

Memorandum

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CITY SECRETARY
DALLAS, TEXAS



CITY OF DALLAS

DATE 25 April 2014

TO Transportation and Trinity River Project Committee Members: Lee Kleinman (Vice Chair), Deputy Mayor Pro Tem Monica Alonzo, Mayor Pro Tem Tennell Atkins, Sandy Greyson, and Sheffie Kadane

SUBJECT Transportation and Trinity River Project Committee Meeting Agenda

Monday, 28 April 2014, at 1:00 p.m. until 3:00 p.m. (Extended)
Dallas City Hall – 6ES, 1500 Marilla Street, Dallas, TX 75201

The agenda for the meeting is as follows:

1. Approval of the 14 April 2014 Minutes [Estimated 2 Minutes] Vonciel Jones Hill, Chair
2. Update on Dallas Floodway Environmental Impact Statement (EIS) [Estimated 55 Minutes] Rob Newman, Director of Trinity River Project
Army Corps of Engineers
3. Dallas Love Field Gate Leases [Estimated 40 Minutes] Mark Duebner, Director, Aviation
4. Streetcar Production – Final Phase [Estimated 10 Minutes] Keith Manoy, Assistant Director
Public Works
5. Upcoming Council Agenda Item(s) [Estimated 5 Minutes]
 - Authorize acquisition, including the exercise of the right of eminent domain, if such becomes necessary, from the City of Irving, of an unimproved tract of land containing approximately 20 acres located on the east bank of the Trinity River near the west termination of Mexicana Drive for the Dallas Floodway Project - Not to exceed \$39,700 (\$36,700 plus closing costs and title expenses not to exceed \$3,000) – Financing: 2006 Bond Funds
 - Authorize acquisition, including the exercise of the right of eminent domain, if such becomes necessary, from the John G. Campbell Trust, of an unimproved tract of land containing approximately 4 acres located on Wildwood Drive near its intersection with California Crossing Road for the Elm Fork Flood Control Project - Not to exceed \$18,279 (\$16,079 plus closing costs and title expenses not to exceed \$2,200) – Financing: 1998 Bond Funds

Adjourn

Should you have any questions, please do not hesitate to contact me.


Vonciel Jones Hill, Chair

Transportation and Trinity River Project Committee

“A quorum of the Dallas City Council may attend this Council Committee meeting.”

Transportation and Trinity River Project Council Committee Meeting

Meeting Minutes

Meeting Date: 14 April 2014

Convened: 1:04 p.m.

Adjourned: 2:07 p.m.

Councilmembers:	Presenter(s):
Vonciel Jones Hill, Chair	Jill A. Jordan, P.E., Assistant City Manager
Lee Kleinman, Vice Chair	Dan Chapman, Vice President, HNTB
Mayor Pro Tem Tennell Atkins	
Deputy Mayor Pro Tem Monica Alonzo	
Sandy Greyson	
Sheffie Kadane	
Councilmembers Absent: None	
Other Councilmembers Present:	
Rick Callahan	Scott Griggs
Dwaine R. Caraway	Philip T. Kingston
Staff Present:	Staff Present:
Rick Galceran, P.E., Director, Public Works	Liz Fernandez, Director, Trinity Watershed Mgmt.
Keith Manoy, Assistant Director, Public Works	Sarah Standifer, Assistant Director, TWM
Tim Starr, P.E., (I) Assistant Director, Public Works	

AGENDA:

1. **Approval of the 24 February 2014 Meeting Minutes**

Presenter(s): Vonciel Jones Hill, Chair

Action Taken/Committee Recommendation(s): Motion was made to approve the 24 February 2014 Transportation and Trinity River Project Council Committee meeting minutes.

Motion made by: Kadane
Item passed unanimously:
Item failed unanimously:

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

2. **Trinity Parkway - Environment Impact Statement (EIS)**

Presenter(s): Dan Chapman, Vice President, HNTB

Information Only:

3. **Streetcar Production – Final Phase**

Presenter(s): Keith Manoy, Assistant Director, Public Works

This item was postponed and moved to the next agenda.

4. **Upcoming Council Agenda Item(s)**

Presenter(s): Liz Fernandez, Director, Trinity Watershed Management and Rick Galceran, Director, Public Works

- Authorize **(1)** acceptance of a donation of \$12,615 from the Trinity Trust Foundation for the purpose of hiring an intern for the Southwest Airlines Conservation Corps program; and **(2)** the establishment of appropriations in the amount of \$12,615 in the Trinity Trust Foundation Fund - SW Airline Conservation Corps – Financing: Revenue
- Authorize **(1)** an increase in the construction contract with AUI Contractors, LLC for construction of the Levee Drainage System – Hampton-Oak Lawn sump, also referred to as the Baker No. 3 Pump Station; and **(2)** extend the contract by an additional ninety-days - Not to exceed \$4,616,624, from \$37,961,493 to \$42,578,117 - Financing: General Obligation Commercial Paper Funds
- **DRAFT - Street Resurfacing and Street Improvements for 2014**
 - * Authorize a contract with NPL Construction Company, Inc., lowest responsible bidder of four, in the amount of \$14,648,832 for the construction of pavement surface improvements for Street Resurfacing and Street Improvements for 2014 (list attached) - Not to exceed \$14,648,832 - Financing: 2012 Bond Funds (\$14,555,136) and Water Utilities Capital Construction Funds (\$93,696)
 - * Authorize a professional services contract with Kleinfelder Central, Inc., to provide construction material testing during the construction of the Street Resurfacing and Street Improvements for 2014 (list attached) - Not to exceed \$187,139 - Financing: General Obligation Commercial Paper Funds
- Authorize a one-year construction services contract to provide micro-surfacing and slurry seal for Street Services - Intermountain Slurry Seal, Inc., lowest responsible bidder of four - Not to exceed \$4,118,575 - Financing: Current Funds (subject to appropriations)

Action Taken/Committee Recommendation(s): Motion was made to move all items forward to full City Council for consideration.

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

Motion seconded by: Alonzo
Item passed on a divided vote: _____
Item failed on a divided vote: _____

Adjourn
(2:07 p.m.)

Vonciel Jones Hill, Chair
Transportation and Trinity River Project Council Committee

Memorandum



CITY OF DALLAS

DATE 25 April 2014

TO The Honorable Members of the Transportation and Trinity River Project Committee:
Vonciel Jones Hill (Chair), Lee Kleinman (Vice Chair), Deputy Mayor Pro Tem
Monica Alonzo, Mayor Pro Tem Tennell Atkins, Sandy Greyson, Sheffie Kadane

SUBJECT Update on Dallas Floodway
Environmental Impact Statement (EIS)

On Monday, 28 April 2014, you will be briefed on the Dallas Floodway Project Draft Feasibility Report and Environmental Impact Statement

Please let me know if you have any questions or need additional information.

A handwritten signature in black ink, appearing to read 'Jill A. Jordan'.

Jill A. Jordan, P.E.
Assistant City Manager



THE TRINITY
DALLAS

C: A.C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Ryan S. Evans, (I) First Assistant City Manager
Forest E. Turner, Assistant City Manager

Joey Zapata, Assistant City Manager
Charles M. Cato, (I) Assistant City Manager
Theresa O'Donnell, (I) Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Shawn Williams, (I) Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council

UPDATE ON DALLAS FLOODWAY

ENVIRONMENTAL IMPACT STATEMENT [“EIS”]

Transportation and Trinity River
Project Committee

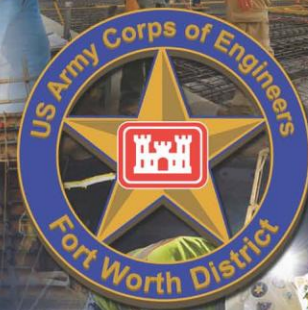
Rob Newman

Director, Trinity River Corridor Project,
Fort Worth District

28 April 2014

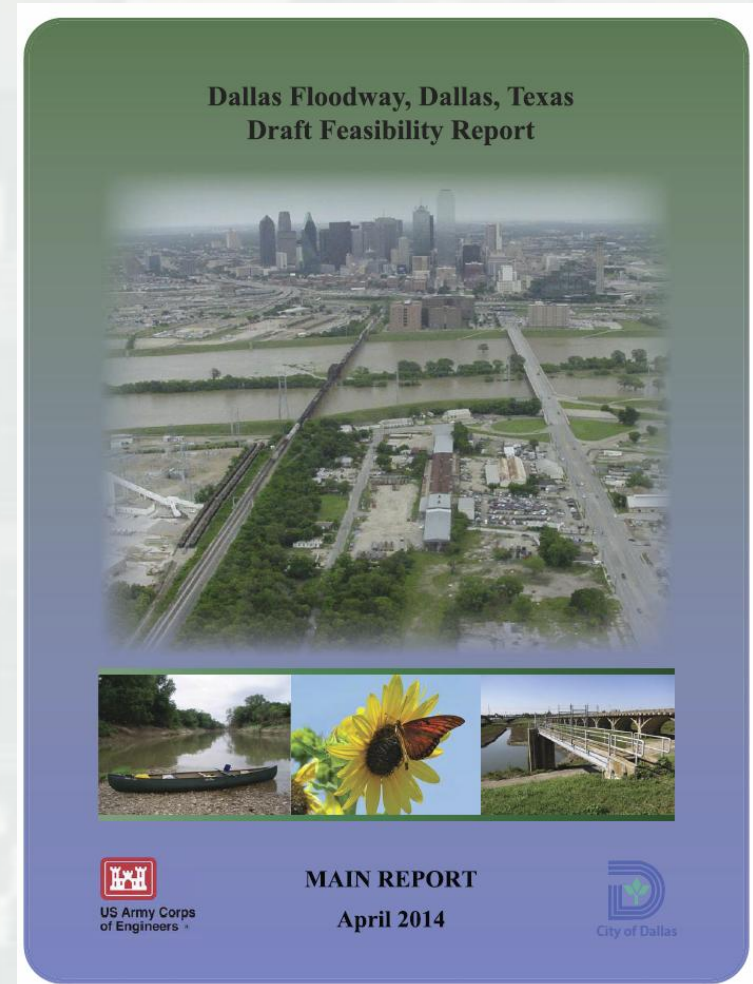


US Army Corps of Engineers
BUILDING STRONG®



Purpose of Today's Briefing

- Update the Transportation and Trinity River Committee on the progress of the project since the 21 August 2013 City Council
- Outline steps to sign a Record of Decision ["ROD"] on the Dallas Floodway Project

