

Memorandum

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CITY SECRETARY
DALLAS, TEXAS



CITY OF DALLAS

DATE 25 October 2013

TO Transportation and Trinity River Project Committee Members (TTRPC): 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 October 2013, at 1:00 P.M.

Dallas City Hall – 6ES, 1500 Marilla Street, Dallas, TX 75201

The agenda for the meeting is as follows:

1. Approval of the 14 October 2013 Meeting Minutes (Estimated 3 Minutes) Vonciel Jones Hill, Chair
2. Joint Discussion of the TTRPC and DART Board DART Board of Directors
 - D2-CBD Second Alignment Steve Salin, VP of Rail Planning, DART
 - 2040 Transit System Plan Steve Salin, VP of Rail Planning, DART
 - DART Special Events Status Gary C. Thomas, President/CEO, DART(Estimated 80 Minutes)
3. Upcoming Potential Council Agenda Items for 12 November 2013

Regular Agenda

- Authorize an increase in the relocation payment to Oncor Electric Delivery Company, LLC for the actual cost for relocation of a fence, related electrical improvements, and electric distribution lines associated with the acquisition of approximately 2,859 square feet of land and improvements and conveyance of an easement containing approximately 2,112 square feet, both located near the intersection of Sylvan Avenue and Morris Street for the Sylvan Bridge Project - Not to exceed \$14,112, from \$150,000 to \$164,111 - Financing: 2006 Bond Funds

Addendum

- Environmental Services during construction of soil remediation associated with the Upper Chain of Wetlands Remediation
- Soil remediation improvements associated with the Upper Chain of Wetlands Remediation

Adjourn

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



Vonciel Jones Hill, Chair
Transportation and Trinity River Project Committee

- c:
- A.C. Gonzalez, Interim City Manager
 - Warren M. S. Ernst, City Attorney
 - Judge Daniel F. Solis, Administrative Judge
 - Rosa A. Rios, City Secretary
 - Craig D. Kinton, City Auditor
 - Ryan S. Evans, Interim First Assistant City Manager
 - Jill A. Jordan, P. E., Assistant City Manager
 - Forest E. Turner, Assistant City Manager
 - Joey Zapata, Assistant City Manager
 - Charles M. Cato, Interim Assistant City Manager
 - Theresa O'Donnell, Interim Assistant City Manager
 - Jeanne Chipperfield, Chief Financial Officer
 - Frank Librio, Public Information Officer
 - Elsa Cantu, Assistant to the City Manager – Mayor and Council

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

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

1. Contemplated or pending litigation, or matters where legal advice is requested of the City Attorney. Section 551.071 of the Texas Open Meetings Act.
2. The purchase, exchange lease or value of real property, if the deliberation in an open meeting would have a detrimental effect on the position of the City in negotiations with a third person. Section 551.072 of the Texas Open Meetings Act.
3. A contract for a prospective gift or donation to the City, if the deliberation in an open meeting would have a detrimental effect on the position of the City in negotiations with a third person. Section 551.073 of the Texas Open Meetings Act.
4. Personnel matters involving the appointment, employment, evaluation, reassignment, duties, discipline or dismissal of a public officer or employee or to hear a complaint against an officer or employee. Section 551.074 of the Texas Open Meetings Act.
5. The deployment, or specific occasions for implementation of security personnel or devices. Section 551.076 of the Texas Open Meetings Act.
6. Deliberations regarding economic development negotiations. Section 551.087 of the Texas Open Meetings Act.

Transportation and Trinity River Corridor Project

Council Committee

Meeting Minutes

Meeting Date: 14 October 2013

Convened: 1:08 p.m.

Adjourned: 2:30 p.m.

<u>Councilmembers:</u>	<u>Presenter(s):</u>
Lee Kleinman, Vice Chair	Jill A. Jordan, P.E., Assistant City Manager
Deputy Mayor Pro Tem Monica Alonzo	Liz Fernandez, Director, Trinity Watershed Mgmt.
Mayor Pro Tem Tennell Atkins	Keith Manoy, Assistant Director, Public Works
Sandy Greyson	Katrina Keyes, Public Relations Director, Pegasus Link Constructors
Sheffie Kadane	Dan Young, Director of Construction, Pegasus Link Constructors
Councilmembers Absent:	Ceason Clemens, Deputy Project Manager, Horseshoe Project, TxDOT
Vonciel Jones Hill, Chair	Heather DeLapp, Regional Public Relations Manager, Trinity Infrastructure, LLC
	Allison Griffin, LBJ Express Public Relations Consultant, Griffin Strategies, Inc.
	Robert Hinkle, Interim Corporate Affairs Director, LBJ Express Project
Staff Present:	Maurice Pittman, LBJ Project Manager, TxDOT
Rick Galceran, Director, Public Works	
Dennis Ware, Interim Director, Street Services	
Auro Majumdar, Assistant Director, Street Services	
Tim Starr, Sr. Program Mgr., Public Works	

AGENDA:

1. **Approval of the 24 September 2013 Meeting Minutes**

Presenter(s): Mayor Pro Tem Tennell Atkins, Acting Chair; Lee Kleinman, Vice-Chair was not present when the meeting convened.

Information Only:

Action Taken/Committee Recommendation(s):

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

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

2. **The Horseshoe Project**

Presenter(s): Katrina Keyes, Public Relations Director, and Dan Young, Director of Construction, Pegasus Link Constructors

Information Only: X

Action Taken/Committee Recommendation(s):

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

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

3. **LBJ Express Project Overview and Update**

Presenter(s): Heather DeLapp, Regional Public Relations Manager, Trinity Infrastructure LLC, and Allison Griffin, LBJ Express Public Relations Consultant, Griffin Strategies, Inc.

Information Only: X

Action Taken/Committee Recommendation(s):

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

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

4. **Trinity River Corridor Project Environmental Impact Statements Update (FYI Only)**

Presenter(s): Jill Jordan, P.E., Assistant City Manager, and Liz Fernandez, Director, Trinity Watershed Management

Information Only: X

Action Taken/Committee Recommendation(s):

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

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

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

23 October 2013

- Authorize a personal services contract with Brent Brown with building community Workshop to serve as Studio Director for the Dallas City Design Studio for the period October 1, 2013 through September 30, 2014 - Not to exceed \$85,000 – Total not to exceed \$85,000 - Financing: Current Funds
- Authorize a professional services contract with Shaw Environmental and Infrastructure, Inc. (Shaw), a CB & I Company, for engineering design services for various components of existing storm drainage pump stations and facility improvements associated with the Trinity River levee system – Not to exceed \$179,030 – Financing: Storm Drainage Management Capital Construction Improvement Funds
- Authorize a professional services contract with Charles Gojer & Associates, Inc. for engineering design services for two existing vehicular bridges and design of two new pedestrian/bicycle bridges located within the Trinity River floodway – Not to exceed \$122,948 - Financing: Stormwater Drainage Management Capital Construction Funds (\$15,000) and 2012 Bond Funds (\$107,948)

Action Taken/Committee Recommendation(s): Motion made to move forward for approval by full council.

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

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

Adjourn
(2:30 p.m.)

Memorandum



DATE 25 October 2013

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 **D2-CBD Second Alignment**

At the Joint Transportation and Trinity River Project Council Committee and Dallas Area Rapid Transit (DART) Board Meeting on Monday, 28 October 2013, DART will present an Update on the D2-CBD Second Alignment. The material is attached for your review.



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

Attachment

c: A.C. Gonzalez, Interim City Manager
Warren M. S. Ernst, City Attorney
Judge Daniel F. Solis, Administrative Judge
Rosa A. Rios, City Secretary
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D2 - CBD Second Alignment

Joint Meeting of DART Board of Directors/City of Dallas
Transportation and Trinity River Project Council Committee

28 October 2013

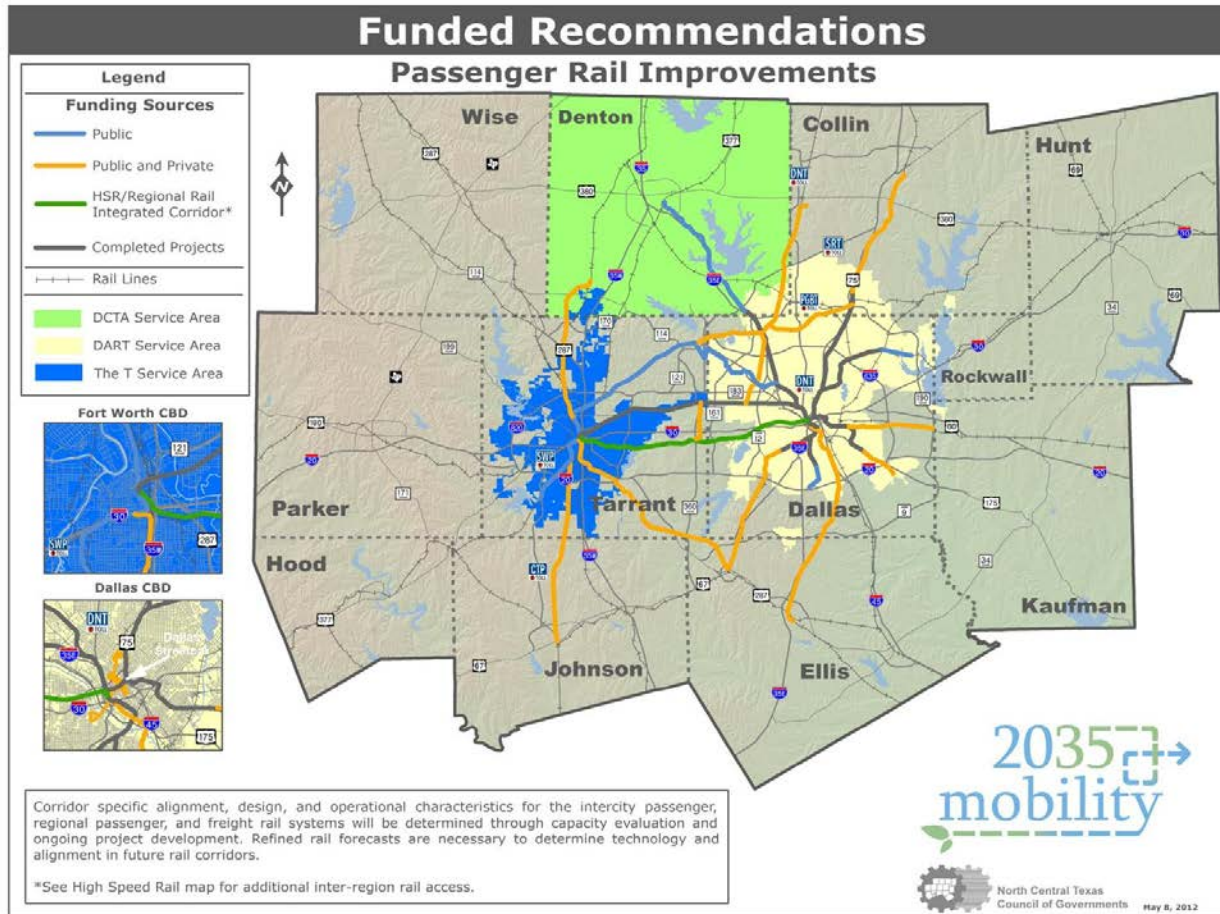
Steve Salin, AICP
Vice President, Rail Planning



