

RECEIVED

City of Dallas

Public Notice

2020 NOVEMBER 12 PM 8:52

1500 Marilla Street, Room 6ES
Dallas, Texas 75201

200897

CITY SECRETARY
DALLAS, TEXAS

POSTED CITY SECRETARY
DALLAS, TX



Transportation and Infrastructure Committee

November 16, 2020

1:00 PM

The Transportation and Infrastructure Committee meeting will be held by videoconference. The meeting will broadcast live on Spectrum Cable Channel 96 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=ed6ccded593ec3c1305040b610a7303d8>

2020 CITY COUNCIL APPOINTMENTS

COUNCIL COMMITTEE	
ECONOMIC DEVELOPMENT Atkins (C), Blewett (VC), Gates, McGough, Narvaez, Resendez, West	ENVIRONMENT AND SUSTAINABILITY Narvaez (C), West (VC), Atkins, Blackmon, Gates
GOVERNMENT PERFORMANCE AND FINANCIAL MANAGEMENT Mendelsohn (C), Gates (VC), Bazaldua, McGough, Thomas	HOUSING AND HOMELESSNESS SOLUTIONS West (C), Thomas (VC), Arnold, Blackmon, Kleinman, Mendelsohn, Resendez
PUBLIC SAFETY Gates (C), Kleinman (VC), Arnold, Bazaldua, Blewett, McGough, Medrano, Mendelsohn, Thomas	QUALITY OF LIFE, ARTS, AND CULTURE Medrano (C), Atkins (VC), Arnold, Blewett, Narvaez
TRANSPORTATION AND INFRASTRUCTURE McGough (C), Medrano (VC), Atkins, Bazaldua, Kleinman, Mendelsohn, 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

Call to Order**MINUTES**

- A [20-2254](#) Approval of the September 21, 2020 Transportation and Infrastructure Committee Meeting Minutes

Attachments: [Minutes](#)

DISCUSSION ITEM

- B [20-2309](#) Discussion on Reinstatement of City Memberships
[Representatives from Texas Municipal League, National League of Cities, Dallas Regional Mobility Coalition, North Texas Commission, and TEX-21]

Attachments: [Memorandum](#)

BRIEFING ITEMS

- C [20-2298](#) I-30 Corridor Update
[Ceason Clemons, Deputy District, Texas Department of Transportation]
[Ghassan Khankarli, Assistant Director, Department of Transportation]

Attachments: [Presentation](#)

- D [20-2260](#) D2 Subway Update
[Gary C. Thomas, President/Executive Director, DART]
[Steve Salin, Vice President - Capital Planning, DART]
[Kay Shelton, Assistant Vice President - Capital Planning, DART]

Attachments: [Presentation](#)

- E [20-2259](#) DARTzoom Bus Network Redesign Update
[Todd Plesko, Vice President - Planning and Scheduling, DART]

Attachments: [Presentation](#)

- F [20-2258](#) Aviation System Commercial Paper Program
[Elizabeth Reich, Chief Financial Officer]
[Mark Duebner, Director, Department of Aviation]

Attachments: [Presentation](#)

BRIEFING MEMORANDUM

- G [20-2257](#) Amendment and Extension to the Temporary Parklet Program
Language in the Special Events Ordinance - Chapter 42A
[Joey Zapata, Assistant City Manager, City Manager's Office]

Attachments: [Memorandum](#)

REPORTS

- H [20-2256](#) Interagency Transportation Report - November 2020
[Ghassan Khankarli, Assistant Director, Department of
Transportation]

Attachments: [Report](#)

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 #: 20-2254

Item #: A

Approval of the September 21, 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 214-671-9195.

Meeting Date: September 21, 2020

Convened: 1:00 p.m.

Adjourned: 3:13 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:

Jennifer Gates
Cara Mendelsohn

Presenters:

Kris Sweckard, Director, Department of Sustainable Development and Construction
Elizabeth Reich, Chief Financial Officer, City Manager's office
Mark Duebner, Director, Department of Aviation
Majed Al-Ghafry, Assistant City Manager, City Manager's Office

AGENDA

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

A. Approval of the August 17, 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 August 17, 2020 Transportation and Infrastructure Committee meeting.

Motion made by: Tennell Atkins

Item passed unanimously: X

Item failed unanimously:

Motion seconded by: Adam McGough

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 – September 2020

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

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

D. Residential Proximity Slope in Planned Development Districts

Presenter(s): Kris Sweckard, Director, Department of Sustainable Development and Construction

Action Taken/Committee Recommendation(s): Staff provided an overview of a Dallas Development Code amendment for the residential proximity slope in Planned Development Districts. The amendment is not meant to change policy to but clarifies the way Dallas Development Code is worded. A motion was made to move the amendment forward with a recommendation to the full City Council for consideration.

Motion made by: Tennell Atkins
Item passed unanimously: X
Item failed unanimously:

Motion seconded by: Chad West
Item passed on a divided vote:
Item failed on a divided vote:

E. Love Field Airport Modernization Corporation Airport System Revenue Refunding Bonds, Series 2020

Presenter(s): Elizabeth Reich, Chief Financial Officer, City of Dallas; Mark Duebner, Director, Department of Aviation

Action Taken/Committee Recommendation(s): Staff briefed the Committee on two scenarios as it pertains to debt service and financing upcoming runway projects at Dallas Love Field Airport. The two scenarios including utilizing Special Facilities Bonds or General Airport Revenue Bonds. A motion was made to move forward with staff's recommendation to prepare a parameters ordinance for City Council consideration on October 14, 2020 to include refinancing the 2010 Special Facilities Bonds using the same financing structure Special Facilities Bonds with a narrow band, as previously discussed regarding savings, for an October 26, 2020 issuance.

Motion made by: Tennell Atkins
Item passed unanimously: X
Item failed unanimously:

Motion seconded by: David Blewett
Item passed on a divided vote:
Item failed on a divided vote:

F. Building Permit Overview

Presenter(s): Kris Sweckard, Director, Department of Sustainable Development and Construction

Action Taken/Committee Recommendation(s): Staff provided an overview of the process in which developers seek, apply, and acquire building permits through the City's Permit Center. Additionally, staff provided an update on the various issues and concerns faced by the Permit Center as a result of the COVID-19 pandemic such as a permit backlog due to the large influx of electronic plan submissions instead of paper submissions. The Committee requested staff explore ways in which additional staff members can be hired to immediately address the system backlog to shorten wait times experienced by those seeking permits from the City. Information only.

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

Presenter(s): Michael Rogers, Director, Department of Transportation; Chris Turner-Noteware, Assistant Director, Department of Public Works; Ali Hatefi, Assistant Director, Department of Public Works

Action Taken/Committee Recommendation(s): Item G was deferred to a future Transportation and Infrastructure and Committee meeting due to lack of time.

Adjourn (3:13 p.m.)

APPROVED BY:

ATTESTED BY:

Adam McGough, Chair
Transportation & Infrastructure Committee

Arnelle Woods, Coordinator
Transportation & Infrastructure Committee



City of Dallas

1500 Marilla Street
Dallas, Texas 75201

Agenda Information Sheet

File #: 20-2309

Item #: B

Discussion on Reinstatement of City Memberships
[Representatives from Texas Municipal League, National League of Cities, Dallas Regional Mobility Coalition, North Texas Commission, and TEX-21]

Memorandum



CITY OF DALLAS

DATE November 12, 2020

TO Honorable Mayor and Members of the City Council

SUBJECT **Upcoming Committee Item to Discuss City Memberships**

On Monday, Nov. 16, there is an item on the Transportation and Infrastructure Committee agenda to discuss City memberships in various organizations. This is a follow-up to multiple discussions this council had during the budget process. We have invited a representative from some of the organizations to discuss the implications of ending the specific memberships and benefits to continuation.

Memberships in these organizations has created significant impact for the City of Dallas and our residents through grant awards, technical assistance and training, and advocacy at the regional, state and federal levels. This agenda item is intended to provide helpful background to ensure our council is fully informed about the costs of discontinuing these City memberships for the next calendar year.

The following memberships are subject to termination at the end of the year based on the recent budget cuts. A motion to continue membership in any, or all, of the organizations could direct the City Manager to fund the fees with savings identified throughout the end of the calendar year.

Memberships:

Texas Municipal League: \$59,542

National League of Cities: \$36,322

Dallas Regional Mobility Coalition: \$18,750 (membership dues reduced 50% because of COVID-19)

Transportation Excellence for the 21st Century (TEX-21): \$25,000

National Association of Transportation Officials: \$25,000

U.S. Conference of Mayors: \$40,235

North Texas Commission: \$60,000

Government Finance Officers Association: \$9,900

American Payroll Association: \$3,757

Tech Titans: \$1,600

DATE November 12, 2020

SUBJECT **Upcoming Committee Item to Discuss City Memberships**

Please contact my Policy Advisor and Council Liaison, Sam Merten, if you have any questions.

Regards,

A handwritten signature in black ink, appearing to read 'B. Adam McGough', is positioned above the typed name.

B. Adam McGough
Deputy Mayor Pro Tem
Chair, Transportation and Infrastructure Committee

c: T.C. Broadnax, City Manager
Kimberly Bizer Tolbert, Chief of Staff to the City Manager
Majed A. Al-Ghafry, Assistant City Manager



City of Dallas

1500 Marilla Street
Dallas, Texas 75201

Agenda Information Sheet

File #: 20-2298

Item #: C

I-30 Corridor Update

[Ceason Clemons, Deputy District, Texas Department of Transportation]

[Ghassan Khankarli, Assistant Director, Department of Transportation]



TxDOT – Dallas District

Downtown Project Updates

November 16, 2020

I-30 Canyon



PROJECT DETAILS

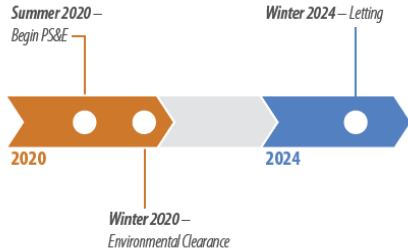
Limits: I-30 from I-35E to I-45

CSJ: 0009-11-254

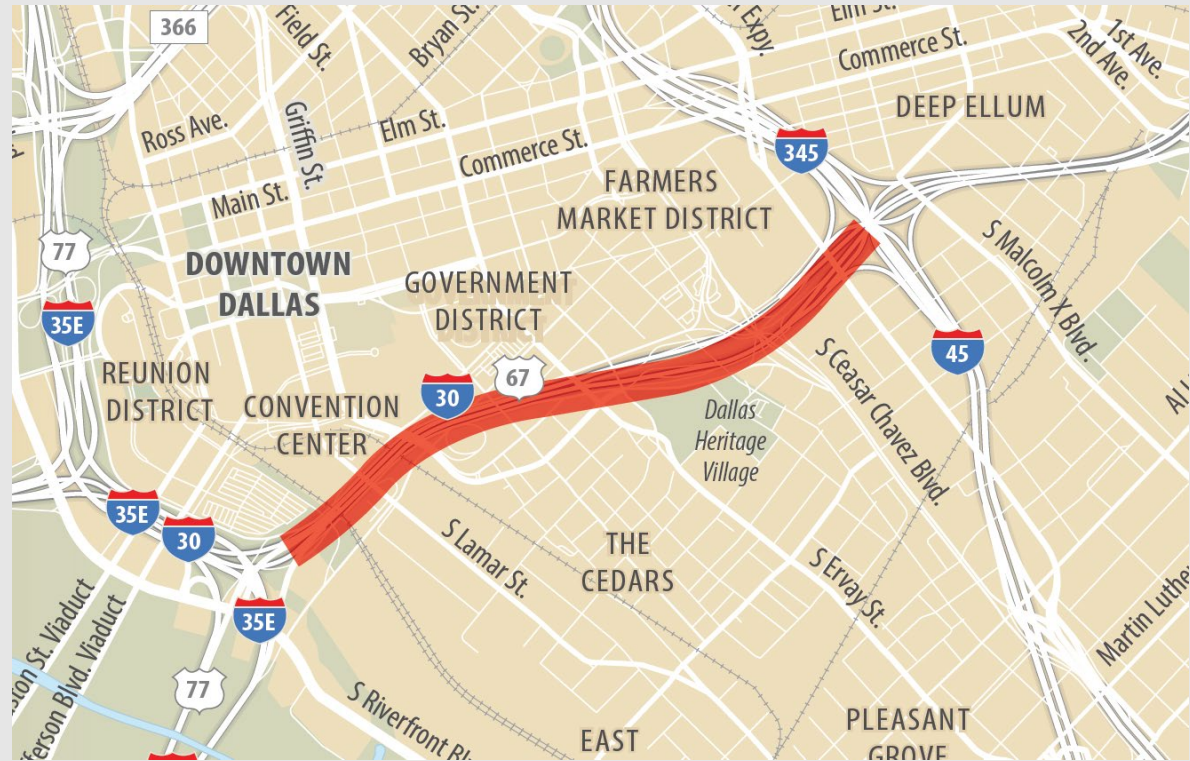
Descriptions: Reconstruct and widen mainlanes from 6-lanes to 12-lanes and reconstruct and widen 2/6 discontinuous to 4/8-lane discontinuous frontage roads

Project Segment Lengths: 2.3 miles

PROJECT TIMELINE



Estimated Construction Cost: \$366M
Funded Amount: \$366M



I-30 East Corridor



PROJECT DETAILS

(1) **Limits:** I-30 from I-45 to I-635

CSJ: 0009-11-252

Description: Reconstruct 4/6-lane discontinuous to 4/6-lane discontinuous frontage road. (I-45 to US 80: Reconstr./widen 8 to 10 mainlanes; US 80 to I-635: Reconstr./widen 6 to 8 mainlanes).

Project Length: 9.70 miles

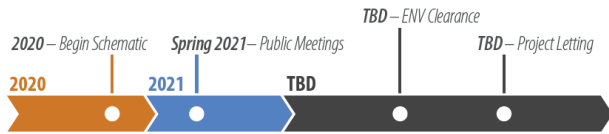
(2) **Limits:** I-30 from I-45 to I-635

CSJ: 0009-11-251

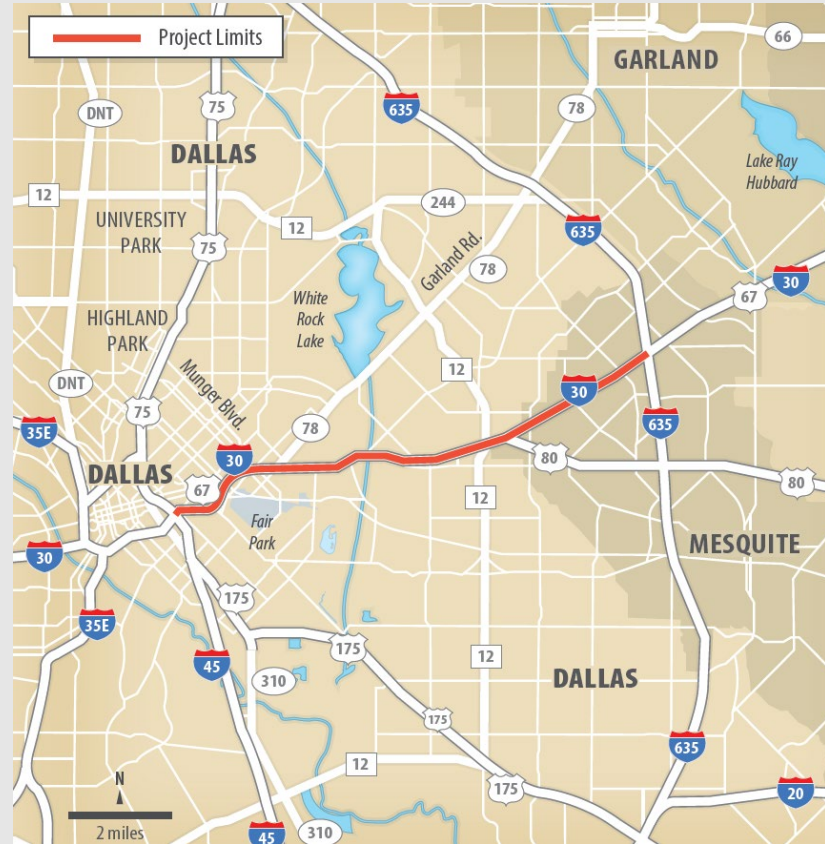
Description: Reconstruct/widen 1 lane rev. HOV to 2 rev. managed lanes.

Project Length: 9.70 miles

PROJECT TIMELINE



Estimated Construction Cost: \$1,013M
Funded Amount: \$25M



I-345 Feasibility Study



PROJECT DETAILS

Limits: I-345 Feasibility Study from I-30 to Spur 366/
Woodall Rodgers Freeway

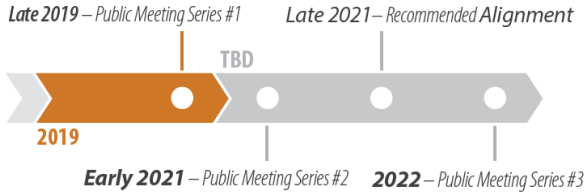
CSJ: 0092-14-094

Description: Feasibility Study

Project Let: TBD

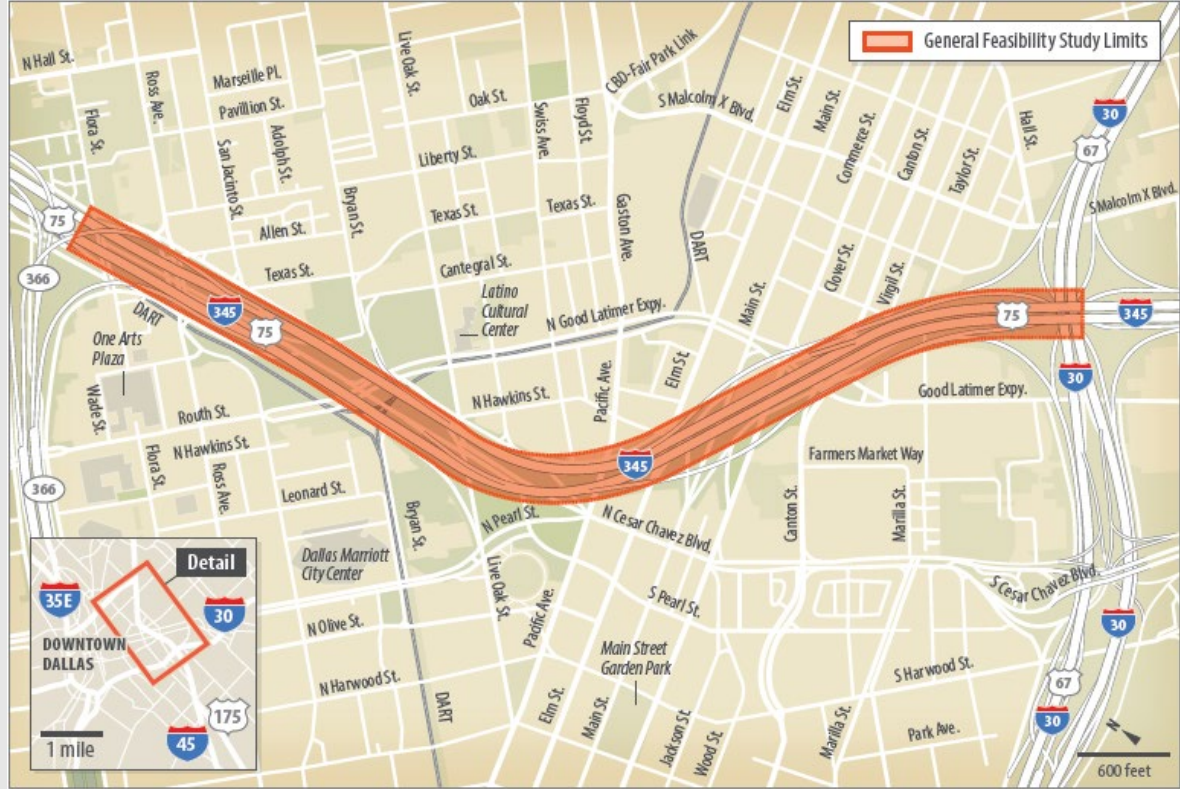
Total Length: Approximately 1.4 miles

PROJECT TIMELINE



Estimated Construction Cost: TBD

Funded Amount: TBD





- Regular meetings with City of Dallas staff for each project
 - I-30 Canyon
 - I-30 East Corridor
 - I-345
- Regular meetings with DART staff for each project
 - Existing DART crossings along I-30 and I-345
 - Future DART D2 crossing
- Continued communication with TxDOT, DART, and City of Dallas to ensure all projects from each entity work with each other and are integrated
- Stakeholder outreach for each project



