

MOBILITY SOLUTIONS, INFRASTRUCTURE & SUSTAINABILITY COMMITTEE

DALLAS CITY COUNCIL COMMITTEE AGENDA

RECEIVED

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CITY SECRETARY
DALLAS, TEXAS

MONDAY, AUGUST 28, 2017
CITY HALL
COUNCIL BRIEFING ROOM, 6ES
1500 MARILLA
DALLAS, TEXAS 75201
1:00 P.M.-3:00 P.M.

Chair, Councilmember Lee M. Kleinman
Vice Chair, Councilmember Rickey D. Callahan
Councilmember Sandy Greyson
Councilmember Adam Medrano
Councilmember Casey Thomas, II
Councilmember Tennell Atkins

Call to Order

1. Approval of August 14, 2017 Minutes

BRIEFINGS

2. Dallas Streetcar Central Link Locally Preferred Alternative Selection Tanya Brooks, Assistant Director
Mobility & Street Services
3. Approval of the Locally Preferred Alternative (LPA) for the Dallas CBD Second Light Rail Alignment (D2) Gary Thomas, President/Executive Director
Steve Salin, VP of Rail Planning
DART
4. FY 2017-18 Budget Process and Amendments Councilmember Lee M. Kleinman, Chair
Mobility Solutions, Infrastructure &
Sustainability Committee
5. 360 Plan Update Peer Chacko, Director
Planning and Urban Design
Kourtney Garrett, President & CEO
Downtown Dallas, Inc.
6. Love Field Customer Facility Charge Ordinance Mark Duebner, Director
Aviation

MONTHLY REPORTS (Information Only)

7. Interagency Transportation Report for July/August

QUARTERLY REPORTS (Information Only)

8. Trinity River Corridor Bond Program Expenditure Report
9. Major Street Project Detailed Expenditure Report

10. Department of Aviation Activity Report

Adjourn



Lee M. Kleinman, Chair
Mobility Solutions, Infrastructure and Sustainability Committee

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.

Handgun Prohibition Notice for Meeting of Governmental Entities

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

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

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

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

Mobility Solutions, Infrastructure, & Sustainability Committee Meeting Record

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

Meeting Date: August 14, 2017

Convened: 1:01 p.m.

Adjourned: 1:36 p.m.

Committee Members Present:

Lee M. Kleinman, Chair
Rickey D. Callahan, Vice Chair
Tennell Atkins
Sandy Greyson
Adam Medrano
Casey Thomas, II

Committee Members Absent:

Other Council Members Present:

B. Adam McGough

Presenters:

Kourtney Garrett, President/CEO, DDI
Dustin Bullard, VP of Public Space & Design, DDI
Tanya Brooks, Assistant Director, Mobility & Street Services
Jared White, Manager, Mobility & Street Services

City Staff Present:

Rick Galceran
Susan Alvarez
Auro Majumdar
William Finch
Richard Wagner
Errick Thompson

David Cossum
Casey Burgess
Robert L. Sims
Willis Winters
Peer Chacko
Jody Puckett

AGENDA:

Call to Order

1. Approval of the June 12, 2017, Meeting Minutes

Presenter(s): Lee M. Kleinman, Chair

Action Taken/Committee Recommendation(s): A motion was made to approve the minutes for the June 12, 2017 Transportation and Trinity River Project Committee meeting.

Motion made by: Tennell Atkins

Item passed unanimously: X

Item failed unanimously:

Motion seconded by: Adam Medrano

Item passed on a divided vote:

Item failed on a divided vote:

2. Downtown Dallas Streetcar: Central Dallas Link

Comparative Economic Benefits Assessment

Presenter(s): Kourtney Garrett, President/CEO, and Dustin Bullard, Vice President of Public Space & Design, Downtown Dallas Inc.

Action Taken/Committee Recommendation(s): Information only

3. Bike Share Program Update

Presenter(s): Tanya Brooks, Assistant Director, and Jared White, Manager, Mobility & Street Services

Action Taken/Committee Recommendation(s): Information only

4. Upcoming Agenda Items

Presenter(s): Lee M. Kleinman, Chair

Action Taken/Committee Recommendation(s): Information only

August 23, 2017

- A. Draft Agenda Item: Authorize (1) an acquisition contract for the purchase and implementation of a central traffic management system for Mobility and Street Services in the amount of \$6,352,990; and (2) a five-year service contract, with one five-year renewal option, for maintenance and support of the central traffic management system in the amount of \$3,523,538 - Ericsson, Inc., most advantageous proposer of five - Total not to exceed \$9,876,528 - Financing: Texas Department of Transportation Grant Funds (\$5,744,477), 2006 Bond Funds (General Obligation Commercial Paper Funds) (\$2,007,091), 2006 Bond Funds (\$1,252,000), and 2003 Bond Funds (\$872,960) (MSS)
- B. Draft Agenda Item: Authorize a professional services contract with Conley Group, Inc. for architectural and engineering services for design, construction documents and construction administration for the 2017 Water Infiltration Projects at the Kay Bailey Hutchison Convention Center Dallas located at 650 South Griffin Street - Not to exceed \$875,390 - Financing: Convention Center Capital Construction Funds (EBS)
- C. Draft Agenda Item: Authorize a contract with Aguirre Roden, Inc. to provide design and construction management services to upgrade the primary switchgear, Uninterruptible Power Supply (UPS) systems, electrical distribution panels, and perform an Arc Flash Study at Dallas City Hall located at 1500 Marilla Street - Not to exceed \$320,000 - Financing: 2006 Bond Funds (EBS)
- D. Draft Agenda Items (Davis Street):
 - a. Authorize (1) a Project Specific Agreement with Dallas County for funding participation in the design and construction of sidewalk enhancements and paving improvements for West Davis Street from North Clinton Avenue to Cedar Hill Avenue; (2) the receipt and deposit of funds from Dallas County in an amount not to exceed \$840,000; and (3) an increase in appropriations in the amount of \$840,000 in the Capital Projects Reimbursement Funds - Not to exceed \$840,000 - Financing: Capital Projects Reimbursement Funds (MSS)
 - b. Authorize (1) Funding Agreement with Dallas County for a study to evaluate the West Davis Street corridor's transportation needs from Cockrell Hill Road to East Seventh Street and preliminary design of Complete Street improvements; (2) payment to Dallas County for the City's share of study cost - Not to exceed \$300,000 - Financing: 2006 Bond Funds (MSS)
- E. Draft Agenda Item: Authorize (1) a Local Project Advance Funding Agreement with the Texas Department of Transportation (TxDOT) to design, upgrade, and construct six traffic signals and associated off-system intersection improvements at Dallas North Tollway (Inwood Road) and Harvest Hill Road, Campbell Road and Hillcrest Road, Lemmon Avenue and Douglas Avenue, Lemmon Avenue and Airdrome Drive, Harry Hines Boulevard and Moody Street, and Lemmon Avenue and Welborn Street for a U.S. Department of Transportation - Federal Highway Administration 2016 Highway Safety Improvement Program Grant in an amount not to exceed \$2,141,058; (2) a required local match in an amount not to exceed \$207,616 to be issued as a warrant check for State construction costs and other State direct costs; and (3) an additional required local match identified for design of the traffic signals in an amount not to exceed \$143,912, previously approved on June 14, 2017 by Resolution No. 17-0931 - Not to exceed \$2,141,058 - Financing: Texas Department of Transportation Grant Funds (\$789,531) and Current Funds (\$207,616) (MSS)
- F. Draft Agenda Item: Authorize (1) an Interlocal Agreement with the Texas Department of Transportation (TxDOT) to provide cost reimbursement for material and labor costs incurred by the City for intersection and traffic signal improvements at the following seven off-system locations: Arapaho Road and Montfort Drive/Knoll Trail Drive, Colorado Boulevard and Marsalis Avenue, Forest Lane and Plano Road, Harry Hines Boulevard and Empire Central Drive, Illinois Avenue and Bonnie View Road, Marsh Lane and Royal Lane, Martin Luther King Jr. Boulevard and Colonial Avenue/Ervay Street; (2) the receipt and deposit of funds from Texas Department of Transportation in an amount not to exceed \$145,693; and (3) the establishment of appropriations in an amount not to exceed \$145,693 in the Texas Department of Transportation Grant Fund - Not to exceed \$145,693 - Financing: Texas Department of Transportation Grant Funds (MSS)
- G. Draft Agenda Item: Authorize a contract with Pavecon Public Works, L.P., lowest responsible bidder of six, for the construction of street paving, storm drainage, water and wastewater main improvements for Wheatland Road from 1,745 feet east of the Dallas city limit to the city limit line - Not to exceed \$3,885,799 - Financing: 2012 Bond Funds (\$3,670,093), Water Utilities Capital Improvement Funds (\$111,747) and Water Utilities Capital Construction Funds (\$103,959) (MSS)
- H. Draft Agenda Item: Authorize (1) the receipt and deposit of funds in an amount not to exceed \$23,204 from Ainbinder Northwest Highway, LLC. for certain material and labor costs associated with the construction of a new traffic signal at Northwest Highway (State Highway Loop 12) and Quality Lane; and (2) an increase in appropriations in an amount not to

exceed \$23,204 in the Capital Projects Reimbursement Fund - Not to exceed \$23,204 - Financing: Capital Projects Reimbursement Funds (MSS)

- I. Draft Agenda Item: Authorize an increase to the construction contract with Rebcon, Inc. for additional construction costs associated with design modifications and other miscellaneous items needed to complete the Katy Trail Phase VI from Ellsworth Avenue to Worcola Street Project - Not to exceed \$532,701, from \$11,632,296 to \$12,164,997 - Financing: 2006 Bond Funds (\$231,968) and General Obligation Commercial Paper Funds (\$300,733) (MSS)
- J. Draft Agenda Item: Authorize acquisition from Francisco Herrera and Bertha Herrera, of approximately 47,974 square feet of land located in Kaufman County for the Lake Tawakoni 144-inch Transmission Pipeline Project - Not to exceed \$33,500 (\$30,642, plus closing costs and title expenses not to exceed \$2,858) - Financing: Water Utilities Capital Construction Funds (SDC)
- K. Draft Agenda Item: Authorize acquisition from Harold J. Baber, of approximately 5,379 square feet of land located in Van Zandt County for the Lake Tawakoni 144-inch Transmission Pipeline Project - Not to exceed \$29,700 (\$27,750, plus closing costs and title expenses not to exceed \$1,950) - Financing: Water Utilities Capital Construction Funds (SDC)
- L. Draft Agenda Item: Authorize acquisition from Mary E. Langford, of approximately 23,333 square feet of land located in Van Zandt County for the Lake Tawakoni 144-inch Transmission Pipeline Project - Not to exceed \$76,000 (\$73,136, plus closing costs and title expenses not to exceed \$2,864) - Financing: Water Utilities Capital Construction Funds (SDC)
- M. Draft Agenda Item: Authorize acquisition from Sandra Marie Nicodemus Witt, of approximately 23,829 square feet of land located in Van Zandt County for the Lake Tawakoni 144-inch Transmission Pipeline Project - Not to exceed \$143,000 (\$140,036, plus closing costs and title expenses not to exceed \$2,964) - Financing: Water Utilities Capital Construction Funds (SDC)
- N. Draft Agenda Item: Authorize acquisition from Vickey Green Crouch, Administratrix of the Estate of Hatley Crouch and Michael Brewer Pringle, of approximately 92,191 square feet of land located in Hunt County for the Lake Tawakoni 144-inch Transmission Pipeline Project - Not to exceed \$72,000 (\$68,831, plus closing costs and title expenses not to exceed \$3,169) - Financing: Water Utilities Capital Construction Funds (SDC)
- O. Draft Agenda Item: Authorize (1) the quitclaim of 37 properties acquired by the taxing authorities from the Tax Foreclosure Sheriff's Sale that will be sold to the highest qualified bidders; and (2) the execution of release of liens for any non-tax liens that may have been filed by the City and were included in the foreclosure judgement (list attached) - Financing: No cost consideration to the City (SDC)
- P. Draft Agenda Item: An ordinance granting a private license to Butler Brother Hospitality Group, LLC, for the use of approximately 300 square feet of land to install, maintain, and utilize tree wells, on a portion of Ervay and Marilla Streets rights-of-way, near its intersection with Marilla Street - Revenue: \$200 one-time fee, plus the \$20 ordinance publication fee (SDC)
- Q. Draft Agenda Item: An ordinance granting a private license to Elm at Stoneplace, LLC, for the use of approximately 34 square feet of aerial space to install, maintain, and utilize 12 awnings without premise signs, over and above a portion of Main Street right-of-way, near its intersection with Elm Street - Revenue: \$1,200 one-time fee, plus the \$20 ordinance publication fee (SDC)
- R. Draft Agenda Item: An ordinance abandoning a portion of Bird Street to Criswell Center for Biblical Studies, Inc. the abutting owner, containing approximately 17,700 square feet of land, located near the intersection of Haskell Avenue and Bird Street; and authorizing the quitclaim and providing for the dedication of approximately 17,700 square feet of land needed for a wastewater easement - Revenue: \$212,400, plus the \$20 ordinance publication fee (SDC)
- S. Draft Agenda Item: An ordinance abandoning a portion of an alley, alley easement, and a utility and access easement to Inwood National Bank of Dallas, the abutting owner, containing a total of approximately 7,446 square feet of land, located near the intersection of Inwood Road and Newmore Avenue, and authorizing the quitclaim; and providing for the dedication of a total of approximately 16,388 square feet of land needed for street rights-of-way and wastewater easement - Revenue: \$5,400, plus the \$20 ordinance publication fee (SDC)
- T. Draft Agenda Item: An ordinance abandoning a water easement and a utility and access easement to 5033 Lemmon Limited Partnership, the abutting owner, containing a total of approximately 17,368 square feet of land, located near the intersection of Lemmon Avenue and Mahanna Street and authorizing the quitclaim; and providing for the dedication of approximately 26,370 square feet of land needed for right-of-way - Revenue: \$10,800, plus the \$20 ordinance publication fee (SDC)
- U. Draft Agenda Item: An ordinance abandoning two utility and access easements to Preston Hollow Place Property Owner, L.P., the abutting owner, containing a total of approximately 37,959 square feet of land, located near the intersection of Preston Road and Northwest Highway - Revenue: \$5,400, plus the \$20 ordinance publication fee (SDC)
- V. Draft Agenda Item: Authorize an increase in the contract with Half Associates, Inc., for additional professional services for technical support in preparation for the Federal Emergency Management Agency (FEMA) Community Rating System 2017