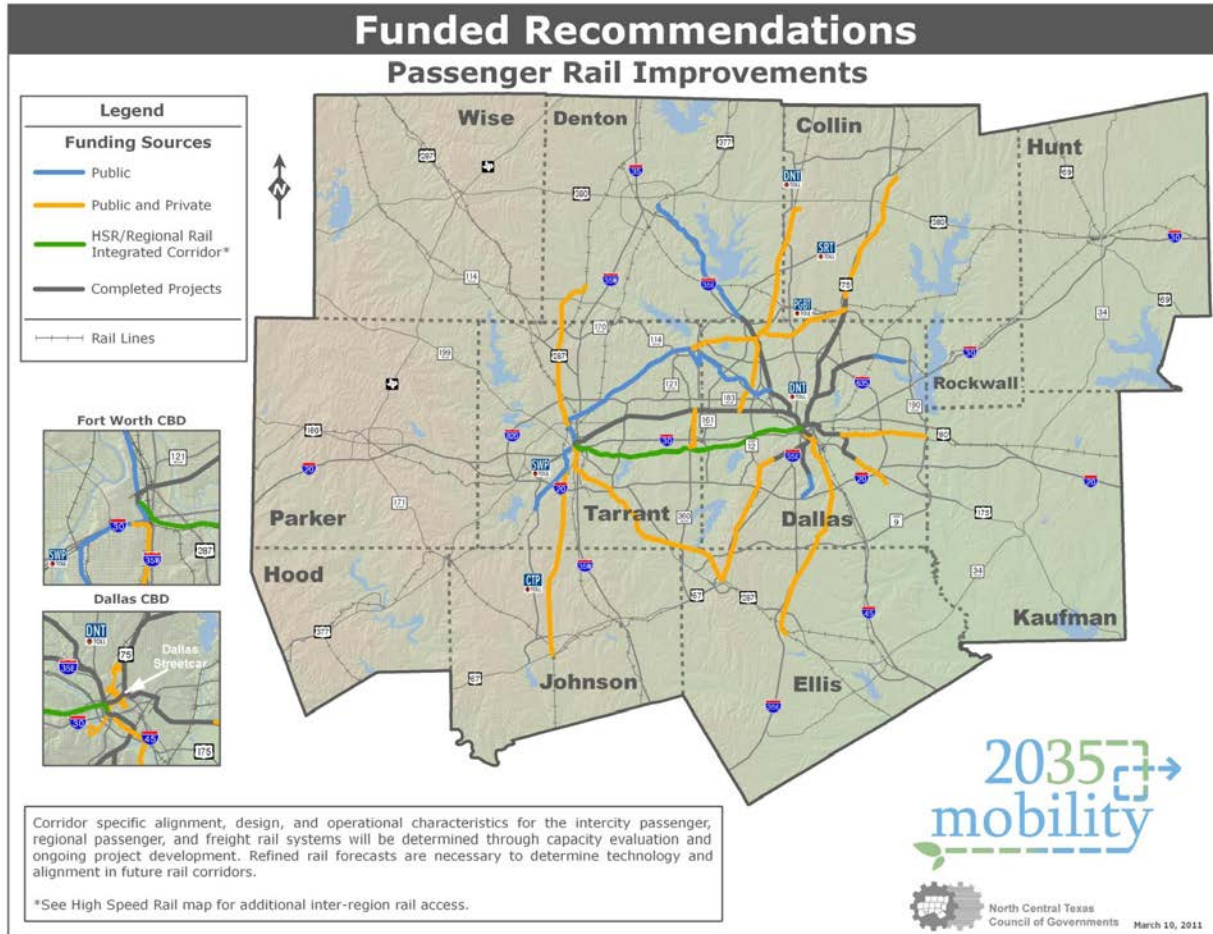
Presentation Outline

- Regional Context
- Project Overview Phase 1
 - Purpose and Need
 - Core Capacity
 - Alternatives Considered
- Project Overview Phase 2
- Next Steps

Regional Context



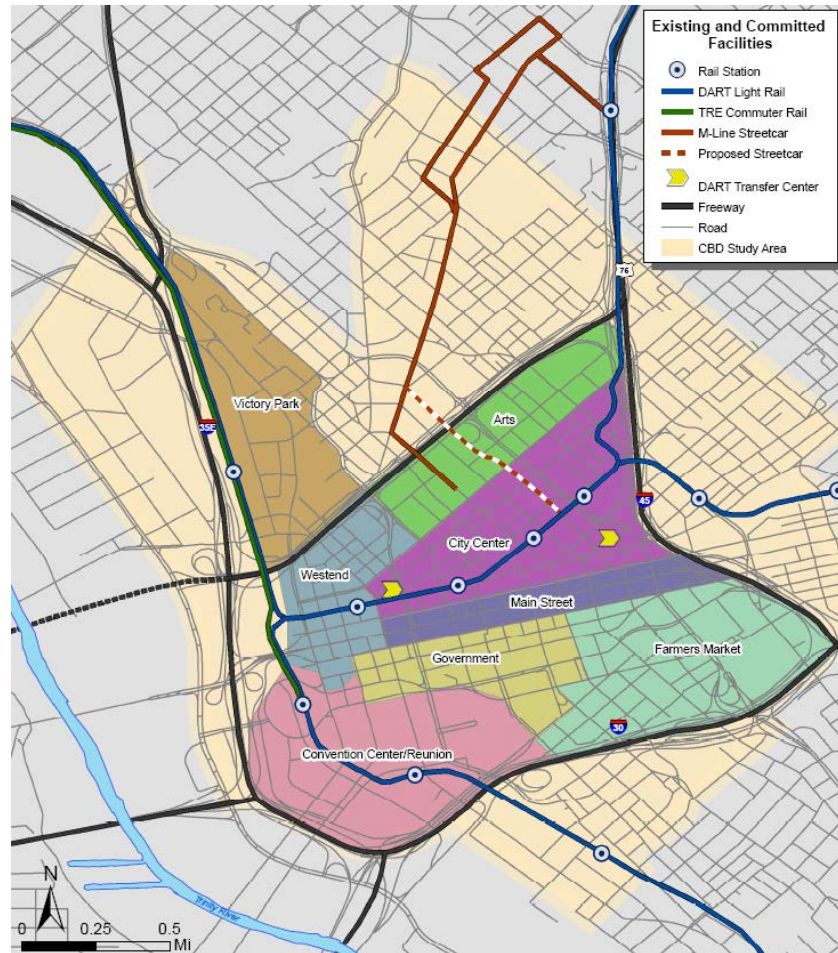
Regional Context - Rail



Downtown Dallas Transit Study



Study Area



Purpose and Need

- Near-Term:
 - Service reliability
 - Operational flexibility
- Long-Term:
 - System capacity
- Other Purposes:
 - Downtown access/circulation
 - Economic development



Background

- 2030 Transit System Plan included 2nd CBD LRT alignment with revenue service date of 2016
 - DART completed the D2 Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) in 2010
- Economic downturn (2007-2008) deferred D2 and other Transit System Plan projects
- Federal Transit Administration (FTA)
 - Supportive of D2 project as possible New Start Project

Background

- FTA grant awarded to continue D2 effort:
 - Address comments during Phase I AA/DEIS
 - Model and ridership forecasts
 - Coordinate with streetcar planning
 - Coordinate with High Speed Rail (HSR)
 - ROW preservation
 - Coordinate with downtown development
- Recommendations will be incorporated into 2040 Transit System Plan and Financial Plan

Moving Ahead for Progress in the 21st Century Act (MAP-21)

- Transportation bill signed into law in 2012
 - Two year bill
- Significant changes
 - Consolidates several programs and streamlines the major capital investment program
 - State of Good Repair (SOGR)
 - Asset Management
- Program guidance and rulemaking not yet completed

MAP-21

- New Starts/Small Starts
 - Competitive Program
 - Project Development Process modified
 - Project evaluation and ratings modified
- Core Capacity (new program)
 - DART was a key advocate for the new program
 - Projects must expand capacity
 - By at least 10% in the corridor that are at or above capacity or are expected to be at capacity in five years
 - Project selection guidelines undefined
 - Limited appropriations from New Starts

Core Capacity in Pictures



Core Capacity Issue

- Core of DART LRT system serves:
 - 43% of customers (total LRT riders)
 - 51% of transfer activity (LRT to LRT transfers)
 - 100% of LRT trips on existing mall
- Ridership forecasts through 2030
- Determined when ridership demand will exceed system capacity at various service levels and strategies
- Identified needed improvements to provide necessary system capacity to meet forecasted ridership demand

Factors Affecting System Capacity

- Maximum capacity determined by:
 - Number of trains per hour
 - Number of cars per train
 - Number of passengers per car
- Occurs at the maximum load points on each line
- Occurs at the peak one hour of each peak period
- DART considers line to be overcrowded when the average passenger load during the peak hour at a maximum load point exceeds 175 percent of seating capacity