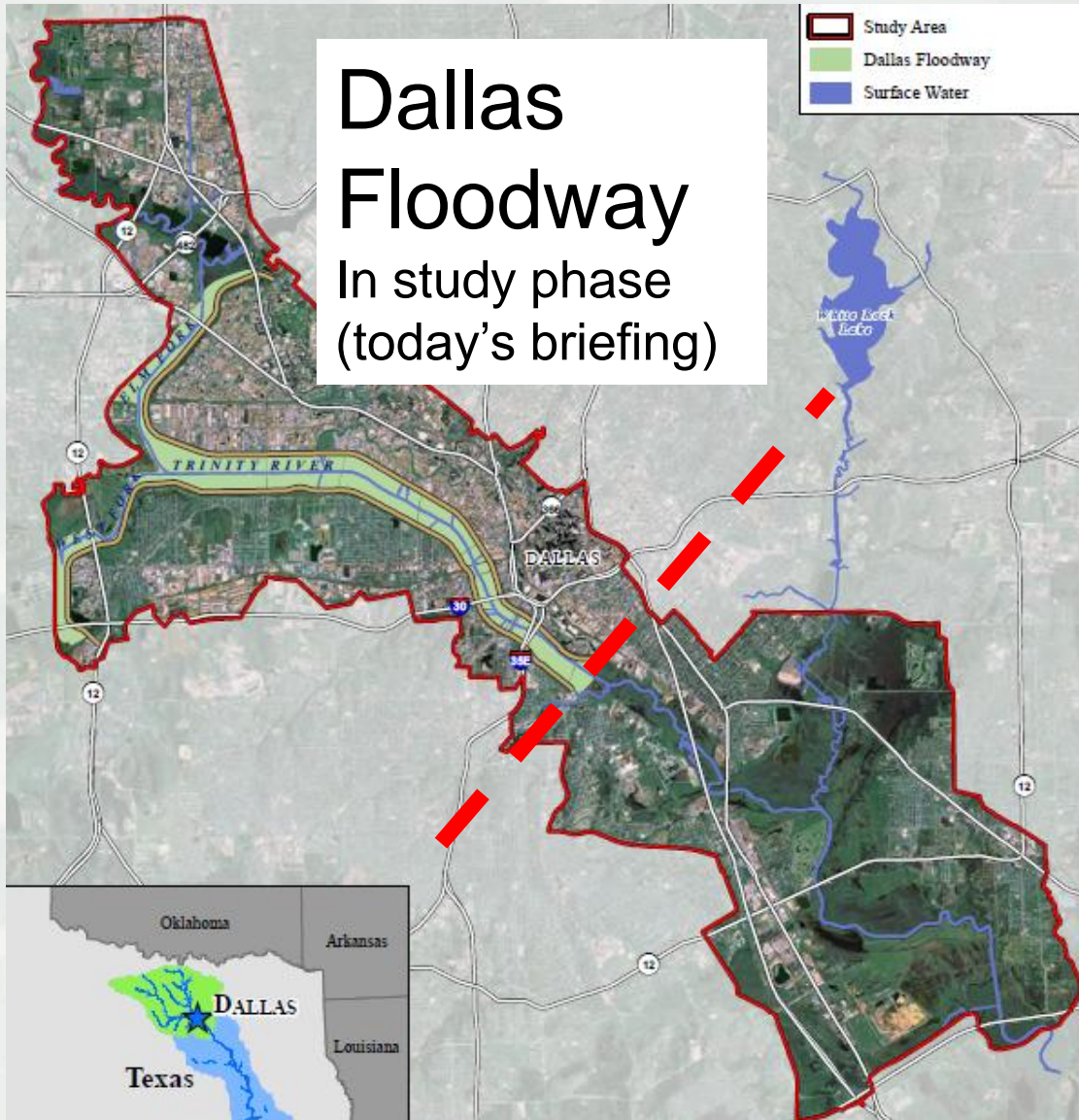


Outline of Today's Briefing

- Review Flood Risk Management Plan
- Results Comprehensive Analysis
- Overview Recommended Plan for Dallas Floodway Project
- Path Forward to the signed ROD



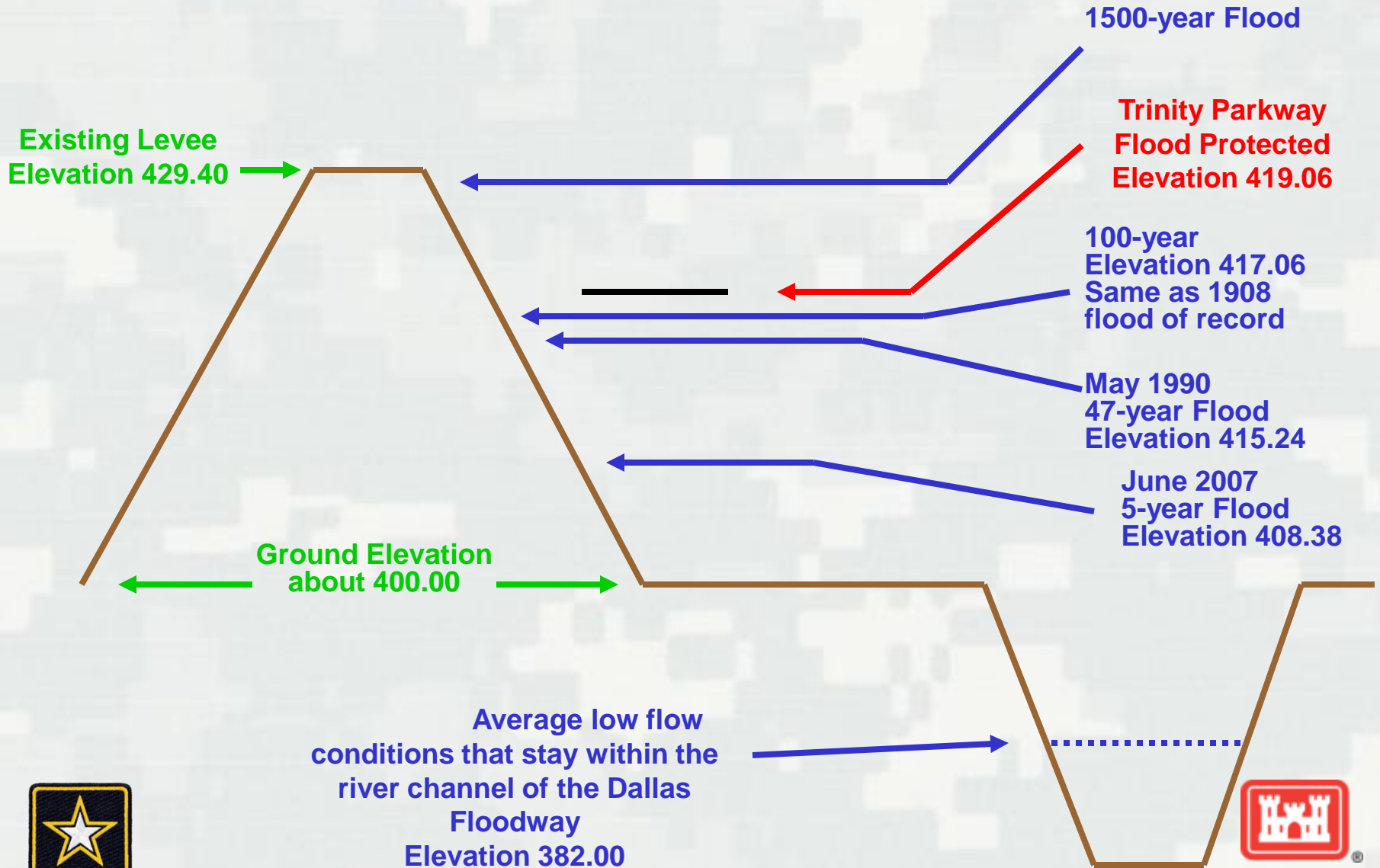
Two (2) Federal Projects in the Floodway



Dallas
Floodway
Extension
In construction
phase



Levee Section at Commerce Water Surface Elevations



1990 Flood Event



Water level is
approximately
15 Feet below
crest of the
levee



Review of the Flood Risk Management Plan



Review of Flood Risk Management Plan

- United States Army Corps of Engineers [“Corps”] and City of Dallas [“City”] utilized an integrated approach for identifying a Flood Risk Management Plan for improving the levee system
- Utilized results from risk assessment and economic analyses
- Analyzed both structural and non-structural measures



Review of Flood Risk Management Plan

Non-structural measures initially considered by the Corps

- Flood Forecasting and Warning
- Floodplain Management
- Flood Proofing
- Raising Structures in Place
- Structure Relocation
- Permanent Evacuation



Flood Risk Management Plan

Structural measures initially considered by the Corps

- Channel widening
- Vegetation removal
- Floodwalls
- Levee armoring *[i.e. covering the levee with concrete]*
- Seepage cut-off walls as flood risk management
- Controlled overtopping with levee raises *[i.e. creating a known point for the flood waters to spill over the levee into the protected side]*



Flood Risk Management

Tentatively Selected Plan Identified

Three (3) recommended actions:

- About \$10 million dollars total
 - AT&SF Bridge modifications/partial removal
 - Raise the levees to contain a 277,000 cubic feet per second [“cuffs”] flow
 - This flow equates to a 2,500-year flood event
 - Improvements to the City’s Emergency Action Plan



Flood Risk Management Plan

Modification of the AT&SF Bridge



- Retain a 350-foot section of historic wooden trestle associated with the Santa Fe Trestle Trail



Flood Risk Management Plan

Modification of the AT&SF Bridge



- Remove embankments and remaining narrowly spaced wooden piers that block flood flows



Comprehensive Analysis



Comprehensive Analysis

The Water Resources Development Act in 2007 [“WRDA 2007”] directed the Corps to ensure that the Balanced Vision Plan and Interior Drainage Plan are “technically sound” and “environmentally acceptable”

- Technical soundness is determined by completing comprehensive analysis of hydrology and hydraulics* [“H&H”], geotechnical, and civil design
- Environmental acceptability is determined by completing National Environmental Policy Act [“NEPA”] process



**H&H analysis determines the amount of runoff, depth, extent, and velocity of the flood waters coming down the river*



Comprehensive Analysis

Comprehensive Analysis compared three (3) alternatives:

- **Alternative 1 (No-Action):** No additional projects except those already approved for construction (Horseshoe, Sylvan, Pavaho Wetlands, East Bank/West Bank Interceptor, Baker Pump Station, Pavaho Pump Station, Santa Fe Trestle Trail, and Dallas Water Utility Pipelines)
- **Alternative 2:** Projects to be built including the Balanced Vision Plan [“BVP”] projects, Interior Drainage Plan [“IDP”] projects, and Trinity Parkway 3C
- **Alternative 3:** Alternative 2 with slight variations minus the Trinity Parkway 3C



Comprehensive Analysis Results

Alternative 1 (No Action)

- H&H

- Meets 1988 Trinity River Environmental Impact Record of Decision [“TREIS ROD”] Criteria

- Geotechnical

- No impacts

- Civil Design

- No impacts

- Environmental

- No additional impacts



Comprehensive Analysis Results

Alternative 2

H&H

- While it does not meet TREIS ROD Criteria, the Corps is proposing a variance because deviations are insignificant
 - With removal of the AT&SF bridge the floodway becomes more efficient in conveying floodwaters
 - Potential for water surface rise of about one inch downstream of the floodway for the 100-year and SPF flood events due to valley storage loss



Comprehensive Analysis Results

Alternative 2

- Geotechnical

- Trinity Parkway would add width to the base of the levee, thereby strengthening the levee from potential internal erosion
- Cut-off walls maybe required along the portions of the levees where the river is relocated closer to the levees
- Lakes depth, with the proposed clay liner, does not substantially increase seepage risk

- Civil Design

- Minor overlap of designs for BVP, IDP and local features occur, but can be corrected during future design with minimal effort

- Environmental

- Net increase in wetland and river ecosystem habitat quality



Comprehensive Analysis Results

Alternative 3

•H&H

- While it does not meet TREIS ROD Criteria, the Corps is proposing a variance because deviations are insignificant
 - With removal of the AT&SF bridge the floodway becomes more efficient in conveying floodwater
 - Potential for water surface rise of about one inch downstream of the floodway for the 100-year and SPF flood events due to valley storage loss

•Geotechnical

- Same as Alternative 2 improvements to levee, but without full Parkway benching

•Civil Design

- Same as Alternative 2 with more recreation features

• Environmental

- Net increase in wetland and river ecosystem habitat quality



Comprehensive Analysis

Conclusions

- Trinity Parkway, BVP and IDP features have been determined individually to be technically sound at current level of design
- Potential negative impacts related to deviations from 1988 ROD criteria are insignificant; a variance to ROD is currently proposed
- With slight modifications of the expected design refinements, all features would function on a comprehensive system wide level from a Corps Civil Works perspective



Comprehensive Analysis

Environmental Acceptability

- Final Determination is not made until Corps Headquarters signs the ROD
- Before the ROD is signed, Corps solicits public and agency comments
- Granting of Section 404/408 Permits will follow signing of ROD
- Section 404/408 Permits gives City approval for construction of the project



Recommended Plan



Recommended Plan

- WRDA 2007, Section 5141, authorized \$459 million total budget for Recommended Plan
 - Includes cost share of 65% federal and 35% non-federal
 - The city can spend a portion of its cost share portion before the Corps begins spending money