Recertification Cycle Visit - Not to exceed \$150,000, from \$1,668,789 to \$1,818,789 - Financing: Stormwater Drainage Management Current Funds (TWM)

- W. Draft Agenda Item: Authorize an increase in the construction contract with Webber, LLC for additional work associated with the improvements to the Walcrest Pump Station and reservoir - Not to exceed \$558,605, from \$36,850,500 to \$37,409,105 - Financing: Water Utilities Capital Improvement Funds (DWU)
- X. Draft Agenda Item: Authorize (1) an increase in the twenty-four-month service contract with NPL Construction Co. for additional paving and infrastructure repairs at various locations throughout the city; and (2) a twelve-month extension to the twenty-four-month service contract, from September 2017 to September 2018 - Not to exceed \$3,760,532, from \$57,449,171 to \$61,209,703 - Financing: Water Utilities Capital Construction Funds (DWU)
- Y. Draft Agenda Item: A public hearing to receive comments to amend the City of Dallas Central Business District Streets and Vehicular Circulation Plan to change the operational characteristics of (1) Lamar Street from Elm Street to Main Street from a southbound three-lane roadway and a northbound three-lane roadway in 78 feet of right-of-way and 66 feet of pavement to a southbound two-lane roadway and a northbound two-lane roadway in 78 feet of right-of-way and 48 feet of pavement and loading zone on the west side; (2) Lamar Street from Main Street to Wood Street from a southbound three-lane roadway and a northbound three-lane roadway in 86-100 feet of right-of-way and 66 feet of pavement to a southbound two-lane roadway and a northbound two-lane roadway in 80 feet of right-of-way and 60 feet of pavement and parking on both east and west sides; and (3) Lamar Street from Wood Street to Young Street from a southbound three-lane roadway and a northbound three-lane roadway in 86-100 feet of right-of-way and 66 feet of pavement to a southbound two-lane roadway and a northbound two-lane roadway in 80 feet of right-of-way and 50 feet of pavement and parking on the east side, and at the close of the hearing, authorize an ordinance implementing the change - Financing: No cost consideration to the City (MSS)
- Z. Draft Agenda Item: A public hearing on an application for and a resolution granting a variance to the alcohol spacing requirements from a public school, Henry W. Longfellow Career Exploration Academy as required by Section 6-4 of the Dallas City Code to allow a mixed beverages permit (Chapter 28) for a restaurant without drive-in or drive-through service with a food and beverage certificate [Asian Mint Inwood Village, LLC dba Asian Mint] on the southeast corner of West Lovers Lane and Inwood Road, north of Boaz Street - Financing: No cost consideration to the City (SDC)

Adjourn (1:36 p.m.)

APPROVED BY:

ATTEST:

Lee M. Kleinman, Chair
 Mobility Solutions, Infrastructure, &
 Sustainability Committee

Chelsea Monty, Coordinator
 Mobility Solutions, Infrastructure, &
 Sustainability Committee

Memorandum



CITY OF DALLAS

DATE August 21, 2017
TO The Honorable Members of the Mobility Solutions, Infrastructure and Sustainability Committee: Lee M. Kleinman (Chair), Rickey D. Callahan (Vice-Chair), Sandy Greyson, Adam Medrano, Casey Thomas, II and Tennell Atkins
SUBJECT **Dallas Streetcar Central Link Locally Preferred Alternative Selection**

On Monday, August 28, 2017, you will be briefed on the Dallas Streetcar Central Link Locally Preferred Alternative Selection. The briefing materials are attached for your review.

Please feel free to contact me if you have any questions or concerns.

A handwritten signature in black ink, appearing to read 'Jody Puckett'.

Jo M. (Jody) Puckett
Assistant City Manager (I)

c: Honorable Mayor and Members of the City Council
T.C. Broadnax, City Manager
Larry Casto, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Kimberly Bizer Tolbert, Chief of Staff to the City Manager
Majed Al-Ghafry, Assistant City Manager

Jon Fortune, Assistant City Manager
Joey Zapata, Assistant City Manager
M. Elizabeth Reich, Chief Financial Officer
Nadia Chandler Hardy, Chief of Community Services
Raquel Favela, Chief of Economic Development & Neighborhood Services
Theresa O'Donnell, Chief of Resilience
Directors and Assistant Directors

Dallas Streetcar Central Link Locally Preferred Alternative Selection

Mobility Solutions, Infrastructure &
Sustainability Committee

August 28, 2017

Tanya Brooks, Assistant Director
Mobility and Street Services



City of Dallas

Agenda

- Purpose of Presentation
- Background
- Project Purpose and Need
 - Evaluation Framework
- Alternatives
- Evaluation Findings and Summary
- Next Steps
- Proposed Schedule

Purpose of Presentation

- Provide input to the Mobility Solutions, Infrastructure, and Sustainability Committee (MSIS) on the selection of a Locally Preferred Alternative (LPA) for a Dallas Streetcar Central Link alignment
- Provide a draft Council Resolution for MSIS consideration

Why is City Council action needed now?

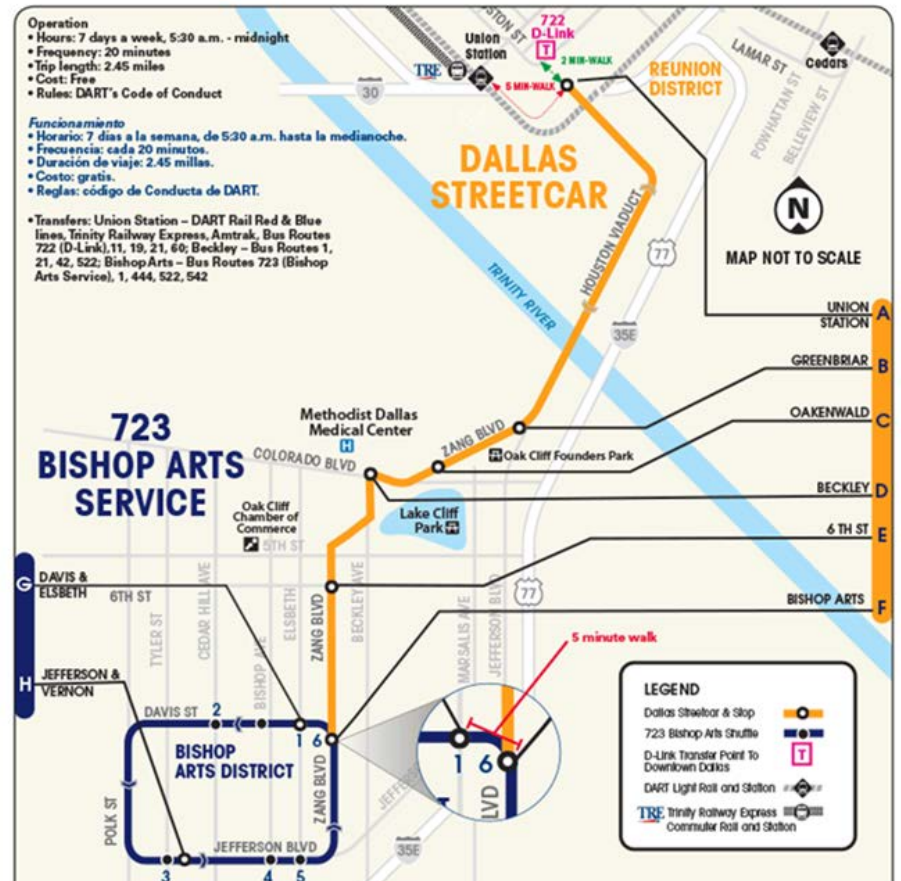
- An endorsement now would provide staff guidance to masterplan the downtown area around a connected streetcar system.
- City of Dallas endorsement of a locally preferred alignment would provide DART direction to develop the LPA and request entry into Federal Transit Administration (FTA) Project Development.
- Once LPA is selected, DART would proceed with further refinement and detailed design, providing additional opportunities for community engagement, stakeholder involvement and City Council input.

Background

- Transportation and Trinity River Project Committee briefed in August 2016 on Dallas Streetcar Central Link Alternatives Analysis (AA) for 3 alternatives (Main, Young, Ross/San Jacinto)
 - DDI requested a 4th alternative be evaluated using Elm/Commerce couplet
- DART, City and DDI staff have jointly updated AA effort to support a decision on a LPA and approach to requesting entry into FTA Project Development

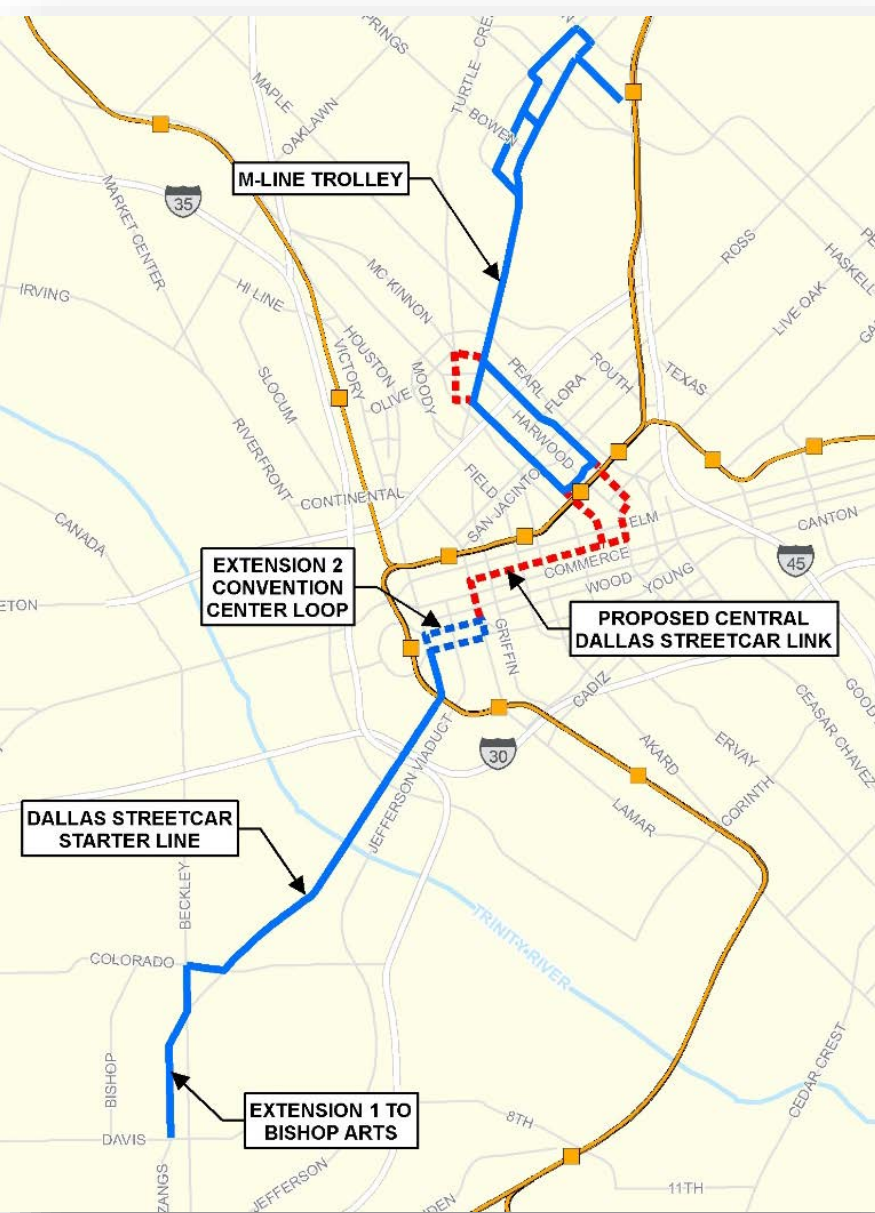
Existing Dallas Streetcar System

- 1.6-mile Starter Line opened in April 2015 from Union Station to Methodist Dallas Medical Center in Oak Cliff (TIGER grant)
- 0.75-mile dual-track extension opened in August 2016 to Bishop Arts terminus at Zang and 7th Street
- Four (4) dual-mode vehicles
- 20-minute service all day 5:30 am to midnight
- Yard lead to DART rail facility (CROF) for storage/maintenance



Streetcar Expansion

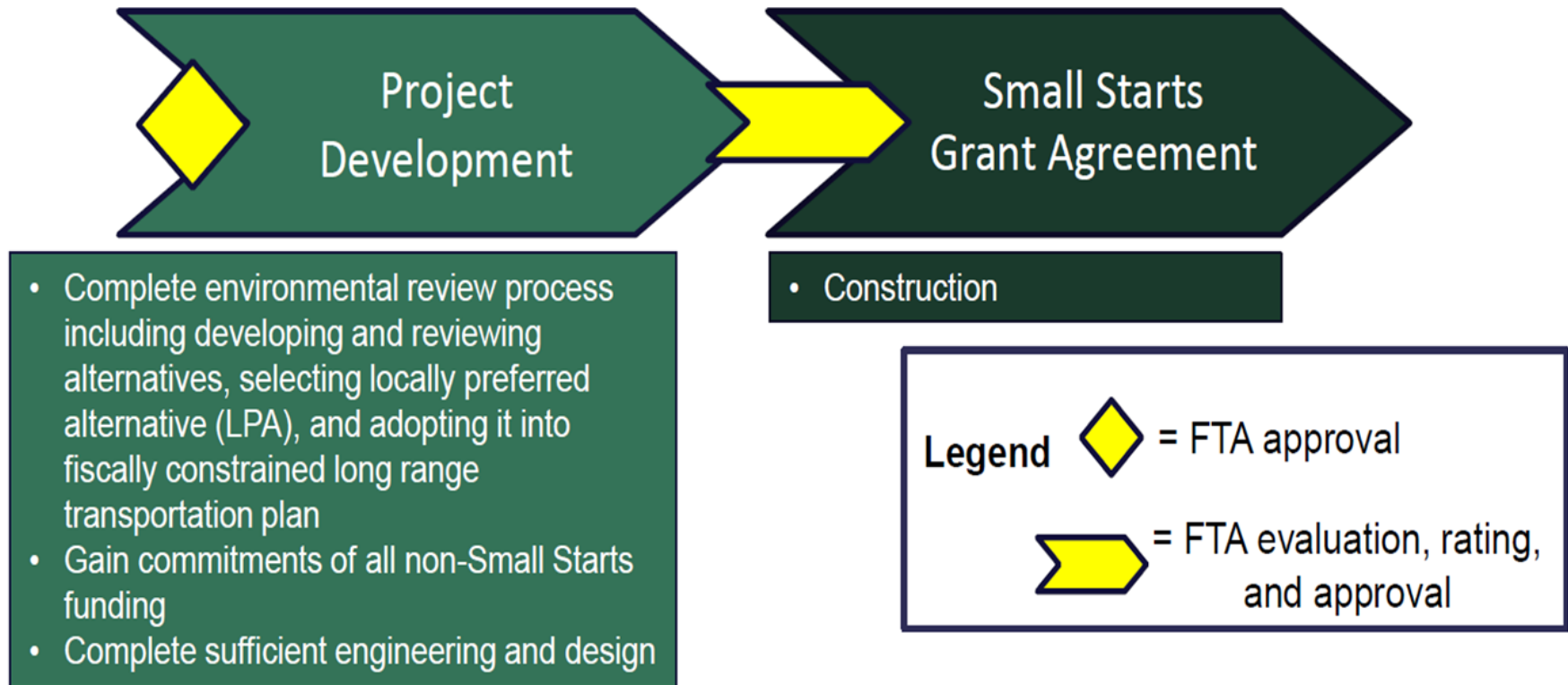
- First Segment of Convention Center Loop Extension (Union Station to Omni Hotel) is currently funded and in design
- Central Streetcar Link
 - Submittal to FTA pending city approval of route and ILA