LRT Operations at Buildout

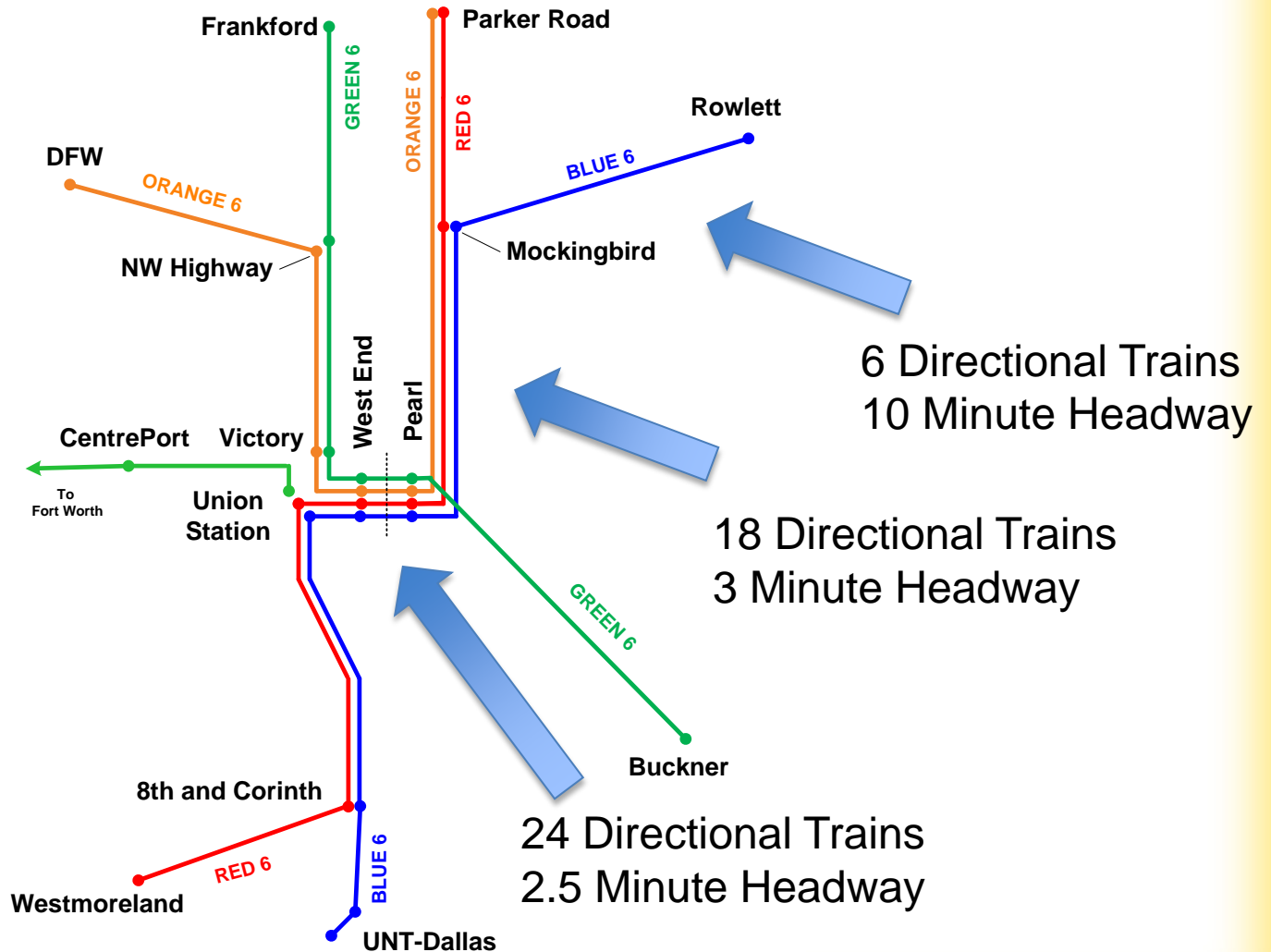
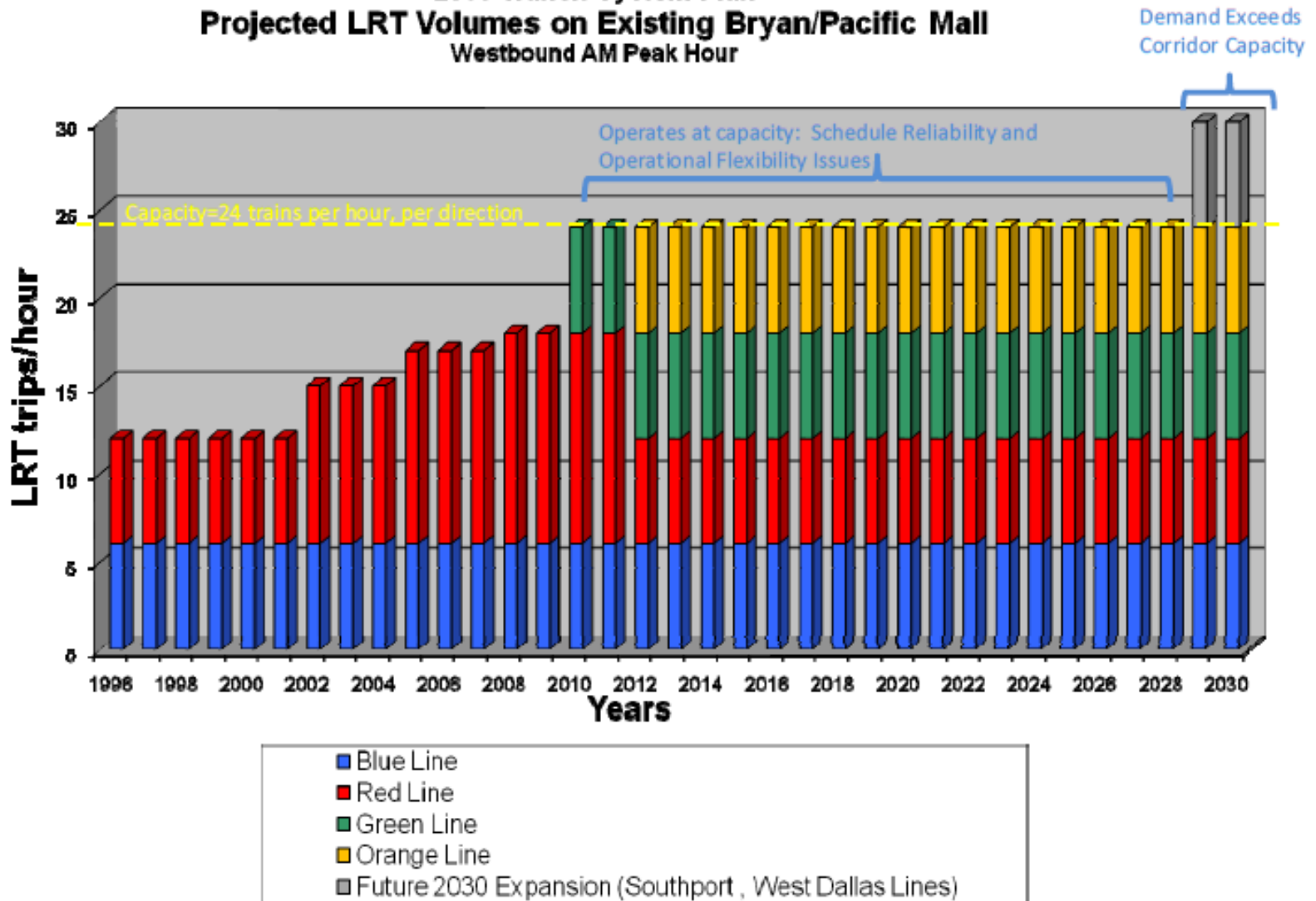
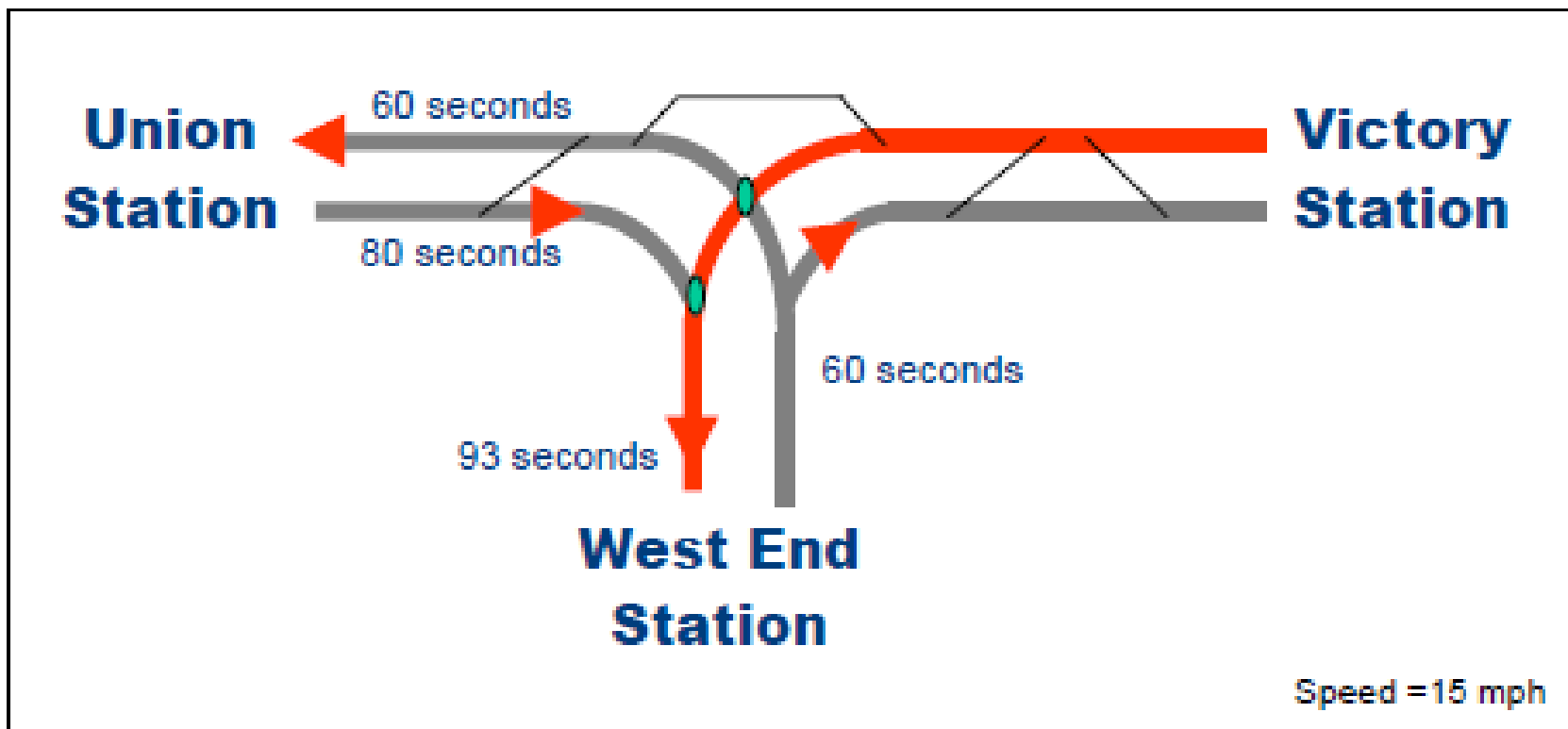