City of Dallas

1500 Marilla Street
Dallas, Texas 75201

Agenda Information Sheet

File #: 20-2260

Item #: D

D2 Subway Update

[Gary C. Thomas, President/Executive Director, DART]

[Steve Salin, Vice President - Capital Planning, DART]

[Kay Shelton, Assistant Vice President - Capital Planning, DART]



D2 Subway Update

Dallas City Council Transportation
and Infrastructure Committee

November 16, 2020

Gary C. Thomas, President/Executive Director

Steve Salin, Vice President, Capital Planning



Background

- 1990 DART/City Master Interlocal Agreement – Start planning for subway alignment when ridership warrants
- 2007-2015 – Alternatives analysis and planning efforts
- September 2015 – Council resolution approved alignment
 - Mostly at-grade Young/Jackson - \$650M budget
- October 2016 – Dallas City Council directs DART to develop subway between Woodall Rodgers and I-345
 - Doubles budget estimate to \$1.3B
 - September 2017 – Council resolution approves new alignment
 - Commerce subway via Victory/Swiss - \$1.4B budget
- October 2020 – DART completes 30% design of subway based on Council direction - \$1.7B cost estimate
- Eligible for a 50% Federal Capital Investment Grant (\$800M or more)

Why D2 Subway is Important

- The current at-grade Bryan/Pacific light rail mall cannot add more trains to or through downtown to address growing demand and address overcrowding on some trains
- D2 Subway is designed to address core capacity issues and increase operational flexibility, reliability, and quality of passenger service
- D2 Subway will position Downtown Dallas for success as a world-class transit hub
- D2 Subway will connect existing and new downtown markets to the region during a time when economic recovery and workforce development is important



CORE CAPACITY

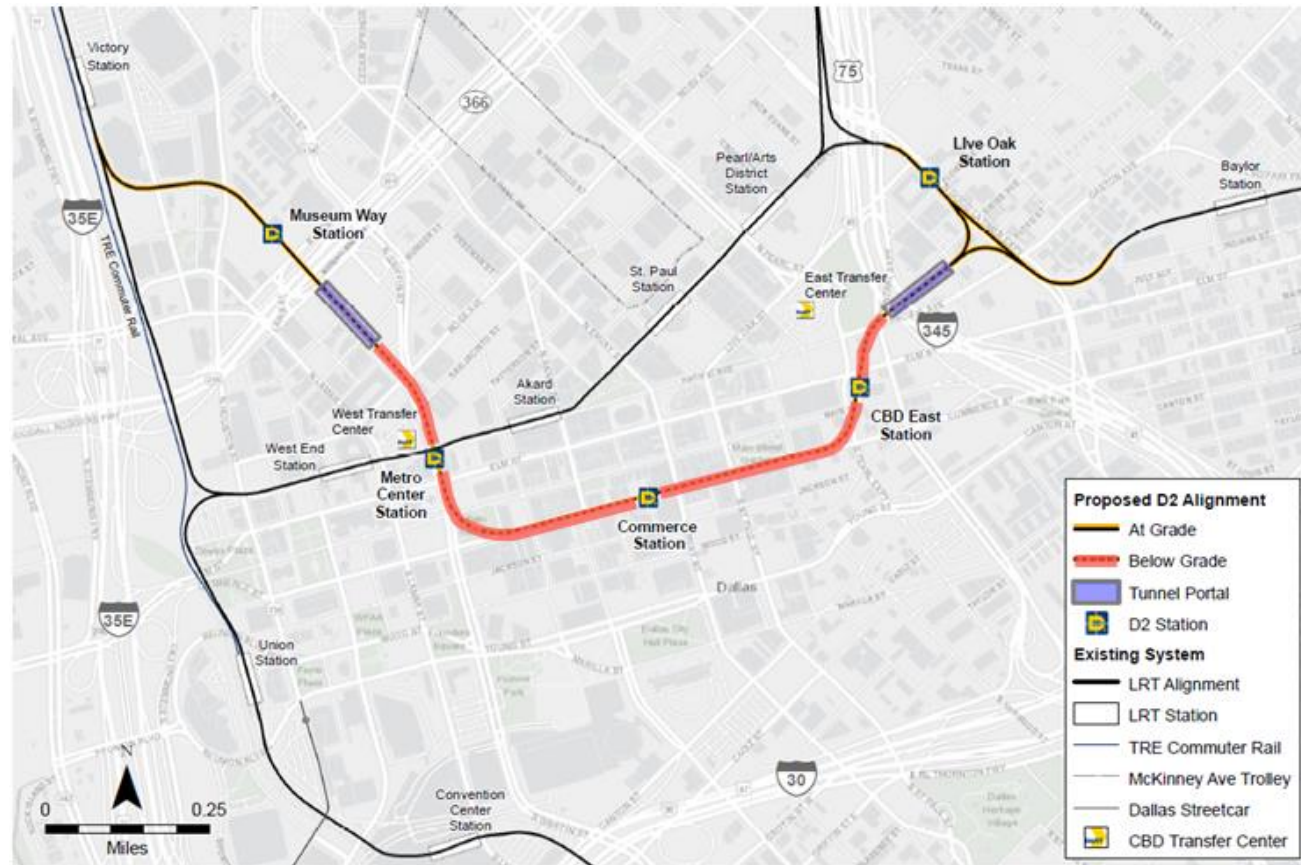
OPERATIONAL FLEXIBILITY

MOBILITY & ACCESS

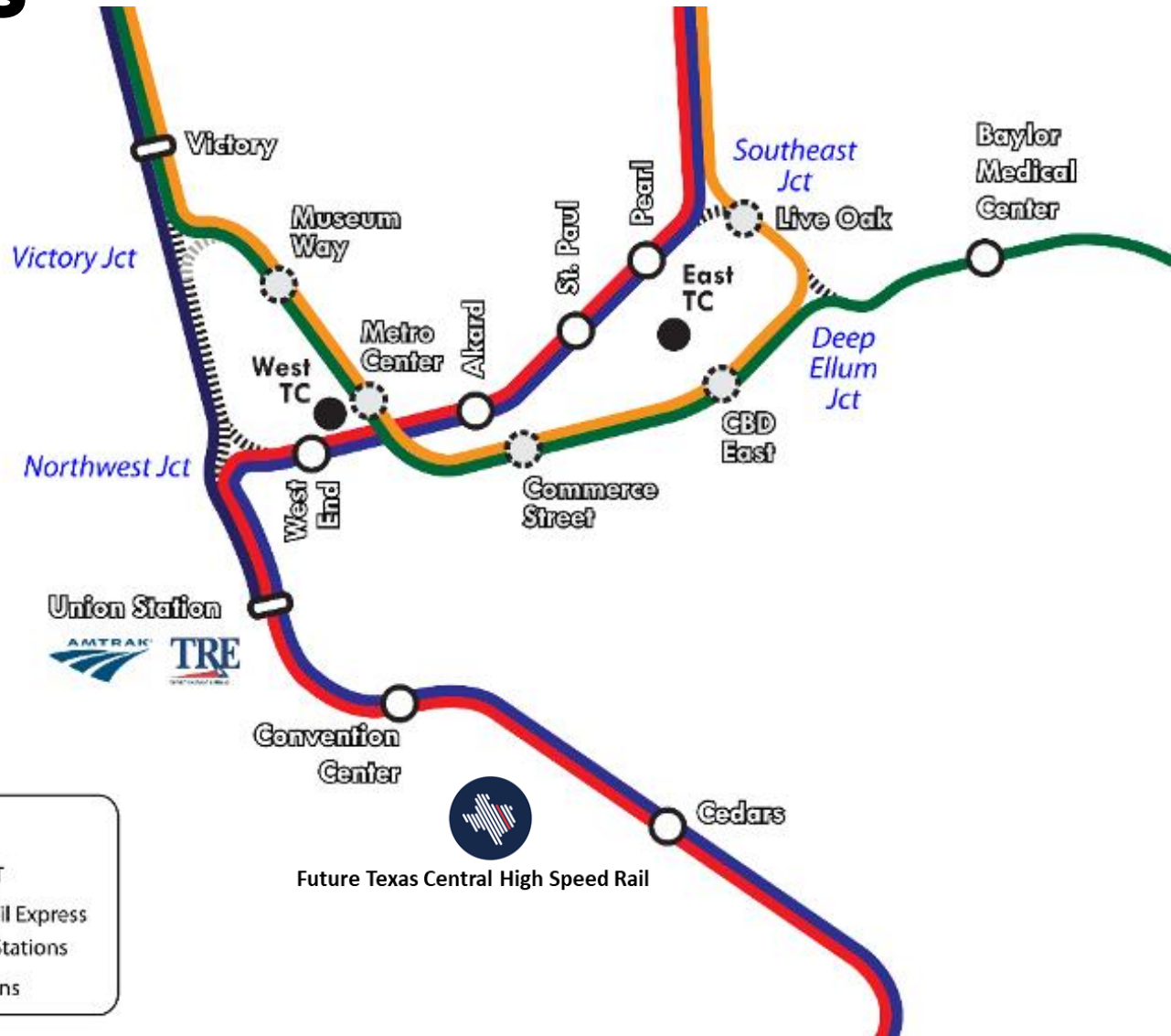
LAND USE / URBAN DESIGN

Quick Facts about D2 Subway

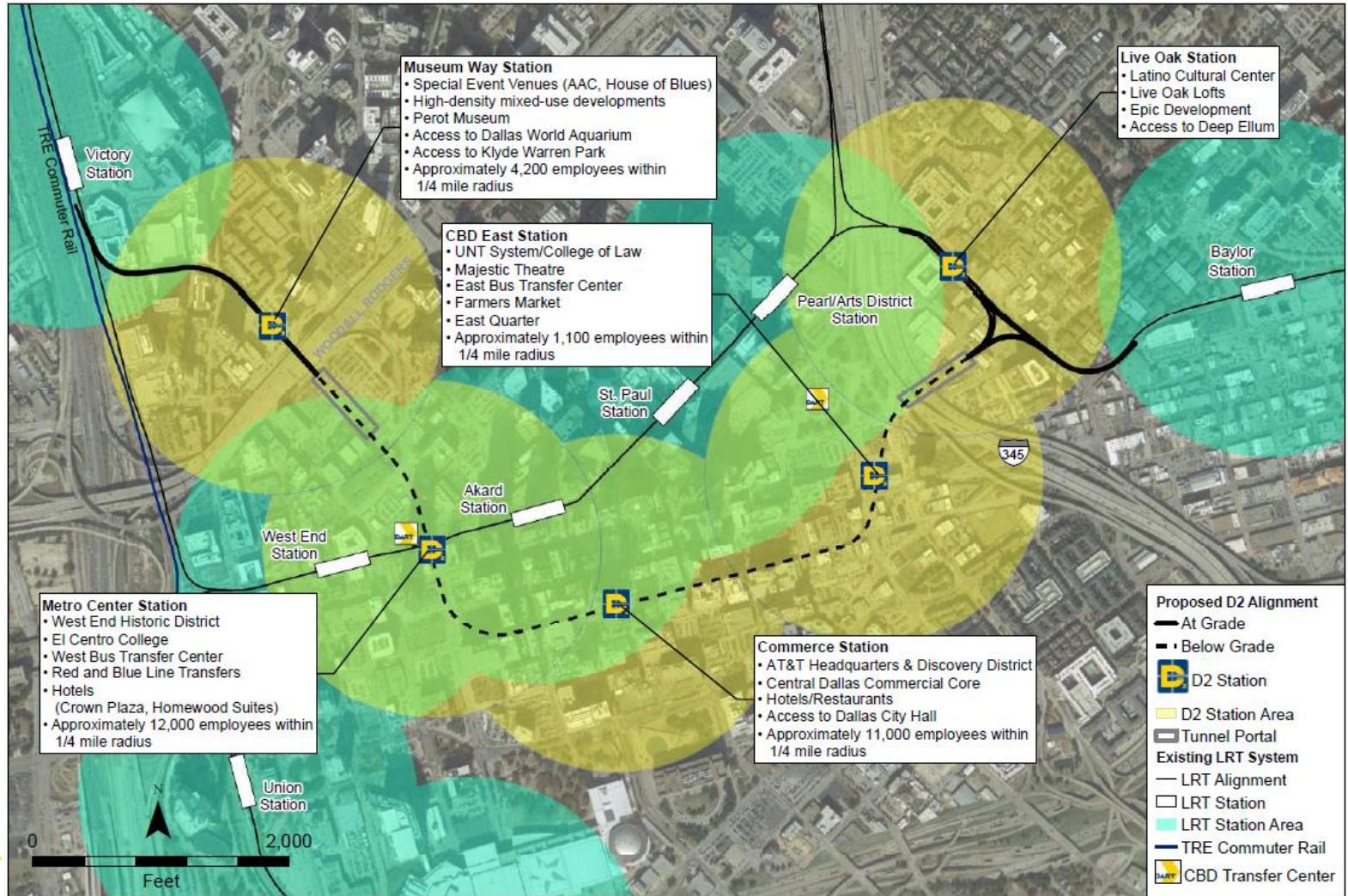
- 2-mile light rail alignment
 - 1.3-mile tunnel
 - 0.7 mile at-grade
- 4 new stations
- 1 relocated station



Operations



FTA awarded DART and City of Dallas \$1 million TOD Grant for D2



D2 SUBWAY | MUSEUM WAY STATION & NORTH TUNNEL PORTAL AREA | POTENTIAL PROJECT LIMITS



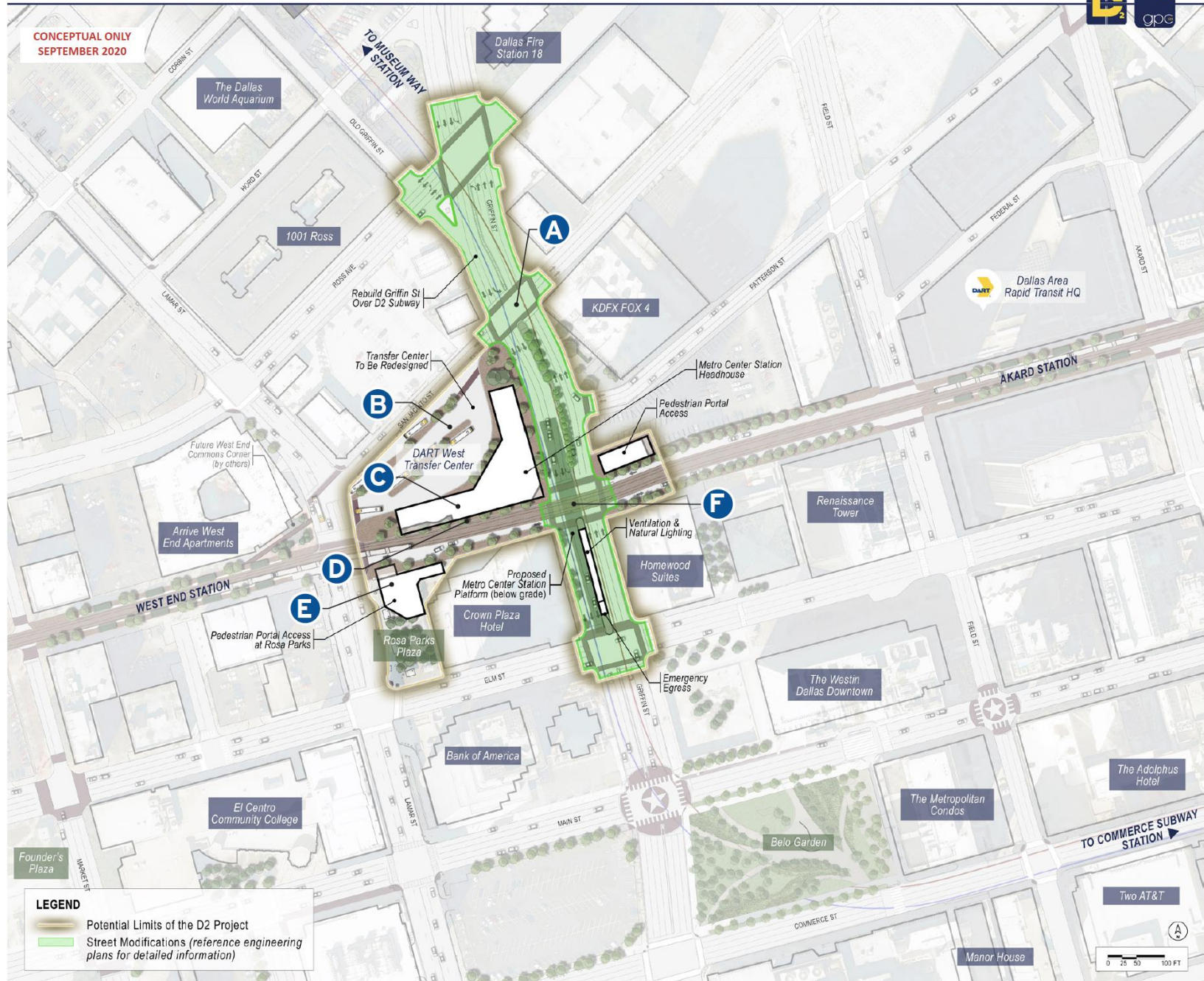
CONCEPTUAL ONLY
SEPTEMBER 2020



Illustration(s) is graphic in nature and includes context outside the limits of the D2 project. Elements are subject to change. Engineering and Architectural plans, profiles and details govern.