Recommended Plan

- The cost share portion of the project cannot exceed the WRDA authorization of \$459 million plus inflation
 - The cost share portion includes flood risk reduction and ecosystem restoration
- Remaining BVP and IDP projects will be constructed by the City through the Section 408 process
- Accommodates Trinity Parkway construction by other entity (Alternative 2)



Recommended Plan (Alt 2)

Flood Risk Management

•Levee

- Raise levee low spots along 9.3 miles of levees to meet 277K flow
- Low spots to be filled from borrow pit of future site of West Dallas Lake
- Modify AT&SF Bridge
- 3:1 to 4:1 slopes may be funded by City

•Interior Drainage

- Baker Pump Station
- Able Pump Station
- Hampton Pump Station



Recommended Plan (Alt 2)

Ecosystem Restoration

•River Relocation

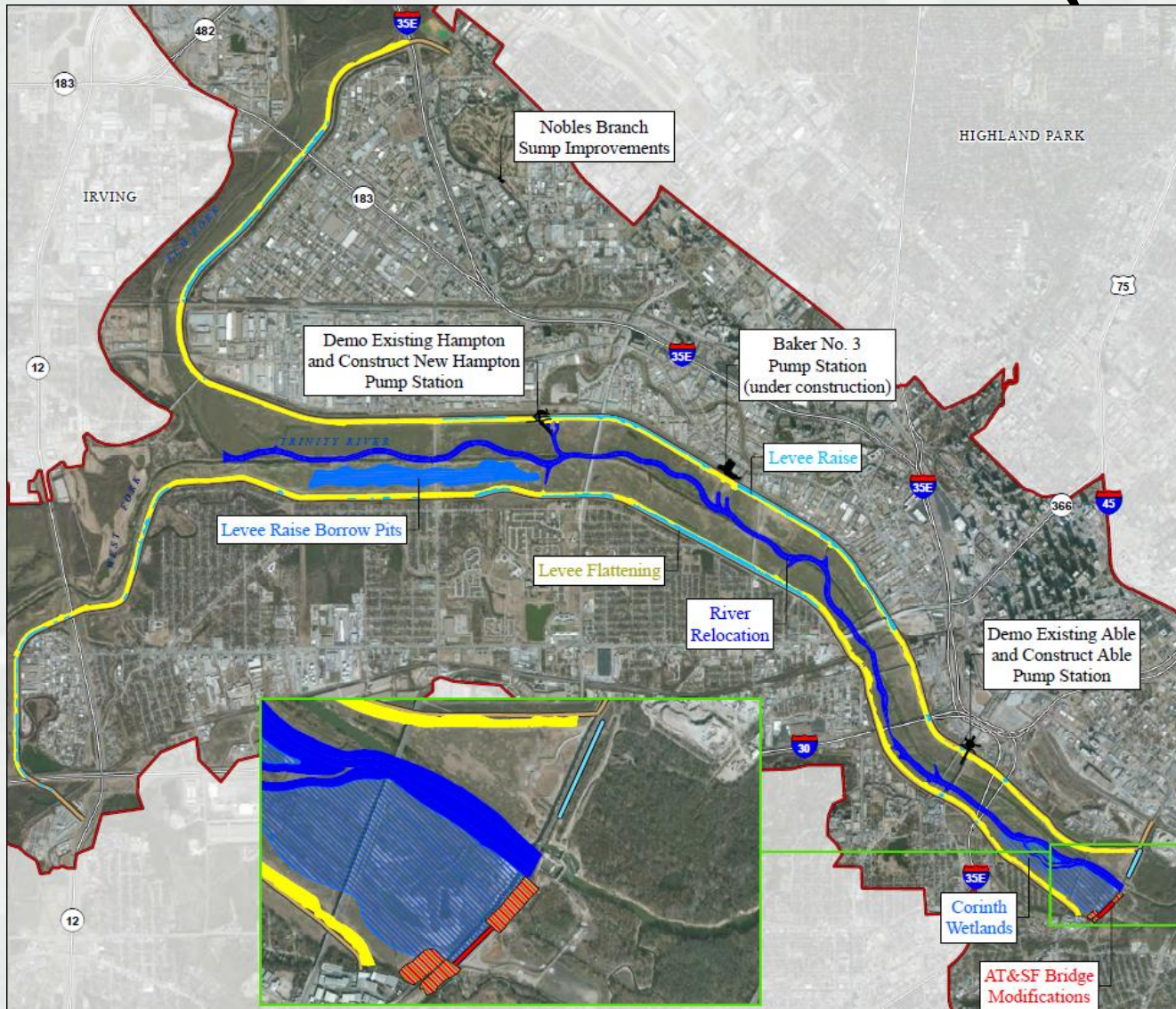
- Adds meanders back to river
- Builds habitat pools to improve aquatic diversity

•Corinth Wetlands

- Expands existing wetland; Corps participates in excavation and plantings
- City may construct recreational features such as boardwalks and trails



Recommended Federal Plan (Alt 2)



Recommended Plan (Alt 2)

Cost Sharing Summary

- Total Cost: \$529.1 million
- Federal Cost: \$343.9 million
- Non-Federal Share: \$185.2 million
 - 5% cash on Flood Risk Management: \$10.4 million
 - Estimated Credit: \$115.5 million
 - Lands, Easements, Rights of Ways and Relocations: \$59.3 million
- Bottom line for City: $\$10.4 + \$59.3 = \$69.7$ million still needed



Path Forward



Next Milestones

- 45-day public comment period started 18 April 2014
- Corps Dallas Floodway Public Hearing on Draft EIS
 - 8 May 2014, L1FN Auditorium, Dallas City Hall
 - Open house at 5:30 p.m., hearing begins at 6 p.m.
- Complete drafting Final EIS and Feasibility Report for Dallas Floodway Project and signing of Record of Decision, by Assistant Secretary of Army for Civil Works, anticipated December 2014
- Once the project is approved, Federal funding will require Federal Appropriations



Questions/Comments?



Memorandum



CITY OF DALLAS

DATE 25 April 2014

TO The Honorable Members of the Transportation and Trinity River Project Committee:
Vonciel Jones Hill (Chair), Lee Kleinman (Vice Chair), Monica Alonzo, Tennell Atkins, Sandy Greyson,
and Sheffie Kadane

SUBJECT Dallas Love Field Gate Leases

On Monday, 28 April 2014, the Transportation and Trinity River Project Committee will be briefed on the Dallas Love Field Gate Leases. The material is attached for your review.

A handwritten signature in black ink, appearing to read 'Theresa O'Donnell'.

Theresa O'Donnell
(I) Assistant City Manager

c: A.C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
Craig D. Kinton, City Auditor
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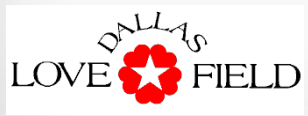


City of Dallas Aviation

Love Field Gate Leases

Transportation & Trinity River Project Committee

28 April 2014



Background

- Dallas Love Field
 - 20 gates (per the five-party agreement and Wright Amendment Reform Act)
 - 4.2 million enplanements in 2013
 - Classified as a “Medium Hub” by Federal Aviation Administration [“FAA”]
- Airports can lease gates on following basis
 - Exclusive use – Airlines have full control, including branding and scheduling, over space
 - Preferential use – Airlines have control but gives right for airport to allow **new** entrants to operate at gates that are not being fully utilized
 - Common use – gate space and time of use is managed by the airport

Background

- Dallas Love Field [“DAL”] has leased all available gates on a preferential use basis
 - Southwest Airlines - 16 gates
 - United Airlines - 2 gates
 - American Airlines - 2 gates
- Typically, ten flights or “turns” per gate is full utilization

Background

- American filed for bankruptcy in November 2011
- In February 2013, American and US Airways proposed a merger as a way out of bankruptcy for American
- In August 2013, the United States Department of Justice [“DOJ”] and attorneys general from six (6) states and the District of Columbia filed an antitrust lawsuit in an attempt to stop the proposed merger

Terms of Proposed Settlement

- In November 2013, DOJ announced a proposed settlement of the antitrust litigation
 - DOJ is requiring gates and slots to be divested to low-cost carriers
- In December 2013, the bankruptcy court approved the merger; however, the antitrust suit is still awaiting final resolution

Terms of Proposed Settlement

- Under the terms of the proposed settlement, American will divest
 - 52 slot pairs at Washington Reagan National Airport
 - 17 slot pairs at New York LaGuardia Airport
 - 2 gates at Boston Logan International Airport
 - 2 gates at Chicago O'Hare International Airport
 - 2 gates at Miami International
 - 2 gates at Los Angeles
 - 2 gates at Dallas Love Field

Terms of Proposed Settlement

- Asset Preservation Order and Stipulation:
 - “Defendants shall not, except as part of a divestiture approved by the United States...remove, sell, lease, assign, transfer, pledge, or otherwise dispose of their respective divestiture assets”
- Proposed Final Judgment:
 - “‘acquirer’ or ‘acquirers’ means the entity or entities, approved by the United States in its sole discretion”

Current Status

- To date, there has been interest expressed in the two (2) gates, should they become available
- The City has not actively solicited interest for the gates from any airline

Issues

- Because of Love Field's unique history, there are three key controlling documents that affect the leasing activities
 - Wright Amendment Reform Act
 - The Five-Party agreement
 - City's use and lease agreement with American Airlines

Wright Amendment Reform Act of 2006

Based on local Five-Party Agreement

- City of Dallas, City of Ft Worth, American Airlines, Southwest Airlines, DFW International Airport
- Flight restrictions end on October 13, 2014, however the following restrictions will remain
 - No international flights
 - Love Field capacity limited to twenty (20) gates
- **Required City & Southwest Airlines to collaborate** on modernization of Love Field

Local Five Party Agreement

Other provisions

- City negotiated a voluntary noise curfew precluding scheduled service between 11pm and 6am
- Both Cities are to oppose efforts to initiate commercial passenger service at any airport other than DFW until October 2014
 - If another airport within 80 mile radius attempts to initiate commercial service, both cities will work to bring that service to DFW, or if that fails, to airports owned by Dallas or Fort Worth

Use & Lease Agreements

- Twenty (20) year term, ending 2028
 - Airlines with little activity can exit leases early in 2018 and 2023
- All gates leased on a “Preferential Use” basis, rather than exclusive
- All baggage areas (outbound & inbound) leased as “common use”
- Office, operations and ticket counter space leased as exclusive use
- All space subject to “accommodation provisions” for **new** entrant airline access to terminal