Figure 1-7. Volume to Capacity Analysis

2030 Transit System Plan
Projected LRT Volumes on Existing Bryan/Pacific Mall
Westbound AM Peak Hour



West Junction Crossing Movements

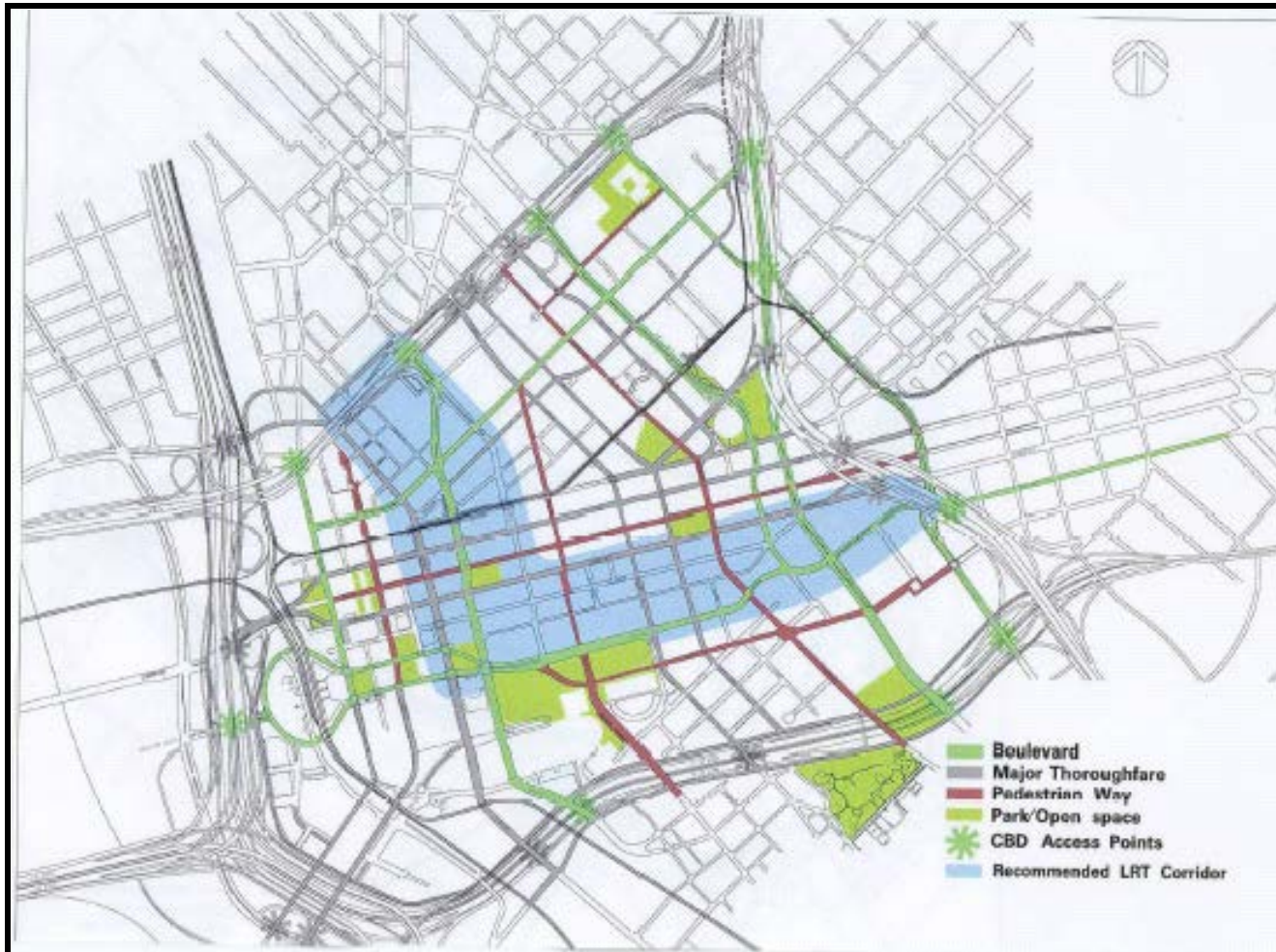


Initial Alternatives

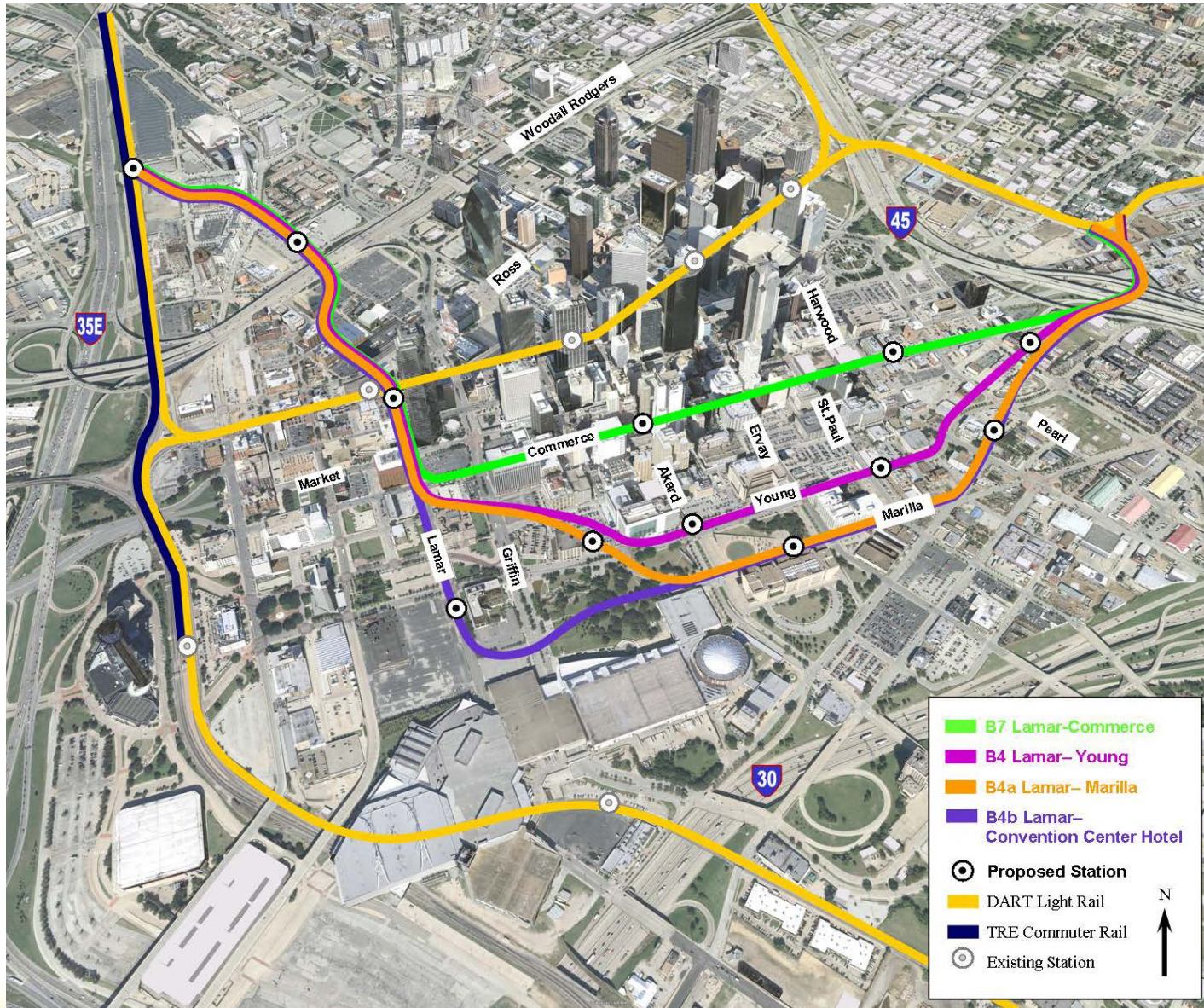
- No Build Alternative
 - Required for comparison in the EIS
 - Includes existing and committed projects through 2030
- Bus Alternative
 - Lower cost, primarily bus
- Rail Alternative
 - Additional LRT capacity through downtown
- Expanded, modernized streetcar to complement and support any of the above

Initial LRT Corridor

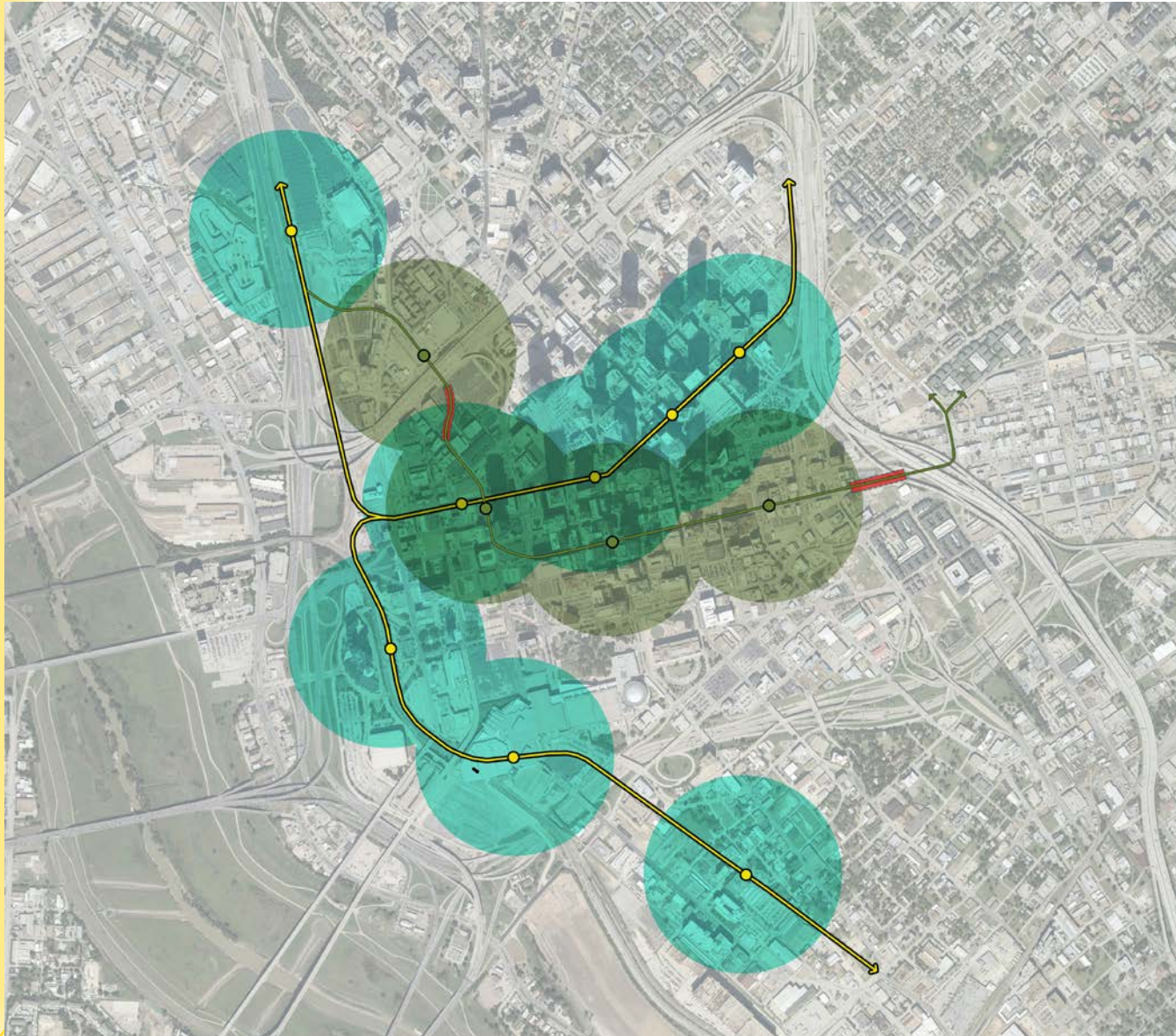
City of Dallas Comprehensive Transportation Plan
for the Dallas Central Business District



First Phase Alternatives



Lamar—Commerce Alignment



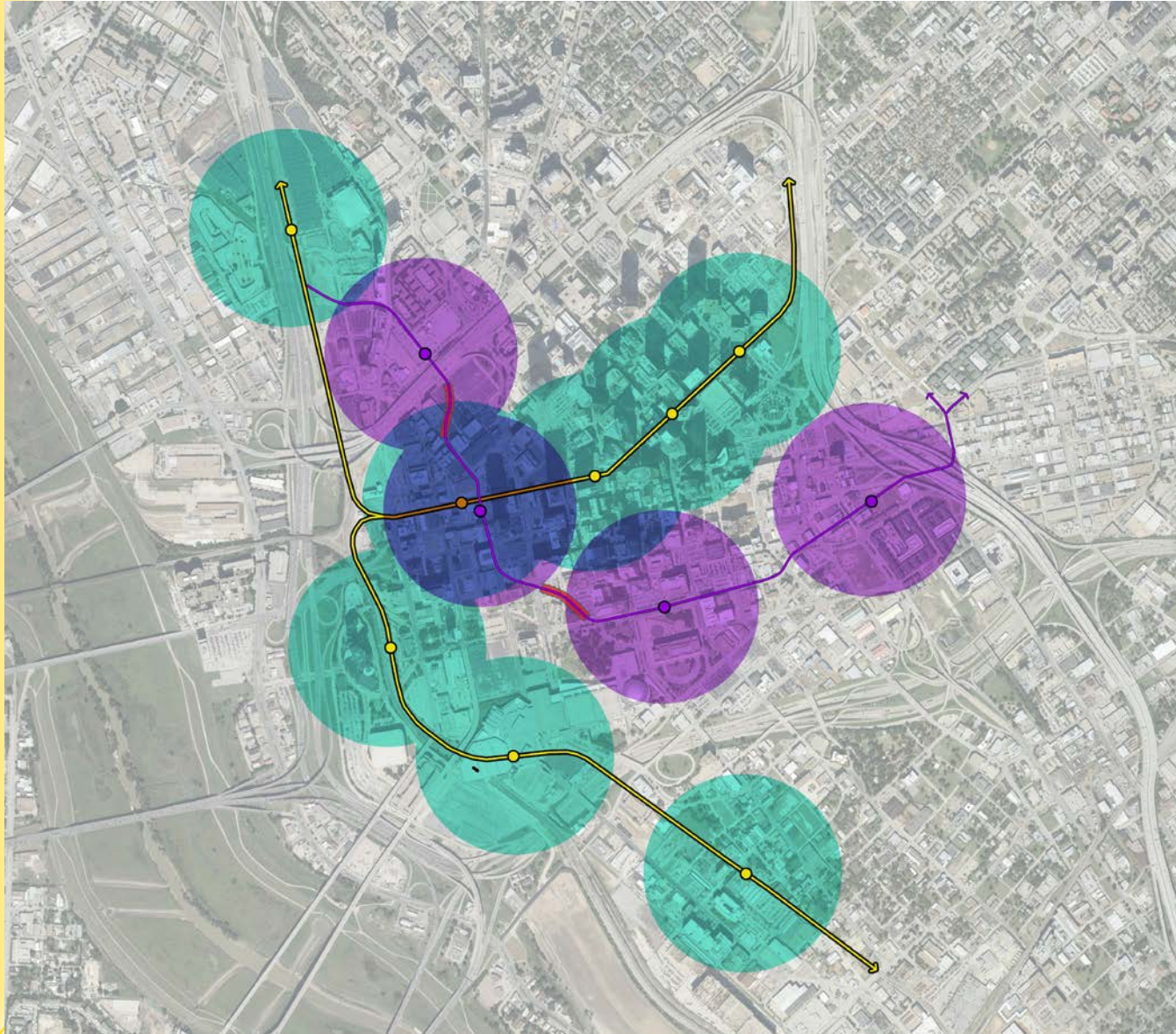
PROS

- Supports existing high density development
- Underground has minimal surface disruptions