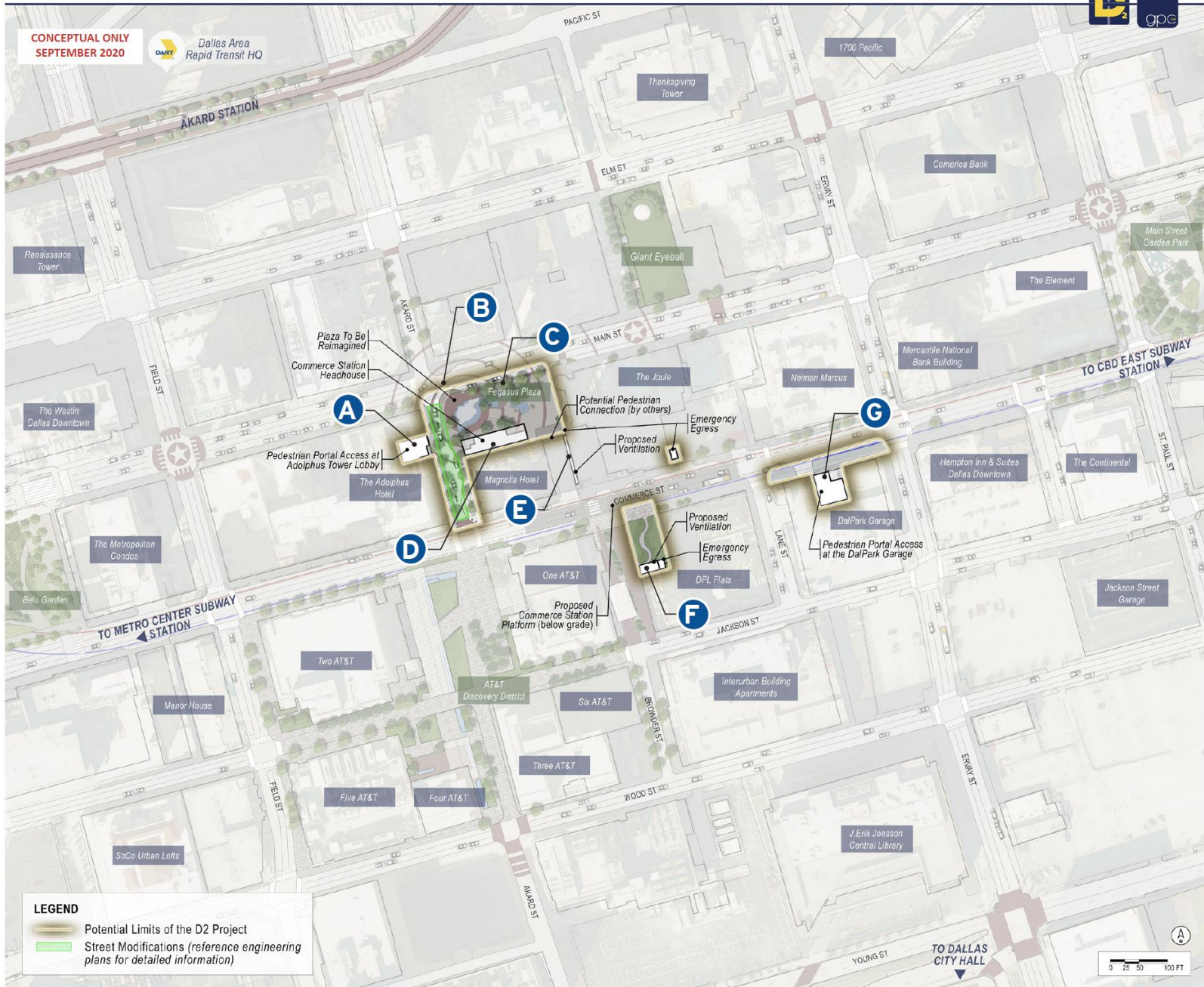


CONCEPTUAL ONLY
SEPTEMBER 2020



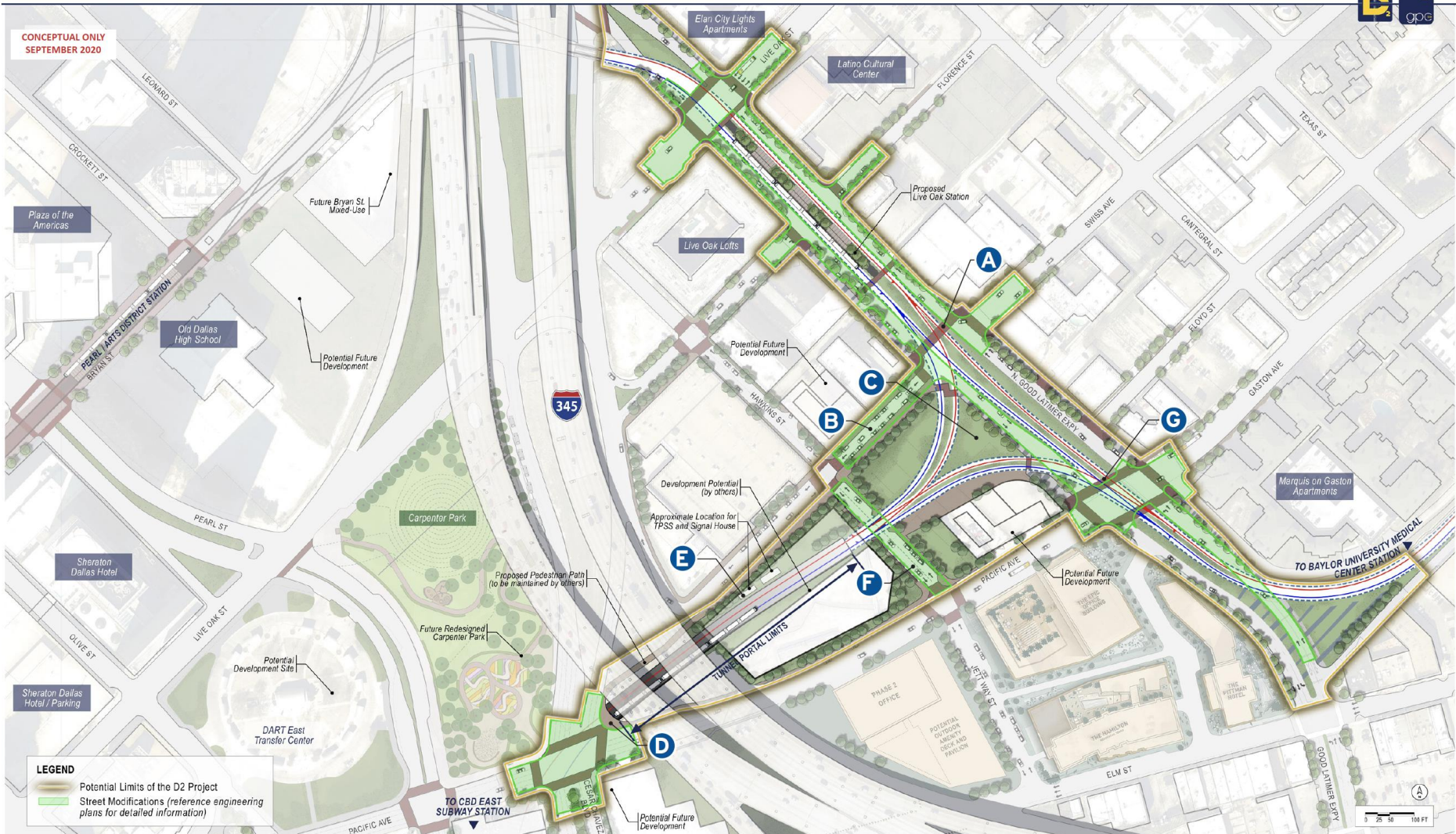
CONCEPTUAL ONLY
SEPTEMBER 2020

DART Dallas Area Rapid Transit HQ



Illustration(s) is graphic in nature and includes context outside the limits of the D2 project. Elements are subject to change. Engineering and Architectural plans, profiles and details govern.

D2 SUBWAY | LIVE OAK STATION & EAST TUNNEL PORTAL AREA | POTENTIAL PROJECT LIMITS



Illustration(s) is graphic in nature and includes context outside the limits of the D2 project. Elements are subject to change. Engineering and Architectural plans, profiles and details govern.



Public and Agency Involvement

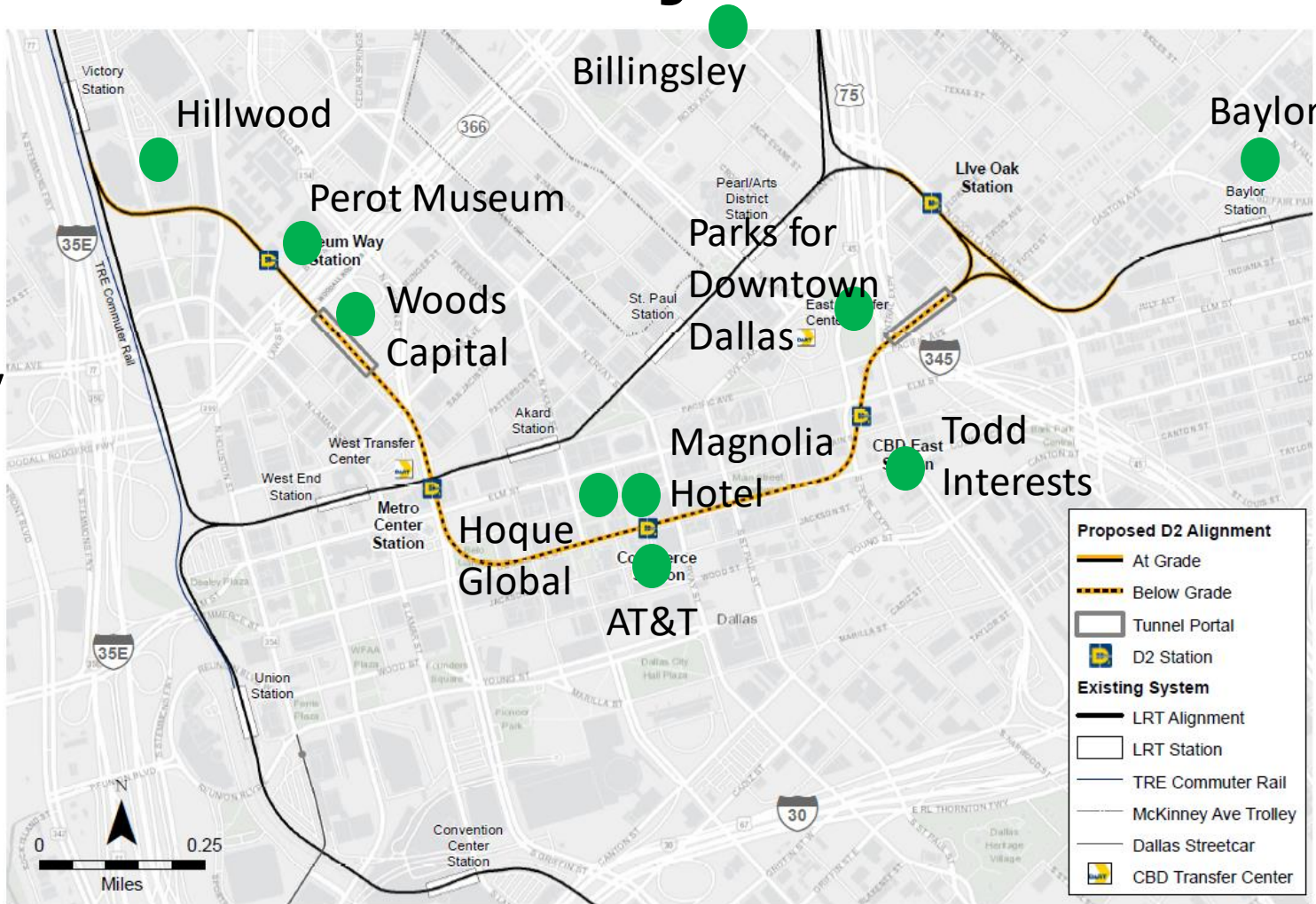


- Since Summer 2018, DART has hosted over 150 meetings with the community, stakeholders, the City and other agencies
- There is broad based support for this project
- TxDOT indicated that the D2 Subway as currently designed works with different I-345 options
- While Deep Ellum Foundation (DEF) recently submitted a letter opposing the at-grade connection to Green Line along Swiss and Good Latimer, DART staff believes issues can or have been addressed and we will continue to coordinate and seek resolution to support DEF priorities

Support for D2 Subway

Additional letters of support from:

- DDI
- Dallas Mobility Council (Coalition for New Dallas)
- Community members



Feasibility Study West Portal

- Coordination with DKW on integration of project into proposed Field Street District development



Potential Real Estate Needs

- Letters received from impacted property owners

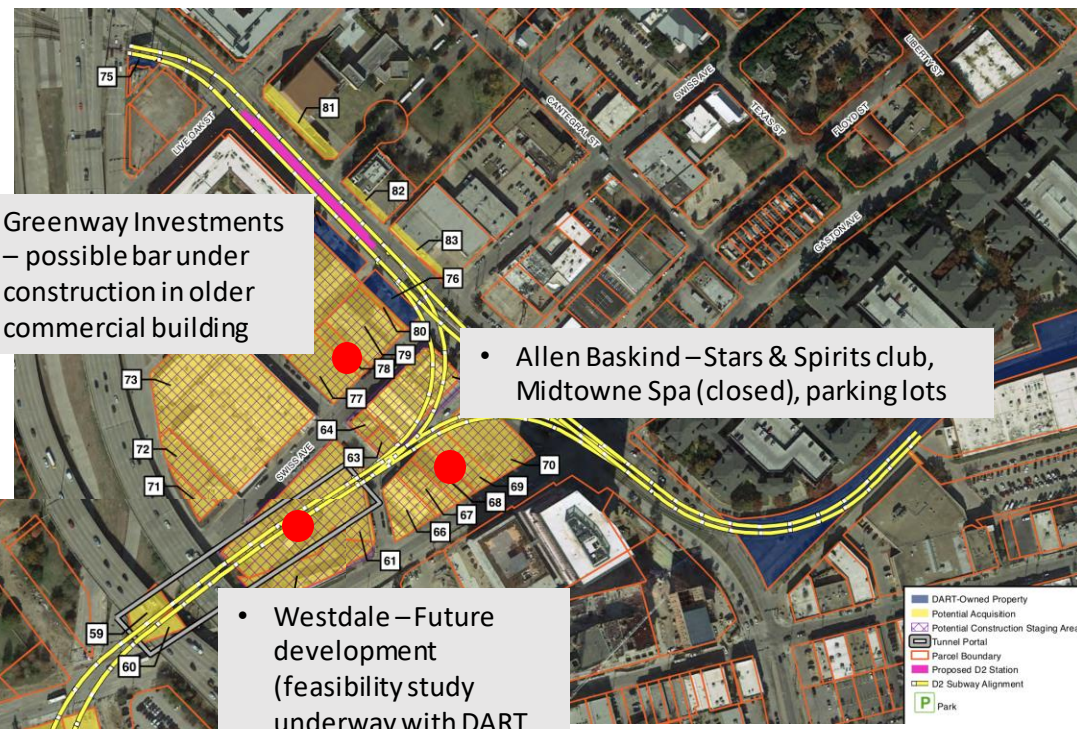
- Greenway Investments – possible bar under construction in older commercial building

- Allen Baskind – Stars & Spirits club, Midtowne Spa (closed), parking lots

- Westdale – Future development (feasibility study underway with DART to integrate building over portal)

- James Grey – Parking lots

- 42 Real Estate – Several parcels with parking lots or small commercial buildings



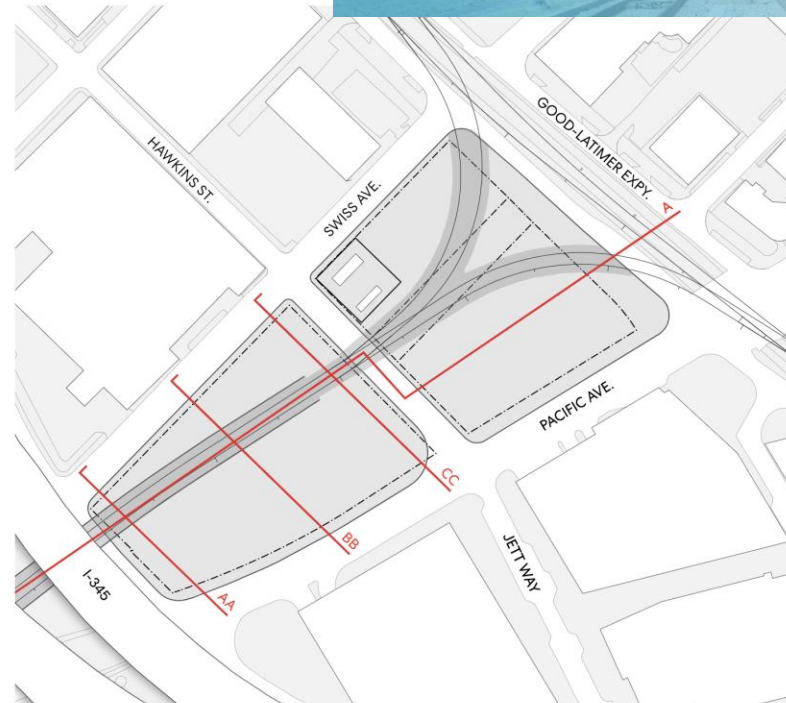
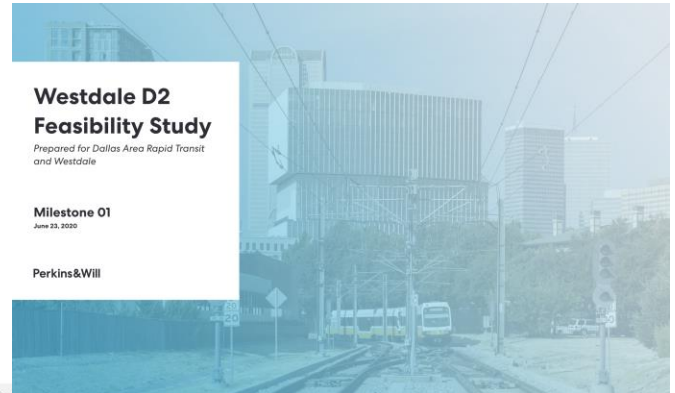
Feasibility Study East Portal

- Milestone 1 completed with Westdale and their architect
- Milestone 2 in progress

Perkins&Will

Planning Test Fit

Section Cuts



Deep Ellum Foundation

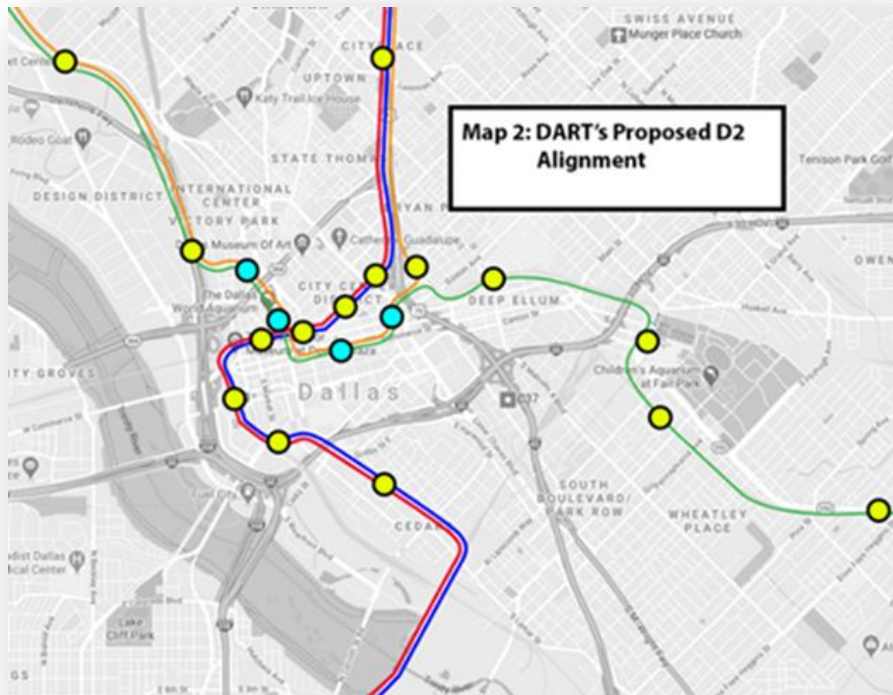
Key Issues

- Key Issues:
 1. Severing Connectivity
 2. Development Disruption
 3. Traffic Congestion
 4. Live Oak Station & Intersection Safety Risk
 5. Cultural Trail Hindrance
 6. Construction Disruption
- DART believes we have addressed or will address the issues
- DART will continue to work with city staff and Deep Ellum representatives to minimize impacts and maximize development and connectivity