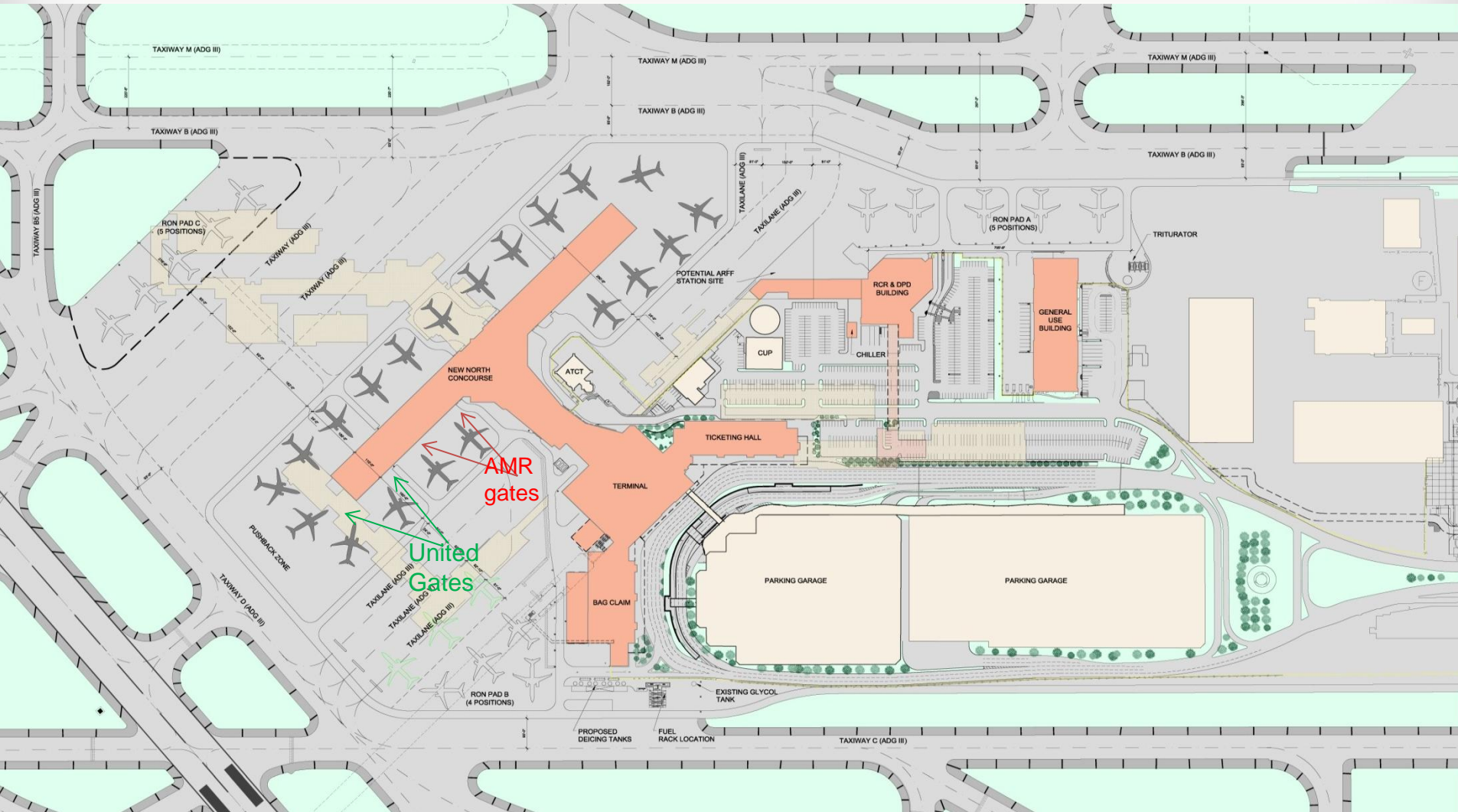
Use & Lease Agreements

- Leases are structured to be consistent with the Five-Party Agreement commitments
 - **Expanded scope** of the lease of terminal space, included **terms for the use of the Airport**, including the airfield, aircraft parking ramp;
 - Incorporated Landing Fee & new Apron Fee in lease rate model
 - Incorporated new **cost recovery rate model** approved in the Term Sheet Allocates Airport costs to Terminal, Apron, Airfield cost centers
 - Airlines pay cost of Love Field Modernization Program (“LFMP”) thru allocations of cost to square foot rental rate
 - Protects non-airline tenants from paying for LFMP
 - Developed **guidelines** for future capital improvements [“CIP”];
 - CIP funded in rate base, **airlines have approval rights** for certain capital improvements affecting their rates

Use & Lease Agreements

- Allows for the sub-lease of the gates
 - American Sub-leased to Delta in July 2009
 - American Sub-leased to Seaport Airlines in June 2011
- If the right to use the preferential gates ceases, they become common use
 - Common use gates are managed by the airport and available to all airlines requesting space to conduct flights until full

Gate Assignments*



*As per current leases

Analysis

- The City has not received formal proposals nor has it solicited any
- City retained a consultant, L.E.K. Consulting L.L.C., to evaluate the public statements of plans by the interested carriers
- Goal was to be prepared for further discussions with American and the Department of Justice regarding the disposition of the gates
- On April 16, 2014, the City received notice from the Department of Justice that American and Virgin American had reached an agreement and that agreement satisfies the Department of Justice

Consultant Credentials

- L.E.K. is a leading strategic advisor to the global airline industry, whose clients include more than half of the top fifty (50) airlines around the world
- Chief architect of the merchandizing (ancillary revenue) movement in the U.S. industry and around the globe
- Extensive work with the most successful and innovative airports and airport groups around the globe
 - Numerous successful engagements developing innovative retail masterplans
 - Traffic forecasting
 - Buy- and sell-side advisory work for airport privatizations

Consultant Scope of Work

- Identify key benefits to Dallas Citizens and Dallas Love Field
- Determine what aligns strategically with continued support of DFW
- Establish weighted criteria to evaluate the public plans from each airline
- Create framework for how the City will evaluate common use proposals, if necessary

Best for Dallas Citizens & Travelers

- Carrier with quality customer service
- Responsible carrier, sensitive to impacts to the community including noise
- Carrier willing to be part of the community
- Broad network with multiple destinations
- Enhancing competition
- Carrier offering various products and services

Best for Love Field

- Fiscally sound carrier
- Modern Fleet
- Sub-lease, carrier manages schedule
- Team player on airport operations and emergency management
- Supports mission of airport
- Environmentally sensitive, cognizant of noise issues
- Diversity of tenants

Best Strategically with DFW

- Minimizes direct competition to ongoing success to DFW
- Focus on domestic routes
- No diminution of service at DFW
- Service that compliments what is presently available at DFW
- Balancing needs of both DFW and Love Field



Love Field Gate Recommendations

Assessment of optimal use of American's divested
Love Field gates for the City of Dallas

April 28, 2014

In its settlement with American, the DOJ is requiring AA to divest its two preferential use gates at Dallas Love Field (DAL)

- American Airlines will have to relinquish the gates at all airports under “commercial terms and conditions identical to those pursuant to which the gates and facilities are leased to New American”
 - There is no restriction on whether American can receive compensation for sub-leasing the gates
 - The DOJ’s intent with the divestiture is to create competition for American out of Dallas by leveraging the more convenient location of DAL to give an advantage to a new entrant
 - The DOJ claims rights to approve the selected carrier; their focus is on increased competition and facilitating new opportunities for low cost carriers
- “... The goal of the divestiture remedy is to enhance the ability of the LCCs to frustrate coordination among the legacy carriers ...”

The U.S. Department of Justice

- The DOJ prefers the gates be assigned to an LCC versus remain open for common use, to ensure that a new entrant has the right number and time for slots to compete effectively
 - The final agreement prohibits the merged company from reacquiring an ownership interest in the divested slots or gates
- “... Section XII of the proposed Final Judgment prohibits the merged company from reacquiring an ownership interest in the divested slots or gates during the term of the Final Judgment ...”

The U.S. Department of Justice

Delta (DL), Virgin America (VX), and Southwest (WN), have expressed interest in American's (AA) two gates at DAL



Proposed routes (flights/day)	<ul style="list-style-type: none"> ● ATL (6) ● LGA (5) ● MSP (3) ● DTW (3) ● LAX (5) 	<ul style="list-style-type: none"> ● LAX (4) ● SFO (4) ● LGA (4) ● DCA (4) ● ORD (2) 	<ul style="list-style-type: none"> ● CLT ● PHL ● DTW ● MSP ● EWR 	<ul style="list-style-type: none"> ● SFO ● SJC ● OAK ● SMF ● SEA ● PDX 	<ul style="list-style-type: none"> ● BOS ● RDU ● MEM ● IND ● ECP ● CHS
Proposed aircraft	<ul style="list-style-type: none"> ● CRJ-900 (76 seats) ● Boeing 717 (110 seats) 	<ul style="list-style-type: none"> ● A320 (146 seats) 	<ul style="list-style-type: none"> ● 737-700 (143 seats) ● 737-800 (175 seats) 		
Additional considerations	<ul style="list-style-type: none"> ● Requesting gates for common use, which Delta would then use as needed ● Requires 3 gates for its full plan, implying potential access to United's gates 	<ul style="list-style-type: none"> ● Dallas area expansion plans contingent upon obtaining 2 DAL gates ● Virgin has stated that they would exit DFW 	<ul style="list-style-type: none"> ● Southwest already has 16 of 20 gates at DAL ● Southwest cannot fly out of DFW without relinquishing DAL gates, so this is their most realistic expansion opportunity 		
Proposal thesis	<ul style="list-style-type: none"> ● Provide DAL with 1-stop access to global destinations 	<ul style="list-style-type: none"> ● Offer a competing network of flights with a differentiated product and lower fares to large business markets from DAL 	<ul style="list-style-type: none"> ● Introduce meaningful competition to American Airlines and more destinations from DAL 		

Given the City’s responsibilities, Dallas residents and the local business community should be seen as the primary stakeholders in the gate decision

Stakeholders

Primary needs and motivations:

Primary stakeholders

Dallas residents
Local business community

- Greatest number of non-stop destinations from Dallas (DAL + DFW)
- Low fares
- Greatest number of non-stop destinations from Dallas (DAL + DFW)
- Best possible flight schedule / frequency of service
- New convenient premium class service at DAL
- Increased business activity

Secondary stakeholders

DAL airport
DAL airport employees
DFW airport

- Maximum traffic through the airport, increasing airport revenues
- Minimum risk of airline service level changes
- Maximum job creation
- Minimum direct route overlap between DFW and DAL, to reduce potential passenger loss

Other stakeholders not included in this analysis

DOJ
American Airlines

- Increased competition for AA in Dallas
- Greater LCC presence in Dallas and nationally
- Minimize number of competitors in the Dallas area
- Minimize direct route overlap

We have excluded “other stakeholder” considerations from our analysis in order to remain objective; The DOJ’s needs do not necessarily overlap with the needs of the primary stakeholders

The City's main objective should be to maximize O&D passenger throughput across both DAL and DFW, as that would represent maximum utility for stakeholders

Objectives

Objectives
<p>Tier 1 objectives</p> <p>1 Increase non-stop destinations from DAL</p> <p>2 Maximize O&D passenger throughput across DAL & DFW</p>
<p>Tier 2 objectives</p> <p>3 Lower fares from DAL</p> <p>4 Minimize route overlap with DFW</p> <p>5 Add convenient premium class service at DAL</p>
<p>Tier 3 objectives</p> <p>6 Increase number of DAL jobs</p> <p>7 Airline stability and commitment at DAL</p> <p>8 Add a partner that will contribute to the community</p>