CONS

- Little to no coverage of Government district, Convention Center Hotel and Farmers Market
- Subway – Lack of visibility
- Perception as unsafe?

Lamar—Young Alignment



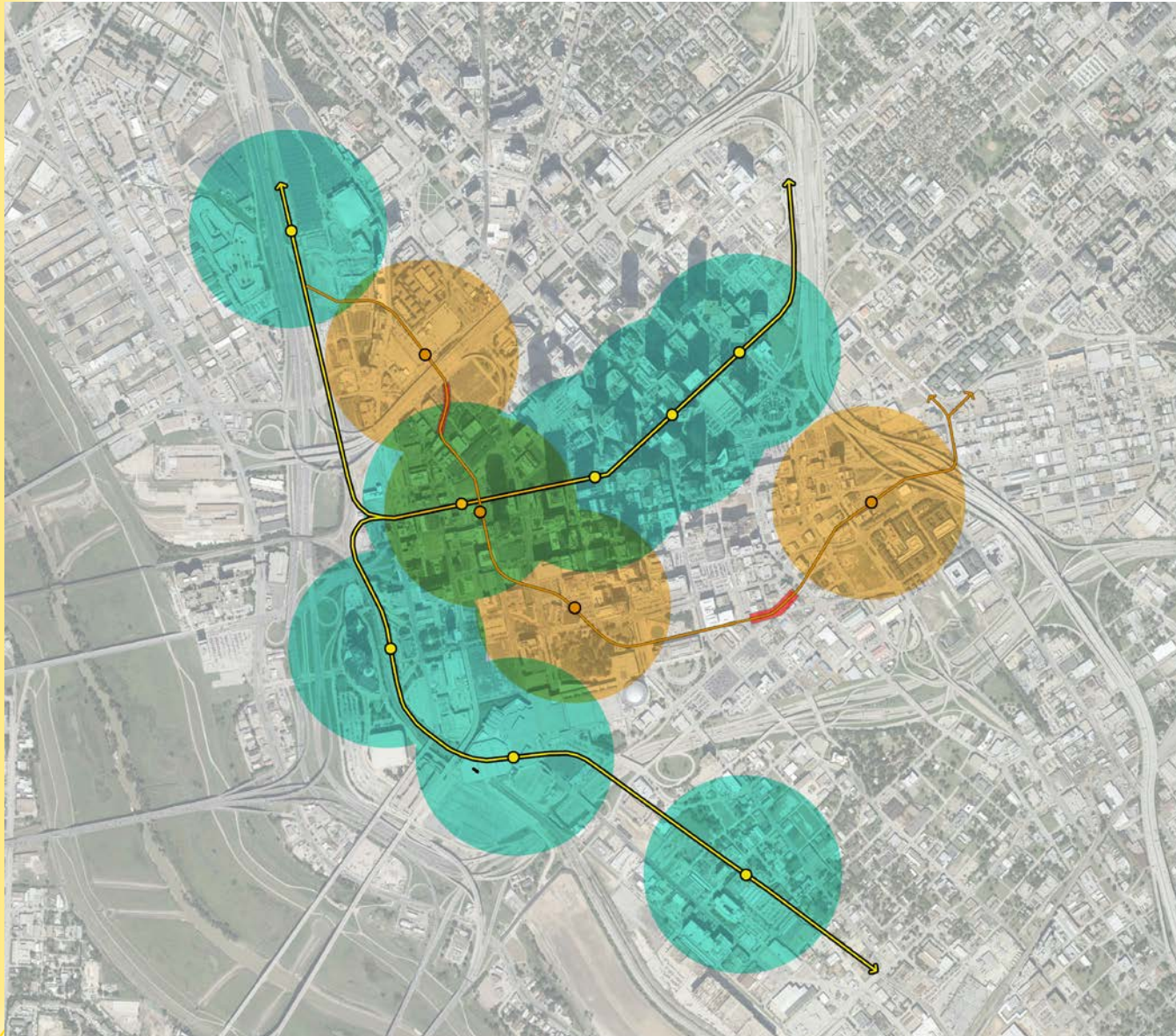
PROS

- Serves new market areas
- At-Grade visibility and “marketability”
- Leverages currently underdeveloped areas
- At-Grade stations perceived to be safer

CONS

- May affect access to some properties

Lamar—Marilla Alignment



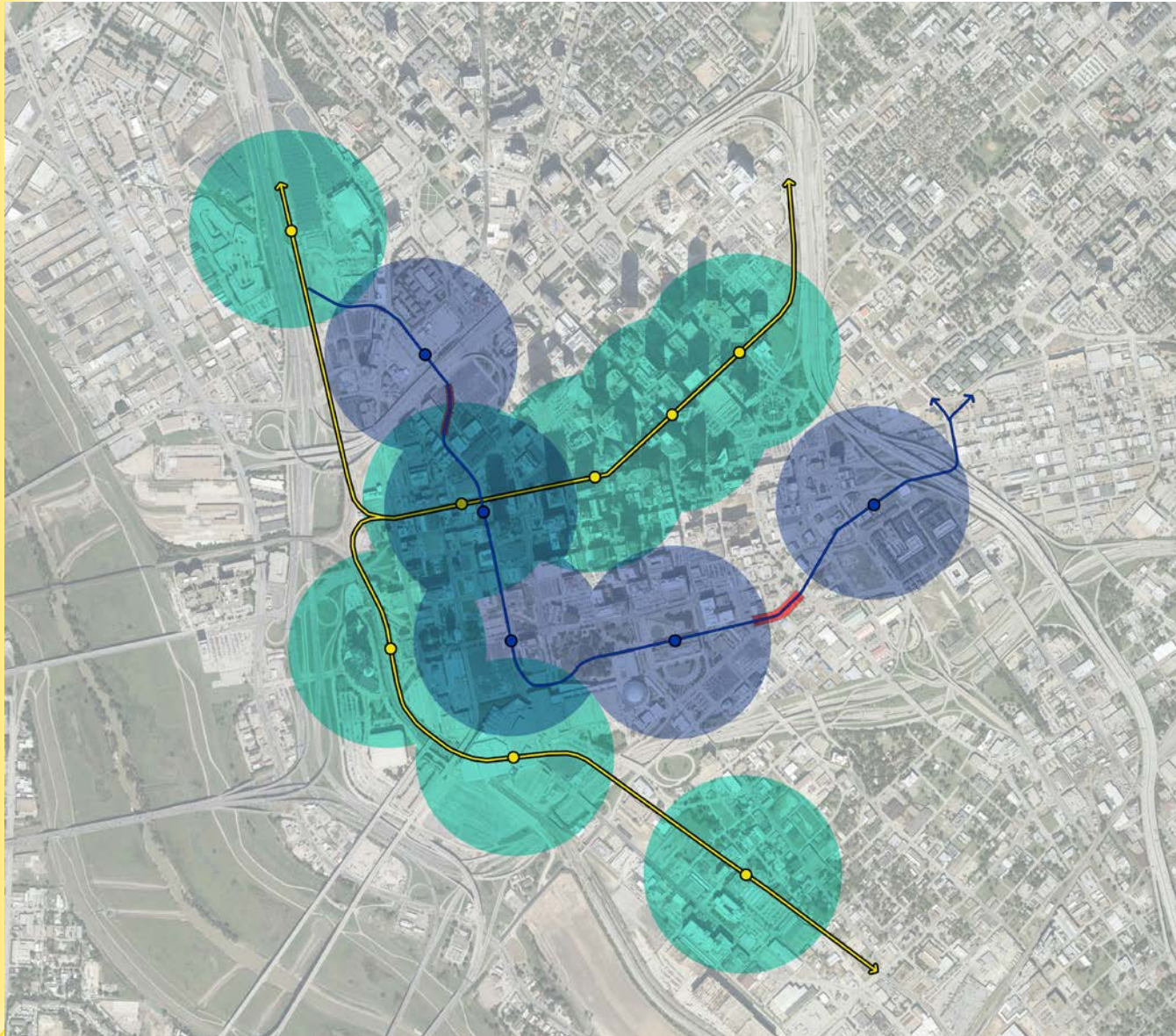
PROS

- Centered Government District Station serves Convention Center Hotel and City Hall
- Utilizes cavern beneath City Hall
- South Portal area lies within underutilized street ROW

