX application to address failed connection condition resulting in disconnects or delays in system• (December) Redesign and rehost the current E-Plan environment for better performance and scalability• (December) Using CARES Act funding implementing an integration to POSSE permitting system to ensure critical documents are available to staff and provide transparency and clarity to the public looking for information	<ul style="list-style-type: none">• The City released an RFCSP on 8/20/20 for the replacement of the backbone permitting system, POSSE. Vendor responses are due by September 24th. The responses from the RFCSP are critical for reviewing the end-to-end processes and determine the long-term technology to support these processes.



Proposed Action



- Training and reference materials have been provided and are available online both on our website and on the ProjectDox login page with instructions on how to properly submit a project
- Webinars have been and will continue to be conducted by staff to assist applicants on how to effectively use the system



Proposed Action – Longer Term



- Proposed in the FY20-21 budget, a third-party Staffing and Efficiency Study to help determine appropriate staffing levels and additional opportunities for improvements
 - Release RFCSP in September
- Very large project to replace Posse, the backbone permitting system
 - Vendor responses due September 24th
 - Critical for reviewing the end-to-end processes and determine the long-term technology to support these processes



Next Steps



- Memo sent to City Council on 9/11/20 responding to “Sustainable Development Directives to Staff” memo signed by five Councilmembers
- Continue implementing improvements
- Track backlog and provide periodic update memos to Committee





Building Permit Overview

Transportation and Infrastructure Committee

September 21, 2020

Kris Sweckard, Director
Sustainable Development & Construction
City of Dallas





City of Dallas

1500 Marilla Street
Dallas, Texas 75201

Agenda Information Sheet

File #: 20-1799

Item #: G.

Complete Streets, Traffic Calming, Road Diets, and Slow Streets Program

[Michael Rogers, P.E., Director, Department of Transportation]

[Chris Turner-Noteware, P.E., Assistant Director, Department of Public Works]

[Ali Hatefi, P.E., Assistant Director, Department of Public Works]



City of Dallas

Complete Streets, Traffic Calming and Road Diets, and Slow Streets Program

**Transportation and
Infrastructure Committee
September 21, 2020**

Michael Rogers, P.E., Director
Department of Transportation

Chris Turner-Noteware, P.E.,
Assistant Director/City Engineer
Department of Public Works

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

Presentation Overview



- Complete Streets
 - What are Complete Streets, Complete Streets types and considerations, and examples
- Traffic Calming
 - What is traffic calming, benefits, and examples
- Road Diets
 - What are road diets, benefits, examples, and typical screening criteria
- Dallas Slow Streets Program
 - Pilot program overview and results, next steps for program continuation and success



What are Complete Streets?



- Streets that ensure safety and comfort for everyone, including the young and old, wheelchair or walker users, motorists, bicyclists, and bus and train riders
- Complete Streets consider the entire space between buildings on both sides of the street



Complete Streets Types



- Mixed-Use Streets
- Commercial Streets
- Residential Streets
- Industrial Streets
- Parkways
- Woonerf Streets
- Alleys

Table 2.5 Typical Street Types and Elements

	Frontage	Sidewalk Clear	Buffer/ Furnishing/ Curb	Parking	Travelway	Median
Mixed-Use	•	•	•	•	•	•
Commercial	•	•	•		•	•
Residential	•	•	•	•	•	
Industrial	•	•	•	•	•	
Parkways	•	•	•		•	•
Woonerf	•	•	•	•	•	
Alleys					•	



Complete Streets Considerations



- View all Streets with Complete Streets Lens
 - Known issues on the street
 - Speeding, Accidents, other data
 - Neighborhood wishes
 - Public Interaction
 - Roadway cross section
 - Right-of-Way, Utilities
- Take all into account to determine appropriate Complete Streets' features for any project
- Applies to new construction and rehabilitation projects



Example: Lower Greenville Project



- Street Furniture
- Extensive Landscaping
- Enhanced Traffic Calming
- Crosswalks
- Indented Parking
- Upgraded Sidewalks
- Traffic Calming
- Lane Diet