Needs met

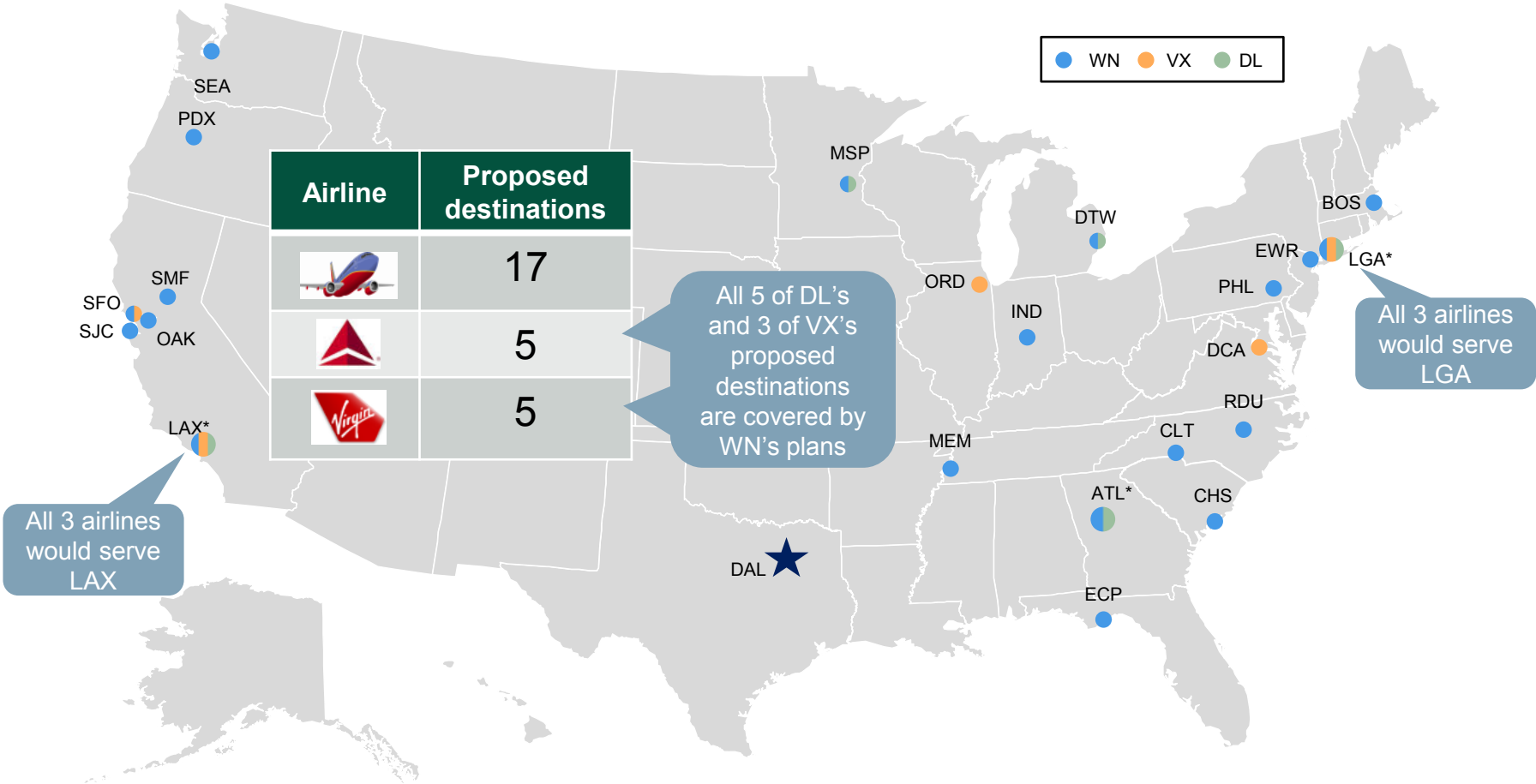
- More non-stop destinations from DAL
- Greatest number of key routes being served (demonstrated by demand)
- Maximize DAL aero & non-aero revenue
- Maximize local economic growth
- Maximize indirect jobs in Dallas
- Lower fares caused either by an increase in competition or new LCC entrant
- Limited cannibalization of existing DFW passenger volume
- New premium (first class) service to key cities from the more convenient DAL location (vs. DFW)
- Increase DAL jobs
- Minimize risk to DAL and City of Dallas given reliance on limited airlines; ensure longstanding commitment
- Commitment to the community

Stakeholders supported

- Residents
Business community
- Residents
Business community
DAL airport
DAL airport employees
- Residents
Business community
- DFW Airport
AA
- Business community
Residents
- DAL airport
DAL airport employees
- Residents
DAL airport
DAL airport employees
- Residents
Business community

1 Southwest's proposal would likely lead to the highest number of non-stop destinations from DAL

Proposed DAL destination airports for WN, VX and DL

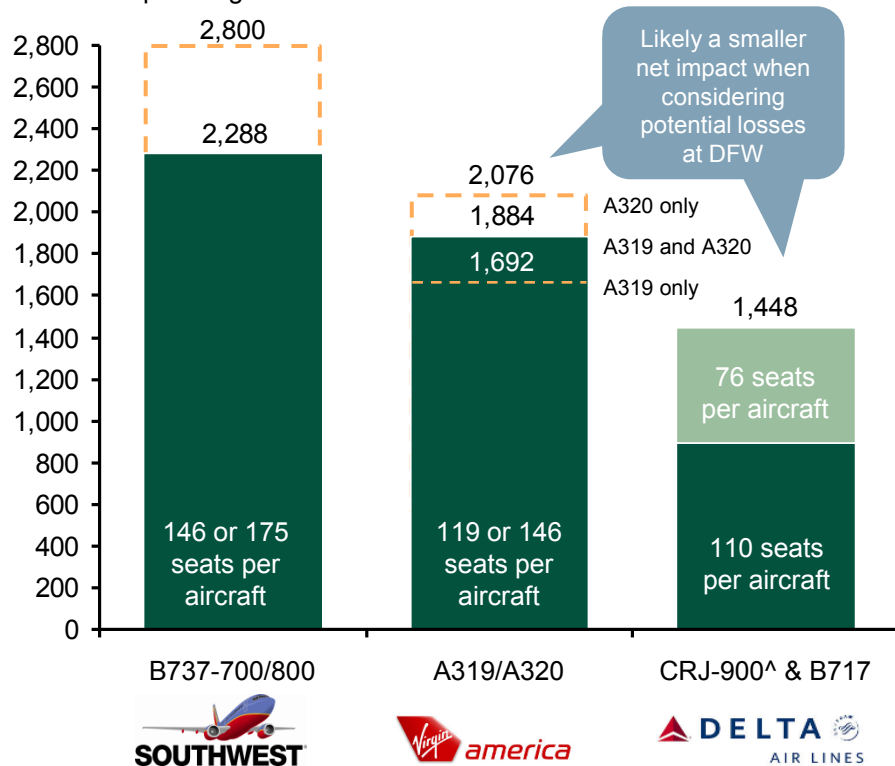


Note: * Current/planned WN destinations w/out gates ^Includes destinations from Delta's and Virgin's proposals that Southwest is already planning to fly with its existing gates
 Source: Project team analysis of company proposals and Dio Mii

2 Based on fleet plans and potential cannibalization at DFW, Southwest would likely drive the most passenger traffic across both DAL & DFW

Potential DAL passengers per day by aircraft type

Number of passengers*



Commentary

- Based on intended aircraft and gate usage, Southwest is projected to have the highest passenger throughput for DAL
 - While Southwest claims 737-800s would be deployed, 737-700s are more probable on marginal routes
- Virgin could serve nearly as many DAL pax as Southwest, but at some risk to DFW
 - While Virgin proposes using A320s; we have assumed they would split their service between A319s and A320s as a new entrant
 - As Virgin will be pulling out of DFW, the net impact to the Metroplex could only be 1,200 – 1,300 pax/day
- With smaller aircraft planned, Delta is expected to serve fewer passengers than WN or VX
 - Delta proposes using 16 CRJ-900s; while they suggest a 3rd gate would be necessary, we have capped their total flights at 20, matching Southwest
 - As these services would overlap with existing DFW service, it is likely that a substantial number of pax would be pulled from the existing service

Proposed flights per day**	20	18	CRJ-900: 14^^ B717: 6
System wide load factor***	80%	79%	84%

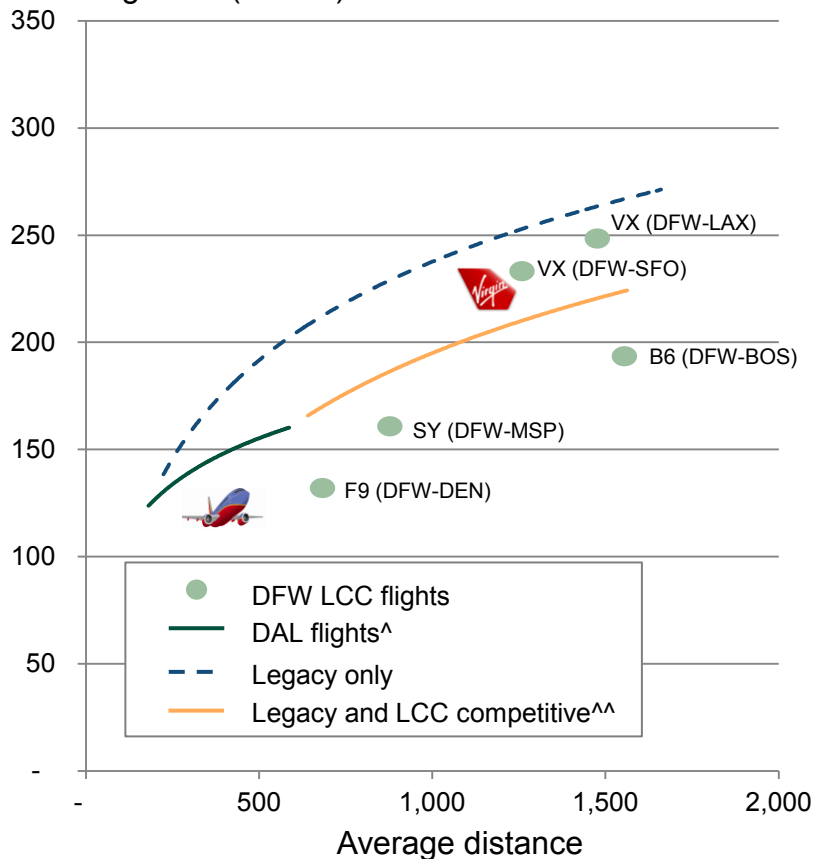
Note: * Calculated as (aircraft seats) x (flights/day) x (system-wide load factor); ** Max potential assumed to be 11 turns per day based on Southwest performance at MDW; typical efficient gate usage is 7-8 turns per day; *** 2012 system wide load factor; ^ Some flights may be operated by an E175 with the same number of seats; ^^ Based on the assumption that Delta only gets two gates (proposing 16 total for 3 gates)

Source: Project team analysis of ADP; company proposals; company seating charts

3 Historically, Southwest has driven a greater fare differential in Dallas than Virgin; however, it has a mixed track record in other markets

Average domestic fares from DAL and DFW (Q3 2012-Q3 2013)

Average fare (dollars)



Fare differentials from legacy fares in similar markets to DAL/DFW

(Q3 2012-Q3 2013)

Comparison	Houston (HOU/IAH)	Chicago (MDW/ORD)
Avg. WN fare differential (%)	20	13
Avg. LCC fare differential (%)	28	28































Key Observations



- Historically, Virgin has not offered significantly lower fares in Dallas relative to WN or other LCCs
- Neither Southwest nor Virgin typically offer Dallas fares as low as JetBlue, Frontier, or Sun Country
- While Southwest has historically offered lower fares in Dallas, Houston, and Chicago, its track-record is mixed – fares have actually increased ~23% in ATL (vs. 4% nationally) since Southwest took over AirTran

Note: * Only nonstop destinations from DAL with passengers per day greater than 50 passengers per day; NK was not included in this analysis, as they appear to have minimal impact on other carrier's fares; ^ "DAL flights" are all non-stop flights from DAL; ^^ "Legacy and LCC competitive" are routes with both Legacy and LCC presence

Source: Airlines and Aviation: Dallas Business Telegram, Project team analysis of Dio Mii

Southwest is the most attractive option for the City of Dallas, given both expectations for its O&D pax throughput and potential for low fares

Objectives (% weighting)					Rationale
Tier 1 (50%)	1 Increase non-stop destinations from DAL				<ul style="list-style-type: none"> Southwest is proposing 17 new nonstop destinations vs. 5 (DL) and 5 (VX)
	2 Maximize O&D pax throughput across DAL & DFW				<ul style="list-style-type: none"> While both Southwest and Virgin would serve substantial passengers, Virgin would be removing flights from DFW
Tier 2 (40%)	3 Lower fares from DAL				<ul style="list-style-type: none"> Historically, Southwest has driven a greater fare differential in Dallas than Virgin; however it has a mixed track record in other markets
	4 Minimize route overlap with DFW				<ul style="list-style-type: none"> ECP and CHS (both WN) are the only proposed new destinations that are not currently served by DFW
	5 Add convenient premium class service at DAL				<ul style="list-style-type: none"> With both more flights and more first class seats per aircraft, Delta would provide the greatest increase in premium class service at DAL
Tier 3 (10%)	6 Increase number of DAL jobs				<ul style="list-style-type: none"> VX or DL would likely create more jobs at DAL due to the added requirements of supporting an incremental carrier
	7 Airline stability and commitment				<ul style="list-style-type: none"> Delta's scale gives it stability although it has left Dallas before, while Southwest is fully committed as the home-town carrier
	8 Add a partner that will contribute to the community				<ul style="list-style-type: none"> DL or VX represent a greater opportunity to increase corporate partnership with the community (whereas Southwest is already a strong partner)
Overall attractiveness					<p>Southwest is the most attractive option for the City of Dallas</p>

 Most beneficial
 Least beneficial

Memorandum



DATE 25 April 2014

TO The Honorable Members of the Transportation and Trinity River Project Committee:
Vonciel Jones Hill (Chair), Lee Kleinman (Vice Chair), Deputy Mayor Pro Tem Monica Alonzo,
Mayor Pro Tem Tennell Atkins, Sandy Greyson, and Sheffie Kadane

SUBJECT **Streetcar Production – Final Phase**

On Monday, 28 April 2014, the Transportation and Trinity River Project Committee will be briefed on the Streetcar Production – Final Phase. The material is attached for your review.