CONS

- Station spacing leaves small area underserved
- Subway-Lack of visibility

Lamar—Convention Center Alignment



PROS

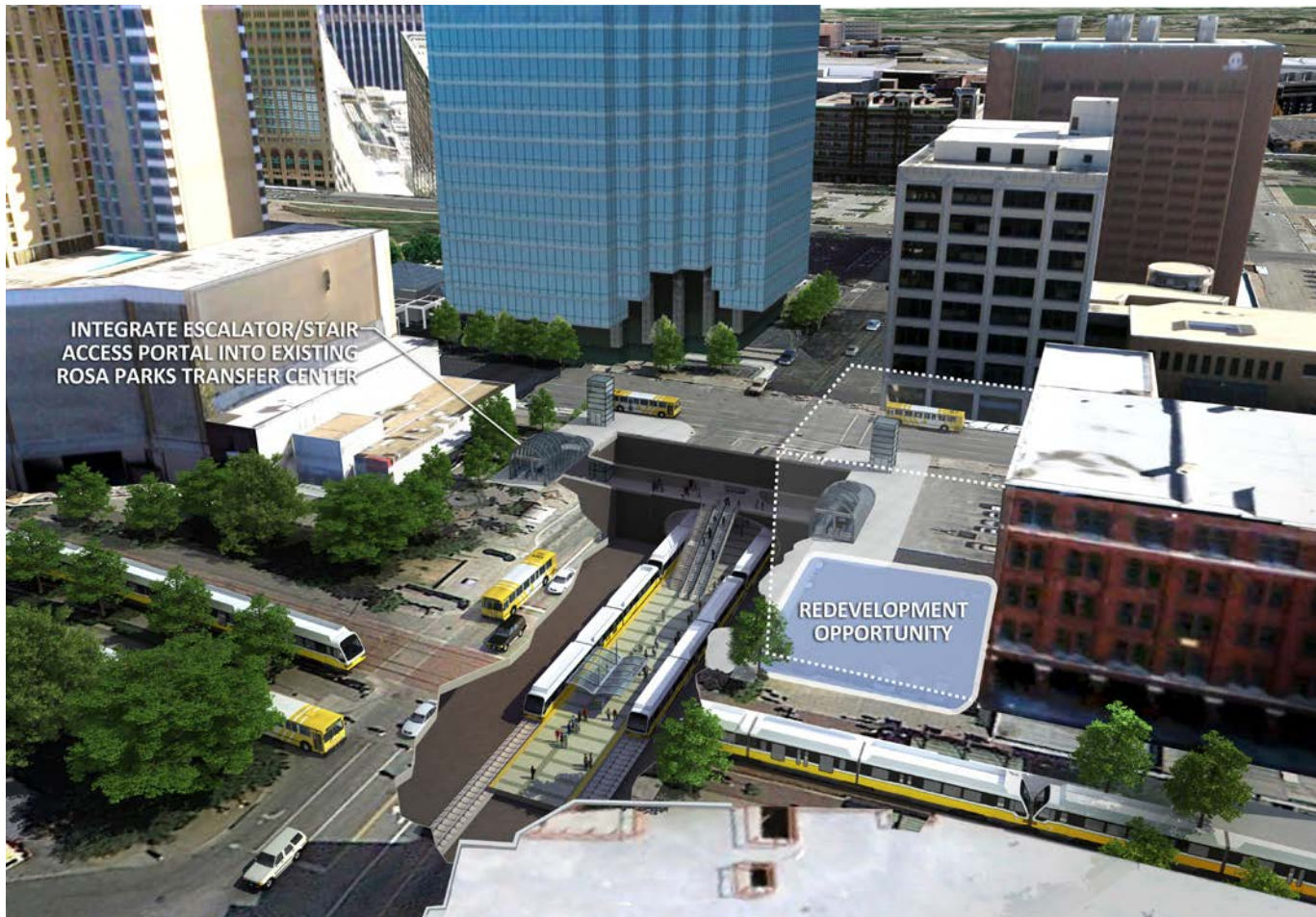
- Direct service to Convention Center Hotel
- Additional station within City Hall cavern
- Longest corridor, more stations in South CBD to leverage investment

CONS

- Duplicates some coverage of existing Convention Center station
- Subway-Lack of visibility
- Perception as unsafe

Metro Center Station

(Alts - B4, B4a, B4b, B7)



Metro Center Station (Alt B4 Elevated)



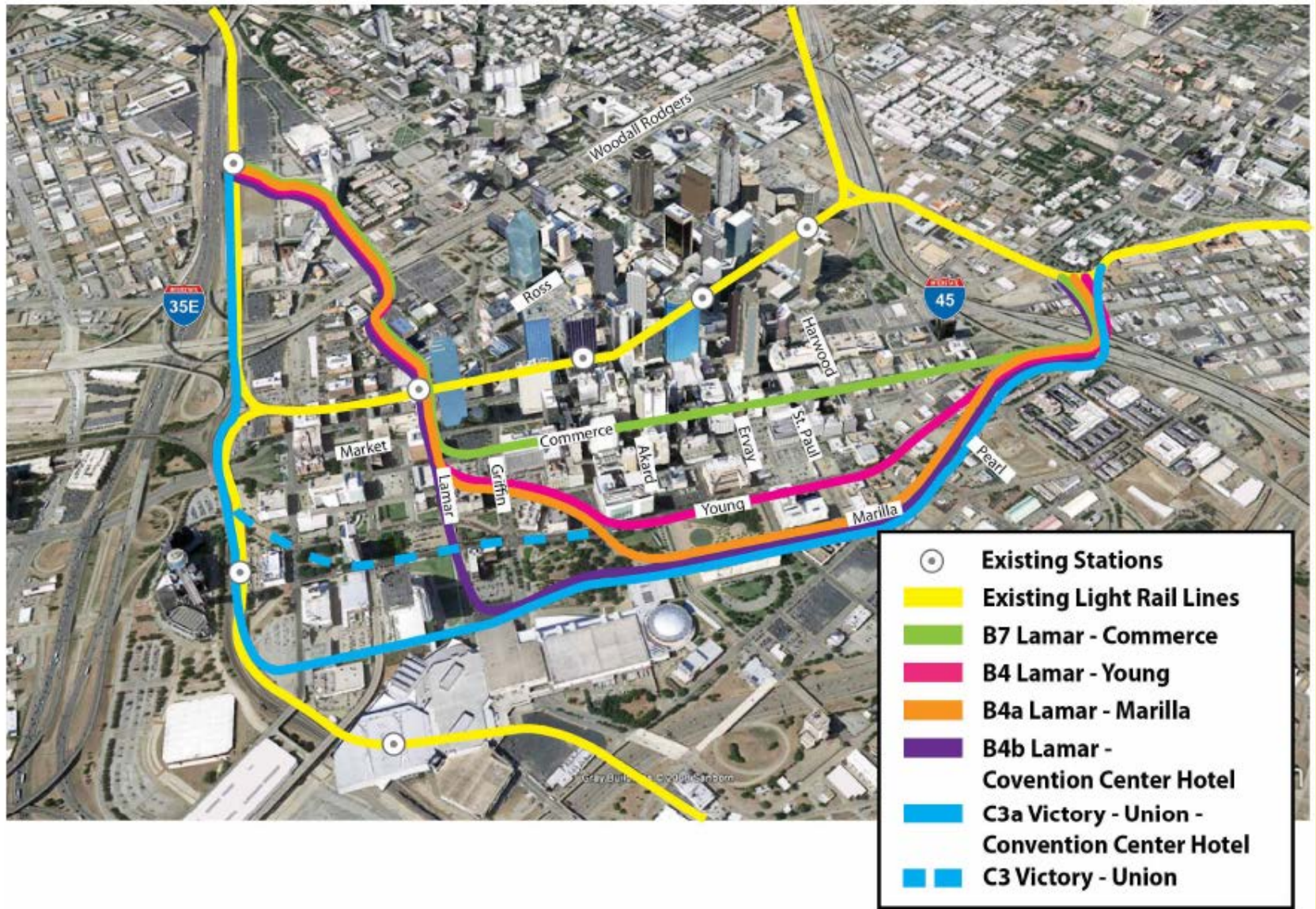
Commerce Street Tunnel (Alt B7 Lamar-Commerce)



Vicinity of Union Station



Second Phase Alternatives



Next Steps

- Continue Coordination with FTA
 - Ridership model and forecast
 - Core Capacity Program
- Next public meetings in early 2014
 - Traffic
 - Capital, operating and maintenance costs
 - Visual and noise impact analysis

Summary

- Second Alignment is Key for:
 - Service reliability
 - Operational flexibility
 - System capacity
 - Downtown access/circulation
 - Economic development



214.979.1111
www.DART.org

Memorandum



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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,
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SUBJECT **2040 Transit System Plan**

At the Joint Transportation and Trinity River Project Council Committee and Dallas Area Rapid Transit (DART) Board Meeting on Monday, 28 October 2013, DART will present an Update on the Status of the 2040 Transit System Plan. The material is attached for your review.

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

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

Attachment

c: A.C. Gonzalez, Interim City Manager
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2040 Transit System Plan

Joint Meeting of DART Board of Directors/City of Dallas
Transportation and Trinity River Project Council Committee

28 October 2013

Steve Salin, AICP
Vice President, Rail Planning



Discussion Items

- Transit System Plan Background
- Regional Context
- Overview of Process
- Guiding Principle Themes
- Schedule
- Next Steps

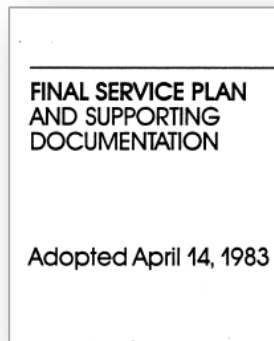
DART Transit System Plan

- What is it?

The Transit System Plan is the long-range element of DART's Transit Service Plan and provides guidance for the development of future capital and operating programs for DART.



- **Vision** (the big picture)
- **Policies** (framework)
- **Strategies** (tools)
- **Implementation and Phasing** (when)



DART Service Plan



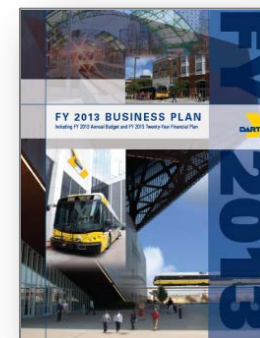
NCTCOG Regional Mobility Plan



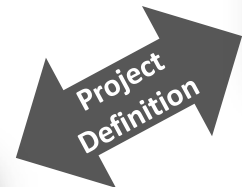
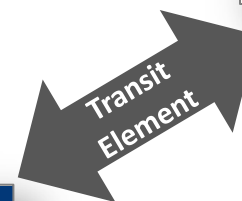
DART Transit System Plan