Before



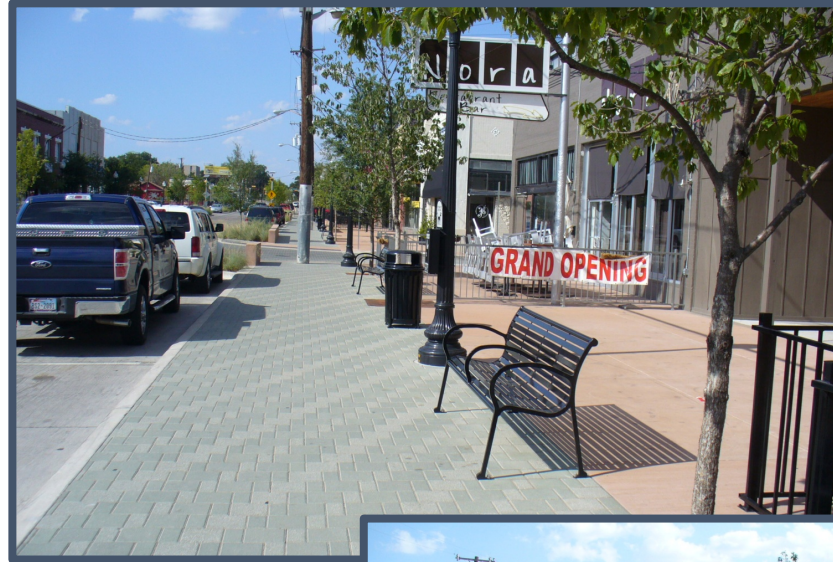
Before



Lower Greenville Project, Continued



- Street Furniture
- Extensive Landscaping
- Enhanced Traffic Calming Crosswalks
- Indented Parking
- Upgraded Sidewalks
- Traffic Calming
- Lane Diet



After



After



After



Example: Bishop Avenue Project



- Street Furniture
- Landscaping
- Enhanced Traffic Calming Crosswalks
- Indented Parking
- Upgraded Wide Sidewalks



Before



Before



After



Bishop Avenue Project, Continued



- Street Furniture
- Landscaping
- Enhanced Traffic Calming Crosswalks
- Indented Parking
- Upgraded Wide Sidewalks



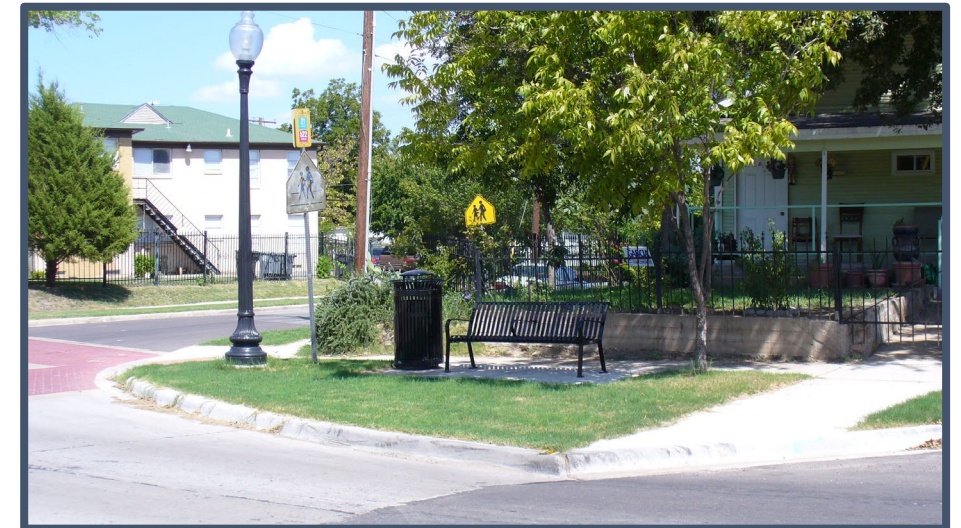
Before



After



Before



After



What is Traffic Calming?



- Physical measures or operational enhancements that reduce vehicle speeds or volumes in order to support the livability or vitality of an area and/or improve motorist and/or non-motorist safety.
- Examples of traffic calming treatments:
 - Vertical speed control (speed humps, speed cushions, raised crosswalks)
 - Horizontal deflection (chicanes, traffic circles)
 - Roadway narrowing (road diets, bulb-outs, pinchpoints, median island, on-street parking)
 - Signal timing enhancements and law enforcement presence