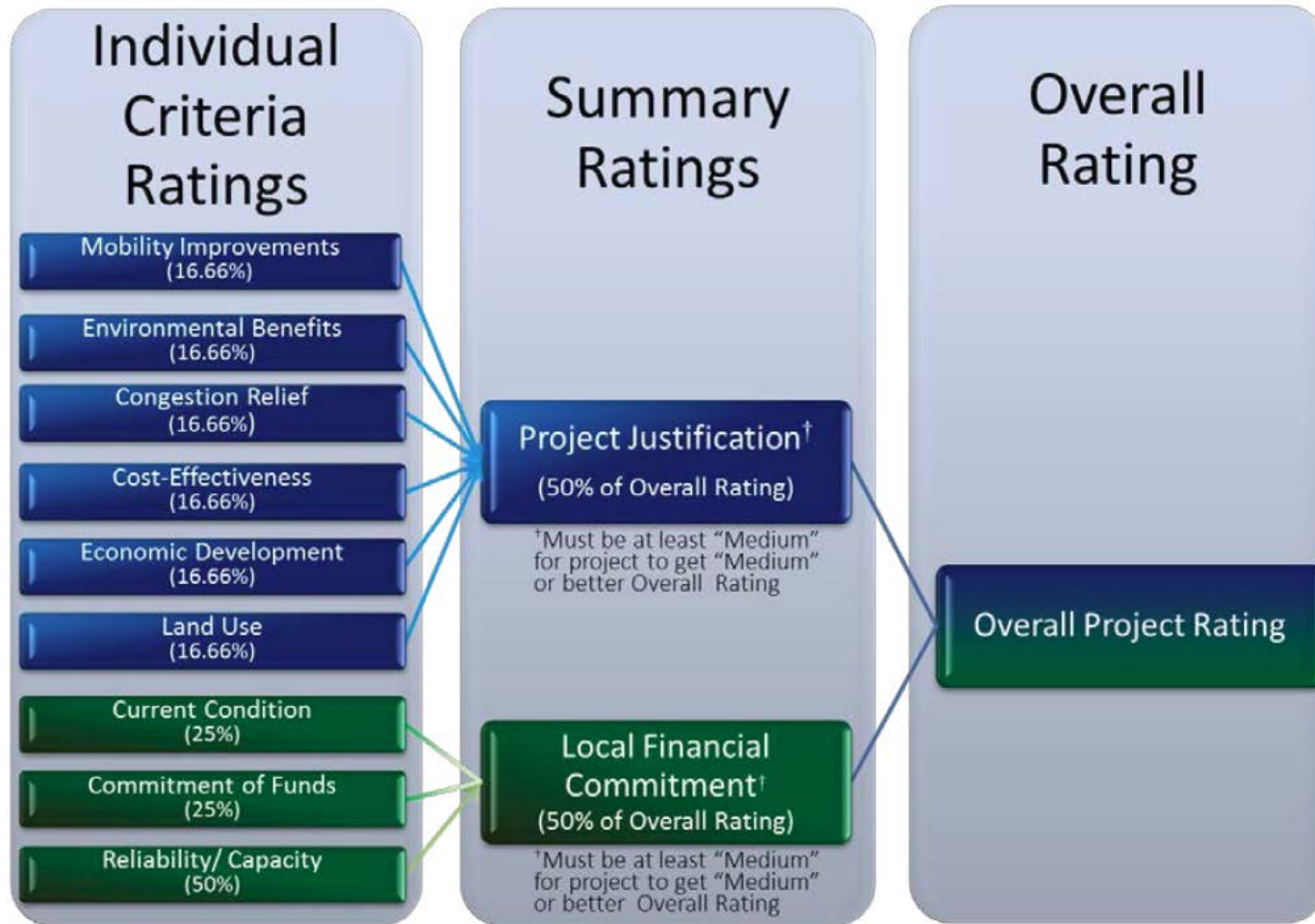
Funding Approach for Central Link

- DART funding local project share as part of Program of Interrelated Projects to increase core capacity
- DART FY17 Financial Plan
 - \$92M budget in Year of Expenditure (YOE) dollars
 - Assumes \$40M FTA Small Starts Capital Investment Grant

FTA Small Starts Process



FTA Small Starts Evaluation



Purpose and Need for Project



Serve Existing and Expanding Downtown Markets and Neighborhoods



Connect Downtown Central Link Efficiently



Improve Integration with Downtown Rail and Bus Services



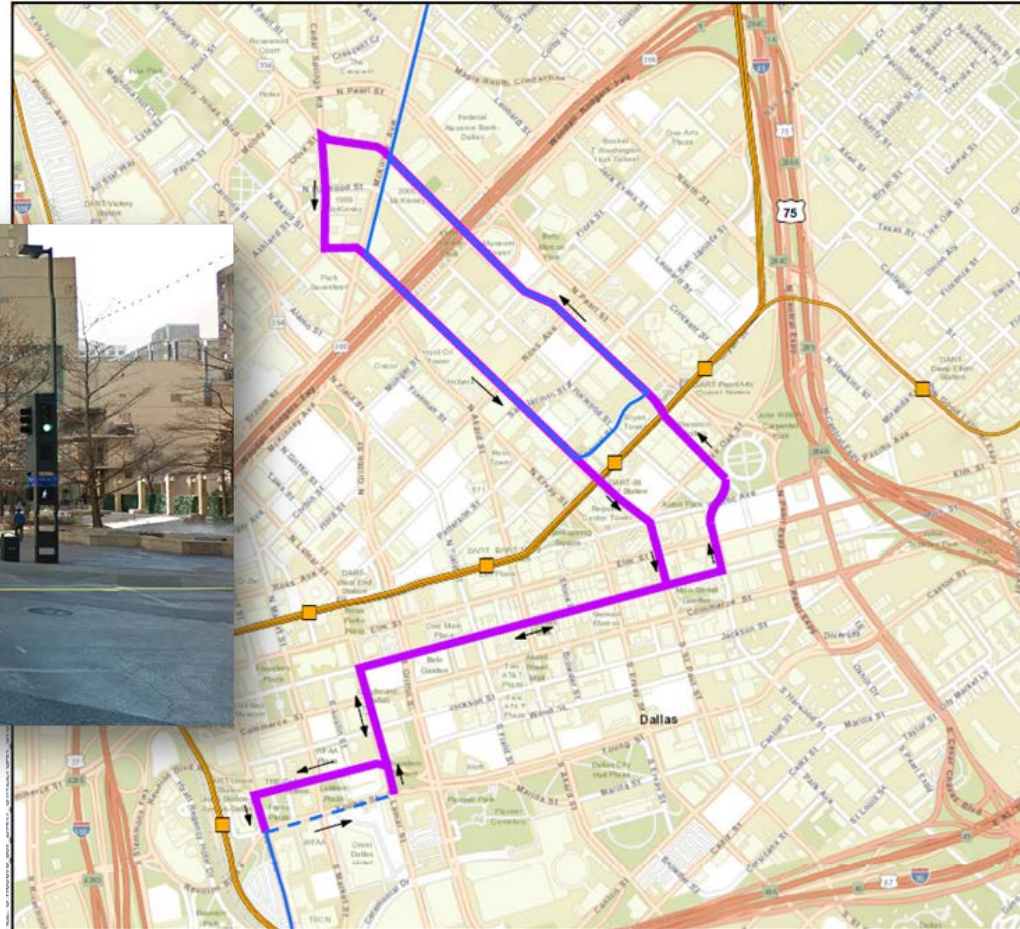
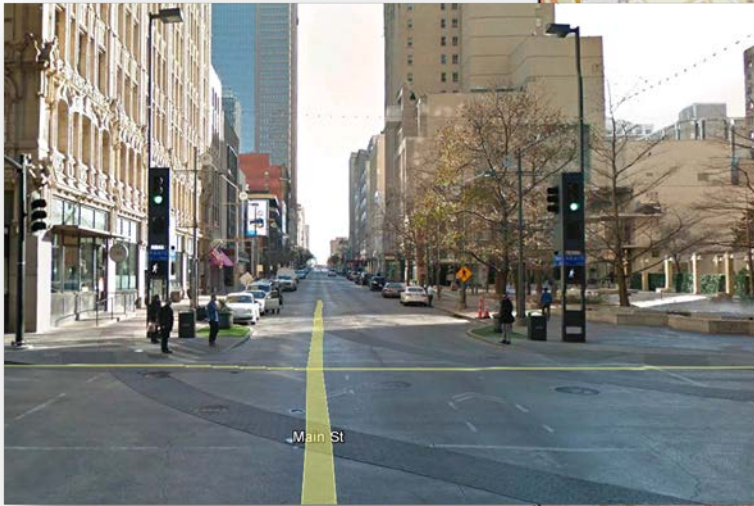
Support Sustainable Economic Development

Streetcar Evaluation Framework

Evaluation Framework		Criteria
Purpose and Need	Builds on the 2016 AA to support the definition and evaluation of alternatives.	Serve existing downtown markets and neighborhoods
		Efficiently Connect Central Link
		Improve Integration with Downtown Rail and Bus Services
		Support Sustainable Economic Development
Performance and Impacts	Key performance indicators to support technical evaluation.	Ridership
		Capital and O&M costs
		Cost effectiveness indicators
		Traffic, parking and pedestrian impacts
		Community and environmental impacts
Land Use and Economic Development	The City of Dallas and DDI identified a set of land use and economic development indicators and measures of success.	Constructability and operability
		Tourism/Entertainment (Spending Potential)
		Real Estate Premiums (Commercial)
		Real Estate Development (Residential)
		Access to jobs (see Purpose and Need)
FTA Small Starts Project Justification Potential	Potential for favorable Small Starts rating to support future grant request.	Mobility benefits
		Environmental benefits
		Congestion relief
		Cost effectiveness
		Land use
		Economic development



Dallas Streetcar Central Link Main Street Alternative



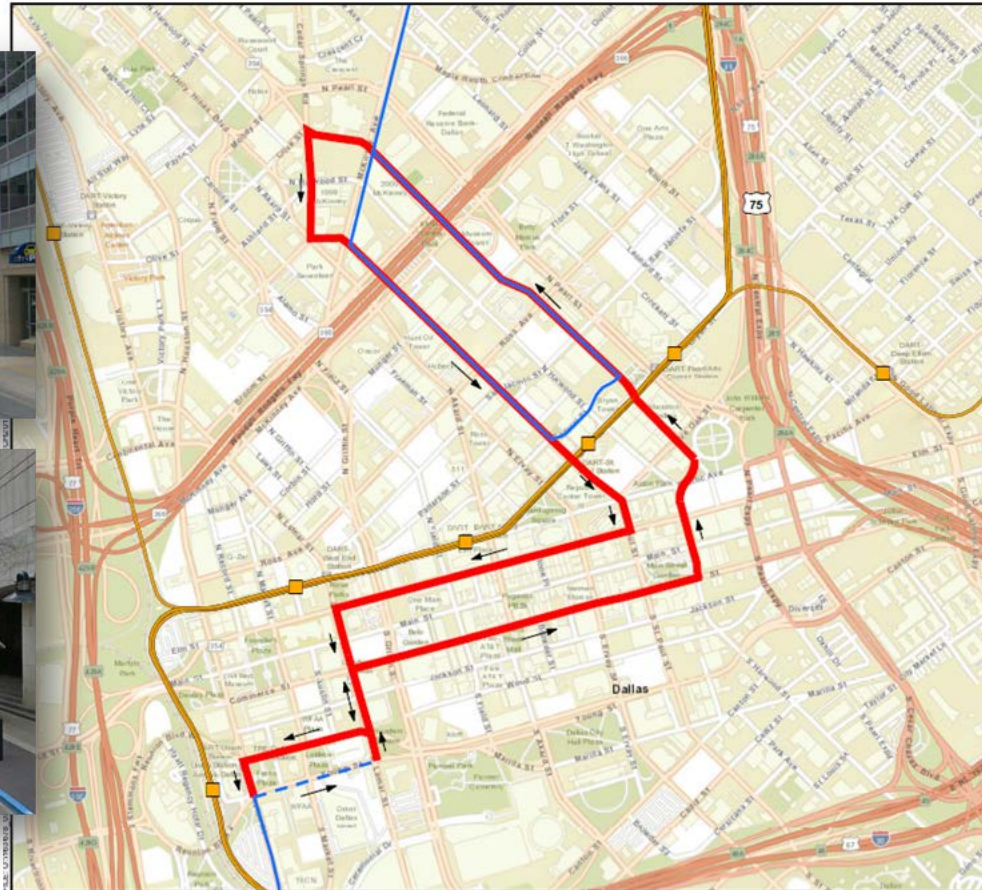
DALLAS STREETCAR CENTRAL LINK EVALUATION

- MAIN STREET ALTERNATIVE
- EXISTING STREETCAR ALIGNMENT
- FUTURE STREETCAR EXTENSION TO OMNI
- EXISTING LRT STATION
- EXISTING LRT