Please contact me if you have questions.



Jill A. Jordan, P.E.
Assistant City Manager

Attachment

c: A.C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Ryan S. Evans, (I) First Assistant City Manager
Forest E. Turner, Assistant City Manager

Joey Zapata, Assistant City Manager
Charles M. Cato, (I) Assistant City Manager
Theresa O'Donnell, (I) Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Shawn Williams, (I) Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council

Streetcar Production – Final Phase

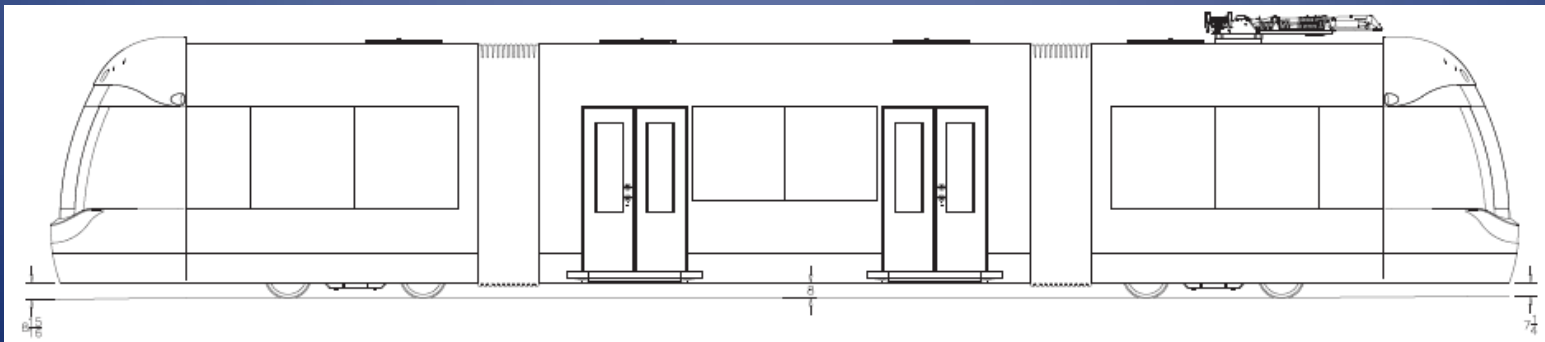
Transportation and Trinity River Project Committee

28 April 2014



Streetcar Vehicle Specifications

- Base Project – two Streetcar vehicles from Brookville Equipment Corporation
- Option up to two additional vehicles
- Double-articulated with low floor center section
- Dual mode – capable of both overhead contact system operation and off-wire operation
- 30 year service life
- FTA Compliant
 - Buy-America
 - ADA
- Compatible with DART Light Rail System Requirements



Vehicle Components

The Vehicles will be provided with the following equipment:

- Closed Circuit Television installed
- Automatic Passenger Counters installed
- Fare Collection Equipment (made ready to accept for future installation)
- Load Leveling System for 14 inch platform height installed
- Automatic Train Protection (Vehicles made ready to accept for future installation)
- Communications / Radio Equipment installed (Consistent with DART requirements)
- Train Stop System installed
- Train to Wayside Communications installed (consistent with DART requirements)
- Off-Wire Energy Storage System [“OESS”] installed
- Spare Parts
- Special Tools
- Necessary Test Equipment and Software

Vehicle Color

Color based upon:

- Future maintenance cost was a major consideration
- Color is compatible with DART Light Rail Transit (“LRT”) vehicles
- The seat fabric is the same as the LRT vehicle seat fabric
- Interior materials ensure ease of maintenance and efficiency
- The Dallas Streetcar System will have specific branding that will distinguish it from the existing transit fleet while maintaining compatibility

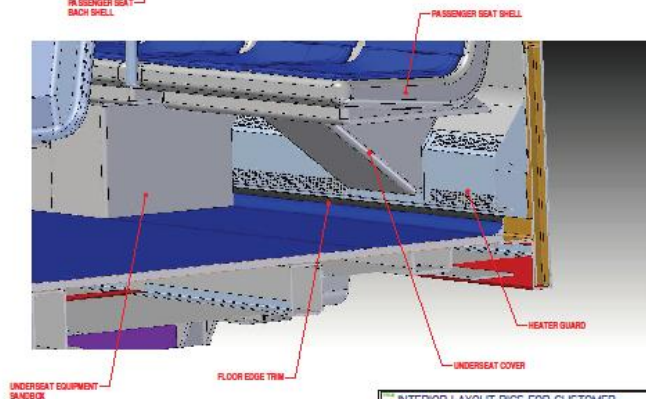
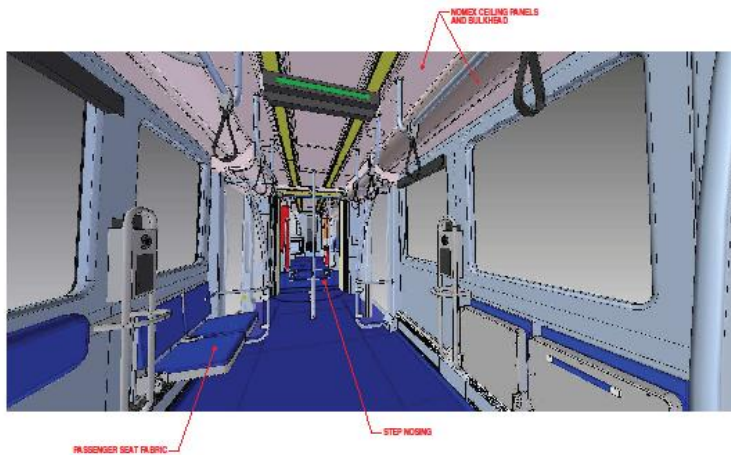
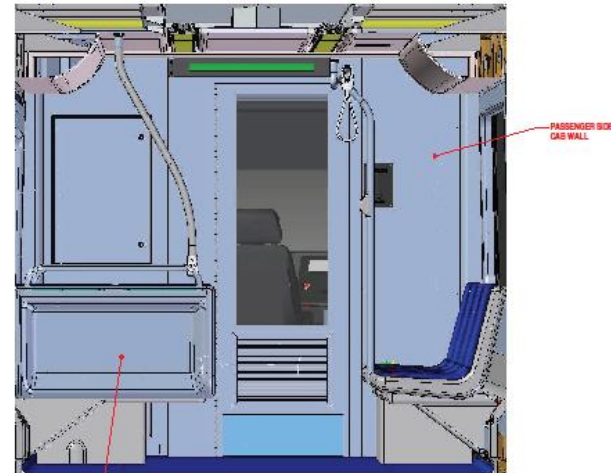
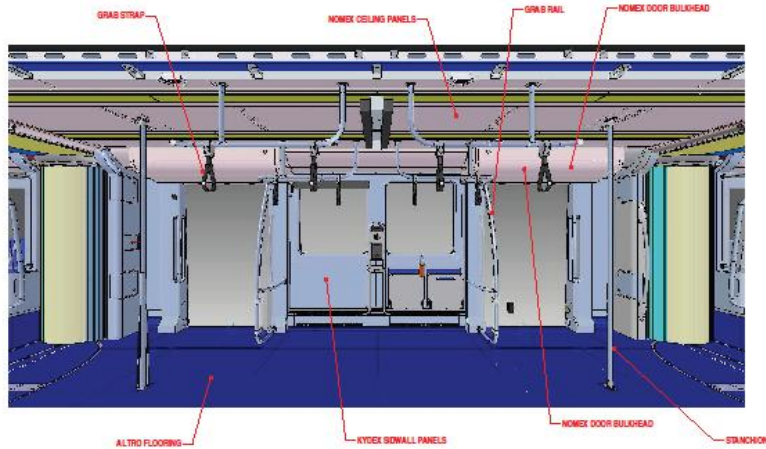
Streetcar (side view)



Streetcar (front view)



Streetcar Interior



INTERIOR LAYOUT PICS FOR CUSTOMER	
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D TPG0039 0

KEY FOCUS AREA: Economic Vibrancy
AGENDA DATE: May 14, 2014
COUNCIL DISTRICT(S): 6
DEPARTMENT: Trinity Watershed Management
CMO: Jill A. Jordan, P.E., 670-5299
MAPSCO: 42F G

DRAFT

SUBJECT

Authorize acquisition, including the exercise of the right of eminent domain, if such becomes necessary, from the City of Irving, of an unimproved tract of land containing approximately 20 acres located on the east bank of the Trinity River near the west termination of Mexicana Drive for the Dallas Floodway Project - Not to exceed \$39,700 (\$36,700 plus closing costs and title expenses not to exceed \$3,000) – Financing: 2006 Bond Funds

BACKGROUND

This item authorizes the acquisition of an unimproved tract of land containing approximately 20 acres from the City of Irving. This property is located on the east bank of the Trinity River near the west termination of Mexicana Drive and will be used for the Dallas Floodway Project. The consideration is based upon an independent appraisal.

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

This item has no prior action.