D2 Subway is at Critical Juncture

- Advanced to 30% design consistent with Dallas City Council resolutions, City staff direction, and with significant stakeholder involvement
- Funding is available now for D2 and FTA is anticipating our project submittal by early 2021
- The MLK subway corridor as suggested by some is not an alternative to D2 Subway
- There are other opportunities, separate from the D2 project, better suited for the MLK community, which DART is prepared to address:
 - GoLink Pilot in Spring 2021 based on community survey and input
 - Streetcar or Enhanced Bus are also more suitable options for the neighborhood scale

MLK Alignment Proposed by Others (Maps not from DART)



MLK Alignment does not meet purpose and need and would not qualify for the FTA grant

Upcoming City Council Actions

- City support is critical to advance the project and secure federal funding
- Park easements:
 - City Council park use hearing on November 11, 2020
 - Park use approval required for FTA and DART to complete Final environmental document
- Service Plan
 - City Council approval is needed to add D2 Subway to the DART Service Plan
 - Required to advance project in FTA Engineering phase for design and construction

Continuing Coordination

- TxDOT I-345 Feasibility Study
 - City of Dallas, DART, TxDOT and NCTCOG continue to meet quarterly
 - I-345 concepts to date indicate both projects can exist together under any future I-345 scenario
- Deep Ellum Foundation
 - DART will continue to work with stakeholders and property owners to ensure any remaining issues are addressed
 - DART is coordinating with NCTCOG on potential additional enhancements as part of broader plan
- Park and Recreation Department
 - Pegasus Plaza final agreement and park re-design effort will be coordinated during final design

Animation



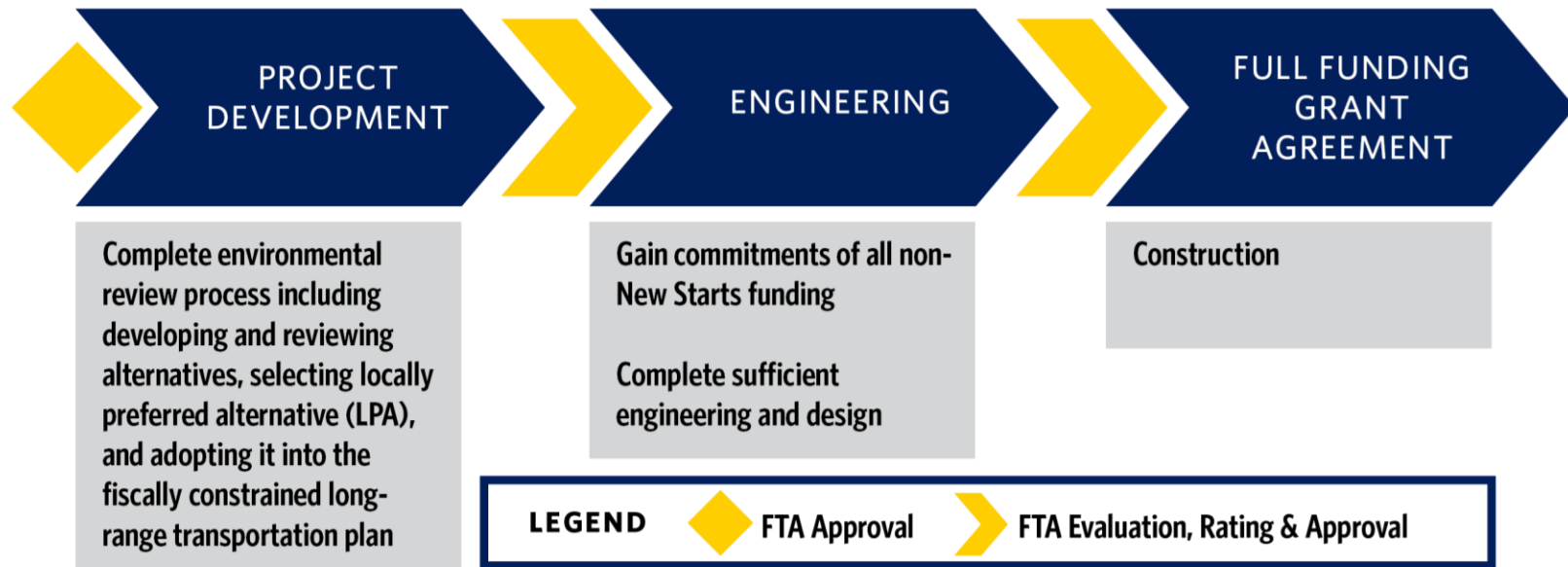
Questions?



Appendix

FTA Capital Investment Grant Process

- Project Development phase nearly complete
- FTA is ready for DART to request entry into Engineering
- D2 received **MEDIUM-HIGH** ratings in 2015, 2016, and 2017.



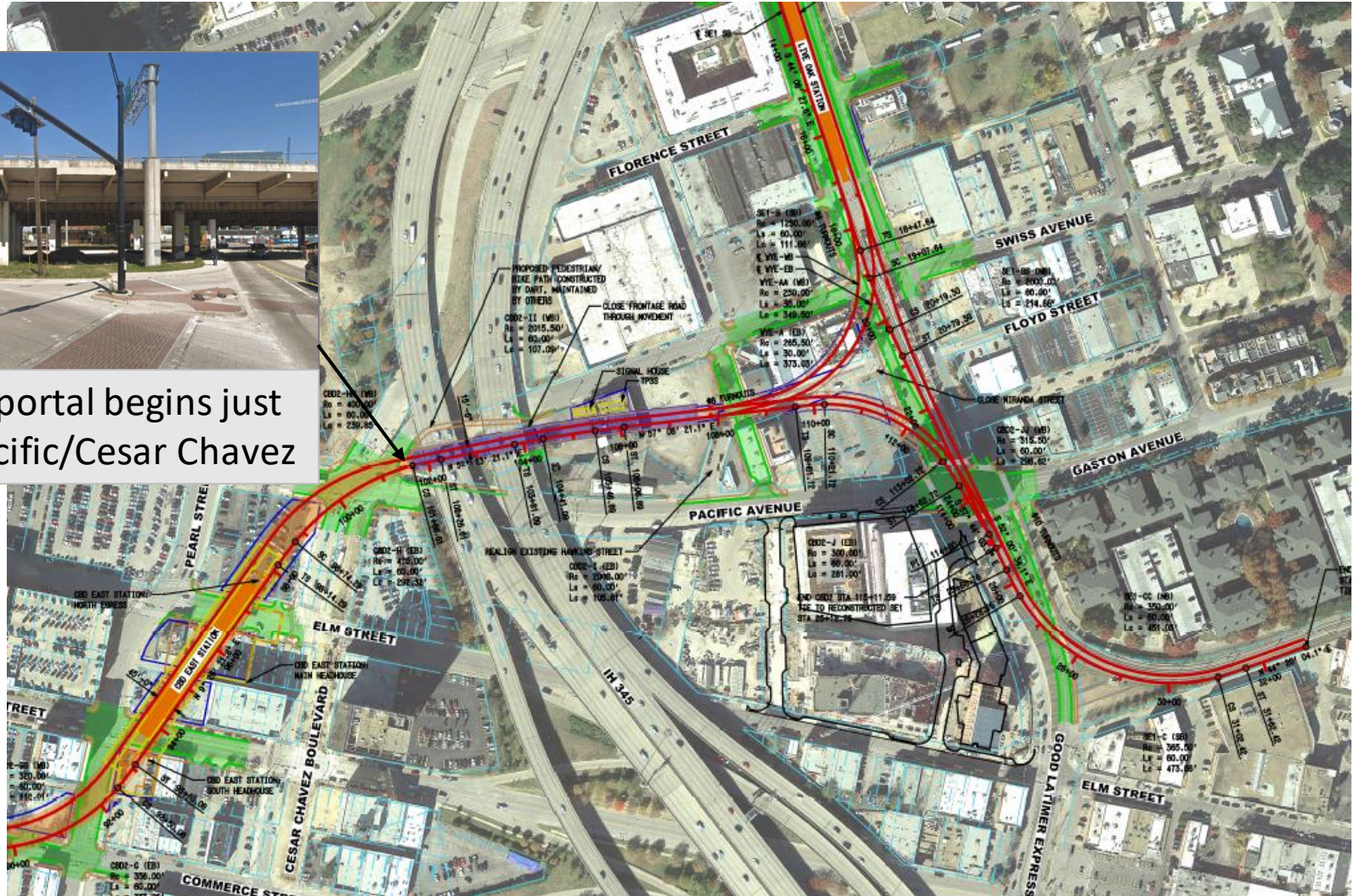
A photograph of a city street featuring a tram. The tram is blue and yellow, with 'LED BETTER' on its destination sign and the number '171' on its side. The tram is positioned on tracks in the middle of the street. In the background, there are modern buildings with glass facades. One building has a sign that says '1505' and another has 'KORONA'. A street sign on the left reads 'Akard St. 109th'. A yellow rectangular box is overlaid on the image, containing the text 'D2/I-345 Interface' in bold blue font.

D2/I-345 Interface

D2 Subway Alignment LPA with portal under IH 345



Tunnel portal begins just past Pacific/Cesar Chavez

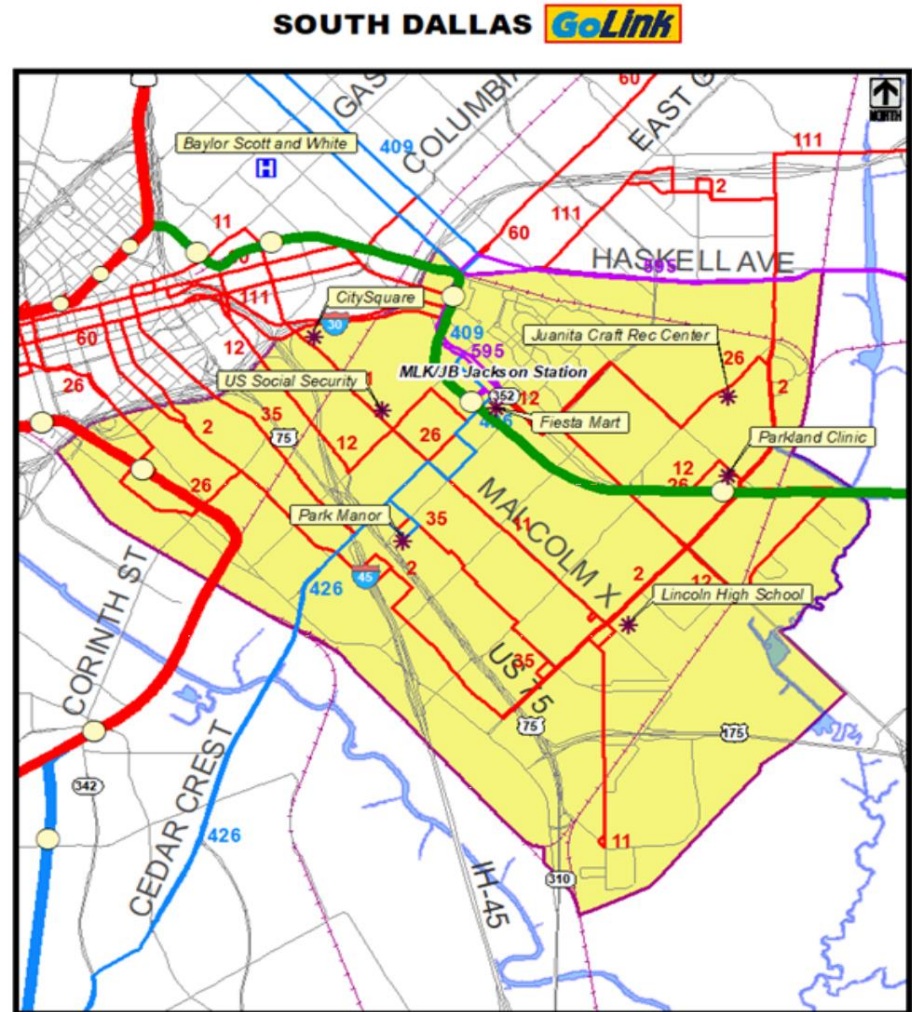


A photograph of a city street featuring a tram. The tram is blue and yellow, with 'LED BETTER' on its destination sign and the number '171' on its side. It is positioned on tracks in the middle of the street. The background shows modern buildings, including one with a '1505' sign. A yellow rectangular box is overlaid on the image, containing the text 'MLK Corridor Review'.

MLK Corridor Review

Current and Planned Service in MLK Corridor

- Several bus routes
- Future GoLink pilot
- Key needs based on resident survey done with South Dallas/Fair Park Transportation Initiative:
 - Short trips
 - Access to neighborhood services (grocery, medical, community center)

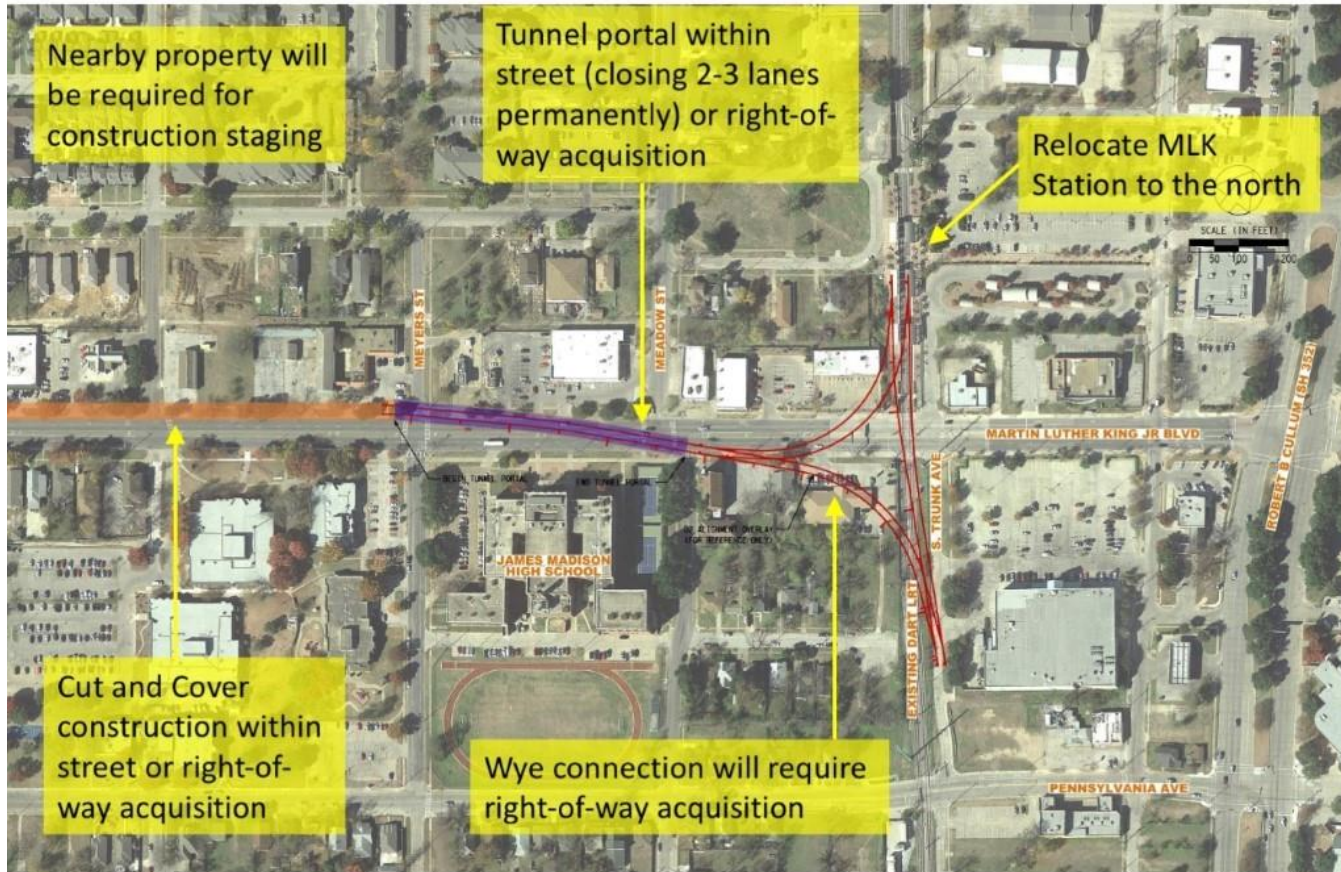


Legend

-  Local
-  Crosstown
-  Rail Feeder
-  GoLink Zone
-  Rail Station

Potential Impacts to MLK Corridor

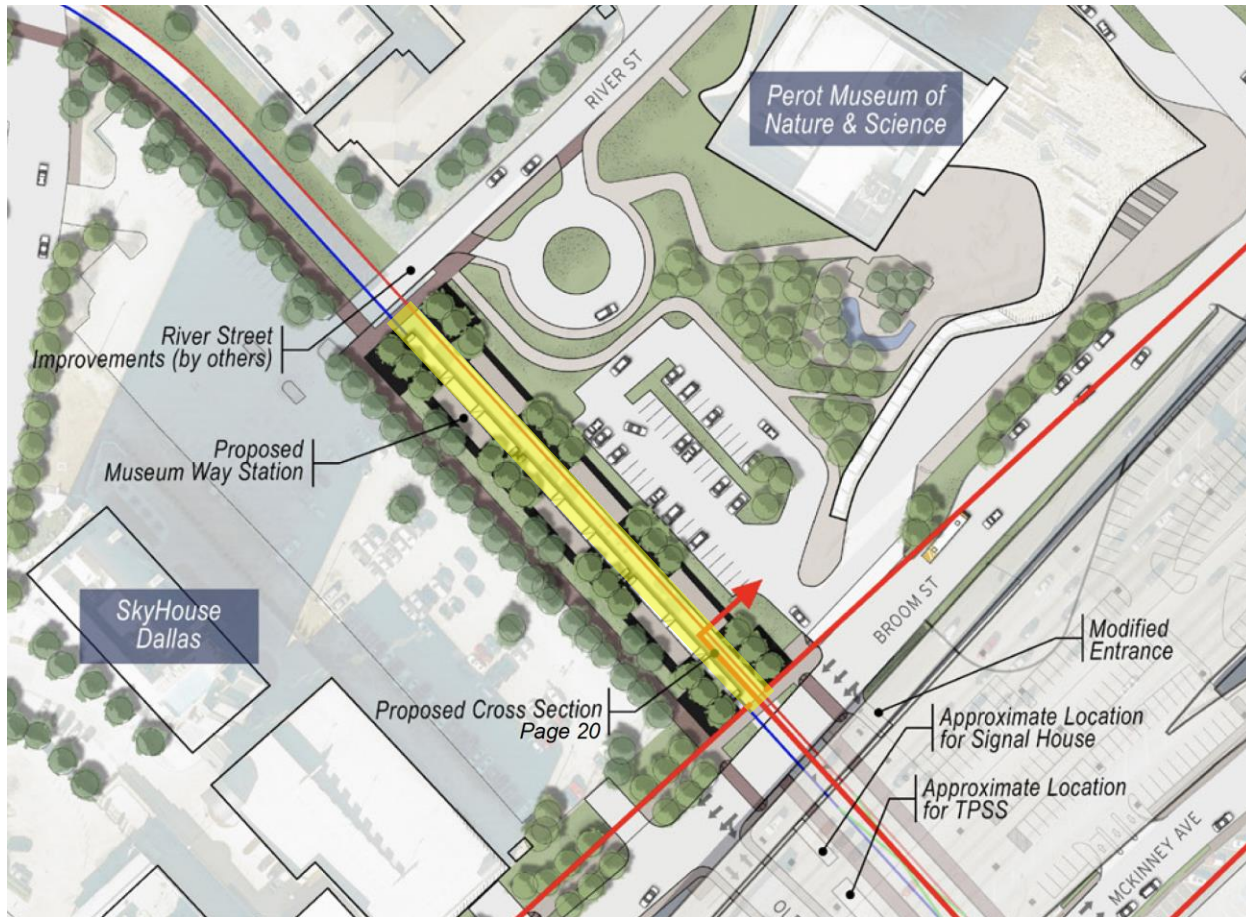
Overlay of D2 Subway portal and wye near MLK, Jr. Station