0 500 1,000 FEET

HDR

Dallas Streetcar Central Link Elm/Commerce Alternative

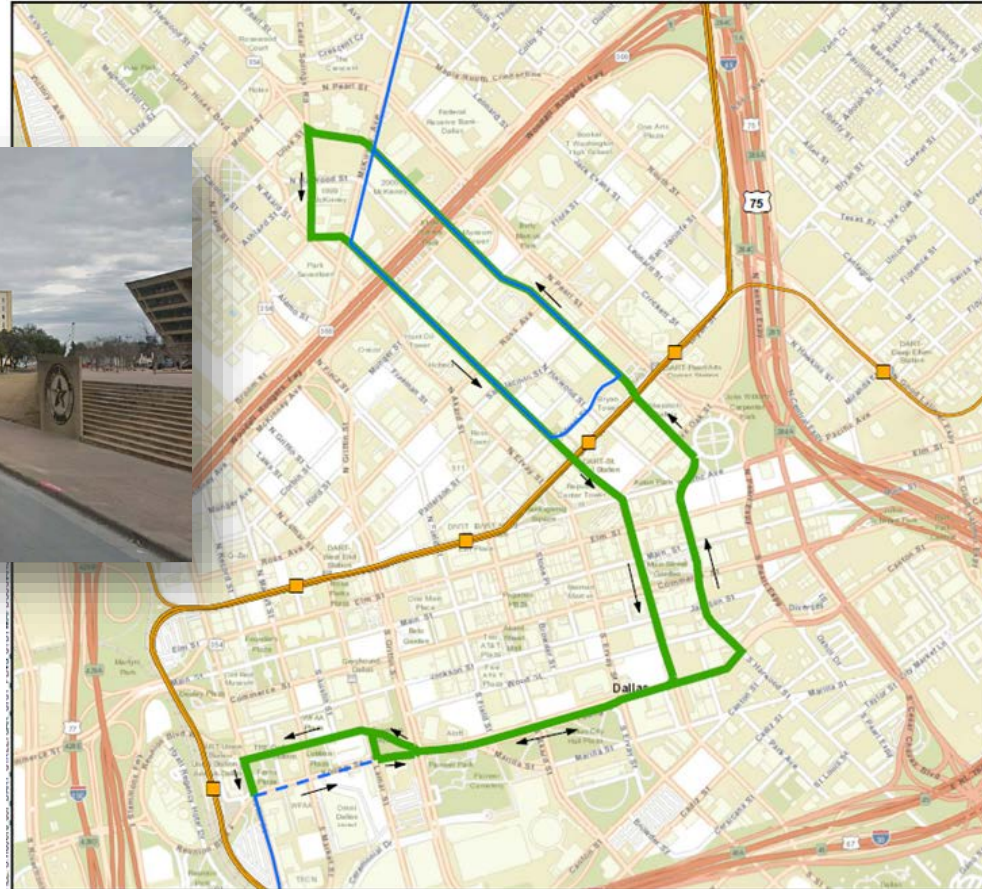


DALLAS STREETCAR CENTRAL LINK EVALUATION

- ELM/COMMERCE ALTERNATIVE
- EXISTING STREETCAR ALIGNMENT
- - - FUTURE STREETCAR EXTENSION TO OMNI
- EXISTING LRT STATION
- EXISTING LRT

0 500 1000 FEET

Dallas Streetcar Central Link Young Street Alternative

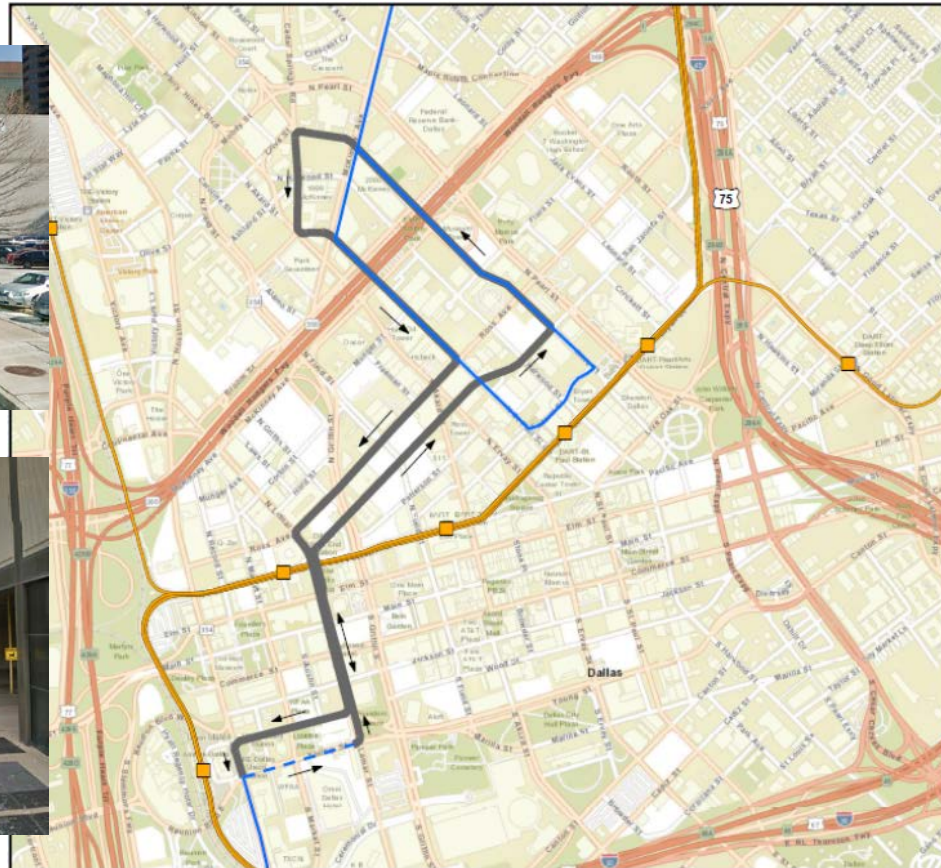
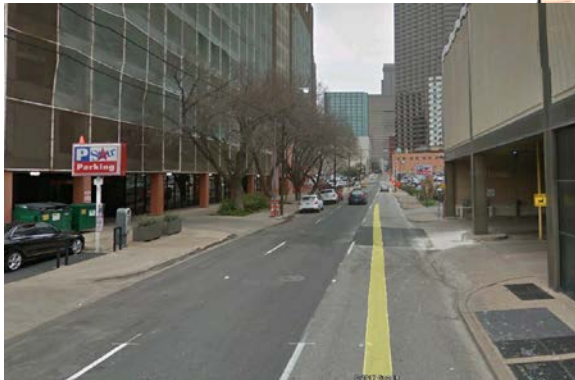
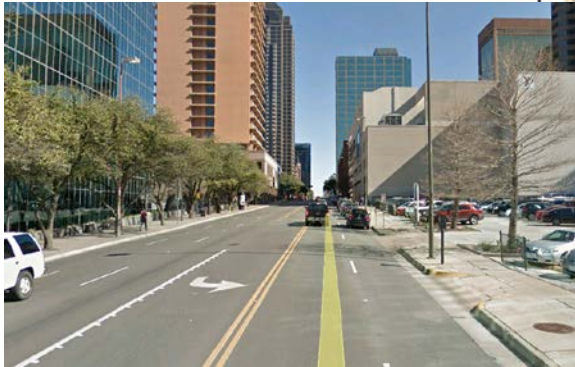


DALLAS STREETCAR CENTRAL LINK EVALUATION

- YOUNG STREET ALTERNATIVE
- EXISTING STREETCAR ALIGNMENT
- FUTURE STREETCAR EXTENSION TO OMNI
- EXISTING LRT STATION
- EXISTING LRT

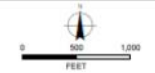
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Dallas Streetcar Central Link Ross/San Jacinto Alternative



DALLAS STREETCAR CENTRAL LINK EVALUATION

- ROSS/SAN JACINTO ALTERNATIVE
- EXISTING STREETCAR ALIGNMENT
- FUTURE STREETCAR EXTENSION TO OMNI
- EXISTING LRT STATION
- EXISTING LRT



Evaluation Findings

CONSIDERATIONS		ALTERNATIVE 1 MAIN STREET	ALTERNATIVE 2 ELM/COMMERCE	ALTERNATIVE 3 YOUNG STREET	ALTERNATIVE 4 ROSS/SAN JACINTO
Length of Alternatives		2.4	2.4	2.5	2.0
Economic Development Potential (Next Slide)		-	-	-	-
Projected Population Served (within 1/8 mile)	2014	9,000	9,600	8,000	7,300
	2040*	21,500 – 26,000	23,400 – 27,500	20,200 – 24,500	16,500 – 20,300
Projected Employment Served (within 1/8 mile)	2014	174,000	177,000	145,000	139,000
	2040*	166,000 – 184,000	173,000 – 192,000	148,000 – 163,000	130,000 – 155,000
Projected Ridership (2040)**		3,500	3,500	1,600	4,200
Intermodal Connectivity, Multi-Modal Transfer Opportunities		6	6	4	4
Conceptual Capital Cost (2017\$)		\$90.2M	\$97.4	\$100.0M	\$87.4M
Conceptual Operating and Maintenance Cost (Entire System)		\$4.9M	\$4.94M	\$4.95M	\$4.74M

* Evaluations based on NCTCOG 2040 and Dallas 2040 alternate forecast

** Evaluations based on Dallas 2040 alternate forecast



Economic Development

- On August 14, 2017, this Committee was briefed on economic analysis
- Elm/Commerce and Main have highest potential for economic and real estate benefits

	Main	Elm/ Commerce	Young	Ross/ San Jacinto
Tourism/Entertainment (Potential Spending)	\$209M	\$202M	\$186M	\$180M
Real Estate Premiums (Office)	\$30-50M	\$50-70M	\$30-40M	\$30-40M
Real Estate Development (Residential)	\$60M	\$100M	\$10M	\$50M

Traffic/Transit Considerations

- Streetcar will operate in mixed traffic
- A detailed traffic analysis will be done in next phase of project development
- Key issues for this high level evaluation focused on potential impacts relative to:
 - Parking
 - Valet operations
 - Driveways/access
 - Rail interface/Bus operations

Evaluation Summary

(Based on DART and DDI Analysis)

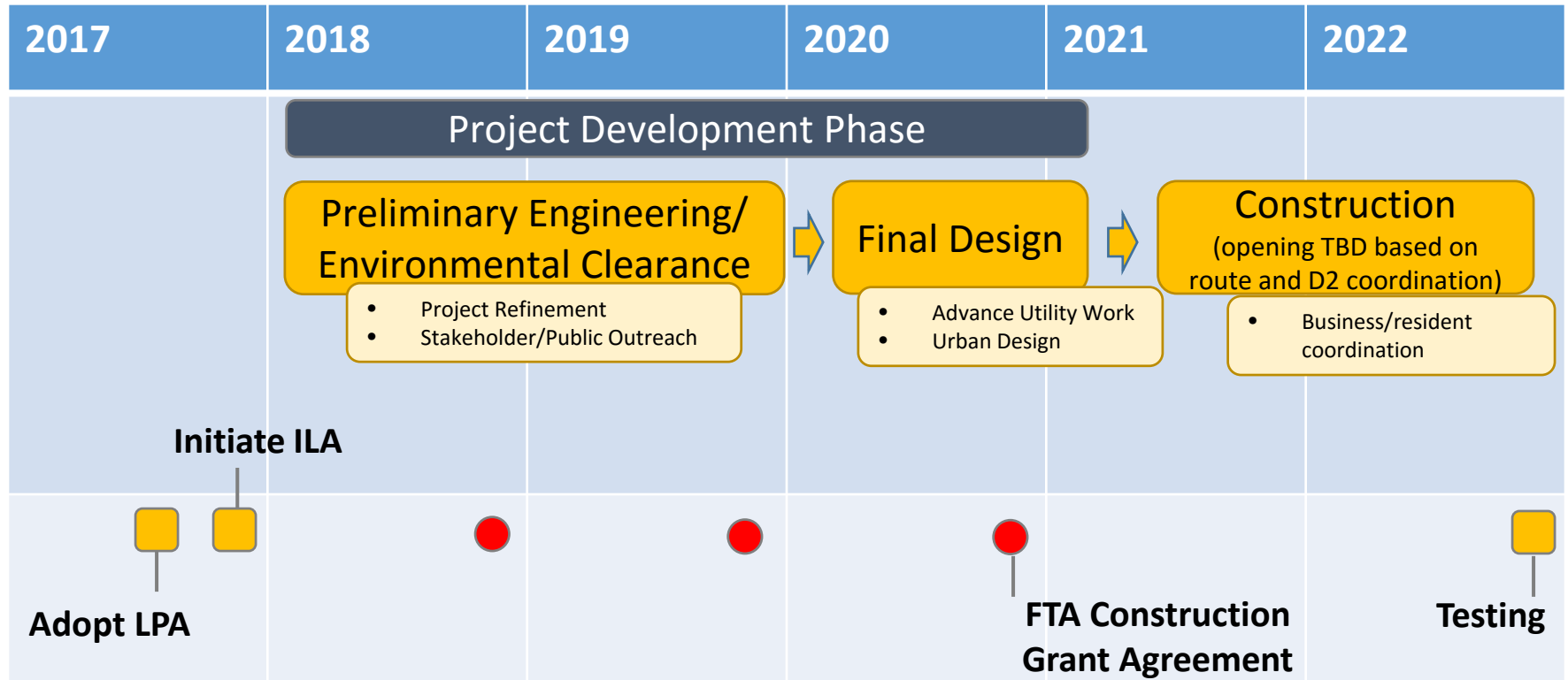
Category	Criteria	Main	Elm/ Commerce	Young	Ross/ San Jacinto
Route Information	Route Length in Track Miles	2.38	2.39	2.51	1.95
	Capital Cost (2017 dollars in millions)	\$90.2	\$97.36	\$100.0	\$87.4
	Annual O&M Costs (in millions)	\$4.93	\$4.94	\$4.95	\$4.74
	Average Weekday Ridership (2040)	3,500	3,500	1,600	4,200
Purpose and Need	Serve Downtown Markets and Neighborhoods	●	●	●	●
	Efficiently Connect Central Link	●	●	●	●
	Improve Integration with Downtown Rail and Bus Services	●	●	●	●
	Support Economic Development	●	●	●	●
Performance and Impacts	Ridership	●	●	●	●
	Capital and Operating Costs	●	●	●	●
	Cost Effectiveness Indicators	●	●	●	●
	Traffic, Parking, Transit and Pedestrian Impacts	●	●	●	●
	Community and Environmental Impacts	●	●	●	●
	Constructability and Operability	●	●	●	●
Economic Development	Tourism/Entertainment (Potential Spending)	●	●	●	●
	Real Estate Premiums (Office)	●	●	●	●
	Real Estate Development (Residential)	●	●	●	●
FTA Small Starts Criteria	Rating Potential	●	●	●	●
SUMMARY RATING		●	●	●	●