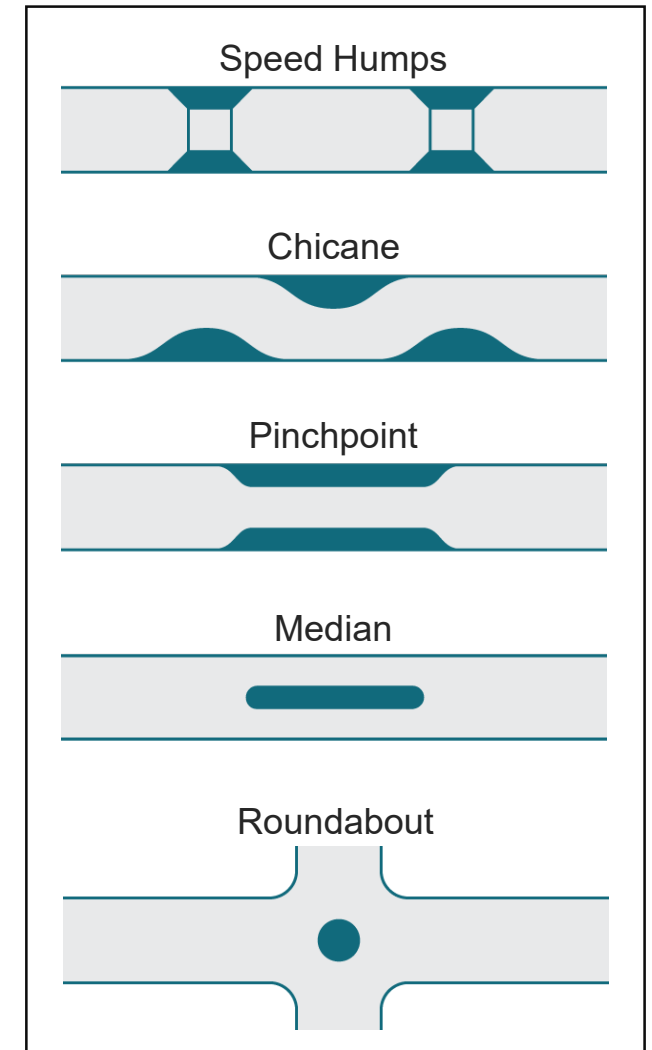


Image Source: NACTO



Benefits of Traffic Calming?



- Benefits:
 - Lower vehicular speeds
 - Reduction in collision frequency and severity
 - Increased safety for all users
 - Reduction in cut-through vehicle traffic
- Primary challenge: selecting the appropriate measures and appropriate locations
- Secondary challenge: Funding for the more elaborate traffic calming measures



Examples of City Traffic Calming Projects



Speed Humps



Persimmon Road

Speed Cushions



Benefits:

- Lowers vehicular speeds
- Reduces vehicular noise



Examples of City Traffic Calming Projects



Saint Michaels Drive Quick-Build Chicanes/Pinchpoint

Benefits:

- Slows traffic as it approaches Northaven Trail crossing
- Improves safety for bicyclists and pedestrians



What are Road Diets?



- Road Diets remove travel lanes or reduce lane widths.
- Reasons to pursue road diets:
 - Accommodate others uses (e.g., bicycle lanes, sidewalks, parking)
 - Improve safety: reduce conflict points and frequency of certain types of crashes (rear-end, left-turn, sideswipe)
 - Traffic calming

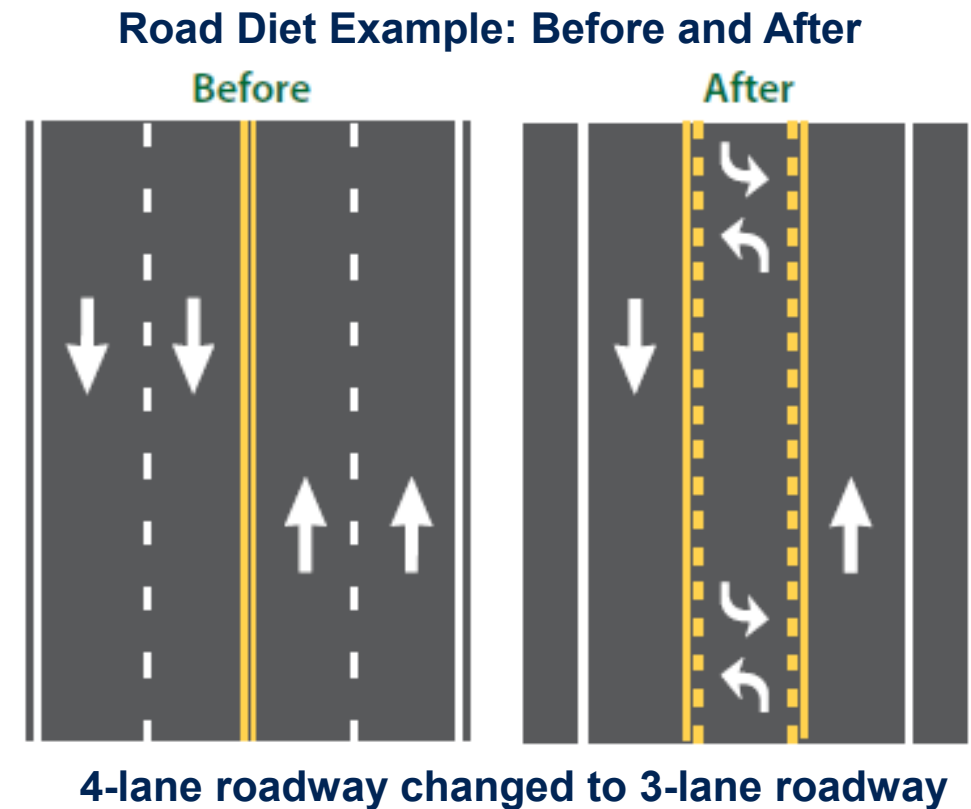


Image Source: FHWA, 2014; adapted from Welch, 1999.