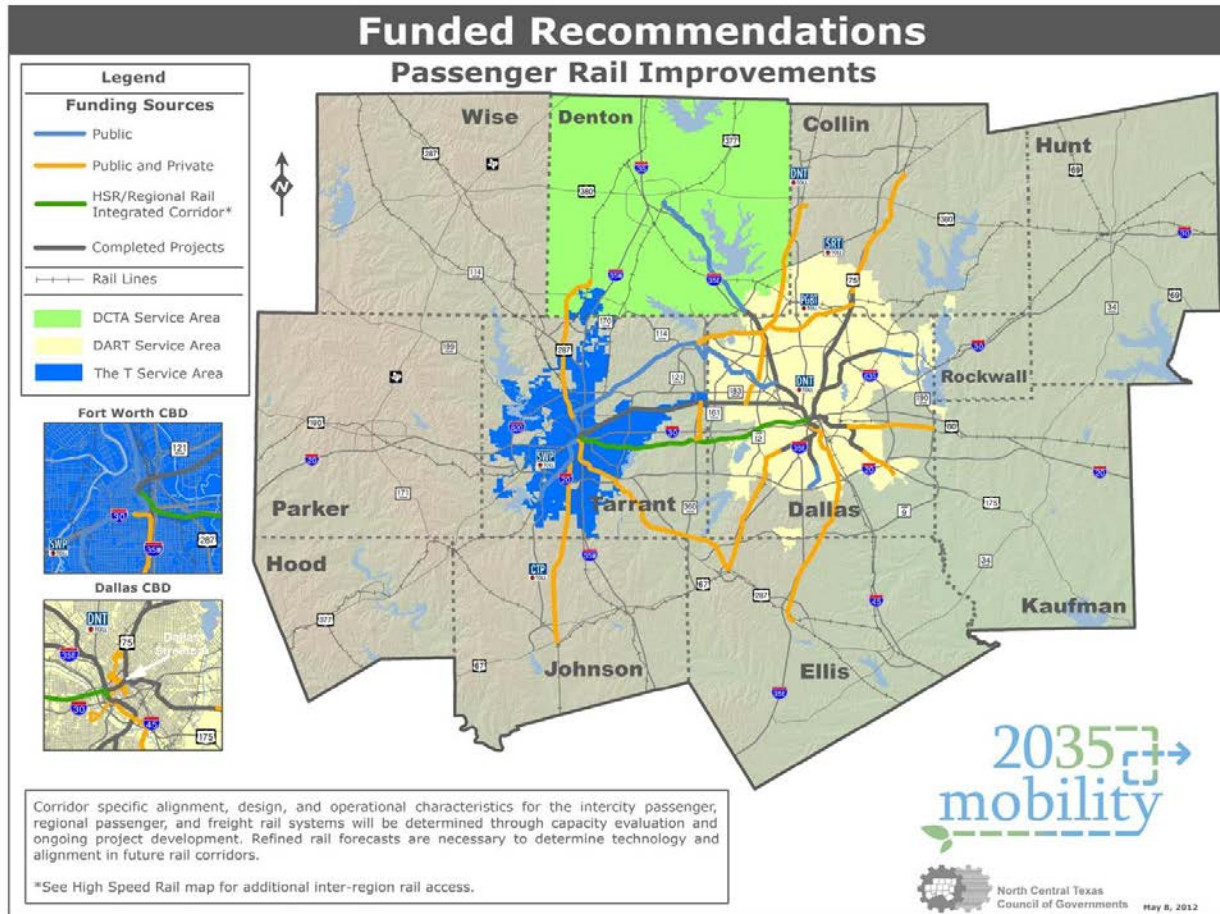
Project Studies / Department Plans



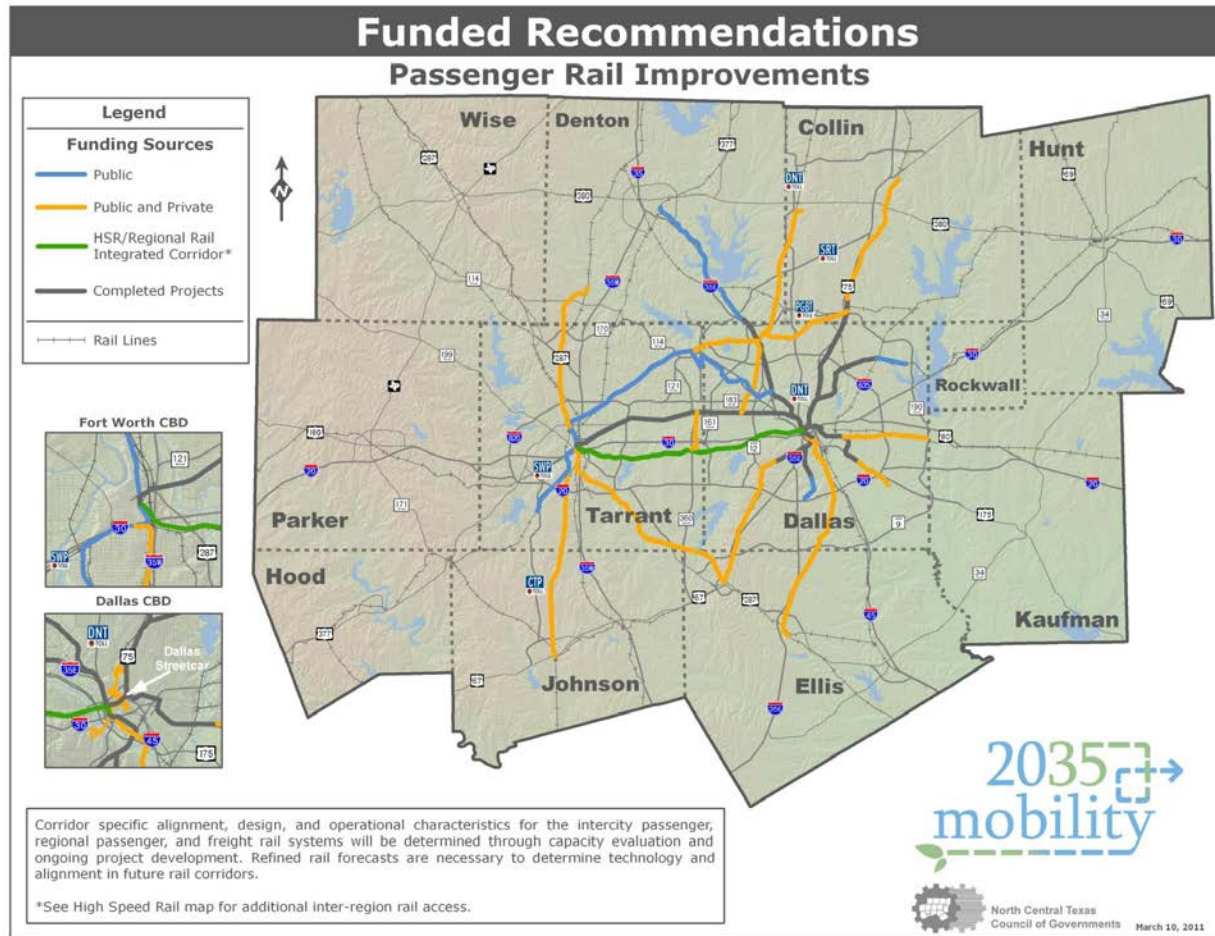
DART Financial Plan



Regional Context



Regional Context - Rail



DART Transit System Plan

- System Plans in 1989, 1995, 2006
- Why update the plan?
 - Changes in Transportation Law and guidance
 - Intermodal Surface Transportation Efficiency Act (ISTEA) -1991
 - Transportation Equity Act for the 21st Century (TEA-21) - 1998
 - Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)-2005
 - Moving Ahead for Progress in the 21st Century (MAP-21)- 2012
 - Changes in local and regional policy
 - Changes in financial conditions and assumptions
 - DART sales tax projections
 - Other local, regional or federal funds
 - Changes in land use and development patterns

2030 Transit System Plan

Approved October 24, 2006



Rail

- Rail Line & Station (Existing/Committed)
- Express Rail
- Rapid Rail



Bus

- Express Bus
- Enhanced Bus
- Rapid Bus



Managed HOV Lanes

- DART Participation
- No DART Participation



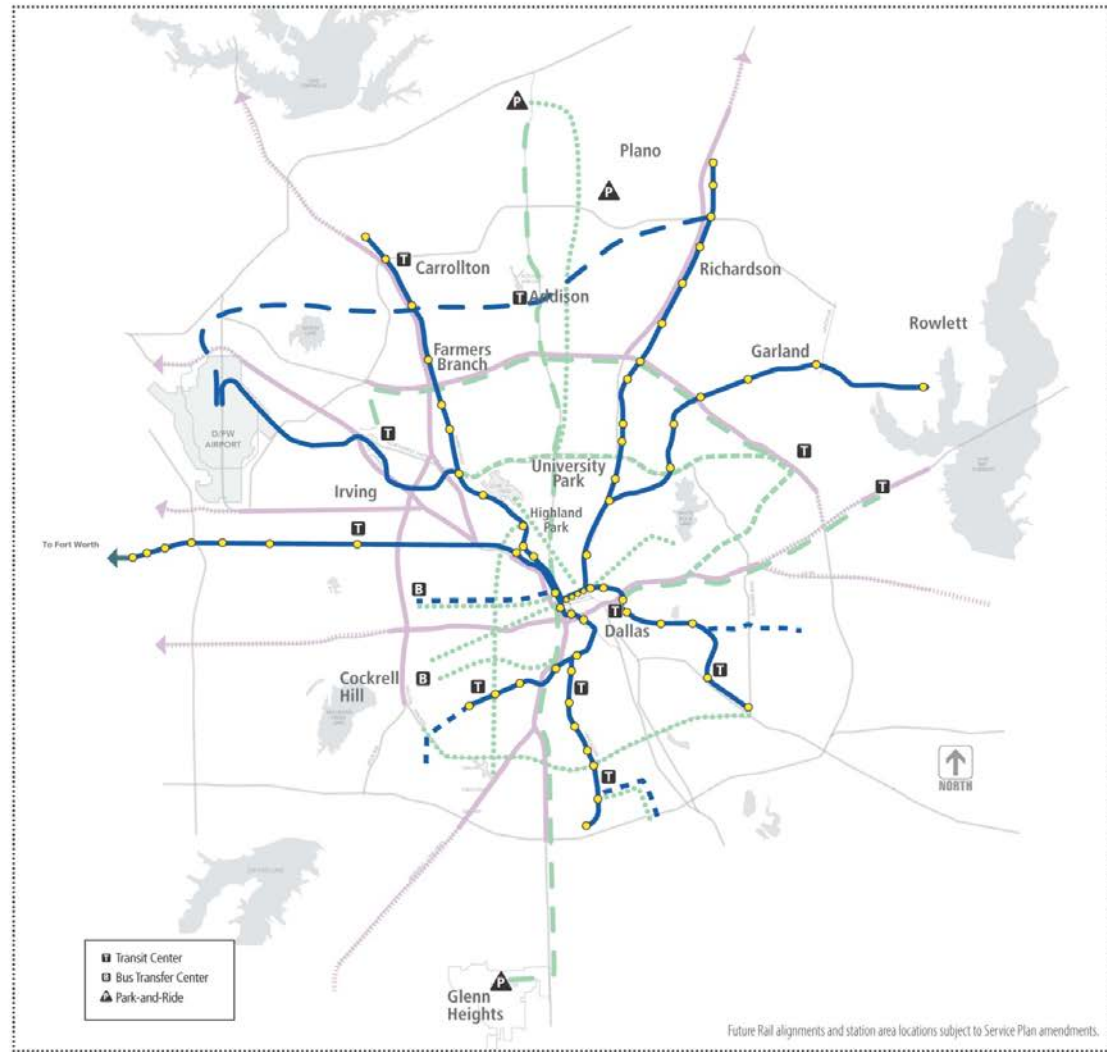
Paratransit

(service provided systemwide)



Systemwide Mobility

- Intelligent Transportation Systems
- Transportation System Management
- Travel Demand Management
- Safety and Security
- Passenger Facilities
- Bicycle/Pedestrian Integration
- System Accessibility



Future Rail alignments and station area locations subject to Service Plan amendments.