Station Design Concepts

Museum Way Station



Metro Center Station

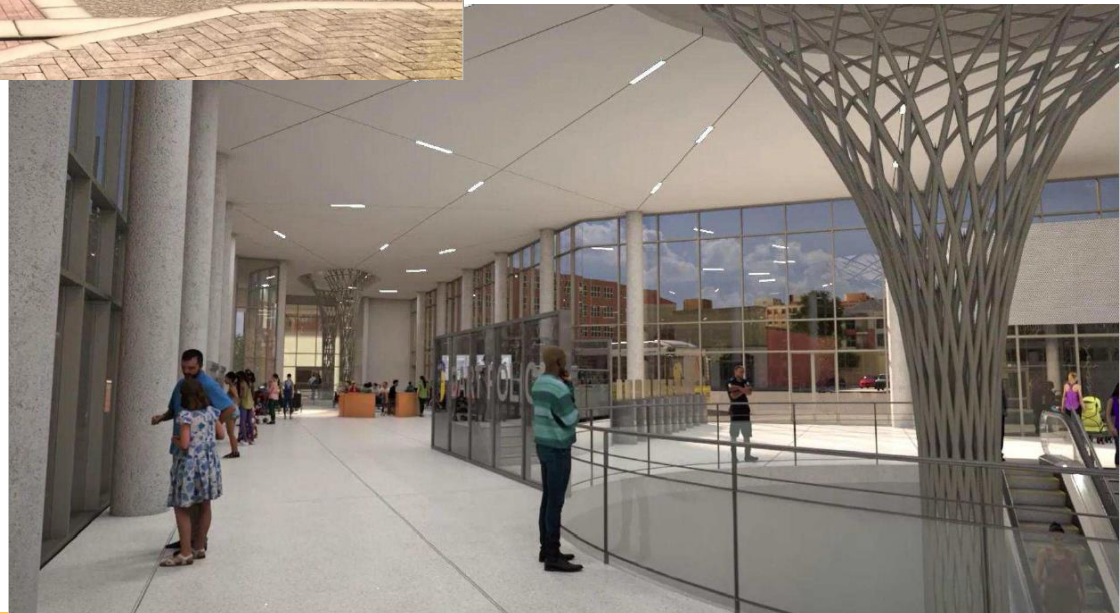


View looking northeast

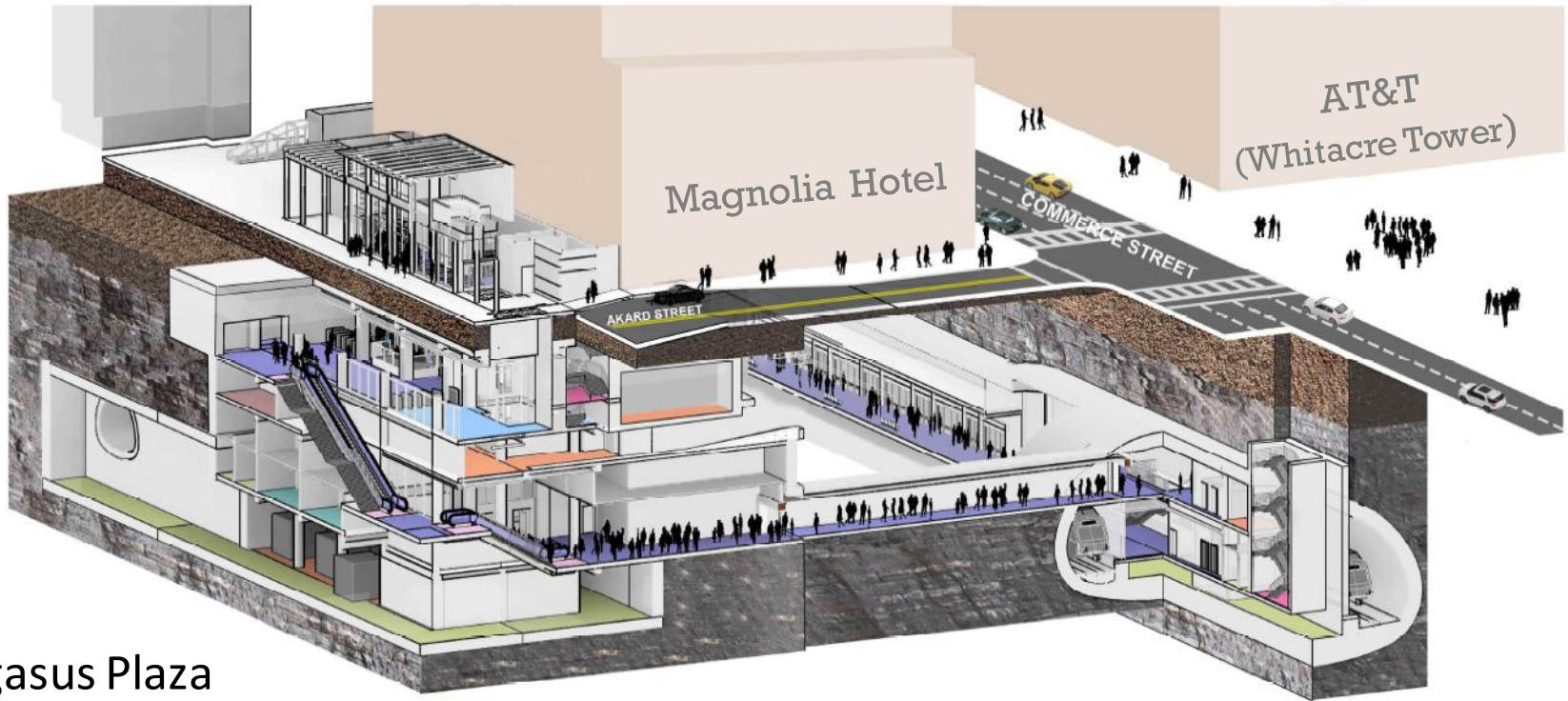
Metro Center Station



NOTE: Headhouse concepts were developed to convey space requirements, rather design specifics.



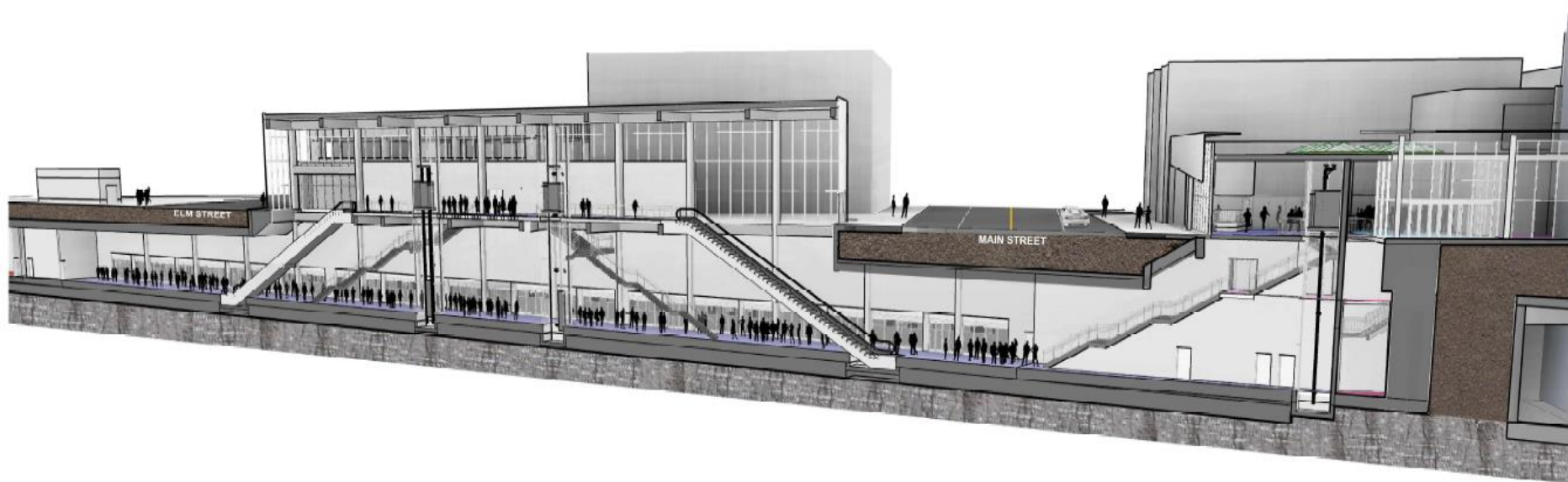
Commerce Station



Pegasus Plaza
and Headhouse

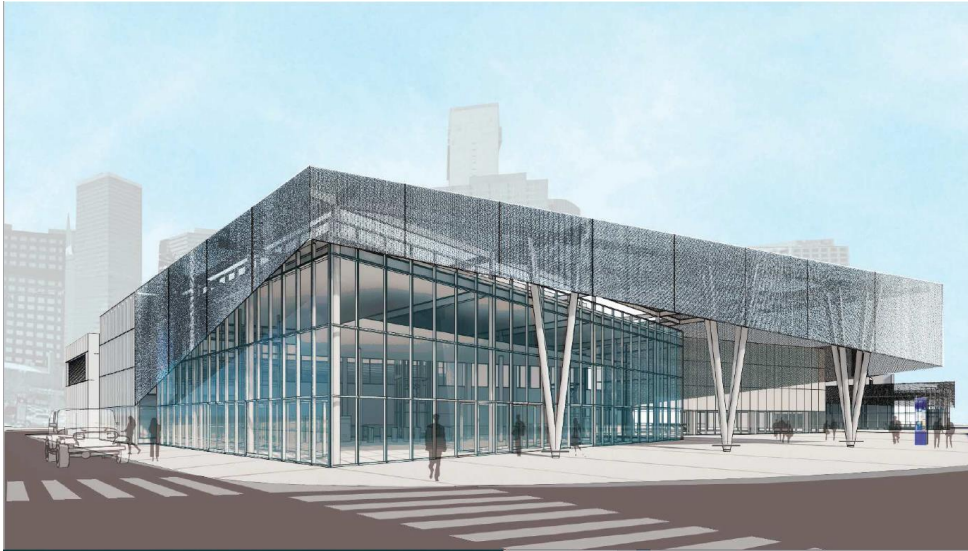
View looking southeast

CBD East Station



View looking east

CBD East Station

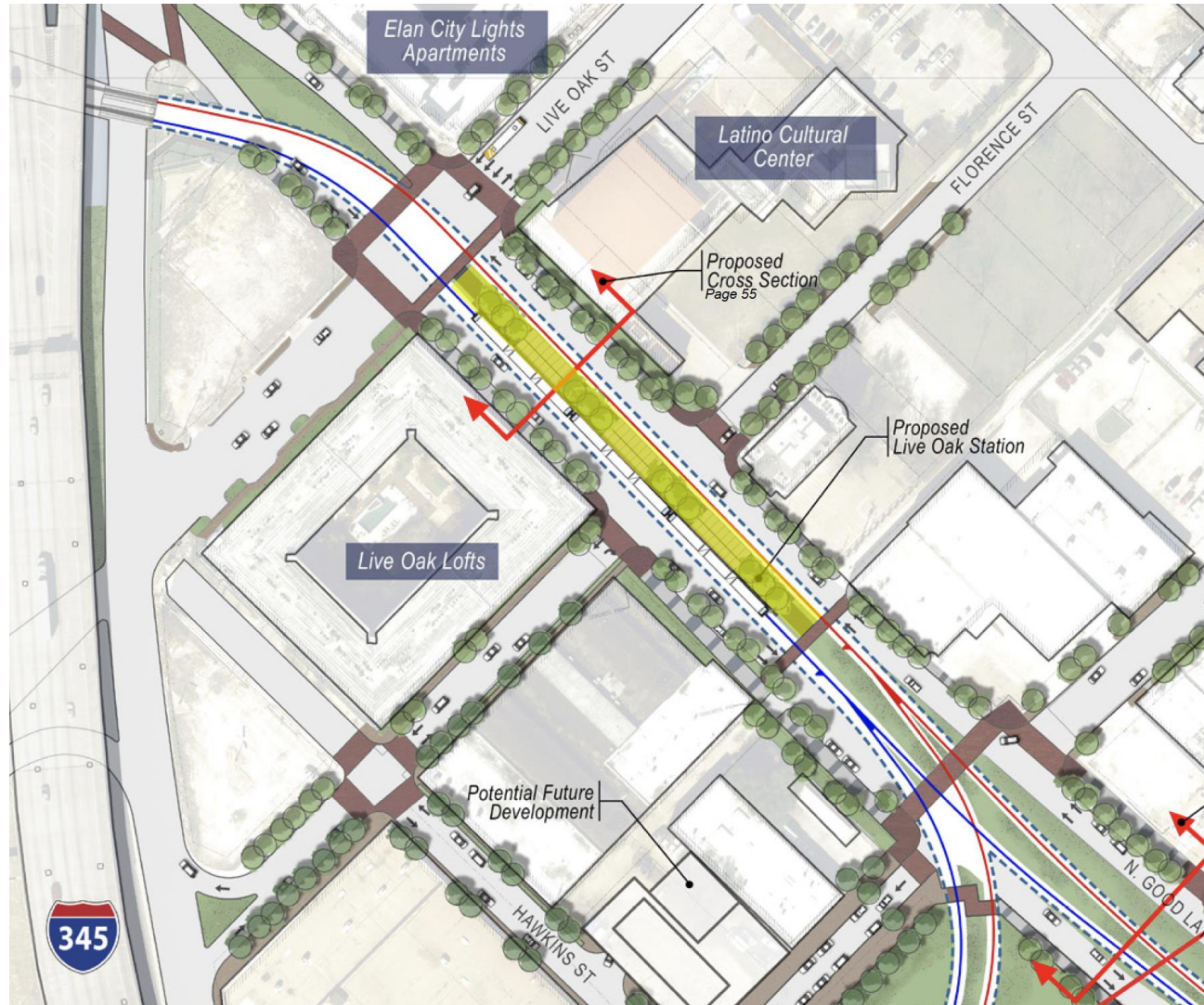


NOTE: Headhouse concepts were developed to convey space requirements, rather than design specifics.



Live Oak Station

Relocated Deep Ellum Station





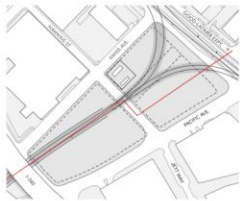
Real Estate Coordination

Feasibility Study East Portal

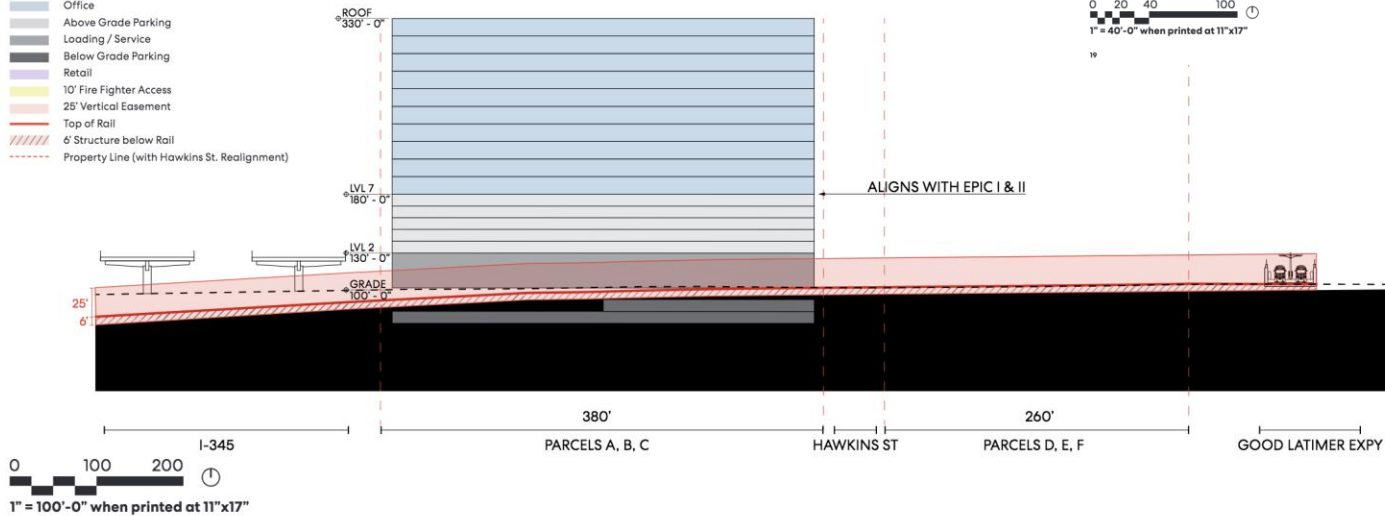
Perkins&Will

Planning Test Fit

Longitudinal Section A



- Office
- Above Grade Parking
- Loading / Service
- Below Grade Parking
- Retail
- 10' Fire Fighter Access
- 25' Vertical Easement
- Top of Rail
- 6' Structure below Rail
- Property Line (with Hawkins St. Realignment)

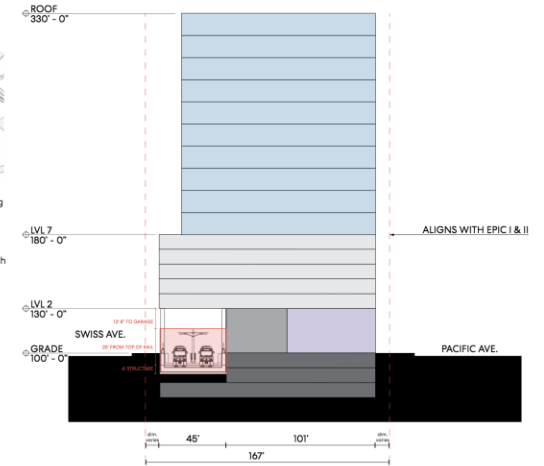


Perkins&Will

Planning Test Fit Transverse Section AA



Details of construction sequencing and structural isolation of the rail structure from the building structure are not yet determined. It should simply be noted that the building structure is proposed both above and below the rail line at points along the rail portal.