● Good ● Fair ● Poor ● Not acceptable

Next Steps

- Take action on a Council Resolution endorsing a locally preferred alternative in concept and articulating key priorities and considerations for further design of the alignment
- Forward selection to City Council for approval
- Initiate Interlocal Agreement (ILA) to outline roles and responsibilities
- Request entry in Project Development under FTA Small Starts program

Draft Project Schedule



 **FTA Rating and Evaluation**

Proposed Schedule

- August 28, 2017 – MSISC action on a Council Resolution
- September 13, 2017 – Proposed City Council action on resolution

Dallas Streetcar Central Link Locally Preferred Alternative Selection

Mobility Solutions, Infrastructure &
Sustainability Committee

August 28, 2017

Tanya Brooks, Assistant Director
Mobility and Street Services



City of Dallas

Appendix

Appendix A - Draft Council Resolution

Appendix B - Stakeholder Letters

September 13, 2017

WHEREAS, on February 27, 1990, a Master Interlocal Agreement was executed between Dallas Area Rapid Transit (DART) and the City of Dallas including language stating that a subway remains the City's preferred solution for light rail transit passing through the Dallas Central Business District (CBD) and requiring DART to begin planning for a subway within the CBD when certain ridership and headway thresholds are met; and

WHEREAS, DART has subsequently proposed that a second light rail transit line, called D2, be constructed as a reliever route to the existing Bryan/Pacific CBD Transit Mall to ensure long term light rail transit service reliability, operational flexibility, and system capacity, as well as enhanced downtown circulation and economic development; and

WHEREAS, on August 10, 2015, DART staff briefed the Dallas City Council Transportation and Trinity River Committee on D2 and identified a window of opportunity for a Federal Transit Administration (FTA) Capital Investment Grant for implementation of D2 as a Core Capacity Program project; and

WHEREAS, on October 11, 2016, the Dallas City Council identified the construction of D2 in a subway within the downtown freeway loop as its highest priority project for DART; and

WHEREAS, Texas Central Railway, a private Texas based company, is proposing inter-city high speed rail service between Dallas and Houston, with a potential downtown high speed rail station in the vicinity of the Dallas Convention Center; and

WHEREAS, based on DART's evaluation, the _____ alternative, with potential alignment refinements that may further reduce impacts provides the best balance between serving existing downtown population centers, generating new ridership, creating opportunities for future transit-oriented development, limiting cost, and meeting the Federal Transit Administration grant criteria for the Core Capacity Program; and

WHEREAS, based on DART's evaluation, the _____ alternative provides a connection between the existing Oak Cliff Streetcar and the McKinney Avenue Trolley Authority (MATA) line and serves existing Downtown population centers, generating new ridership, creating opportunities for future transit-oriented development, and meeting the Federal Transit Administration grant criteria for a Small Starts Grant; and

WHEREAS, a Dallas City Council resolution endorsing preferred alignments for D2 and the Dallas Streetcar Central Link would significantly strengthen DART's applications for Federal Capital Investment Grants.

Now Therefore,

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

SECTION 1. In consideration of taking timely advantage of the FTA Capital Investment Grant opportunity within the 2018 federal funding cycle, the Dallas City Council endorses the _____ alternative in concept with additional consideration of potential alignment modifications as shown in EXHIBIT 1 as the preferred D2 alternative with the understanding that DART will address the following City priorities during future detailed design of the alignment:

- (a) Integration of the at-grade light rail line segments within street rights-of-way will be designed and constructed in a manner that enhances the quality of the street environment through balanced consideration of multimodal accessibility to adjacent buildings and development sites.
- (b) Sufficient engineering analysis will be undertaken during the design process to study and take into consideration the impact of train operations on street-level traffic operations.
- (c) Alternative locations of the transition from at grade to below grade rail will be examined to optimize development potential on adjacent property, and to minimize street closures.
- (d) The alignment will be refined to minimize to the extent feasible negative impacts on adjacent properties.
- (e) A minimum of four new stations will be added in order to maximize transit oriented development potential.
- (f) Necessary planning and design will be undertaken to maximize the flexibility of D2 to accommodate, to the extent possible, the operation of all lines through downtown, and to preserve the option for future extension of the D2 alignment or other appropriate linkages to connect to the Red and Blue line alignment south of downtown.

SECTION 2. That the D2 alignment will be brought back for Council approval, once the FTA Project Development Phase (ten percent design stage) is complete and prior to incorporation of the alignment into the DART Service Plan under section 452.304 of the Texas Transportation Code, with regard to integration of the at-grade light rail line within street rights-of-way and the analysis of impacts on adjacent properties.

September 13, 2017

SECTION 3. That the Dallas City Council recommends that funding be set aside in DART's financial plan in a timely manner to enable construction of an extension of the D2 alignment to serve future high speed rail.

SECTION 4. That the Dallas City Council endorsement of the _____ alternative with potential alignment modifications aligns with DART's commitment in the Master Interlocal Agreement to build a subway within the CBD.

SECTION 5. In consideration of taking timely advantage of the FTA Capital Investment Grant opportunity within the 2018 federal funding cycle, the Dallas City Council endorses the _____ alternative in concept as shown in EXHIBIT 2 as the Dallas Streetcar Central Link locally preferred alternative.

SECTION 6. 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.

DRAFT



**DOWNTOWN
DALLAS INC**

901 Main Street
Suite 7100
Dallas, TX 75202
P 214.744.1270
F 214.744.1986

Chair of the Board
Jim Greer
Oncor

August 7, 2017

President & CEO
Kourtny Garrett
Downtown Dallas, Inc.

Mayor Mike Rawlings
City of Dallas
1500 Marilla, 5EN
Dallas, Texas 75201

Dallas City Council Members
City of Dallas
1500 Marilla
Dallas, Texas 75201

Vice Chairman
John F. Crawford
Downtown Dallas, Inc.

Executive Committee:

Dr. José Adames
El Centro College

Liz Beauchamp
Atmos Energy Corporation

Ted Benn
Thompson & Knight LLP

Brian Bergersen
Spectrum Properties

Doug Curtis
AT&T Performing Arts Center

Mattia Flabiano, III
Page

Ted Hamilton
Hamilton Properties Corporation

David Lind
Corgan

Katy Murray
A. H. Belo Corporation

Holly Reed
Texas Central Partners, LLC.

Randy Robason
Grant Thornton LLP

Jon Ruff
Spire Realty Group

Kristi Sherrill Hoyl
Baylor Scott & White Health

Michael Tregoning
Headington Companies

Jim Truitt
Forest City Residential, Inc.

Dear Mayor Mike Rawlings and Dallas City Council Members:

In advance of the upcoming Mobility Solutions, Infrastructure, and Sustainability Committee and full Council agenda items related to the DART Second Light Rail Alignment and the Central Dallas Link of streetcar, please find the positions and recommendations from Downtown Dallas, Inc. as follows.

As always, we appreciate our partnership and look forward to decisions that continue to grow the center of our city.

Thank you,

Kourtny Garrett
President & CEO
Downtown Dallas, Inc.

cc:

City of Dallas:
T.C. Broadnax, City Manager
Kimberly Tolbert, Chief of Staff
Majed Al-Ghafry, Assistant City Manager
Raquel Favela, Chief of Economic Development & Neighborhood Services
Tanya Brooks, Assistant Director, Mobility and Street Services
Rick Galceran, Director, Mobility and Street Services
Peer Chacko, Director, Economic Development

DART:
DART Board of Directors
Gary Thomas, President & Executive Director
Steve Salin, Vice President of Rail Planning
Michael Miles, Vice President of Government Relations
Frank Turner, Urban Opportunity



DOWNTOWN
DALLAS INC

August 7, 2017

Re: Improving Urban Mobility in Downtown Dallas: DDI Position on the DART Second Light Rail Alignment (D2) and the Central Dallas Link of Modern Streetcar

Downtown Dallas, Inc. (DDI) is the principal advocate, champion, and steward of Downtown. For nearly 60 years we have worked to ensure our urban core remains a top priority, contributing to the growth of the entire city. Our annual priorities and program of work are guided by:

Our mission: To effect change by developing strategies, setting targets, and mobilizing resources that:

- Stimulate a vibrant and sustainable Downtown environment
- Improve infrastructure
- Enhance economic competitiveness
- Create an inclusive urban center
- Position the area as a global destination
- Foster innovation and technology in all aspects of the urban experience

Our 2017 priorities:

- Public Safety
- Create and Foster Vibrant Streets and Public Spaces
- Ensure Great Urban Design
- Promote Positive Downtown Perceptions and Experiences
- Support a 21st Century Economy
- Foster the Growth of Complete Neighborhoods
- Advance Balanced Mobility Principles for Urban Core

The 360 Plan:

The 360 Plan continues to serve as a roadmap for the rebirth of the center city, and current work to update its strategies includes the following urban mobility principles, intended to guide future planning that impacts Downtown and adjacent neighborhoods:

- Create a balanced multimodal system that can support transit, bicycles, and pedestrians in addition to automobiles, particularly for short trips.
- Provide a system that is safe, well-lit, comfortable, and accessible for a diverse base of users.
- Improve inter-district connectivity for all modes of travel.
- Encourage mixed use, pedestrian-oriented design and development.
- Ensure that both regional and local transportation systems support urban design and livability goals for the urban core.

- Deliver a system that responds proactively to future trends in technology, demographics, and user preferences.

Resting on our mission, priorities, and The 360 Plan as the foundation, the DDI Executive Committee, with contribution from the DDI Mobility Committee, presents the following position related to D2 and the Central Dallas Link of modern streetcar.

DART Second Light Rail Alignment (D2)

Current Status: It is the understanding of the DDI Executive Committee and Board of Directors that DART continues to seek a Federal Transit Administration (FTA) Core Capacity Grant for a match to construct an approximate \$900 million - \$1.3 billion system, to be a subsurface line through (at minimum) the Central Business District. DART staff recommendations to date include three proposed alternatives, "Commerce," "Elm," and "Pacific," with the greatest stakeholder preference for "Commerce."

We further understand that DART plans to submit the project update to FTA by September 8, 2017, to keep the project in the funding queue. An extended two-year project development period is included in the September submittal.

DDI acknowledges and supports DART's need for operational improvements to the light rail system, necessitating the construction of a second light rail alignment that will increase system flexibility and further saturate the urban core with transit coverage. We also recognize that the second alignment has the potential to be a net gain: in principle, more transit equals better connectivity and support of the rapid growth in Dallas' central city. Downtown employee transit ridership is increasing and many companies report that access to public transit is an attraction, helping to relieve parking demand, and supporting mobility preferences of today's talent. Finally, it is critical that comprehensive planning be fundamental, recognizing and planning for other potential changes, like streetcar, additional bike lanes, bus operations, and pedestrian and public realm improvements to the street network.

- 1) DDI prefers the currently proposed "Commerce Street" alignment, with conditions as outlined below. The Commerce alignment is preferred due to improved geographic coverage, and potentially enhanced ridership and support of future development in the Downtown core.
 - a. Further engineering analysis of the Commerce alignment is required to ensure feasibility of construction and mitigation of real estate impacts.
 - b. Swiss Avenue Portal Options: Proceed with the station west of I-345 and portal east of I-345 at Swiss Avenue. This alternative avoids significant negative impacts to the Downtown street grid and provides a below grade station location that can be designed with better integration with the East Bus Transfer Station.
 - c. West Portal:
 - A recent proposal to move the Museum Way station under Woodall Rodgers and place the portal in Museum Way north of Woodall Rodgers has been determined to be infeasible due to geometric and profile issues.
 - Several big picture alternatives are being studied that would keep the portal south of Woodall Rodgers and enhance development opportunity for the surrounding property. This includes potential removal of the ramp from eastbound Woodall Rodgers to Field and introducing a new street grid.
 - Particular opportunities to leverage reconstruction in the area include:
 - o Enhancement of development sites with consideration of removal of the Field Street off ramp and realignment of Griffin Street
 - o Enhanced walkability including pedestrian permeability of Woodall Rodgers

- Restoring the street grid
 - Air righted development over the portal
 - DDI recommends that work should continue toward validation and feasibility of the above concepts. This should be done in coordination with the 360 Plan and CityMAP to maximize development opportunity, improve multi-modal access and the pedestrian environment, and minimize conflicts presented by the west portal location.
 - A West Portal Charrette will be facilitated in October with the intent to involve agencies, property owners and stakeholder in the area. The charrette will address streets, walkability, urban design, and real estate issues.
- 2) Elm should remain a secondary LPA option during project development until Commerce is proven as feasible.
 - 3) Pacific should NOT remain in the alternatives package due to redundancy of service with the current transit mall, even if federal funding is decreased or eliminated.
 - 4) Stakeholders request that DART provide further engineering analysis to ensure that the Elm and Commerce alternatives do not preclude any of the I-345 alternatives, and that TxDOT confirms that there are no significant impacts to the future I-345 project by either alignment.
 - 5) Regardless of alignment, achieving "great urban design," inspired by the greatest urban transit systems in the world, should be the first priority. DDI's Mobility Committee, working with the City of Dallas Department of Planning and Urban Design, with input from a number of stakeholders and relevant neighborhood organizations, has created the Urban Transit Design Manual, adopted by the Dallas City Council, to be stewarded by the City of Dallas Urban Design Peer Review Panel (see supplemental report). This provides the principles, solutions, and process to ensure the best decisions are made to integrate the system into the urban fabric.
 - 6) Safety is imperative. Any additional transit requires an increase in DART security and enhanced operational plans that minimize both criminal and quality of life issues.
 - 7) Current D2 planning should allow for a future connection to the High-Speed Rail (HSR) station and should begin to consider future extensions, particularly serving southern areas of the city.

Modern Streetcar: The Central Dallas Link

Current status: In coordination with D2, but as a separately funded project owned by the City of Dallas and operated and maintained by DART, planning has commenced for the next phase of modern streetcar. This phase will connect the current terminus at Union Station, through the Central Business District, to the McKinney Avenue Trolley. Capital costs for the proposed extension are estimated to be \$90 million, funded by DART capital funds as the local share to match FTA investment through the Small Starts Capital Improvement Grant program. The City of Dallas will serve as the applicant for the grant, with cooperation from DART and support from DDI. Current study of proposed alignments includes an Economic Benefits Assessment led by DDI, and operations, maintenance, ridership, and cost recovery models led by DART and the City of Dallas. These studies will inform LPA preferences by all parties to be determined in concert with D2 LPA determination.