Examples of City Road Diet Projects



12th Street

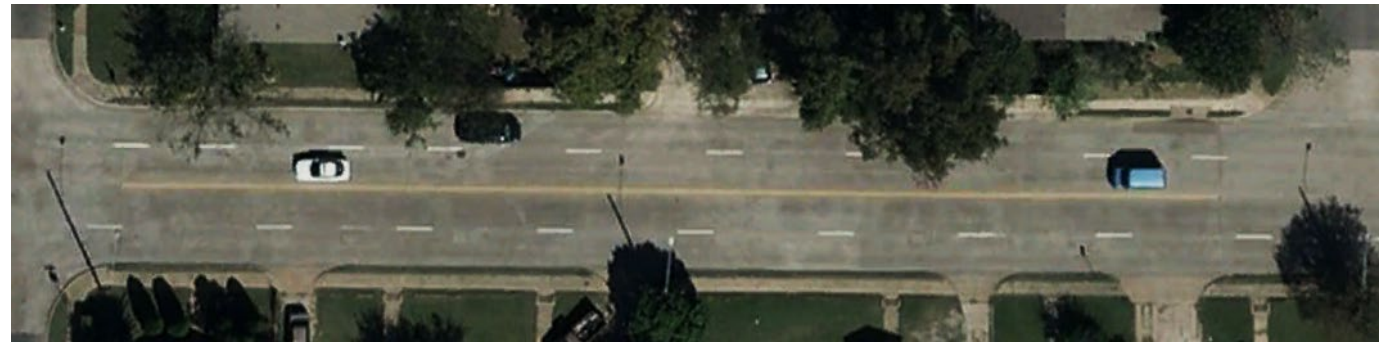
Before: 4 lanes, no median.

After: 3 lanes (one lane in each direction and a center turn lane) and striped curb extensions.

Purpose:

- Traffic calming
- Reduced speeds

Before



After



Road Diets: Typical Screening Criteria



- The road's average daily traffic (ADT): roads with fewer than 20,000 vehicles per day may be good candidates.
- Systems considerations:
 - Is the road on the Bike Plan? If yes – good candidate.
 - Roadway Function: If a Principal Arterial – may not be a good candidate.
 - Is corridor heavily used by freight traffic? If no – good candidate.
 - If bus routes are present, would the road diet reduce bus level of service or result in significant delays? If no – good candidate.
 - Are there conflicting driveways or cross streets? If no – good candidate.
- The neighborhood or community's vision for the roadway
- Crash history



Performance Measures



- Change in vehicular traffic speeds
- Change in crash rates and severity
- Resident satisfaction
- Change in walking or bicycling activity (if applicable)



Dallas Slow Streets Program



- On June 4, 2020, Public Works briefed Ad Hoc Committee on COVID-19 Human and Social Recovery and Assistance on the City of Dallas' Slow Streets Pilot Program
- Collaborative effort with, and funded by, the following partners:
 - Better Block Foundation
 - Amanda Popken Development
 - Bike DFW
 - Coalition for a new Dallas



Dallas Slow Streets Program



- Pilot program provided Dallas residents with an opportunity to close 10 residential streets to through traffic
- Intent of the pilot program was to provide additional space, close to home, to enjoy outdoor activities while maintaining social distancing during the COVID-19 pandemic



Dallas Slow Streets Program



- As requested by neighborhoods, the pilot program permitted 10 residential streets in 4 council districts (D1, D7, D9, D14) for a period of 30 days based on the following criteria:
 - Low-Vehicular Traffic
 - Neighborhood street
 - No signals along the street
 - Applicant agrees to be Block Captain
 - Approval from 25% of neighbors on street
 - Limited to one block
 - Must be open to local traffic, deliveries and emergencies
 - No other city or utility work along the block during its Slow Street implementation



Dallas Slow Streets Program



- As of August 11, 2020, the Slow Street Pilot program was completed.
- In order to continue the program during the pandemic, it was recommended that the City allocate \$25,000 to fund the program and find a private partner to match the allocated amount. This effort is in progress, pending additional requirements.



Dallas Slow Streets Program – Next Steps



- To continue this program, the following items would need to be completed:
 - Define the program criteria to include level of approval (25% approval of households was needed for pilot program)
 - Obtain confirmation from County/City's COVID-19 health experts if this program promotes healthy outcomes
 - Determine if City or third-party will administer the program
 - If administered by a third-party:
 - Determine insurance and indemnity requirements
 - Create RFQ/RFP process
 - Establishing a temporary program requires an approved ordinance with a start and expiration date
 - A permanent program requires a formal code amendment
 - Brief full council and receive feedback/recommendations





Complete Streets, Traffic Calming and Road Diets, and Slow Streets Program

**Transportation and
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September 21, 2020**

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