FISCAL INFORMATION

2006 Bond Funds - \$39,700 (\$36,700 plus closing costs and title expenses not to exceed \$3,000)

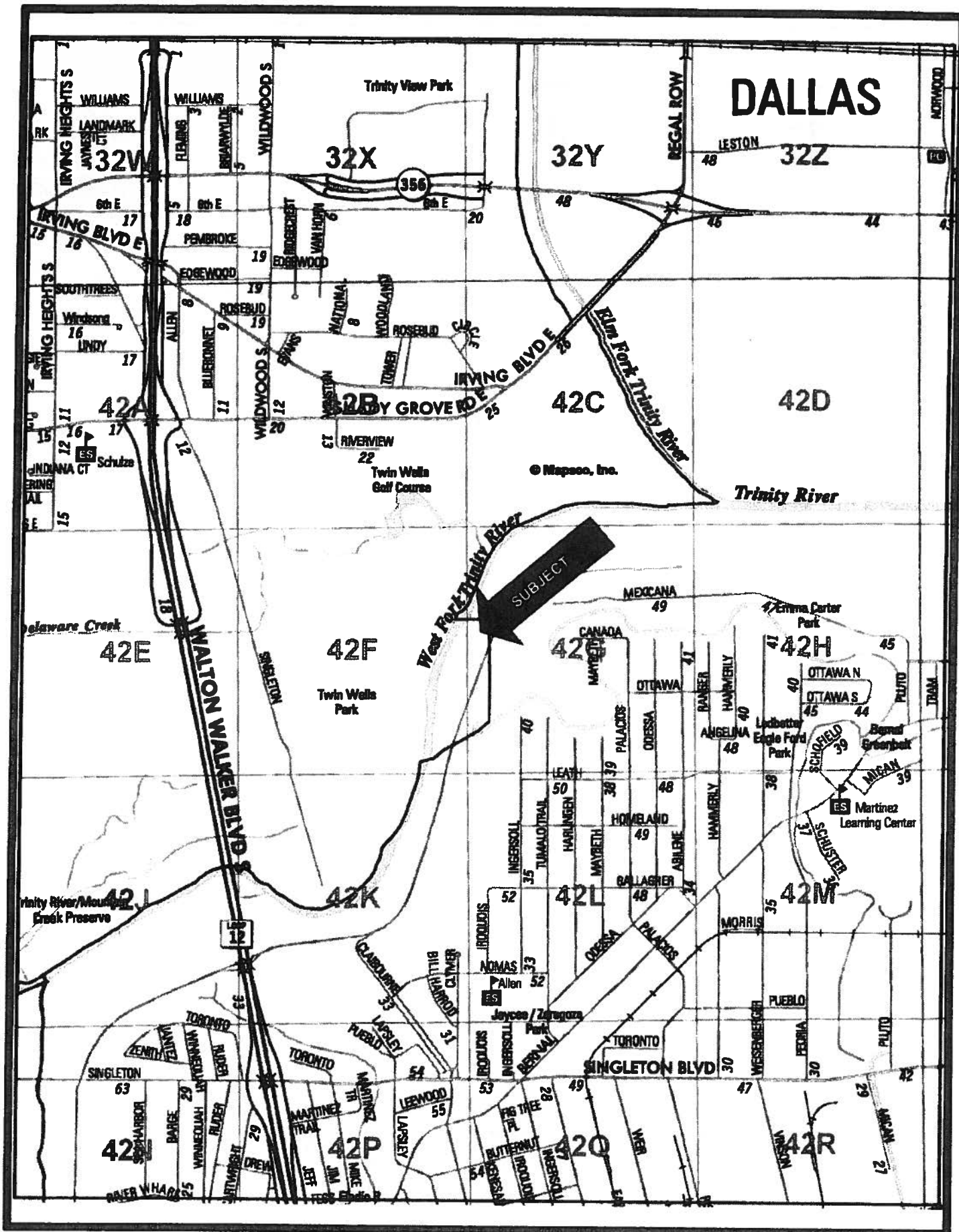
OWNER

City of Irving

MAPS

Attached

DALLAS



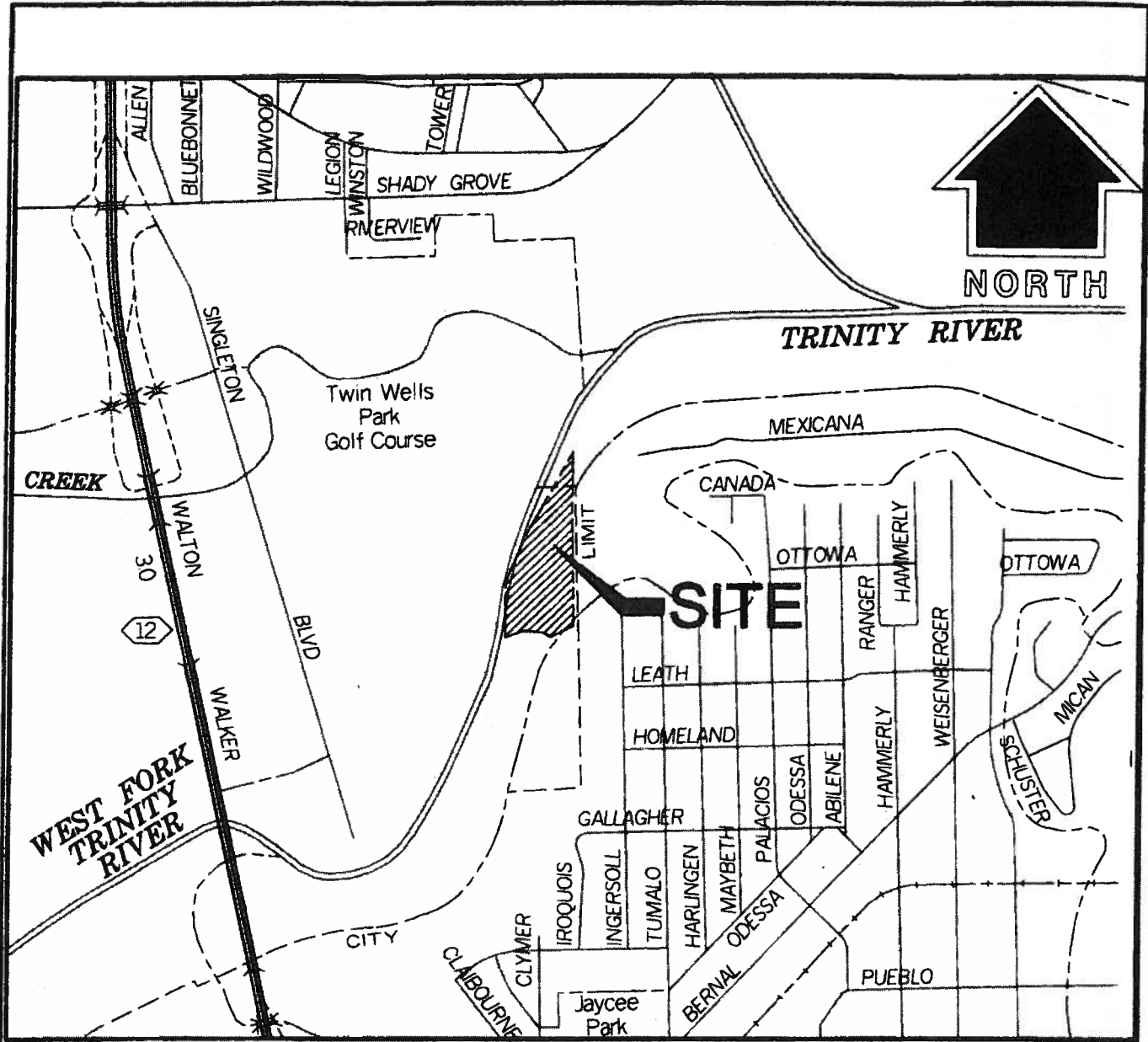
SUBJECT

42F, G



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AREA TO BE ACQUIRED

May 14, 2014

A RESOLUTION DETERMINING UPON THE NECESSITY OF ACQUIRING REAL PROPERTY AND AUTHORIZING ITS APPROPRIATION AND/OR CONDEMNATION FOR PUBLIC USE.

DEFINITIONS: For the purposes of this resolution, the following definitions of terms shall apply:

"CITY": The City of Dallas.

"PROPERTY": Approximately 20 acres of property located in Dallas County, and being the same property more particularly described in "Exhibit A", attached hereto and made a part hereof for all purposes.

"PROJECT": Dallas Floodway

"USE": The use and maintenance of the Dallas Levee together with such appurtenant facilities as may be necessarily provided.

"PROPERTY INTEREST": Fee Simple

"OWNER": City of Irving, provided, however, that the term "OWNER" as used in this resolution means all persons having an ownership interest, regardless of whether those persons are actually named herein.

"OFFER AMOUNT": \$36,700.00

"CLOSING COSTS AND TITLE EXPENSES ": Not to exceed \$3,000.00

"AUTHORIZED AMOUNT": \$39,700.00

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

SECTION 1. That the USE of the PROPERTY for the PROJECT is a public use.

SECTION 2. That public necessity requires that the CITY acquire the PROPERTY INTEREST in the PROPERTY for the PROJECT.

SECTION 3. That for the purpose of acquiring the PROPERTY INTEREST in the PROPERTY, the Assistant Director of the Sustainable Development and Construction Department, Real Estate Division, or such person as he/she may designate, is hereby authorized and directed to offer the OFFER AMOUNT as payment for the PROPERTY INTEREST in the PROPERTY.

May 14, 2014

SECTION 4. That in the event the OWNER accepts the OFFER AMOUNT, the City Controller is authorized and directed to draw a warrant in favor of the OWNER, or the then current owner of record, or the title company closing the transaction described herein in the OFFER AMOUNT payable out of the Flood Protection and Storm Drainage Facilities Fund: Fund No. BT23, Department TWM, Unit P646, Activity TRPP, Program No. TW06P646, Object 4210, Encumbrance No. CT-TWM06P646F1. CLOSING COSTS AND TITLE EXPENSES payable out of the Flood Protection and Storm Drainage Facilities Fund: Fund No. BT23, Department TWM, Unit P646, Activity TRPP, Program No. TW06P646, Object 4230, Encumbrance No. CT-TWM06P646F2. The OFFER AMOUNT, CLOSING COSTS and TITLE EXPENSES together shall not exceed the AUTHORIZED AMOUNT.

SECTION 5. That the CITY is to have possession of the PROPERTY at closing; and the CITY will pay any title expenses and closing costs. In the event of condemnation, the CITY will pay court costs as may be assessed by the Special Commissioners or the court. Further, that litigation expenses determined by the City Attorney to be necessary are authorized for payment. All costs and expenses described in this section shall be paid from the previously described funds.

SECTION 6. That if the OWNER refuses to accept the OFFER AMOUNT, the CITY will appropriate the PROPERTY INTEREST in the PROPERTY for the PROJECT under the laws of eminent domain and the provisions of the Charter of the City of Dallas. In such case, the City Attorney is authorized and requested to file the necessary suit(s) and take the necessary action for the prompt acquisition of the PROPERTY INTEREST in the PROPERTY by condemnation or in any manner provided by law.

SECTION 7. That in the event it is subsequently determined that additional persons other than those named herein have an interest in the PROPERTY, the City Attorney is authorized and directed to join said parties as defendants in said condemnation suit(s).

SECTION 8. That to the extent the PROPERTY is being purchased wholly or partly with bond proceeds CITY has obtained an independent appraisal of the PROPERTY'S market value.

SECTION 9. That OWNER has been provided with a copy of the Landowner's Bill of Rights as required by Texas Property Code Section 21.0112.

May 14, 2014

SECTION 10. That in the event the City Attorney files a condemnation proceeding because the OWNER refused to accept the OFFER AMOUNT; and in the event the special commissioners appointed by the Court return an award that is the same amount or less than the OFFER AMOUNT, the City Attorney is hereby authorized to settle the condemnation proceeding, or if the condemnation proceeding becomes a lawsuit, the lawsuit for the amount awarded by the special commissioners; and the City Controller is hereby authorized to issue a check drawn on the previously described funds in an amount not to exceed the special commissioners' award made payable to the County Clerk of Dallas County, to be deposited into the registry of the Court, to enable the CITY to take possession of the PROPERTY without further action of the Dallas City Council; and the City Controller is hereby authorized to issue a check drawn on the previously described funds in an amount not to exceed \$3,000.00 for Closing Costs and Title Expenses in favor of the title company closing the transaction described herein. The Award, CLOSING COSTS AND TITLE EXPENSES together shall not exceed the AUTHORIZED AMOUNT.

SECTION 11. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

APPROVED AS TO FORM:
WARREN M. S. ERNST, City Attorney

BY _____
Assistant City Attorney

DRAFT

KEY FOCUS AREA: Economic Vibrancy
AGENDA DATE: May 14, 2014
COUNCIL DISTRICT(S): 6
DEPARTMENT: Trinity Watershed Management
Public Works Department
CMO: Jill A. Jordan, P.E., 670-5299
MAPSCO: 22X

SUBJECT

Authorize acquisition, including the exercise of the right of eminent domain, if such becomes necessary, from the John G. Campbell Trust, of an unimproved tract of land containing approximately 4 acres located on Wildwood Drive near its intersection with California Crossing Road for the Elm Fork Flood Control Project - Not to exceed \$18,279 (\$16,079 plus closing costs and title expenses not to exceed \$2,200) – Financing: 1998 Bond Funds

BACKGROUND

This item authorizes the acquisition of an unimproved tract of land containing approximately 4 acres from the John G. Campbell Trust. This property is located on Wildwood Drive near its intersection with California Crossing Road and will be used as a floodway management area for the Elm Fork Flood Control Project. The consideration is based upon an independent appraisal.

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

This item has no prior action.