- Office
 - Above Grade Parking
 - Loading / Service
 - Below Grade Parking
 - Retail
 - 25' Vertical Easement
 - Top of Rail
 - 6' Structure below Rail
 - Property Line (with Hawkins St. Realignment)
- 0 20 40 100
1" = 40'-0" when printed at 11"x17"

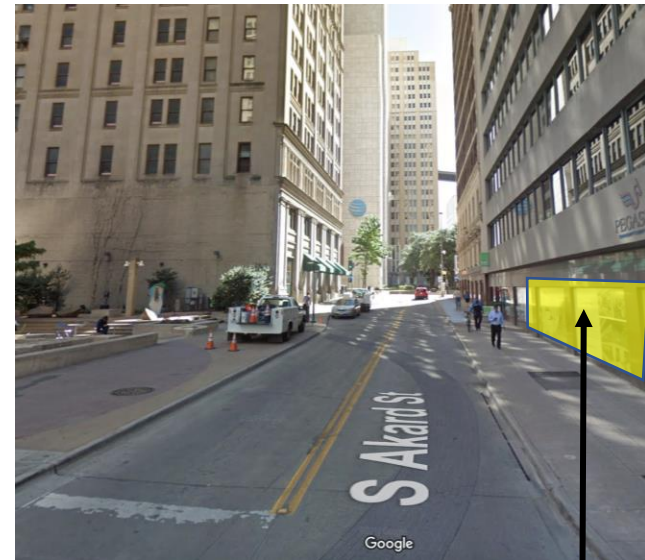
Commerce Station Dalpark Garage Access

- Letter of Interest with potential deal points provided on June 25, 2020
- Owner signed letter of interest with amended deal points
- DART reviewing options for short-term preservation and long-term use
- Owner desires to submit Center City Tax Increment Finance (TIF) funds application to make improvements to retail space
- DART commitment to use space (subject to Board approval) would support TIF application



Commerce Station Adolphus Tower Access

- Adolphus Tower changed from emergency access only to full public access via storefront entrance
- Coordination with Hoque Global
- What this did for Pegasus Plaza:
 - Reduced surface headhouse footprint
 - Reduced subsurface area under Pegasus Plaza
 - Enhanced vertical circulation and wayfinding at mezzanine levels



Storefront access
at Adolphus Tower



Environmental

Environmental Findings Summary

Summary from Supplemental Draft Environmental Impact Statement (SDEIS)

- Approximately 80 parcels identified for potential acquisition, easement, or temporary use for construction
 - Predominantly commercial parking lots (43)
 - Working with several owners for direct station access (Hoque Global, DKW, Westdale)
- Approximately 22 commercial displacements and 1 vacant residential
 - Bottled Blonde, Stars & Spirits, Public Storage, etc (potential temporary construction then redevelopment)
- Cultural resource impacts
 - St James A.M.E. Temple on Good Latimer – visual impact due to new station at Live Oak (current Deep Ellum Station)
 - Dalpark Garage, Adolphus Tower lobby (coordinating with property owners)
 - Programmatic Agreement developed for design review process

Environmental Findings Summary

Summary from Supplemental Draft Environmental Impact Statement (SDEIS)

- Limited Park impacts
 - Belo Garden – 30-60 feet below surface, no surface impacts
 - Pegasus Plaza – temporary, subsurface and surface easements; footprint of headhouse reduced with new Adolphus Tower access
 - Browder St Mall – no impacts; near ventilation shaft
 - Main Street Garden, Carpenter Park – adjacent – no impacts
- Noise – three moderate (less than 3dBA) impacts in Victory area – no mitigation needed
- Vibration – none; vibration monitoring during construction especially with historic buildings along Commerce
- Street modifications coordinated with City of Dallas
- Construction impacts principally due to excavation and disposal
- Proposed Muck House to reduce environmental impacts at Akard and Commerce Street



- **Mitigation Monitoring Program will be implemented during design and construction**

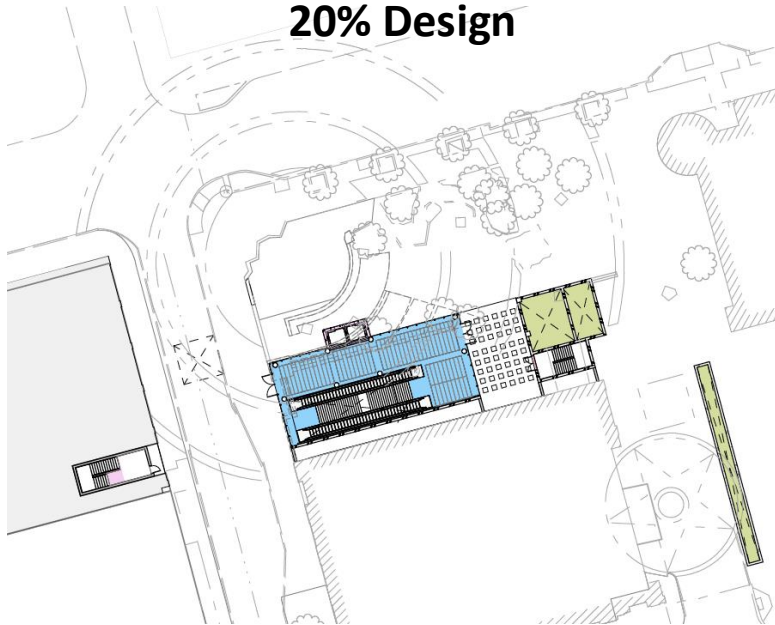
Park Use Coordination

- City approvals under state Chapter 26 and federal Section 4(f) regulations
- September 2019 – Park and Recreation Board briefings
- January 2020 - Pegasus Plaza stakeholder vision workshop
- June 4 – Park and Recreation Board briefing on project status
- August 6 – Park and Recreation Board Planning and Design Committee briefing on proposed term sheet for park use and review of 20% design
- September 17 – Park and Recreation Board recommended public hearing
- September 22 – DART Board approved acquisition of easements
- October 13 – City Council action on authorization for Park Department to advertise and conduct public hearing
- November 11 – Public hearing at City Council meeting and consider approval to convey park land in accordance with terms
- Final execution of easements and agreement will be after City Council action

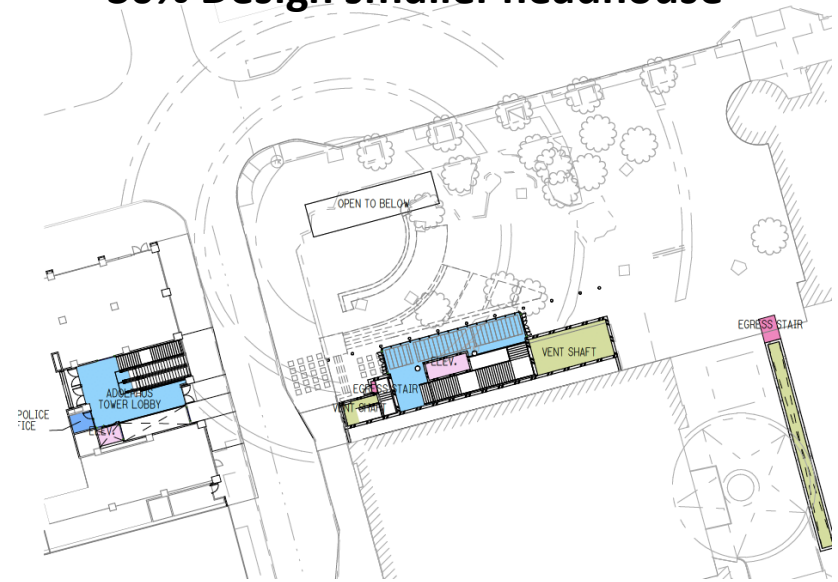
Park Use

- Subsurface easement under Belo Garden – no impacts
- Temporary/surface/subsurface easements at Pegasus Plaza
- Images below show reduction in headhouse footprint from 20% to 30% design

20% Design



30% Design smaller headhouse



Programmatic Agreement for Historic Resources

- Coordination meetings with FTA, Texas Historical Commission (THC), City of Dallas Office of Historic Preservation (OHP), Preservation Dallas, DART
- Key stipulations have been developed with focus on:
 - Design review and scope change process
 - Mitigation of identified adverse effects
 - Archaeology and unanticipated discoveries
 - Noise and vibration monitoring methods during construction
- Final draft in review for inclusion in Final EIS
- City of Dallas OHP invited as concurring party by FTA



**September 22 DART
Service Plan Hearing
Comments**

Service Plan Amendment

Public Hearing Comments Summary

Name	Organization	Support/Oppose
Ken Reese, Executive Vice President	Hillwood	Support
R. Lawrence Good, Retired Chairman and Co-Founder of GFF	Good Fulton & Ferrell	Support
Amy Meadows, President & CEO	Parks for Downtown Dallas	Support
Stephanie Herold	Todd Interests	Support
Arthur Santa-Maria, Vice President, Real Estate	Hoque Global	Support
Kevin Gilbert	Magnolia Hotel	Support
Patrick Sesker for William Prewitt, Executive Vice President	Woods Capital Management, LLC	Support
H. Ralph Hawkins, Chairman	Dallas Mobility Council (now disbanded) of the Coalition for a New Dallas	Support
Marcus Wood, President	Marcus Wood & Company	Support

Service Plan Amendment (cont.)

Public Hearing Comments Summary

Name	Organization	Support/Oppose
Dr. Linda Silver, Eugene McDermott Chief Executive Officer and David Humphries, Chief Operating Officer	Perot Museum of Nature and Science	Support
Phyllis Silver	Individual	Support
Russ McFadden, Vice President Portfolio Mgmt and Transactions	AT&T	Support
Charles Shelburne, Vice President Campus Planning	Baylor Scott & White	Support
Kourtny Garrett, President & CEO	Downtown Dallas, Inc	Support
Lucy Billingsley, Partner	Billingsley Company	Support
Crispin Lawson	Individual; West End Commons	Support

Service Plan Amendment (cont.)

Public Hearing Comments Summary

Name	Organization	Support/Oppose
Stephanie Hudiburg, Executive Director	Deep Ellum Foundation	Oppose
Jolene Hill	J&G Hill Interests	Oppose
Terry Flowers, Headmaster	St Philip's School & Community Center	Oppose
Benton Payne	Individual	Oppose
Brian Purcell, Managing Director	Asana Partners	Oppose
Scott Rohrman	42 Real Estate	Oppose
Mark Hardaway	Greenway Investment Company	Oppose
Allen Baskind	Pacifico Partners	Oppose
Elizabeth Wattle, Executive Director / Larry James, CEO	Forest Forward/ City Square	Oppose

Service Plan Amendment (cont.)

Public Hearing Comments Summary

Name	Organization	Support/Oppose
Ped Razazi, General Manager	Stars and Spirits	Oppose
Chuck Hixson, Vice President	Westdale Asset Management	Oppose
Mary Barkley Representing James Grey	Cantey Hanger, LLP	Oppose
Richard Schumacher	Individual	Questions

Support for D2 Subway

- AT&T
- Baylor Scott & White
- Todd Interests
- Hoque Global
- Woods Capital Management
- Parks for Downtown Dallas
- Perot Museum of Nature and Science
- Downtown Dallas, Inc
- Dallas Mobility Council, Coalition for a New Dallas
- Magnolia Hotel
- Community as a whole



City of Dallas

1500 Marilla Street
Dallas, Texas 75201

Agenda Information Sheet

File #: 20-2259

Item #: E

DARTzoom Bus Network Redesign Update
[Todd Plesko, Vice President - Planning and Scheduling, DART]



DARTzoom Bus Network Redesign Update

**Transportation and
Infrastructure Committee**

November 16, 2020

Purpose for the Bus Network Redesign

- Physical and demographic changes in the development of the region
- Requested by service area cities for a clean slate, 100% redesign
- DART Board goal to increase ridership potential for the network
- Use existing budget to accomplish ridership and coverage goals by changing the ridership-coverage ratio

Basis of Ridership Coverage Ratio Planning

- In every transit system's limited budget, a basic trade-off is made between:
 - Using budget to improve frequency on fewer routes with better ridership potential
 - Using budget to provide for services to important places but do not yield high ridership relative to their costs
- About 55% of the existing DART bus budget is spent pursuing high ridership, and 45% is spent covering important places where ridership is low

Goals of the Network Redesign

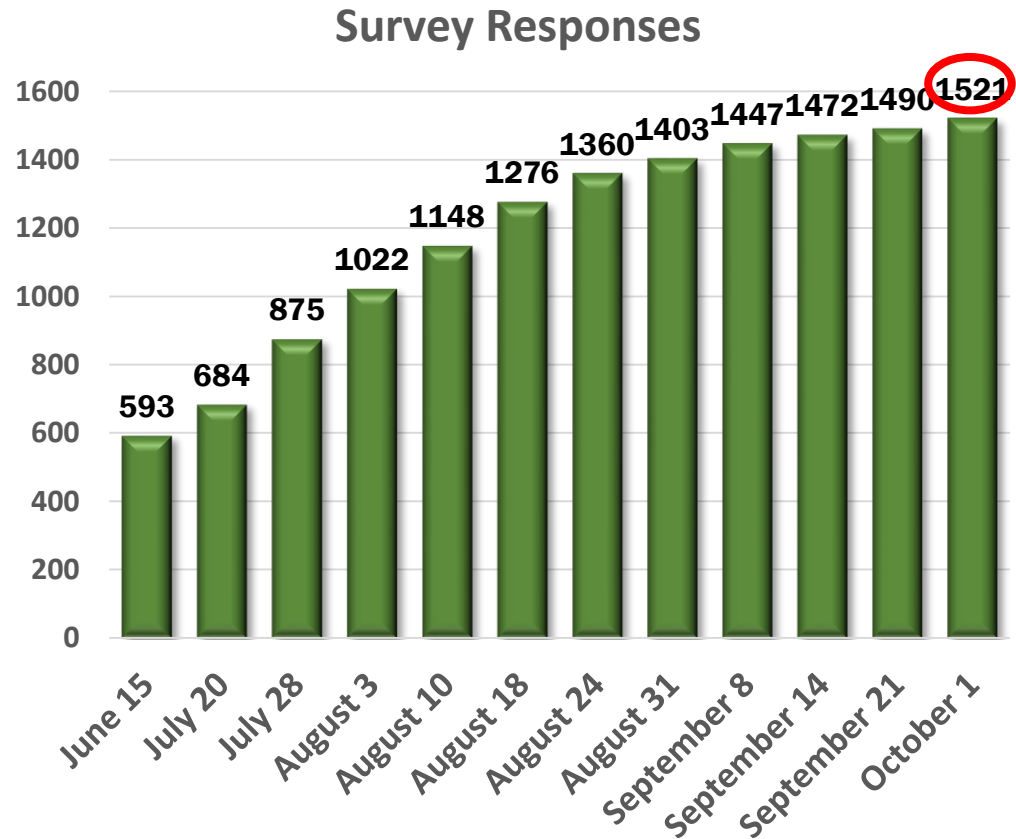
- Improve frequency of bus service on corridors with high ridership potential
- Increase ridership and speeding up travel time
- Increase job access for low-income and minority riders within a 45-minute travel time
- Minimize persons without access to transit while still providing some improved frequency
- Design the new network to reflect the values of service area cities, customers and stakeholders through substantial community outreach

A photograph of a city street with a yellow and blue bus in the center. The bus has a banner on its side with several people's faces. In the background, there are tall buildings and a traffic light. A yellow sign on a building in the upper right corner says "#HungerActionMonth" with a leaf-like logo. The text "Community Outreach" is overlaid in the center in a bold, dark blue font, enclosed in a yellow rectangular border.

Community Outreach

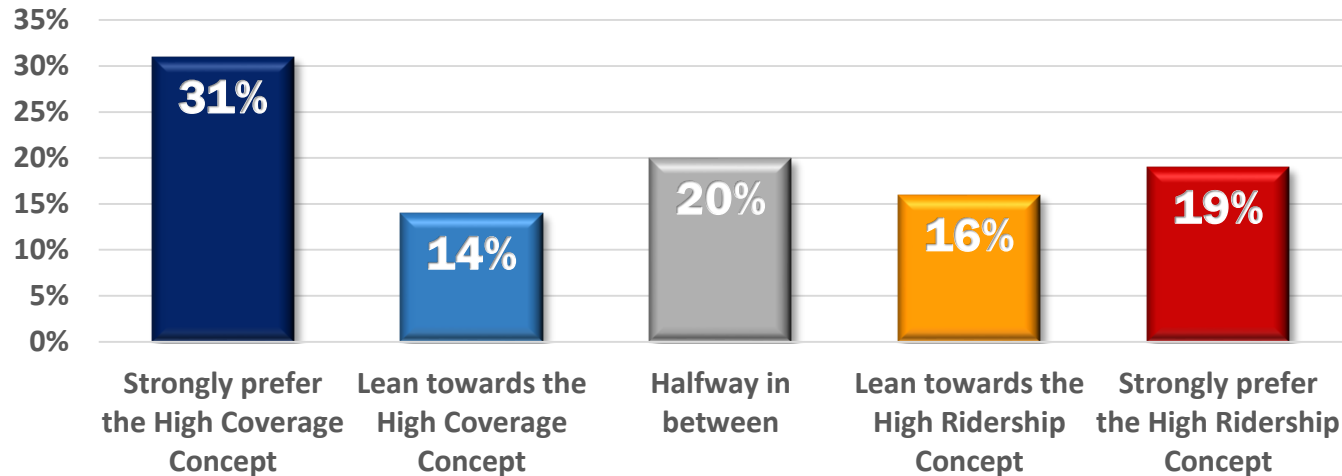
Bus Network Public Engagement Survey

- Survey was implemented in the absence of the face-to-face meetings
- Nearly 40 % of responses are from frequent transit riders
- Responses also included stakeholders and non-transit riders



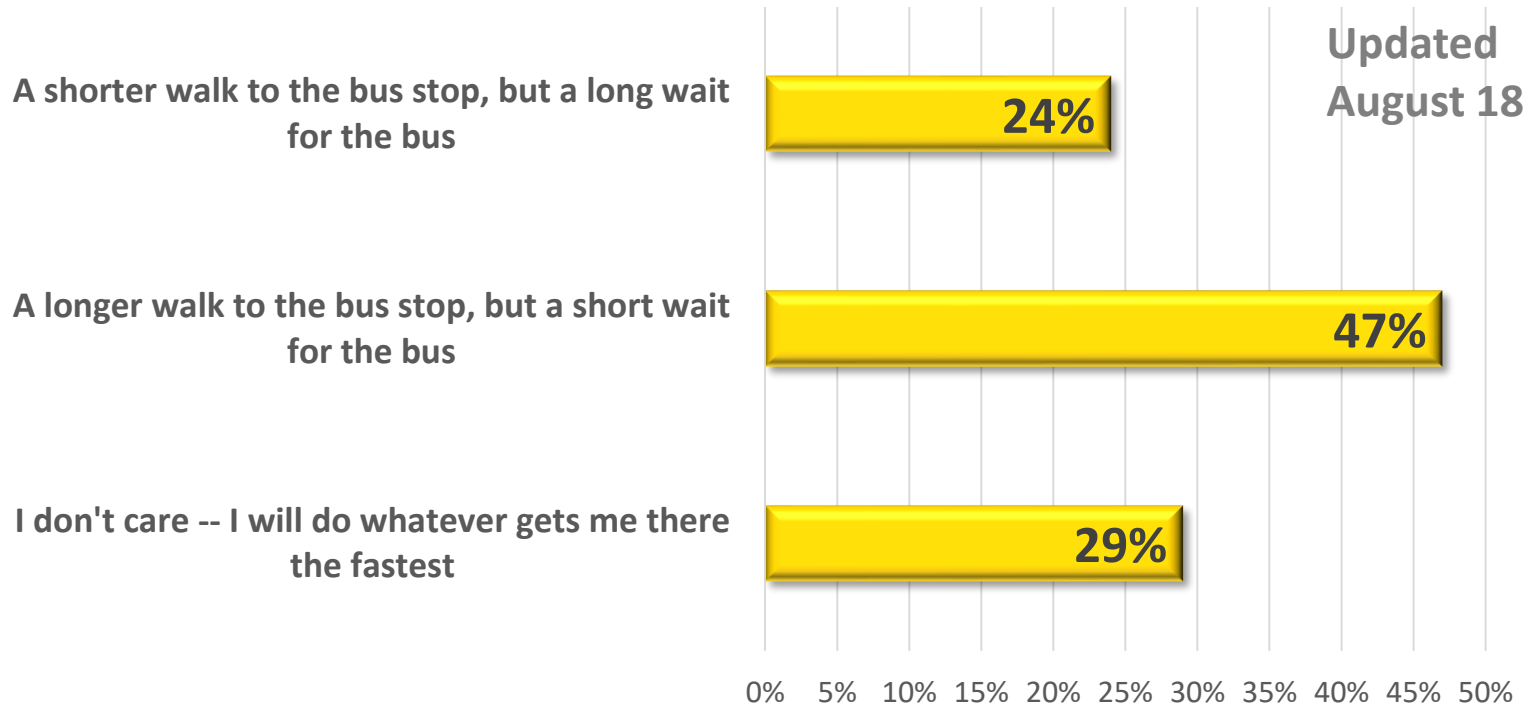
Network Concept Preference

Updated August 18



- The Overall distribution of preferences between the two Concepts is divided:
 - 45% have some preference for High Coverage (up)
 - 35% have some preference for High Ridership (down)
 - 20% are halfway between the two (up slightly)
 - 72% of Spanish-language respondents expressed some preference for High Coverage

Walk/Wait Preference



- Almost half of respondents prefer a longer walk to a bus stop with a shorter wait for the bus

A city street scene with a yellow and blue bus in the center, framed by a yellow border. The text "Network Concepts" is overlaid in the center. In the background, there are tall buildings, a traffic light, and a sign that says "#HungerActionMonth".