DDI has previously been on record supporting an "Elm-Commerce" couplet, one of four alternatives in the current study. With the shift in light rail alignments since the original recommendation, DDI is now considering additional alignment opportunities. We anticipate confirmed or revised recommendations to be complete by August 28. Furthermore, because of the importance of comprehensive planning, The 360 Plan will leverage more than one year's worth of stakeholder and community input on mobility issues in the urban core to suggest desire lines to further connect the streetcar to adjacent neighborhoods. The

Central Core Link should be considered a "next phase" of a fully developed system, not a finite line with a start and end.

Streetcar is of the utmost significance to Downtown stakeholders, as well as improvements to bus service. We urge DART and the City of Dallas to ensure focus remains on protecting available funding for streetcar, with equal importance to that of D2, as well as meeting federal guidelines for the upcoming grant application cycle.

- 1) Regardless of the outcome of D2, streetcar can and should move forward; *we must support existing and future growth of the center city.* The central area of Dallas, including Downtown, is experiencing the highest rate of population growth in the city and it remains the largest employment center in North Texas. Continued growth and success is dependent on a robust multi-modal transportation network that creates inter-area and regional connections that deliver equal access to housing, jobs, entertainment, and recreation. Such connections will not only serve current Dallas residents, but will enable us to be economically competitive, attracting new residents and talent who expect and are accustomed high quality, well-connected urban environments. Downtown is the heart of Dallas and strengthening mobility options through streetcar, bus, rail, bike lanes, and walkable infrastructure will benefit the entire city.
- 2) Streetcars are a proven transportation option that can reduce dependence on auto usage, especially for traveling within the central Dallas area for "short trips". This reduction of automobile dependence lowers congestion and parking demand, and improves walkability, while producing positive environmental benefits.
- 3) Streetcar will better connect neighborhoods in and around Downtown, and DDI strongly supports the Central Dallas Link as well as future expansion further east, north, south, and west. *The sooner, the better.*
- 4) Streetcar can be a "last mile" solution for DART light rail. As we seek means to move people – commuters, residents, and visitors - from light rail stations and bus stops to other parts of the urban core that are not connected by light rail, streetcar is a logical, attainable, and desirable answer. Providing the "last mile" connection will further decrease auto dependence and better connect housing and jobs.
- 5) Streetcar has proven to stimulate economic development in other cities. Due to its permanency, ease of use, reliability, and integration into the urban fabric (i.e. slower-moving nature, frequent stops, and shorter trains), private development has been proven in other markets to be drawn toward streetcar lines and the areas it links. Furthermore, streetcar brings the potential for increased sales-tax revenues for businesses on or near a streetcar line.
- 6) Streetcar in the central area of Dallas could help improve efficiency and effectiveness of the overall bus system, allowing for the redistribution of some buses to underserved, high demand areas.
- 7) The Streetcar Locally Preferred Alternative (LPA) must be coordinated with the D2 project with respect to alignment, ensuring that neither project precludes options for the other and those issues such as construction staging and future connection points are considered to avoid delays and future rework of the streetcar.

8) Streetcar is supported by The 360 Plan, as adopted by the Dallas City Council in 2011:

As the center of the city and one of the region's most prominent employment centers, it [Downtown Dallas] is the place where freeways, arterial roads, commuter rail, light rail, bus lines and trolley cars all converge. However, despite this range of transportation, most of the emphasis is on the automobile and there is a lack of connectivity between these different modes of travel. Downtown Dallas must expand its transit and realize the full potential of Transit-Oriented Development (TOD). If it does not, it risks being left behind in the competitive global marketplace of urban centers.

A modern streetcar network can be the glue that binds Downtown's established destinations together and the framework along which new development can rebuild the fabric of the central city.

D2 and modern streetcar are history-making projects for Downtown that will forever change the way residents, employees, and visitors experience the center of our city every single day. These are critical decisions that must be methodically thoughtful and made with long-term comprehensive vision. We are grateful for this opportunity to speak in the best interest of Downtown, reverberating benefits throughout the entire city.

Memorandum



CITY OF DALLAS

DATE August 21, 2017
TO The Honorable Members of the Mobility Solutions, Infrastructure and Sustainability Committee: Lee M. Kleinman (Chair), Rickey D. Callahan (Vice-Chair), Sandy Greyson, Adam Medrano, Casey Thomas, II and Tennell Atkins
SUBJECT **Approval of the Locally Preferred Alternative (LPA) for the Dallas CBD Second Light Rail Alignment (D2)**

On Monday, August 28, 2017, you will be briefed on the Approval of the Locally Preferred Alternative (LPA) for the Dallas CBD Second Light Rail Alignment (D2). The briefing materials are attached for your review.


Please feel free to contact me if you have any questions or concerns.

A handwritten signature in black ink, appearing to read 'Jody Puckett'.

Jo M. (Jody) Puckett
Assistant City Manager (I)

c: Honorable Mayor and Members of the City Council
T.C. Broadnax, City Manager
Larry Casto, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Kimberly Bizer Tolbert, Chief of Staff to the City Manager
Majed Al-Ghafry, Assistant City Manager

Jon Fortune, Assistant City Manager
Joey Zapata, Assistant City Manager
M. Elizabeth Reich, Chief Financial Officer
Nadia Chandler Hardy, Chief of Community Services
Raquel Favela, Chief of Economic Development & Neighborhood Services
Theresa O'Donnell, Chief of Resilience
Directors and Assistant Directors



Approval of the Locally Preferred Alternative (LPA) for the Dallas CBD Second Light Rail Alignment (D2 Subway)

Dallas City Council Mobility Solutions, Infrastructure, & Sustainability Committee

August 28, 2017

Gary C. Thomas, President/Executive Director
Steve Salin, VP Capital Planning



Discussion Topics

- Purpose of Presentation
- Project Background
- Project Status and Key Issues
- Next Steps

Purpose of Presentation

- Brief the Committee on the process, status and selection of a Refined Locally Preferred Alternative (LPA) for the Dallas CBD Second Light Rail Alignment (D2 Subway)
- Provide a draft Council Resolution for MSIS consideration for both D2 Subway and Dallas Streetcar Central Link

A photograph of a city street featuring a blue and yellow tram. The tram is positioned in the middle ground, moving towards the viewer. The street is paved with cobblestones and has tram tracks. In the background, there are several modern buildings with glass facades. A large sign on one of the buildings displays the number '1505'. A yellow rectangular box is superimposed over the tram and the text 'Project Background' is written in a bold, dark blue font across the center of the image.

Project Background

Prior City Council Briefings

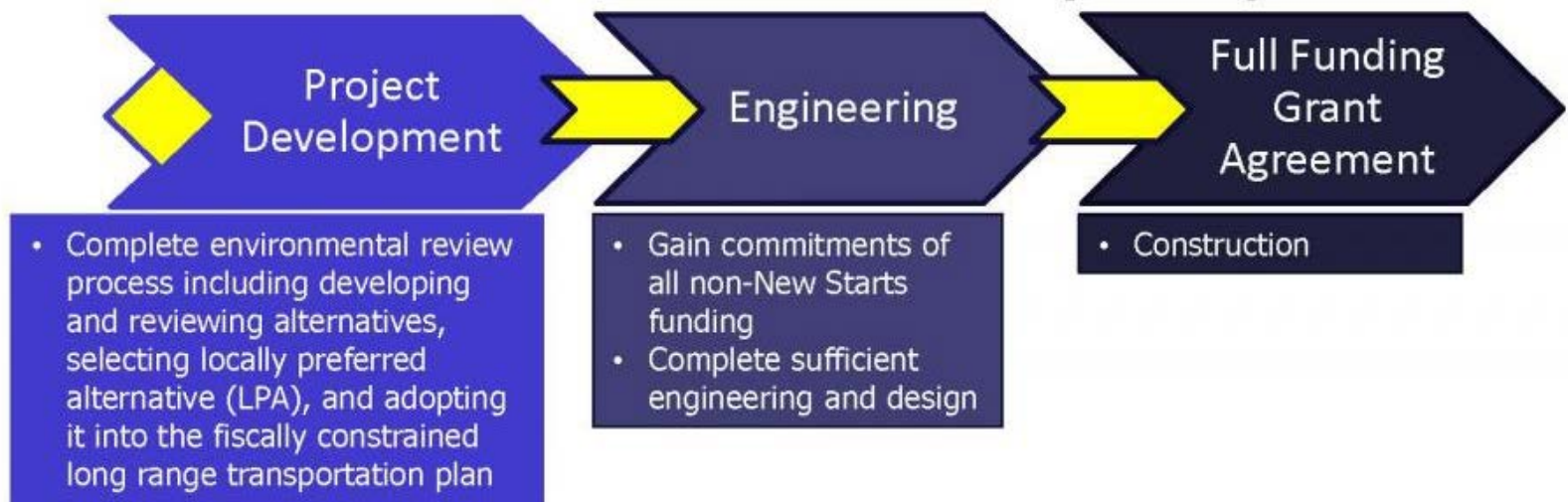
- October 2016 – DART Board and Dallas City Council provided direction to pursue a subway alternative
- DART has made two briefings to Transportation and Trinity River Project Committee (TTRPC):
 - February 13, 2017 TTRPC Briefing
 - Range of D2 Subway Alternatives, Process and Schedule
 - May 8, 2017 TTRPC Briefing
 - Short List of D2 Subway Alternatives

FTA Capital Investment Grant Program

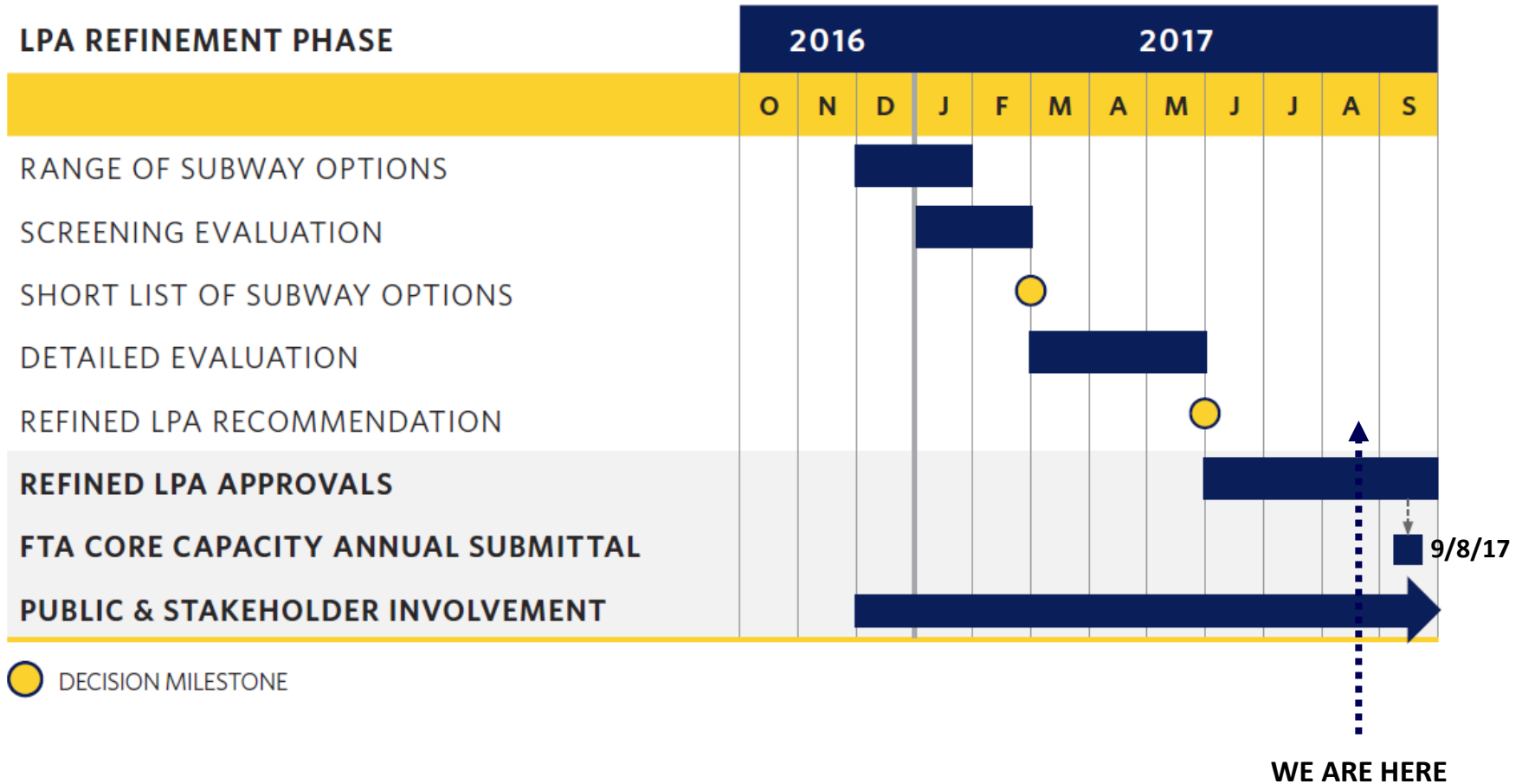
	New Starts	Small Starts	Core Capacity
Program Type	Discretionary	Discretionary	Discretionary
Funding Type	Competitive grant	Competitive grant	Competitive grant
Project Type	Fixed Guideway or extensions to existing fixed guideway	Fixed Guideway or extensions to existing fixed guideway or corridor –based bus rapid transit	Substantial corridor-based capital investments in existing fixed guideway systems that increase capacity by not less than 10% in corridors that are at capacity today or within five years
Total Estimate Capital Cost	≥ \$300M or seeking more than \$100M in CIG program funds	≤ \$300M and seeking less than \$100M in CIG program funds	
Maximum CIG Funding	By Law - 60 % By Policy – 50% Maximum Federal participation from all federal sources is 80%	Less than \$100M Maximum Federal participation from all federal sources is 80%	By Law - 60 % By Policy – 50% Maximum Federal participation from all federal sources is 80%
Project Examples	Green Line	Dallas Streetcar Central Link	D2 Subway / Platform Extensions