FISCAL INFORMATION

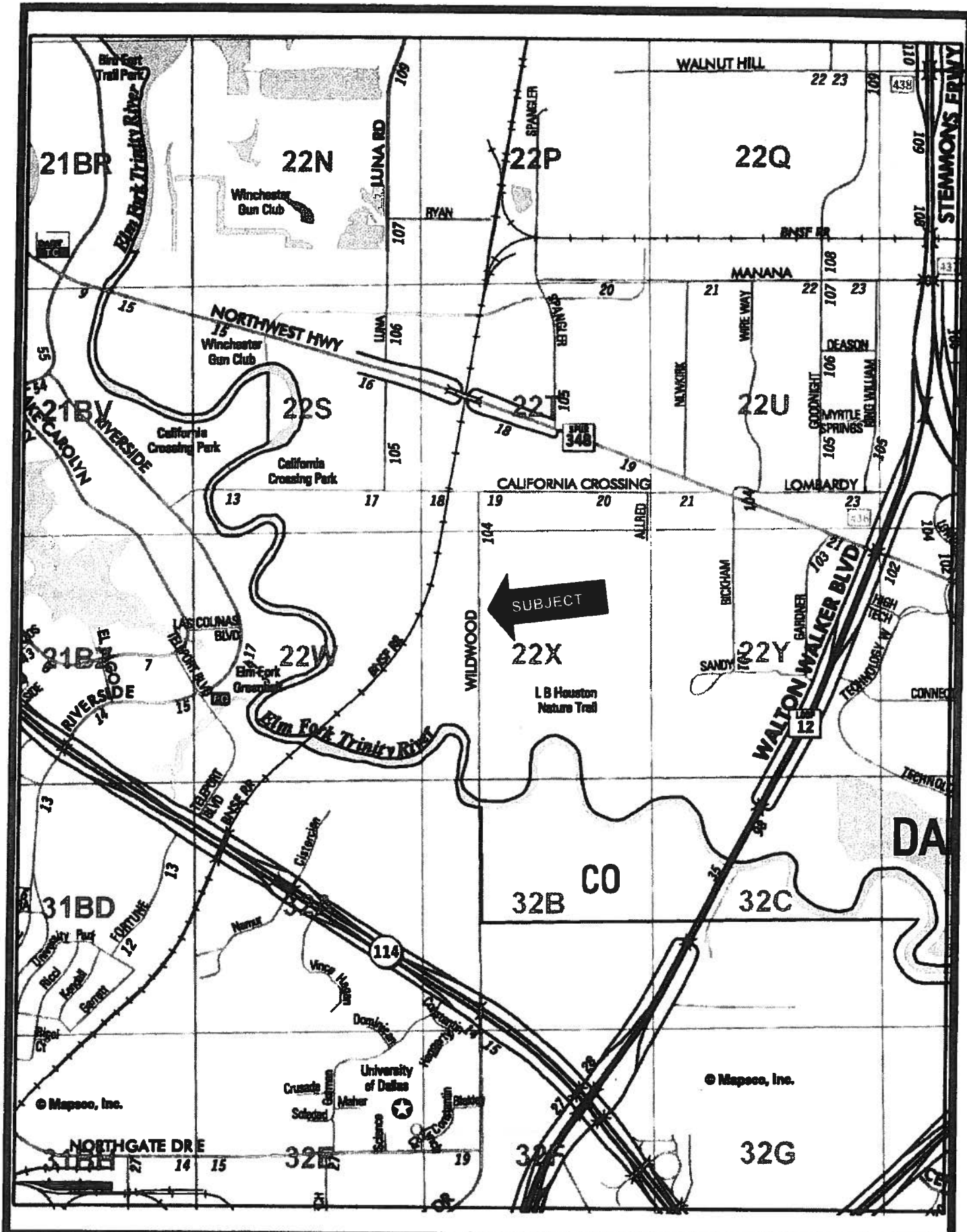
1998 Bond Funds - \$18,279 (\$16,079 plus closing costs and title expenses not to exceed \$2,200)

OWNER

John G. Campbell, Trust
John G. Campbell, Trustee

MAPS

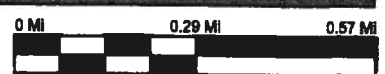
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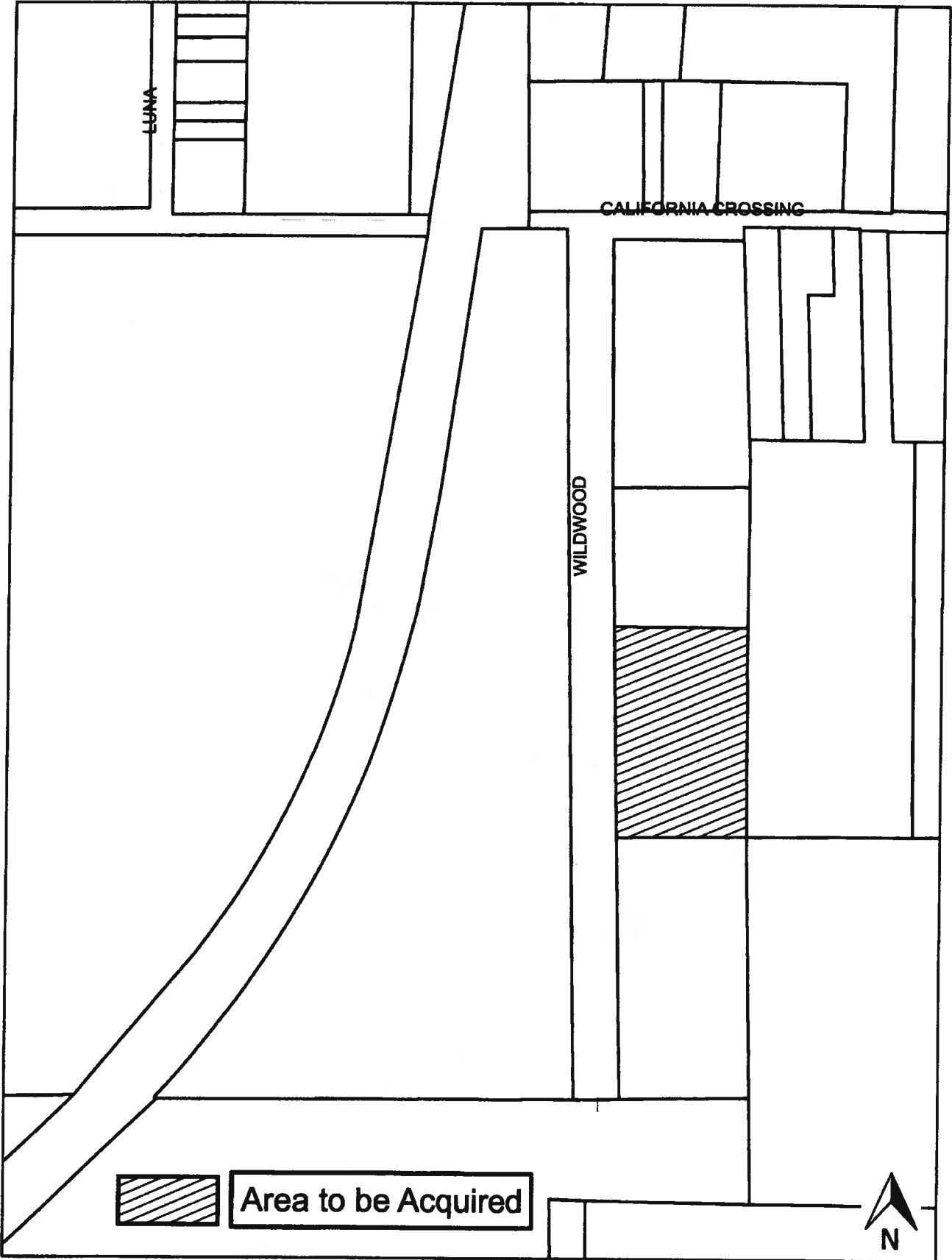
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22X



Scale 1 : 18 390



May 14, 2014

SECTION 4. That in the event the OWNER accepts the OFFER AMOUNT, the City Controller is authorized and directed to draw a warrant in favor of the OWNER, or the then current owner of record, or the title company closing the transaction described herein in the OFFER AMOUNT payable out of the Trinity River Corridor Project Fund: Fund No. 5P14, Department PBW, Unit N964, Activity TRPP, Program No. PB98N964, Object 4210, Encumbrance No. CT-PBW98N964H2. CLOSING COSTS AND TITLE EXPENSES payable out of the Trinity River Corridor Project Fund: Fund No. 5P14, Department PBW, Unit N964, Activity TRPP, Program No. PB98N964, Object 4230, Encumbrance No. CT-PBW98N964H3. The OFFER AMOUNT, CLOSING COSTS and TITLE EXPENSES together shall not exceed the AUTHORIZED AMOUNT.

SECTION 5. That the CITY is to have possession of the PROPERTY at closing; and the CITY will pay any title expenses and closing costs. In the event of condemnation, the CITY will pay court costs as may be assessed by the Special Commissioners or the court. Further, that litigation expenses determined by the City Attorney to be necessary are authorized for payment. All costs and expenses described in this section shall be paid from the previously described funds.

SECTION 6. That if the OWNER refuses to accept the OFFER AMOUNT, the CITY will appropriate the PROPERTY INTEREST in the PROPERTY for the PROJECT under the laws of eminent domain and the provisions of the Charter of the City of Dallas. In such case, the City Attorney is authorized and requested to file the necessary suit(s) and take the necessary action for the prompt acquisition of the PROPERTY INTEREST in the PROPERTY by condemnation or in any manner provided by law.

SECTION 7. That in the event it is subsequently determined that additional persons other than those named herein have an interest in the PROPERTY, the City Attorney is authorized and directed to join said parties as defendants in said condemnation suit(s).

SECTION 8. That to the extent the PROPERTY is being purchased wholly or partly with bond proceeds CITY has obtained an independent appraisal of the PROPERTY'S market value.

SECTION 9. That OWNER has been provided with a copy of the Landowner's Bill of Rights as required by Texas Property Code Section 21.0112.

May 14, 2014

A RESOLUTION DETERMINING UPON THE NECESSITY OF ACQUIRING REAL PROPERTY AND AUTHORIZING ITS APPROPRIATION AND/OR CONDEMNATION FOR PUBLIC USE.

DEFINITIONS: For the purposes of this resolution, the following definitions of terms shall apply:

"CITY": The City of Dallas.

"PROPERTY": Approximately 4 acres of property located in Dallas County, and being the same property more particularly described in "Exhibit A", attached hereto and made a part hereof for all purposes.

"PROJECT": Elm Fork Flood Control Project

"USE": The construction, installation, use, and maintenance of a floodway management area, together with such appurtenant facilities as may be necessarily provided.

"PROPERTY INTEREST": Fee Simple

"OWNER": John G. Campbell Trust, provided, however, that the term "OWNER" as used in this resolution means all persons having an ownership interest, regardless of whether those persons are actually named herein.

"OFFER AMOUNT": \$16,079.00

"CLOSING COSTS AND TITLE EXPENSES ": Not to exceed \$2,200.00

"AUTHORIZED AMOUNT": \$18,279.00

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

SECTION 1. That the USE of the PROPERTY for the PROJECT is a public use.

SECTION 2. That public necessity requires that the CITY acquire the PROPERTY INTEREST in the PROPERTY for the PROJECT.

SECTION 3. That for the purpose of acquiring the PROPERTY INTEREST in the PROPERTY, the Assistant Director of the Sustainable Development and Construction Department, Real Estate Division, or such person as she may designate, is hereby authorized and directed to offer the OFFER AMOUNT as payment for the PROPERTY INTEREST in the PROPERTY.

May 14, 2014

SECTION 10. That in the event the City Attorney files a condemnation proceeding because the OWNER refused to accept the OFFER AMOUNT; and in the event the special commissioners appointed by the Court return an award that is the same amount or less than the OFFER AMOUNT, the City Attorney is hereby authorized to settle the condemnation proceeding, or if the condemnation proceeding becomes a lawsuit, the lawsuit for the amount awarded by the special commissioners; and the City Controller is hereby authorized to issue a check drawn on the previously described funds in an amount not to exceed the special commissioners' award made payable to the County Clerk of Dallas County, to be deposited into the registry of the Court, to enable the CITY to take possession of the PROPERTY without further action of the Dallas City Council; and the City Controller is hereby authorized to issue a check drawn on the previously described funds in an amount not to exceed \$2,200.00 for Closing Costs and Title Expenses in favor of the title company closing the transaction described herein. The Award, CLOSING COSTS AND TITLE EXPENSES together shall not exceed the AUTHORIZED AMOUNT.

SECTION 11. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

APPROVED AS TO FORM:
WARREN M. S. ERNST, City Attorney

BY _____
Assistant City Attorney