Network Concepts

Network Coverage Splits

High Ridership Concept



85% towards ridership, 15% towards coverage

High Coverage Concept



60% towards ridership, 40% towards coverage



Existing DART Network: 55% – 45%

80/20

- ≈35% of routes operate 20 minutes or better
- ≈54% of residents within ½-mile of service
- Basic GoLink

75/25

- ≈30% of routes operate 20 minutes or better
- ≈59% of residents within ½-mile of service
- More GoLink?

70/30

- ≈25% of routes operate 20 minutes or better
- ≈63% of residents within ½-mile of service
- More GoLink?

65/35

- ≈18% of routes operate 20 minutes or better
- ≈68% of residents within ½-mile of service
- Expanded GoLink

Impact of Frequency Improvements Residents and Jobs

Residents Weekday Midday	85/15	80/20	75/25	70/30	65/35	60/40
15 or better	189,000	156,600	124,200	91,800	59,400	27,000
20 or better	270,000	216,000	162,000	108,000	54,000	0
30 or better	432,000	351,000	270,000	189,000	108,000	27,000
Any	-513,000	-383,400	-253,800	-124,200	5,400	135,000

Increase or Decrease in Persons Impacted Compared to Existing Network

Jobs Weekday Midday	85/15	80/20	75/25	70/30	65/35	60/40
15 or better	160,000	128,000	96,000	64,000	32,000	0
20 or better	200,000	164,000	128,000	92,000	56,000	20,000
30 or better	380,000	312,000	244,000	176,000	108,000	40,000
Any	-240,000	-176,000	-112,000	-48,000	16,000	80,000

Network Coverage Splits with Hybrid Approach

High Ridership Concept



85% towards ridership, 15% towards coverage

Hybrid 75-70/25-30

- ≈25-30% of routes operate 20 minutes or better
- ≈73% of residents within ½-mile of service
- Expanded GoLink

High Coverage Concept



60% towards ridership, 40% towards coverage

Existing DART Network: 55% – 45%

80/20

- ≈35% of routes operate 20 minutes or better
- ≈54% of residents within ½-mile of service
- Basic GoLink

75/25

- ≈29% of routes operate 20 minutes or better
- ≈59% of residents within ½-mile of service
- More GoLink

70/30

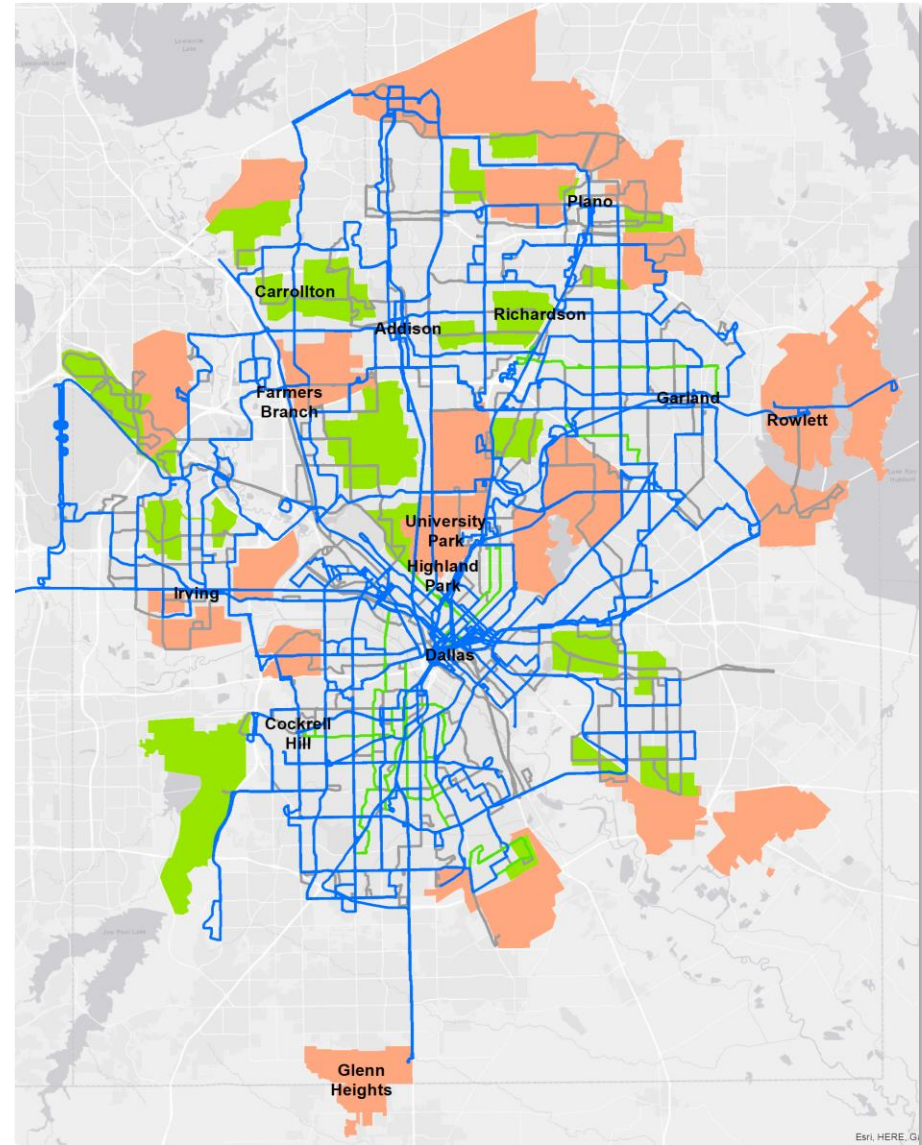
- ≈24% of routes operate 20 minutes or better
- ≈63% of residents within ½-mile of service
- More GoLink

65/35

- ≈18% of routes operate 20 minutes or better
- ≈68% of residents within ½-mile of service
- Expanded GoLink

Hybrid Approach

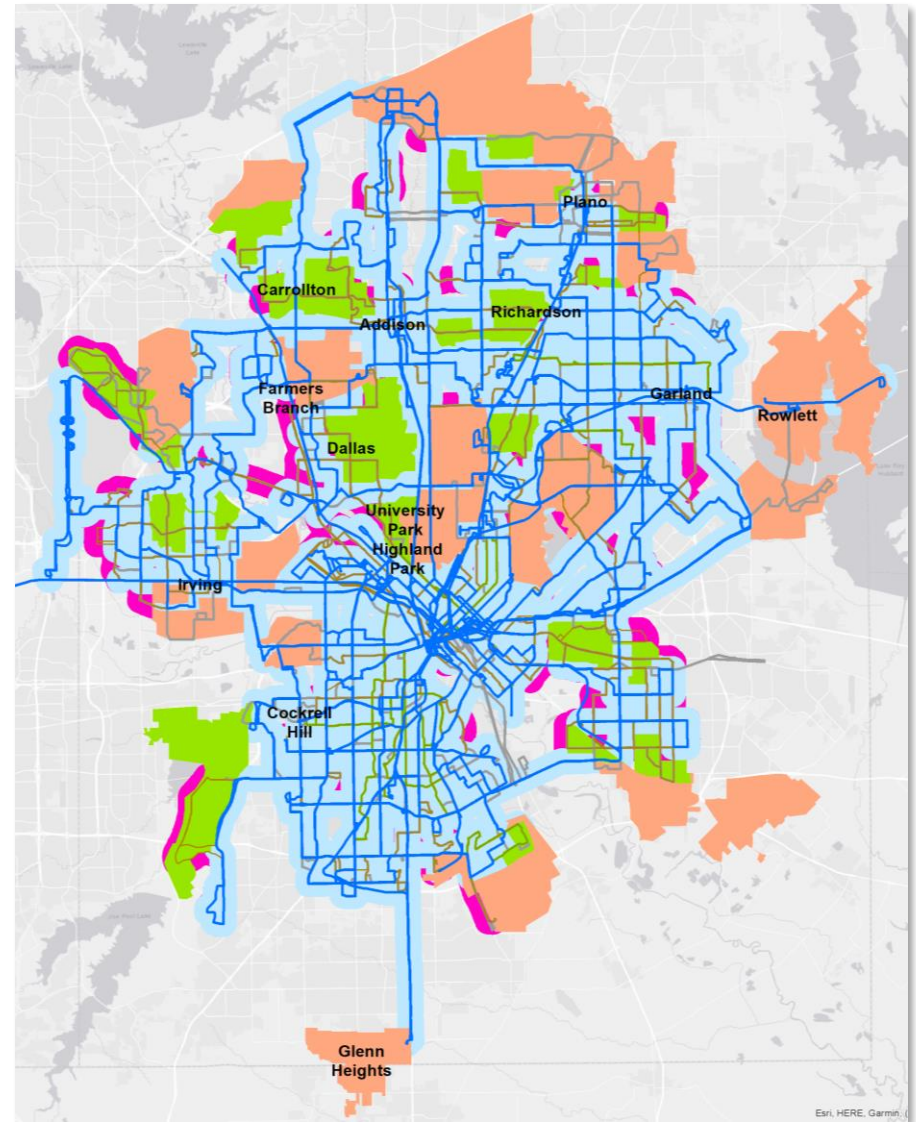
- 11 routes from the coverage concept would fill areas where GoLink would not be the preferred option, at an estimated cost of about \$12 million/year, or about 7% of system operating cost
- To fit within funding availability, there would be fewer frequency adjustments than in the ridership concept
- About 25-30% of routes would operate every 20 minutes or better midday, compared to 41% for the 85/15 ridership concept



Expanded fixed-route coverage in **GREEN**

Hybrid Approach

- This scenario offers nearly as much coverage as the coverage concept
- The map at the right highlights areas that would not have coverage in this scenario relative to the coverage concept
- Most of these areas are relatively undeveloped, or generate few riders in the current system
- We believe this is a viable 70/30 or 75/25 option with little negative overall coverage impact



*Areas with less coverage compared to coverage concept in **ROSE***

Impacts of Frequency Improvements

Hybrid Concept 7x/2x

Frequency Weekday Midday	Residents	Jobs	Low Income Residents	Persons of Color
15 or better	125,900	106,800	40,600	66,600
20 or better	183,600	132,500	71,700	136,400
30 or better	294,100	253,800	76,500	191,400
Any	141,200	49,400	10,000	51,700

Increase or Decrease in Persons Impacted Compared to Existing Network



Timeline Going Forward

Next Steps

- Nov. 10, 2020 – DART Board decision on ridership-coverage ratio
- Nov. 16- 20, 2020 -- Final Design Workshop to develop a draft final Bus Network in collaboration with Cities' staff
- February 2021 -- Board authorization to begin 2nd phase of public and stakeholder engagement on the draft final bus network
- Spring 2021 -- Public engagement and final public hearing
- Summer 2021 -- Final adjustments to the plan
- Summer 2021 -- Board approval to implement the new bus network
- January 2022 -- New bus network implementation

Questions



let's go.



DART.org



City of Dallas

1500 Marilla Street
Dallas, Texas 75201

Agenda Information Sheet

File #: 20-2258

Item #: F

Aviation System Commercial Paper Program
[Elizabeth Reich, Chief Financial Officer]
[Mark Duebner, Director, Department of Aviation]



City of Dallas

Aviation System Commercial Paper Program

**Transportation and
Infrastructure Committee
November 16, 2020**

Elizabeth Reich, Chief Financial Officer
Mark Duebner, Director
Department of Aviation
City of Dallas

Presentation Overview



- Background/History
- Purpose
- Capital Needs - Runway 13R-31L
- Service Provider Selection
- Estimated Program Costs
- Recommendation
- Next Steps
- Questions



Background/History



- The City currently has two existing commercial paper (CP) programs; a general obligation commercial paper program supported by voter-approved debt and a waterworks and sewer system commercial paper program supported by utility system revenue; and is seeking to establish a commercial paper program via the Love Field Airport Modernization Corporation (LFAMC) to be supported by Airport System revenues to finance current capital improvement needs
- On September 9, 2020, City Council approved a resolution authorizing the LFAMC to proceed with the preparation and negotiations of an Aviation System Commercial Paper Program, in an aggregate principal amount not to exceed \$150,000,000
- On September 21, 2020, the Transportation and Infrastructure Committee was presented a briefing on LFAMC Refunding Bonds, which were subsequently postponed, that included information on capital needs to be financed outside of General Airport Revenue or Special Facility bond proceeds



Purpose



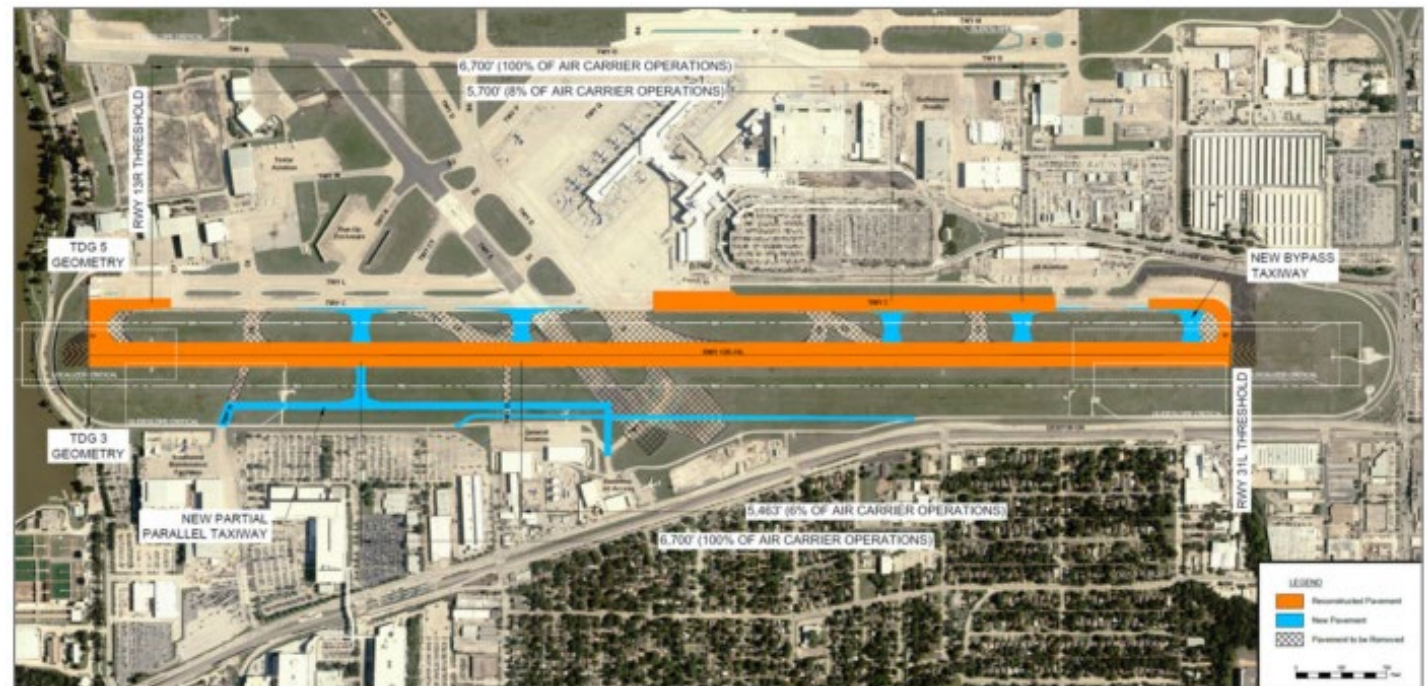
- Commercial paper provides an alternative funding option for capital programs
- Serves as an interim financing mechanism
- Allows for “just-in-time-borrowing”
 - Contracts for eligible projects are awarded based on the authorization to issue commercial paper
 - Commercial paper is issued as invoices for project expenditures are paid
- Reissued at maturity until retired with permanent financing (Airport revenue refunding bonds)



Capital Needs - Runway 13R-31L



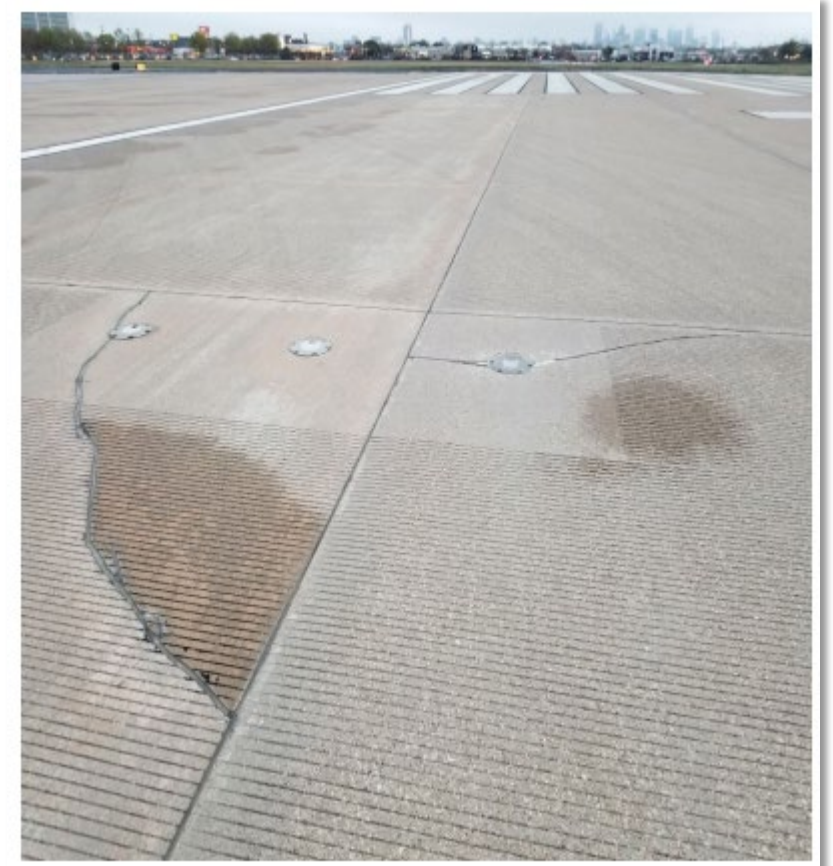
- Runway 13R-31L was originally constructed in 1961. A complete overlay of the runway was completed in 1990
- According to FAA, the minimum useful life for pavement reconstruction is 20 years. The runway pavement is over 30 years-old and well beyond its functional life
- Runway 13R-31L handles 54% of the Airport's movement and also the longest runway at the Airport (8,800 feet)



Capital Needs - Runway 13R-31L Cont.