FTA Process Core Capacity Grant

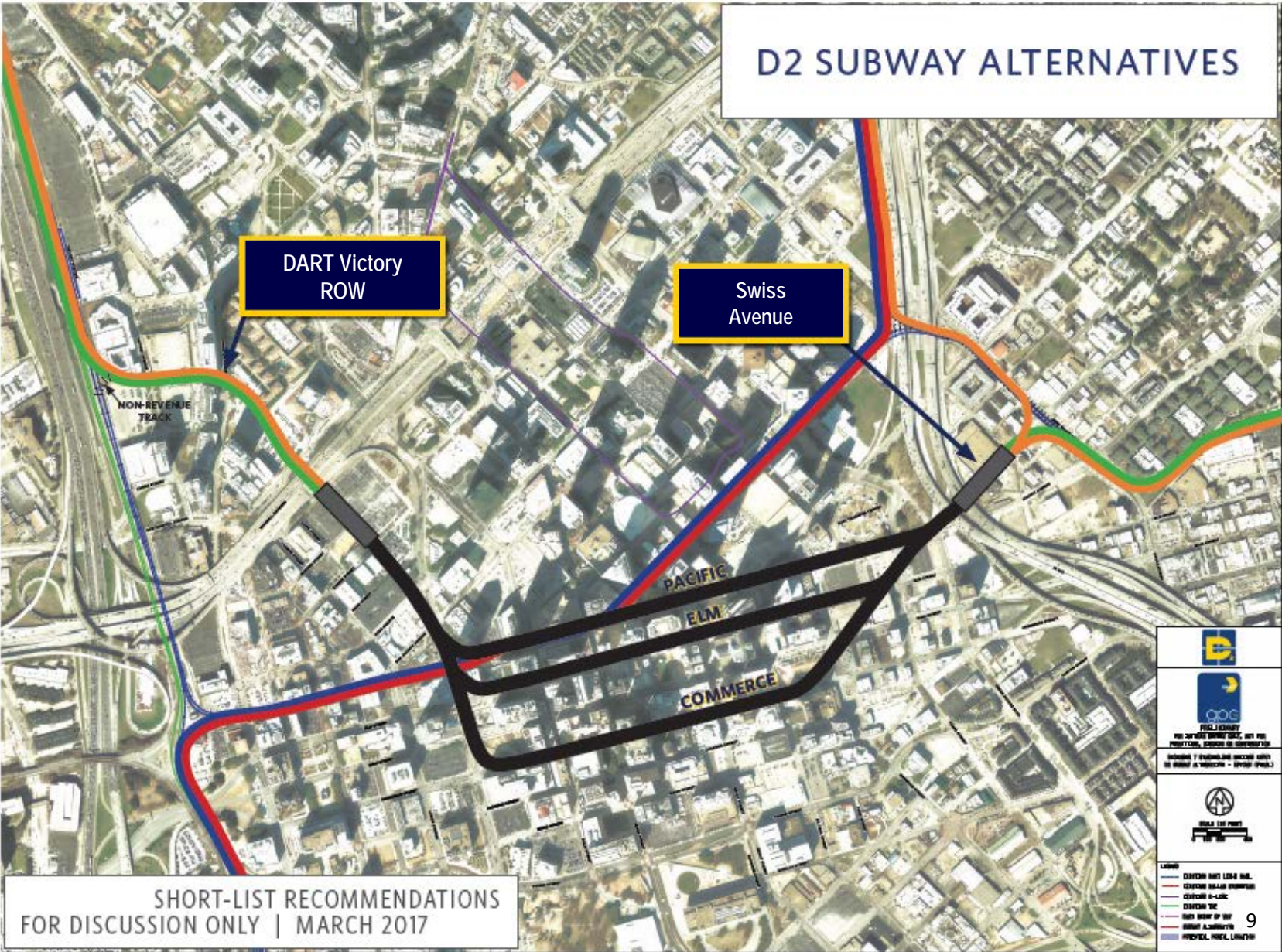
- Project Development phase
 - Selection of a Locally Preferred Alternative (LPA)
 - Preliminary design (30%)
 - Environmental clearance



Locally Preferred Alignment (LPA) Refinement Schedule



D2 SUBWAY ALTERNATIVES



SHORT-LIST RECOMMENDATIONS FOR DISCUSSION ONLY | MARCH 2017



FOR SERVICE DELIVERY ONLY, NOT FOR PRODUCTION, DESIGN OR CONSTRUCTION
ISSUING / ENDORSEMENT INDICATE DATE OF REVIEW & VERSION - 03/17 (02/17)

HOLD THE POST

LEGEND
 DART VICTORY ROW
 SWISS AVENUE
 PACIFIC ELM
 COMMERCE
 OTHER ROUTES
 9



Project Status

Project Status and Key Issues

- Alternatives technical evaluation is complete
- Public and stakeholder feedback continues to be received
- Each alternative has unique issues and concerns
- All alternatives have a set of common issues
 - North portal area near Woodall Rodgers
 - East portal/Swiss Avenue connection near Carpenter Park and Deep Ellum
 - Numerous meetings have been held to discuss these issues and continued City support and stakeholder involvement will be necessary as design progresses

Letters to Date Received since June 2017

- Letters indicate support for D2
- Most support Commerce
- Key issues relate to potential property impacts/acquisition
 - First Presbyterian Church
 - Deep Ellum Foundation
 - Coalition for a New Dallas
 - Centurion American (Statler)
 - Hamilton Properties
 - Olympus USA
 - Parks for Downtown Dallas
 - Good Fulton Farrell
 - Madison Partners
 - Munsch/Hardt
 - Westdale/Epic development
 - Preservation Dallas
 - Downtown Dallas, Inc (DDI)
 - Baylor Scott & White Hospital
 - Farmers Market
 - Perot Museum
 - Dallas County Commissioners Court
 - Corgan

DART Planning Committee Action

- August 8, 2017 - The DART Planning Committee approved a resolution selecting **Commerce** as the refined LPA
 - Directed DART staff to provide update to FTA by September 8, 2017 using Commerce Alternative
 - Forward resolution to Committee of the Whole and DART Board for consideration in September
 - Includes continued study of Elm and Pacific in the Environmental Impact Statement as design options

DART Planning Committee Action



Key Issues to be Resolved Common Segment (Victory)

COMMON



VICTORY STATION



At-Grade Street Crossings

- Victory Avenue
- Victory Park Lane
- Houston Street



MUSEUM WAY STATION

- Perot Museum Station Coordination

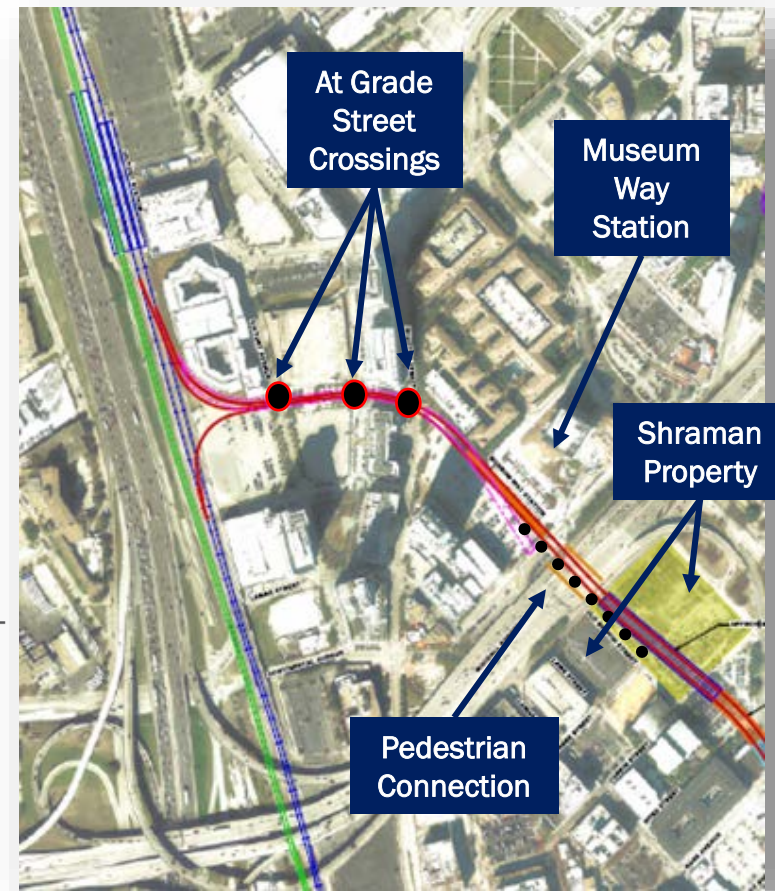


Improve Pedestrian Connection



PORTAL

- Shraman Property
 - » Construction Needs
 - » Economic Development Opportunity
 - » Design to Minimize Property Impact



Key Issues to be Resolved Commerce Corridor

COMMERCE ALIGNMENT



METRO CENTER STATION

- Direct Transfer Point to West Transfer Center



Property Easement

- Under Belo Garden Park to Turn From Griffin to Commerce
- Station Access Points



COMMERCE STATION

- Limited Space for Station Access



Property Easement

- Under Main Street Garden Park to Turn From Commerce to Harwood
- Station Access Points



CBD EAST STATION

- Direct Transfer to East Transfer Center
- Potential Use of DART-Owned Property
- Parking Garages
 - » Potential D2 Realignment Around Garage Will Increase O&M (Tighter Curves)
 - » Potential Acquisition / Economic Development Opportunity

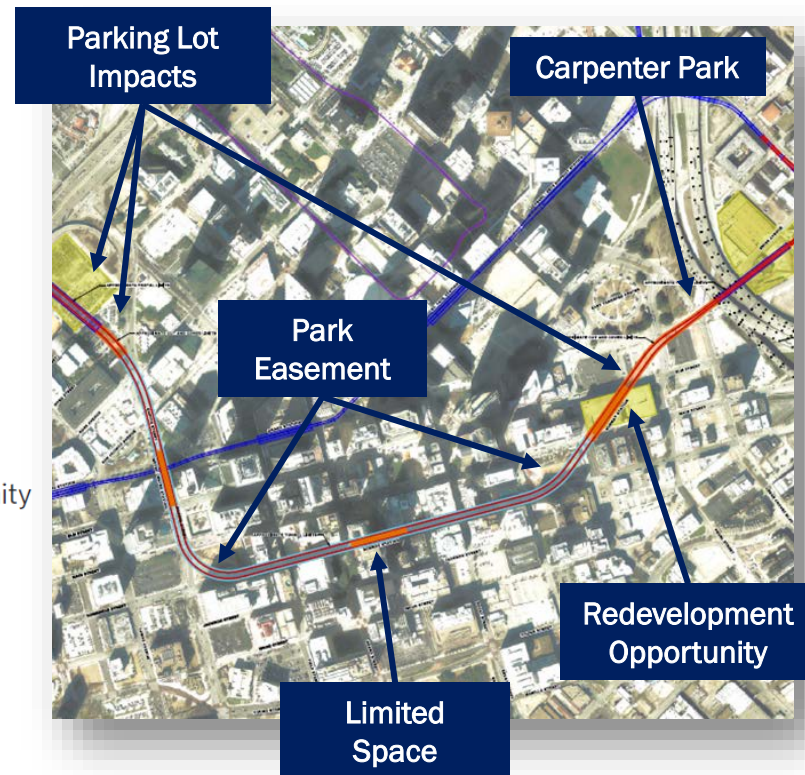


Parking Lots Impacted During Construction



Carpenter Park

- Design D2 to Minimize Impact



Key Issues to be Resolved Common Segment (Deep Ellum)



PORTAL

- Preserve Options for IH 345



Swiss Avenue

- Connection to Green Line
- Minimize Property Impacts
- Construction Needs



Deep Ellum Station

- Remove Station
- Improve Pedestrian Connections Between East Transfer Center and Baylor Station



Good Latimer

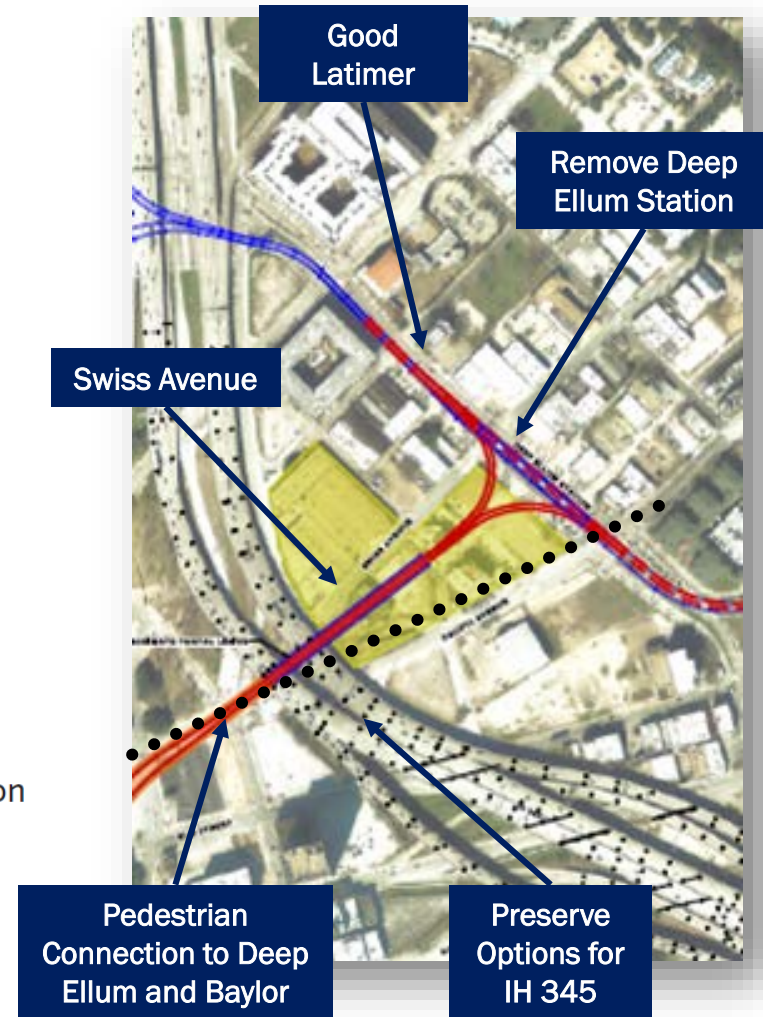
- Reconfigure Good Latimer
- Replace Ballast Track With Embedded Track