2030 Transit System Plan Status

- Impacts of the Financial Crisis of 2007-2008
 - FY11 - CBD 2nd Alignment moved from 2016 to beyond 2030; planning funds remain
 - FY11 - New 2030 bus/rail corridors moved out past 2030
 - FY12 - SOC-3 accelerated from 2019 to 2016 due to cost savings
- CBD 2nd Alignment Study ongoing
- South Oak Cliff (SOC-3) is under final design and will open in June 2016 to the UNT-Dallas Station

2030 TSP– Rail Vision Element

Corridors that:

- Are technically sound, but not affordable through 2030, and/or
- Need additional land use planning to maximize rail potential

Corridors will be:

- Monitored and re-evaluated in future Transit System Plan updates

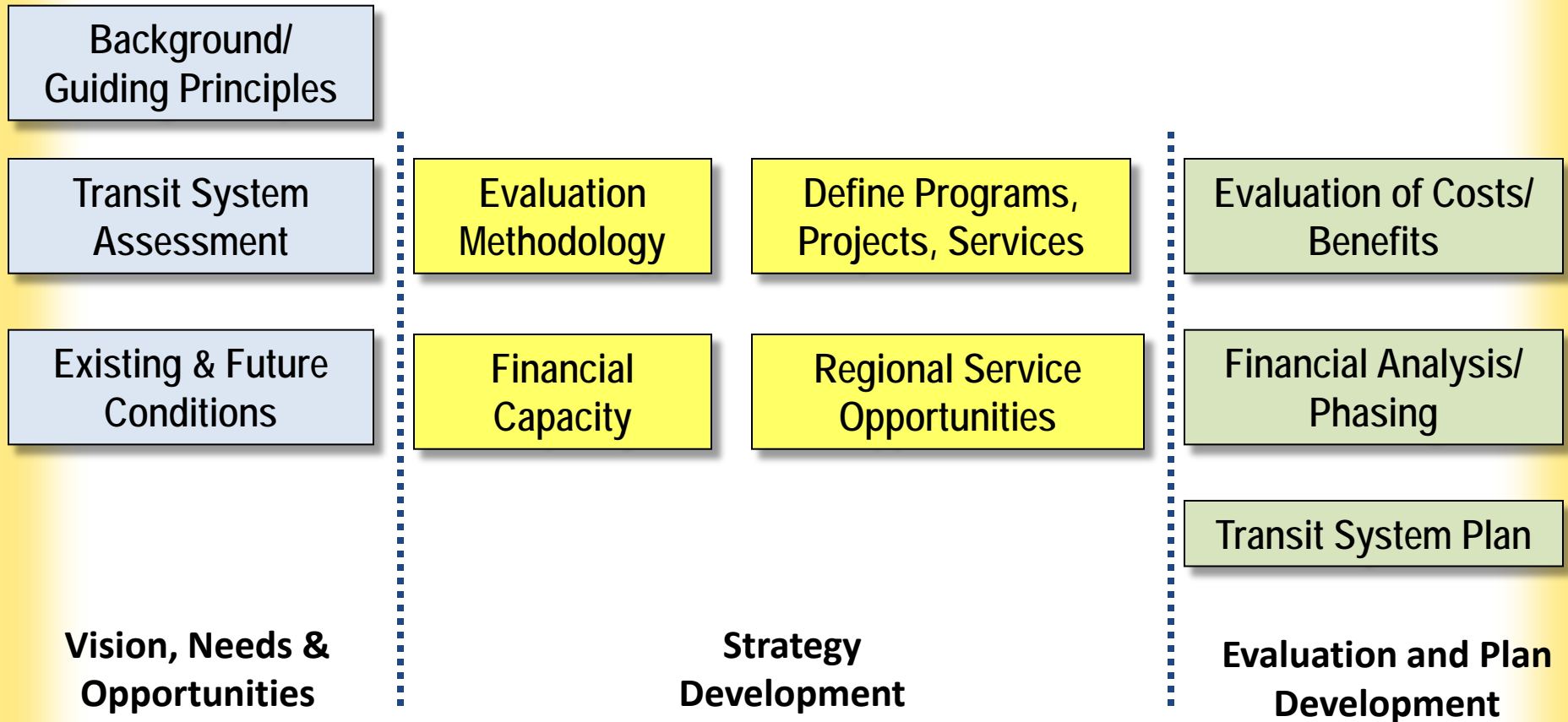


2040 Transit System Plan

- Given financial constraints through 2030, the 2040 plan will emphasize smaller, low cost services, programs or projects through 2030
 - Optimize the system,
 - Improve the customer experience
- 2030-2040 timeframe will examine capital expansion opportunities in light of new land use and/or demographic information
 - Re-revaluation of 2030 projects
 - Identify new potential projects
 - D2 will remain a priority



System Planning Process



Public and Agency Involvement



Guiding Principles - Themes

- Customer Focus
- Service Excellence
- Innovation
- Sustainability
- Leadership
- Fiscal Responsibility
- Common Vision



Schedule

	2013	2014												2015	
		J	F	M	A	M	J	J	A	S	O	N	D		
Public Involvement		○			●			●	○					●	○
Guiding Principles															
Background															
Existing & Future Conditions															
Existing System Assessment															
	Develop Transit Competitive Index (TCI) Tool														
Alternatives Development					Needs, Ideas, Opportunities				Phase 1 (Near, Mid-term)				Phase 2 (Long-term)		
Evaluation							Methodology				Evaluation/Trade-offs				
Financial Capacity	FY14									FY15					FY16
Regionalism Issues															
2040 Plan															

○ Public Outreach

● Focus Group



Next Steps

- Initiate early tasks to support public and agency outreach in early 2014
- Regular DART Board briefings to gain feedback and update on progress
- Briefings to DART Cities



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SUBJECT **DART Special Events Status**

At the Joint Transportation and Trinity River Project Council Committee and Dallas Area Rapid Transit (DART) Board Meeting on Monday, 28 October 2013, DART will brief the committee on DART's Special Events Status. The material is attached for your review.

A handwritten signature in blue ink, reading "Jill Jordan".

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

Attachment

c: A.C. Gonzalez, Interim City Manager
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DART Special Events Status

Joint Meeting of DART Board of Directors/
City of Dallas Transportation and Trinity River
Project Council Committee

28 October 2013



DART Special Events

- **Special events are a growing part of DART's operation**
- **These events generate much higher ridership than normal**
- **2013 has been an unusually busy year for major special event activity**
 - **State Fair, MegaFest, FlugTag, St. Patrick's Day, to name a few**



2013 State Fair

- **September 27 through October 20**
 - Over 612,000 added light rail riders, and almost 2.6 million total light rail riders during the Fair
- **3 football games on successive Saturdays**
- **TX/OU game October 12**
 - Over 150,000 rail riders that day alone
- **Basic operational plan in place for the last four years**

2013 State Fair Plan Elements

RAIL

- Extra service on most rail lines, especially for TX/OU
- More cars on trains during entire day
- Extra TRE service, including Sunday operation
- Several hundred staff volunteers to help customers

BUS

- Extra bus service on several routes
- Supplemental buses to add to rail capacity in key corridors
- Backup buses for overflow situations

MegaFest

- **Major event at Convention Center, American Airlines Center [AAC] held August 28-30**
- **Attendance estimates from 33-70k, with a majority from out of town**
- **Extra train service, extended operating hours**
- **Direct bus shuttles connecting AAC, Convention Center**
- **84,000 added light rail riders and 39,000 shuttle bus riders during event**

FlugTag

- **Held September 21st in Las Colinas**
- **DART operated extra train service and 20+ supplemental buses to handle anticipated crowds of 50k or more**
- **5,600 added light rail riders during event**

St. Patrick's Day Parade

- **Annually on the Saturday nearest the holiday**
- **Attendance, ridership have been growing steadily**
- **Added trains are required to serve crowds from all areas**
- **73,900 added light rail riders during 2013 event**

JFK Event Upcoming

- **November 22**
- **All Red, Blue, TRE operations will be shut down adjacent to Dealey Plaza for approximately one hour**
- **Bus bridge between Convention Center and West End during shutdown**
- **Major CBD detours for regular bus routes, some starting earlier in the week**



214.979.1111
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DRAFT

KEY FOCUS AREA: Economic Vibrancy
AGENDA DATE: November 12, 2013
COUNCIL DISTRICT(S): 6
DEPARTMENT: Trinity Watershed Management
CMO: Jill A. Jordan, P.E., 670-5299
MAPSCO: 44 K

SUBJECT

Authorize an increase in the relocation payment to Oncor Electric Delivery Company, LLC for the actual cost for relocation of a fence, related electrical improvements, and electric distribution lines associated with the acquisition of approximately 2,859 square feet of land and improvements and conveyance of an easement containing approximately 2,112 square feet, both located near the intersection of Sylvan Avenue and Morris Street for the Sylvan Bridge Project - Not to exceed \$14,112, from \$150,000 to \$164,111 - Financing: 2006 Bond Funds

BACKGROUND

The City Council authorized acquisition of approximately 2,859 square feet of land improved with a fence and related electrical improvements and the conveyance of an easement to Oncor Electric Delivery Company, LLC, ("Oncor") containing approximately 2,112 square feet for the Sylvan Bridge Project on June 27, 2012, by Resolution No. 12-1734. Both the property acquired and the easement conveyed to Oncor are located near the intersection of Sylvan Avenue and Morris Street. The Sylvan Bridge Project required relocation of a fence, related electrical improvements, and electric distribution lines at this location for which the City agreed to reimburse Oncor for the actual cost of relocation. The original estimate of the relocation cost was \$150,000, which was authorized by the aforementioned Council Resolution. The actual relocation cost was \$164,111.25, due primarily to higher than anticipated materials and contract labor costs.

This item authorizes an increase in the payment to Oncor Electric Delivery Company, LLC by \$14,111.25, from \$150,000.00 to \$164,111.25 for the actual cost for relocation of a fence, related electrical improvements, and electric distribution lines associated with the acquisition of approximately 2,859 square feet of land and improvements and conveyance of an easement containing approximately 2,112 square feet, both located near the intersection of Sylvan Avenue and Morris Street for the Sylvan Bridge Project.

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

DRAFT

Authorized acquisition of land improved with a fence and related electrical improvements and conveyance of an easement to Oncor, both located near the intersection of Sylvan Avenue and Morris Street for the Sylvan Bridge Project on June 27, 2012, by Resolution No. 12-1734.

FISCAL INFORMATION

2006 Bond Funds - \$14,111.25

OWNERS

Oncor Electric Delivery Company, LLC

Bob Shapard, Chairman and Chief Executive Officer

MAPS

Attached

DRAFT
November 12, 2013

WHEREAS, reconstruction of the Sylvan Bridge over the Trinity River began in March 2012; and,

WHEREAS, on June 27, 2012, Council Resolution No. 12-1734 authorized acquisition of approximately 2,859 square feet of land improved with a fence and related electrical improvements and the conveyance of an easement to Oncor Electric Delivery Company, LLC ("Oncor"), containing approximately 2,112 square feet for the Sylvan Bridge Project, both located near the intersection of Sylvan Avenue and Morris Street; and,

WHEREAS, the Sylvan Bridge Project required relocation of a fence, related electrical improvements, and electric distribution lines at this location for which the City agreed to reimburse Oncor for the actual cost of relocation; and

WHEREAS, Council Resolution No. 12-1734 authorized a payment to Oncor based on the original cost estimate to relocate a fence, related electrical improvements, and electric distribution lines at this location not to exceed \$150,000; and

WHEREAS, Oncor's actual relocation cost was \$164,111.25, due primarily to higher than anticipated materials and contract labor costs; and

WHEREAS, it is now necessary to reimburse Oncor for the actual costs of relocation of a fence, related electrical improvements, and electric distribution lines at this location necessary to accommodate the reconstruction of the Sylvan Bridge.

Now, Therefore,

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

Section 1. That the City Manager is hereby authorized to increase the payment to Oncor Electric Delivery Company, LLC by \$14,111.25, from \$150,000.00 to \$164,111.25 for the actual cost for relocation of a fence, related electrical improvements, and electric distribution lines associated with the acquisition of approximately 2,859 square feet of land and improvements and conveyance of an easement containing approximately 2,112 square feet, both located near the intersection of Sylvan Avenue and Morris Street for the Sylvan Bridge Project.

Section 2. That the City Controller is hereby authorized to disburse funds in accordance with terms and conditions of the acquisition agreement from:

Street and Thoroughfare Fund
Fund 1T22, Dept. PBW, Unit U230, Activity INGV
Obj. 4154, Program # PB06U230, CT PBW06U230J2
Vendor #255302, in an amount not to exceed \$14,111.25

Section 3. 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.

TRANSPORTATION AND TRINITY RIVER PROJECT COUNCIL COMMITTEE

28 OCTOBER 2013

Upcoming Potential Council Agenda Items for 12 November 2013 will be discussed:

Addendum

- Environmental Services during construction of soil remediation associated with the Upper Chain of Wetlands Remediation
- Soil remediation improvements associated with the Upper Chain of Wetlands Remediation