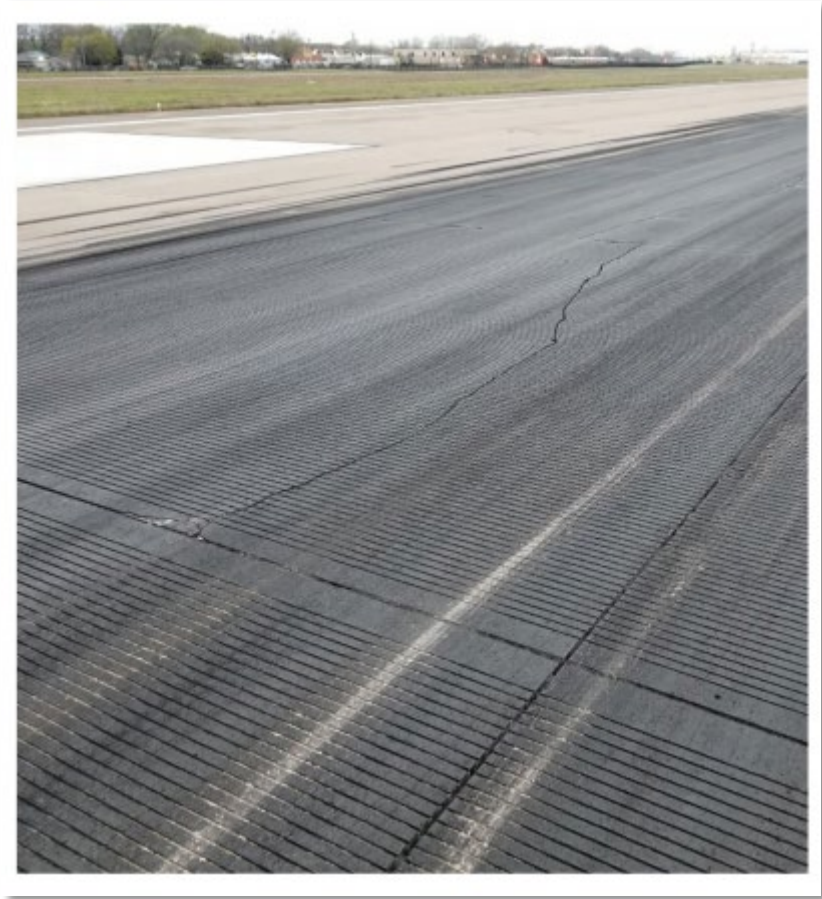
- The repeal of the Wright Amendment in October 2014 significantly increased activity at Love Field
- In 2014, there were 182,949 movements
- By 2016, movements increased to 224,193
- In 2015, Runway 13R-31L average visual pavement rating was 81
- In 2016, the pavement rating was downgraded from 81 to 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



Capital Needs - Runway 13R-31L Cont.



- 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 due to additional FAA discretionary funds and CARES Act Funds
- All Grants are reimbursable Grants



Service Provider Selection



- Commercial paper program requires three service contracts
 - CP Dealer sells the notes to investors
 - Majority of investors are mutual funds
 - Notes mature in 1 to 270 days (60-day average maturity)
 - CP Issuing and Paying Agent bank sends principal and interest payments to investors when notes mature
 - CP Credit Facility (irrevocable letter of credit) required to support the notes from one or more highly rated financial organizations (Facility Provider)
 - Airport System rating is not conducive with the use a revolving line of credit
 - Letter of Credit will be drawn upon by Issuing and Paying Agent to pay interest and principal coming due on notes
 - LFAMC will promptly reimburse Facility Provider for draw on Letter of Credit to avoid incurring a loan from the Facility Provider
 - Aviation and Treasury will coordinate with Issuing and Paying Agent to ensure all payments are made timely
 - Rating agencies rate the CP program based on the rating of the Facility Provider



Service Provider Selection Continued



- RFP issued for Commercial Paper Dealer and Facility Provider, and informal bid for Issuing and Paying Agent for LFAMC Airport System Commercial Paper Program, AMT Series
 - 4 responses for Commercial Paper Dealer
 - 2 responses for Facility Provider
 - 2 responses for Issuing and Paying Agent Bank



Service Provider Selection Continued



- Evaluation committee reviewed and evaluated the proposals:
 - Department of Aviation
 - Dallas Water Utilities
 - City Controller's Office
 - Hilltop Securities Inc., Co-Financial Advisor
 - Estrada Hinojosa, Co-Financial Advisor
- Selection criteria:

• Qualifications/Experience of Firm	20%
• Bank Ratings	40%
• Pricing/Terms	40%



Service Provider Selection - Dealer



- Recommend award of the LFAMC Airport System Commercial Paper Program, AMT Series dealer contract to J.P. Morgan Securities LLC (“J.P. Morgan”)
 - Most favorable response of the 4 received based on pricing and terms, qualifications and bank rating
 - Offered the highest dollar amount of volume authorized
 - No minimum credit requirement
 - Double the excess net capital of the other respondents
 - Tied with lowest remarketing/dealer fee of 4.0 bps and bank counsel fees not to exceed \$65,000
 - J.P. Morgan currently serves as dealer for the Waterworks and Sewer System, Series E commercial paper program



Service Provider Selection – Liquidity Facility



- Recommend award of the LFAMC Airport System Commercial Paper Program, AMT Series credit facility provider contract to JPMorgan Chase Bank, National Association (“JPM”) in an amount of \$150 million plus 270 days interest calculated at the rate of 10%
 - Most favorable response of the 2 received based on pricing and terms, qualifications and bank rating
 - Financial Advisors recommend implementing a three-year credit agreement at an annual fee of 145 basis points
 - Rating of the City’s commercial paper program will be based on the short-term rating of JPM:
 - Moody’s P-1
 - Standard & Poor’s A-1
 - Fitch F1+



Service Provider Selection – Issuing/Paying Agent



- Recommend award of issuing and paying agent contract to US Bank
 - Informal bid consisting of three issuing and paying agents responses
 - US Bank currently serves as issuing and paying agent for the General Obligation and Dallas Water Utilities existing commercial paper programs
 - US Bank's proposal includes small fee increases that will raise the annual cost of this service by an estimated \$2,250



Estimated Program Costs



<u>COST OF ISSUANCE/ CLOSING COSTS</u>	<u>Fees</u>
Co-Bond Counsel	
McCall, Parkhurst & Horton LLP	\$203,000
Escamilla & Poneck	109,250
Co-Disclosure Counsel	
Norton Rose Fulbright US LLP	120,000
Kintop Smith	85,000
Liquidity Facility Bank & Dealer Attorney Fees	85,000
Orrick, Herrington & Sutcliffe LLP	
White & Wiggins	
Co-Financial Advisors	
Hilltop Securities	94,200
Estrada Hinojosa	62,800
Issuing and Paying Agent Fee	
U.S. Bank, N.A.	3,250
Rating Agencies	
Fitch Ratings	35,000
S&P Global	23,000
Misc. Expenses	5,000
Total Estimated Closing Costs	\$825,500
<u>ANNUAL FEES</u>	
Liquidity Facility Fees	
JPMorgan Chase Bank, N.A.	\$2,338,125
Issuing and Paying Agent Fee	5,000
Rating Agencies	116,000
Total Estimated Annual Costs	\$2,459,125
Total Estimated Issuance Costs	<u>\$3,284,625</u>



Staff Recommendation



- Staff recommends the Transportation and Infrastructure Committee forward the following to City Council for consideration and approval:
 - Approval of the resolution on the December 9, 2020 City Council agenda to approve the LFAMC resolution establishing the Airport System Commercial Paper Program, AMT Series short term obligations in an aggregate principal amount not to exceed \$150,000,000 and authorize execution of documents related to establishing the Commercial Paper Program



Next Steps



- Approval of LFAMC Board TBD
- City Council approval December 9, 2020
- Pre-Closing December 16, 2020
- Closing December 17, 2020





Questions?





Aviation System Commercial Paper Program

Transportation and
Infrastructure Committee
November 16, 2020

Elizabeth Reich, Chief Financial Officer
Mark Duebner, Director
Department of Aviation
City of Dallas





City of Dallas

1500 Marilla Street
Dallas, Texas 75201

Agenda Information Sheet

File #: 20-2257

Item #: G

Amendment and Extension to the Temporary Parklet Program Language in the Special Events Ordinance - Chapter 42A
[Joey Zapata, Assistant City Manager, City Manager's Office]

Memorandum



CITY OF DALLAS

DATE November 13, 2020

TO Honorable Members of the Transportation and Infrastructure Committee: Adam McGough (Chair), Adam Medrano (Vice Chair), Tennell Atkins, Adam Bazaldua, Lee Kleinman, Cara Mendelsohn, Chad West

SUBJECT **Amendment and Extension to the Temporary Parklet Program Language in the Special Events Ordinance - Chapter 42A**

On May 12, 2020, the COVID-19 Economic Recovery and Assistance Ad Hoc Committee was briefed regarding a program framework for special event permitting of temporary parklets. The program was designed to provide an opportunity for restaurants and businesses to enhance revenue generation by temporarily increasing seating, food service and retail footprints given the customer load limitations in current executive orders.

The temporary parklet program launched on Monday, May 18th, with sixteen temporary parklets currently operating throughout the city. City Council approved amendments to the Special Events Ordinance - Chapter 42A on June 24, 2020 by CR-200970 to allow for temporary parklet permitting through December 31, 2020, with all extension fees waived. With the continuation of economic impacts and closures related to COVID-19, Convention and Event Services-Office of Special Event (CES-OSE) staff are recommending an extension of the temporary parklet program provisions until 14 days after the Governor's occupancy limits are removed or until April 30, 2021, whichever is sooner.

Additionally, CES-OSE staff were tasked by the COVID-19 Economic Recovery and Assistance Ad Hoc Committee to design a more permanent solution for the parklet program. CES-OSE staff have worked with other City departments to finalize proposed amendments to Chapter 42A that will create a pilot program entitled "Street Seats" that will allow for private or public parklet options and the use of up to two curbside parking spaces.

Under the pilot street seats program, permit applicants will select from pre-approved, available design plans. Approved Street Seats will comply with all National Association of City Transportation Officials (NCATO) parklet requirements. Public safety sign-off will be required from a licensed engineer. CES-OSE staff anticipates a 60 to 90 day process from application submission to parklet opening, including departmental review and construction. The permit process will include both pre-construction and construction, with each phase requiring reviews, permit requirements and site inspections. Property authorization and public support will also be required as part of the pilot program.

DATE November 13, 2020
SUBJECT Amendment and Extension to the Temporary Parklet Program Language in the Special Events Ordinance Chapter 42A

Upon recommendation by the Transportation and Infrastructure Committee, full City Council approval will be requested for the extension of the current temporary parklet program through April 30, 2021; and a code amendment to add the Street Seats Pilot program to Chapter 42A with a February 3, 2021 launch date. The request for extension of the current temporary program will allow for additional economic recovery assistance and will also allow for a timely transition into Street Seats for those that opt to pursue a semi-permanent installation.

If you have additional questions, or require further information, please me contact me or Rosa Fleming, Director of CES.



Joey Zapata
Assistant City Manager

- c: T.C Broadnax, City Manager
Chris Caso, City Attorney
Mark Swann, City Auditor
Biliera Johnson, City Secretary
Preston Robinson, Administrative Judge
Kimberly Bazor Tolbert, Chief of Staff to the City Manager
- Majed A. Al-Ghafry, Assistant City Manager
Jon Fortune, Assistant City Manager
Dr. Eric A. Johnson, Chief of Economic Development and Neighborhood Services
M. Elizabeth Reich, Chief Financial 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 #: 20-2256

Item #: H

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

INTERAGENCY TRANSPORTATION REPORT – NOVEMBER 2020

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



FUNDING AWARDED FOR TRANSIT IMPROVEMENTS TO THE TRE LINE

At the October 2020 RTC meeting, North Central Texas Council of Governments (NCTCOG) staff highlighted the federal Better Utilizing Investments to Leverage Development (BUILD) grant that was awarded for transit improvement projects on the TRE line. Staff requested RTC approval of an additional \$7.5 million in federal and RTC Local funds to implement Clear Path Technology, a tool used to exchange timely information on train movements to improve throughput, safety, and on-time performance, along the corridor as part of the project.

COVID-19 INFRASTRUCTURE FUNDING PROGRAM – ROUND 3

Over the past several months, NCTCOG staff has been working to select projects that will inject much needed money into the local and state economies in the coming years. The projects recommended through this funding program are those that meet one or more of the RTC policies outlined in Mobility 2045 and/or assist with achieving the region's federal performance targets.

At the October meeting, the Surface Transportation Technical Committee (STTC) voted to recommend RTC's approval of a third round of COVID-19 Infrastructure Program Projects. This will be an action item on the November 12, 2020 RTC agenda. This third round would distribute \$275 million in federal and Regional Toll Revenue (RTR) funds. Projects recommended for funding in the City of Dallas include:

Project	Phases Funded	Federal or RTR Funding	Local Contribution
Midtown People Mover	Engineering Construction	\$10 million	
Martin Luther King Jr. Blvd (SH 352 to Lamar) Complete Streets Project	Engineering	\$500,000	
Traffic signals (2019 tornado impact area, and Hampton and Lancaster corridors)	Engineering Construction	\$14.3 million	\$2.1 million
Pedestrian Routes to Rail Stations - Dallas Zoo and Perot Museum areas	Construction	\$4 million	
Fair Oaks Ave (Ridgecrest to Walnut Hill) Bike Lanes	Construction	\$350,000	\$87,500
High Speed Rail/Cedars Planning Study	Planning Prelim. Engineering	\$4 million	\$1 million
Updating Bicycle Master Plan	Planning	\$150,000	\$37,500
TOTAL		\$33.3 million	\$3.2 million

UPCOMING RTC MEETINGS

There is a RTC meeting on November 12, 2020, and an upcoming RTC meeting scheduled for December 10, 2020, at 1:00 PM via teleconference, unless otherwise notified.



LBJ East Virtual Groundbreaking Ceremony

TxDOT hosted a virtual groundbreaking ceremony for the [635 East](#) project, with comments from Governor Greg Abbott, U.S. Secretary of Transportation Elaine Chao, Congresswoman Eddie Bernice Johnson, members of the Texas Transportation Commission, Mayor Johnson, Deputy Mayor Pro Tem McGough, the mayors of Garland and Mesquite, Dallas County Judge Clay Jenkins, and many other supporters and advocates. The video was made available on Thursday, October 29, 2020 and can be viewed [here](#).

Project Updates

Projects Under Construction:

- I-30 (Haskell Ave to west of Buckner Blvd): This \$15.9 million project that was let in September includes planning, concrete full depth repair, ACP overlay, and pavement markings.
- 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.
- 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.
- 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.



DARTZOOM BUS NETWORK REDESIGN: RIDERSHIP/COVERAGE RATIO

The October 20, 2020 DART Committee of the Whole meeting featured a briefing on the ridership vs. coverage ratio. The ratio will be used by staff to guide the development of the draft network. The ratio being discussed was a “hybrid option”, a range between 70/30 and 70/25. The hybrid option is intended to maintain service coverage while setting aside resources for frequency improvements. The DART Board Chair plans to bring the ridership/coverage ratio to a vote at the November 10, 2020 Board meeting. Following the vote, DART staff would begin developing the Draft Bus Network in coordination with member cities. Additional information on DARTzoom can be found at <https://dartzoom.dart.org>.

NOTICE OF DART SILVER LINE REGIONAL RAIL VIRTUAL QUARTERLY COMMUNITY MEETING

Quarterly Community Meetings are being hosted in cities impacted by the DART Silver Line. Dallas' meeting is scheduled for Wednesday, November 18, from 6:30 to 8:30 p.m. Virtual meeting links can be found at DART.org/SilverLine. DART has outlined the following topics to be covered:

- Updated project drawings showing track configurations and station layout
- Status of track grade separations (bridges)
- Betterments Program Progress
- Station Design Progress
- Design-Builder's early design and construction schedule

UPCOMING DART MEETINGS

There is a DART Board meeting on November 10, 2020, and an upcoming Board meeting scheduled for December 8, 2020.



The next meeting is scheduled for November 19, 2020 at 10:00 AM.



DRMC held its regular Board Meeting on Friday, November 6th. Among other things, there was discussion of the 2021 State Legislative session. Although the Session does not start until January, pre-filing of bills started on Monday, November 10th, and by noon, more than 500 bills had been filed. It is anticipated to be a challenging Session due to revenue losses stemming from the COVID-19 pandemic.

The next DRMC meeting is scheduled for December 4, 2020 at 11:00 AM.

2019 Airport of the Year



HVAC Ultraviolet Lighting

The Airport Board approved a contract to install ultraviolet lights within the HVAC system in Terminals A, B, D, and E, as well as the Rental Car Center. This ultraviolet light will purify and sanitize the air systems within the Terminals which will help prevent the spread of viruses like COVID-19. This is part of DFW's response for keeping customers and employees safe during this pandemic.

Air Service Incentive Program

The Board also approved an increase to the Airport's Air Service Incentive Program in an amount not to exceed \$16 Million to help recruit international routes that were stopped due to the pandemic. The additional incentive program will help make DFW a more favorable option to international carriers as international travel slowly returns and offset some of the costs for carriers that choose to resume international routes out of DFW Airport.

The next Board meeting will be on December 3, 2020 at 8:30 AM. For more information, including agendas and actions, please visit www.dfwairport.com/board.



Texas Central continues to work with the United States Army Corps of Engineers in pursuit of the remaining federal approvals required for this project. Following the Surface Transportation Board's (STB) assumption of jurisdiction over the project in July, Texas Central is preparing the required application for submission to the STB. The design and construction teams are advancing their work on the project in preparation for beginning pre-construction activities early in 2021.

The City is working with Texas Central to identify City permitting requirements and all real estate and right-of-way needs along the alignment.