BAYLOR STATION

- Improve Signage in Deep Ellum to Baylor Station
- Potential Name Change to Baylor/Deep Ellum Station

COMMON



Carpenter Park

- Meeting held with Parks Department and Parks for Downtown Dallas on March 8, 2017
 - Opportunity to phase park development pending more detailed design for any temporary construction needs on south end of park
 - Revise dog park area under IH 345 pending more detailed design for Swiss option
- Parks for Downtown Dallas letter received on July 25, 2017
 - Strong support for Commerce Alternative and a portal south of Swiss Avenue (as shown) to minimize parks impacts
 - Proceeding with two-phase approach until more D2, IH 345 information is known

Carpenter Park





Next Steps

Next Steps

FTA Core Capacity Submittal

- Core capacity submittal is due by September 8, 2017
- Submittal includes:
 - Project Description and Project Map
 - Project Templates
 - Capital Cost Estimate
 - O&M Cost Estimate
 - Supplemental Information
 - Technical
 - Financial

Upcoming Approval Schedule^(rev)

AUGUST						
S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8 PC	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28 MC	29	30	31		

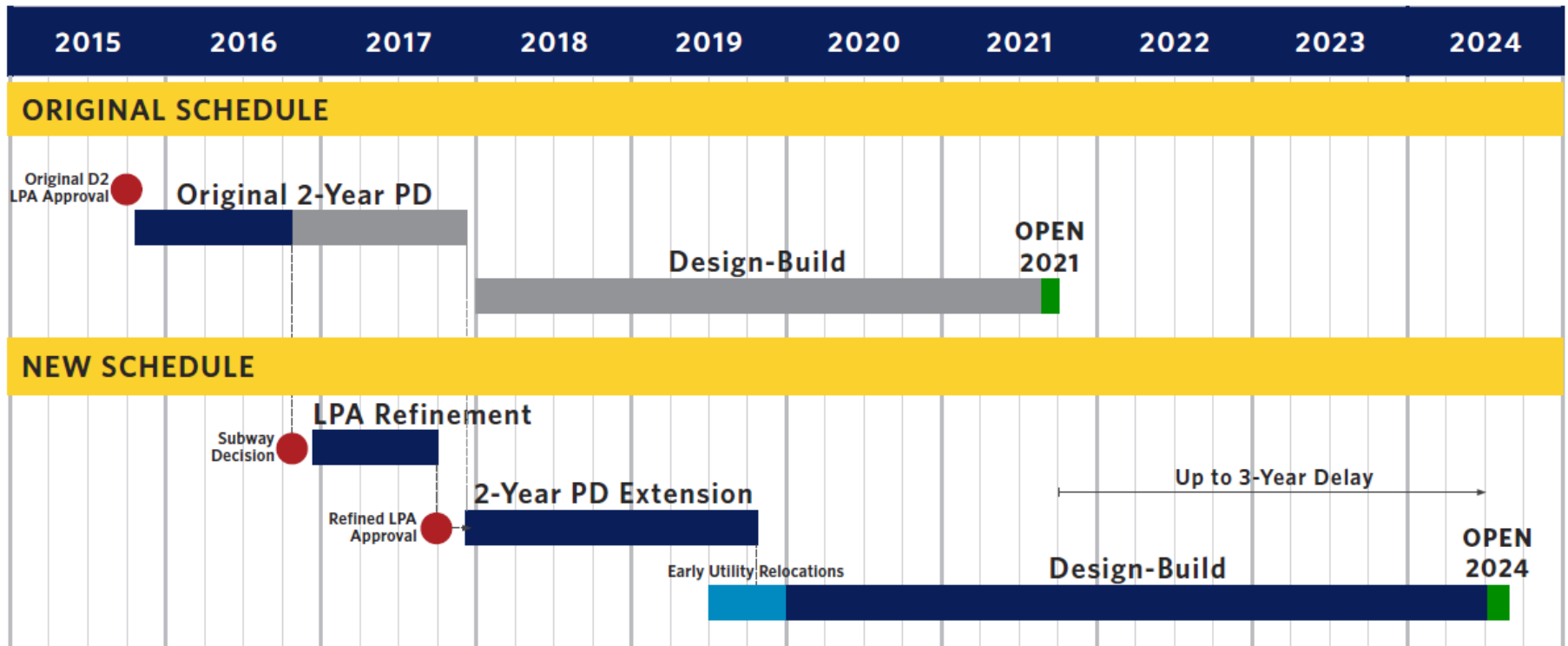
SEPTEMBER						
S	M	T	W	T	F	S
					1	2
3	4 Labor Day	5	6	7	8	9
10	11	12 PC	13 CM	14	15	16
17	18	19	20	21	22	23
24	25	26 CW/B	27	28	29	30

City of Dallas
 MC – Dallas Mobility Committee
 CM – Dallas Council Meeting

FTA
 Deadline

DART
 PC – DART Planning Committee
 CW – Committee of the Whole
 B – DART Board

D2 Subway Project Schedule



Preliminary Schedule subject to determination of subway alignment and construction methods



DART

let's go.



DART.org

Appendix



A city street scene with a yellow bus and a sign that says '#HungerActionMonth'. The scene is overlaid with a semi-transparent yellow rectangle containing the text 'Public Engagement'.

Public Engagement

Extensive Public Involvement Program

Between 2007 and October 2016 (108 months)

- 20 Public Meetings
- 200+ Small Group Meetings
- 28 Board Briefings
- 17 Dallas City Council Briefings
- 42 Project Committee Meetings

Since November 2016 (10 months)

- 6 Public Meetings
- 75+ Small Group Meetings
- 11 Board Briefings
- 3 Dallas City Council Briefings
- 6 Project Committee Meetings
- 600+ Rider Surveys

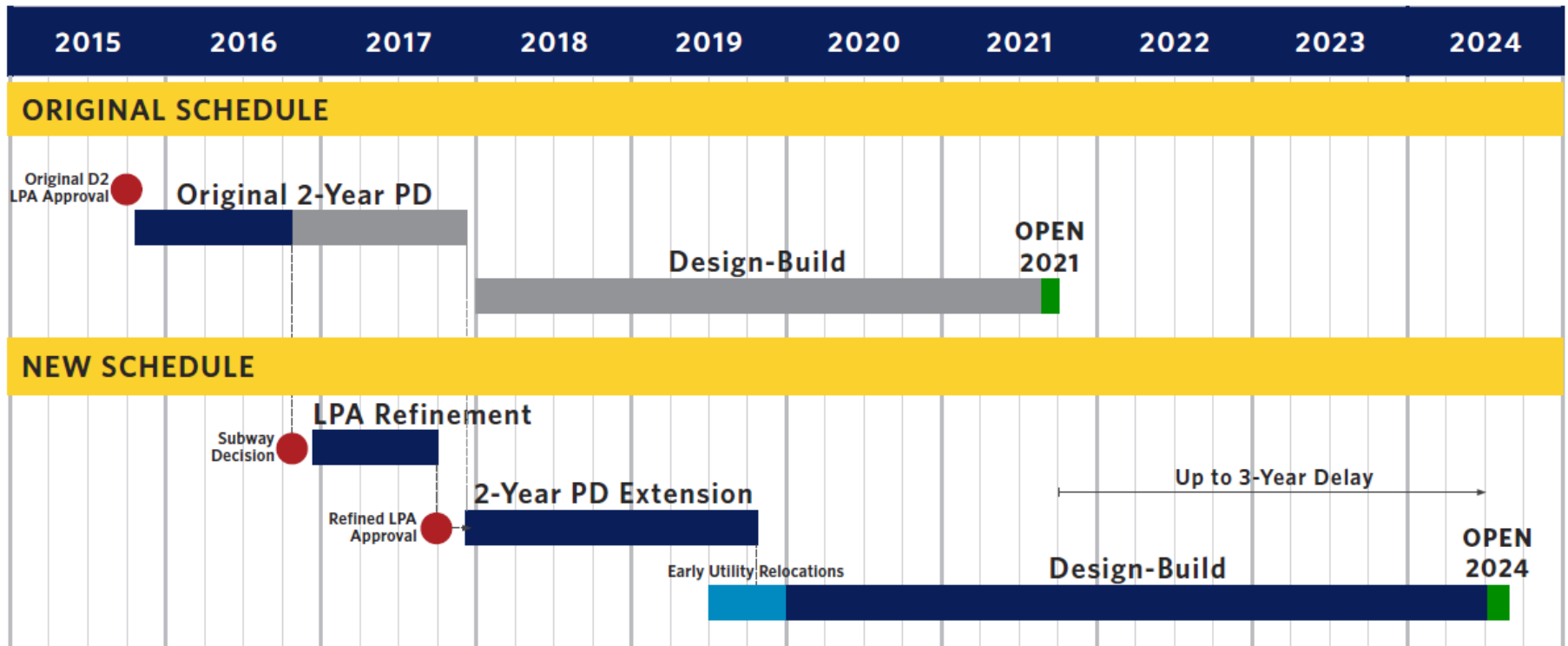
Summary of Public Input

- Most public/rider input support all three equally
- Most stakeholders support Commerce and Elm, but do not support Pacific
- Stakeholder letters to date support Commerce with conditions/caveats:
 - Continue public involvement
 - Continue to work with property owners
 - Minimize impacts
 - Coordinate design with the community desires to modify IH-345
 - Carry multiple alignments into the next phase
 - Incorporate urban design elements

A city street scene with a yellow semi-truck in the background and a yellow box containing the text 'Project Background'. The scene is overlaid with a semi-transparent yellow filter. In the top right corner, a sign reads '#HungerActionMonth' with a leaf-like logo below it. The text 'Project Background' is centered in a bold, dark blue font within a yellow rectangular border.

Project Background

D2 Subway Project Schedule



Preliminary Schedule subject to determination of subway alignment and construction methods

Why is D2 Important?

- Add **Core Capacity** to and through downtown
 - Some trains will be at capacity within a few years
- Provide **Operational Flexibility** for the system
 - Continuity of service during incidents
 - System expansion/added service
- Enhance **Mobility and Access** for existing and future riders
 - Get our riders where they need to go

D2 Subway Project Background

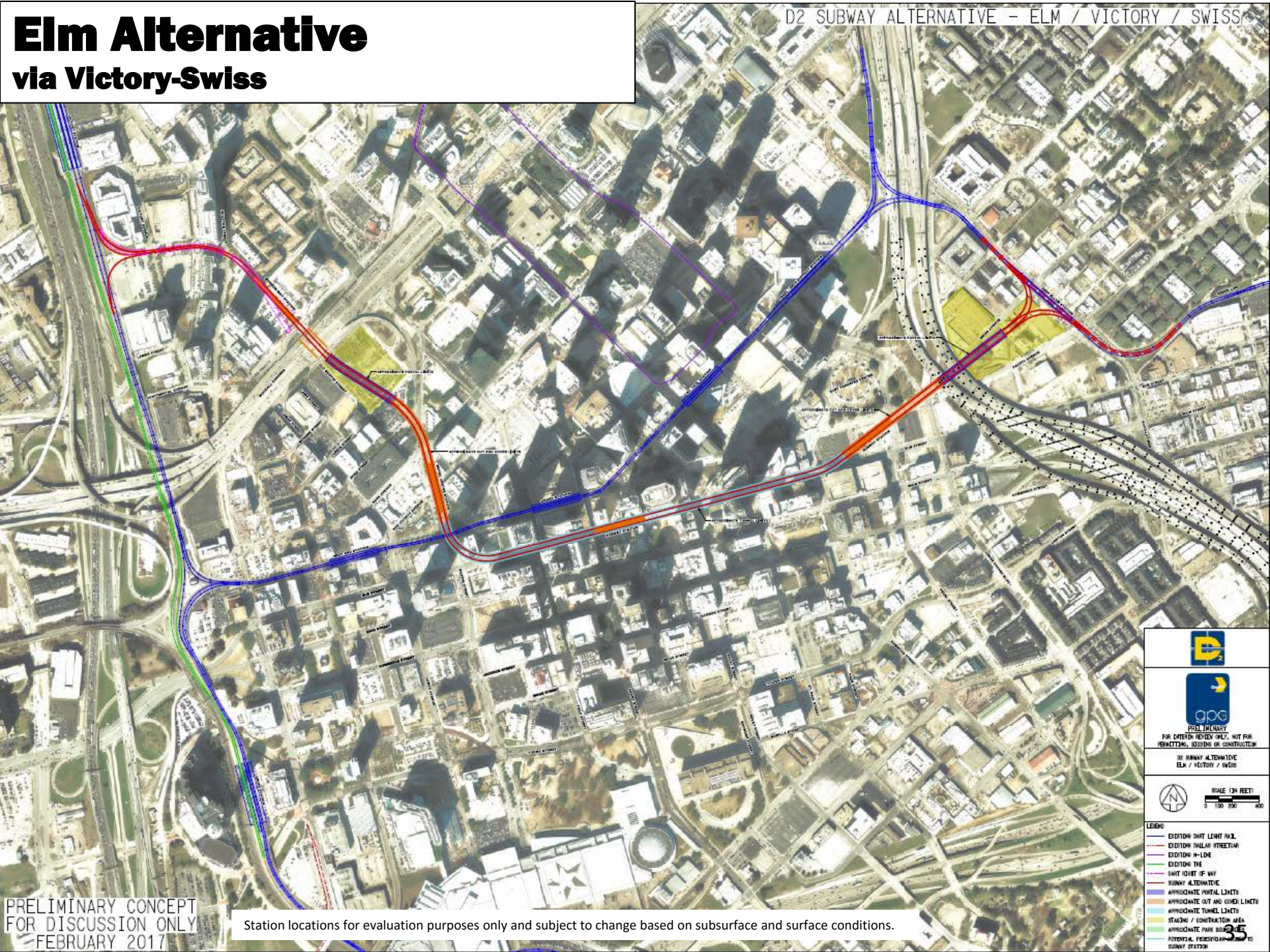
- In November 2015, FTA authorized DART into a 2-year Project Development Phase for the original LPA under the FTA Core Capacity Capital Investment Grant program
 - D2 received a “Medium-High” Core Capacity rating
- October 2016 – DART Board and Dallas City Council provide direction to pursue a subway alternative
 - DART requested a 2-year extension for Project Development
 - FTA recommends requesting extension closer to the 2-year deadline and continue refining project

A blurred city street scene with a yellow bus and a sign that says '#HungerActionMonth'. The image is overlaid with a semi-transparent yellow rectangle containing the text.

Conceptual Design

Short-List of Alternatives

Elm Alternative via Victory-Swiss

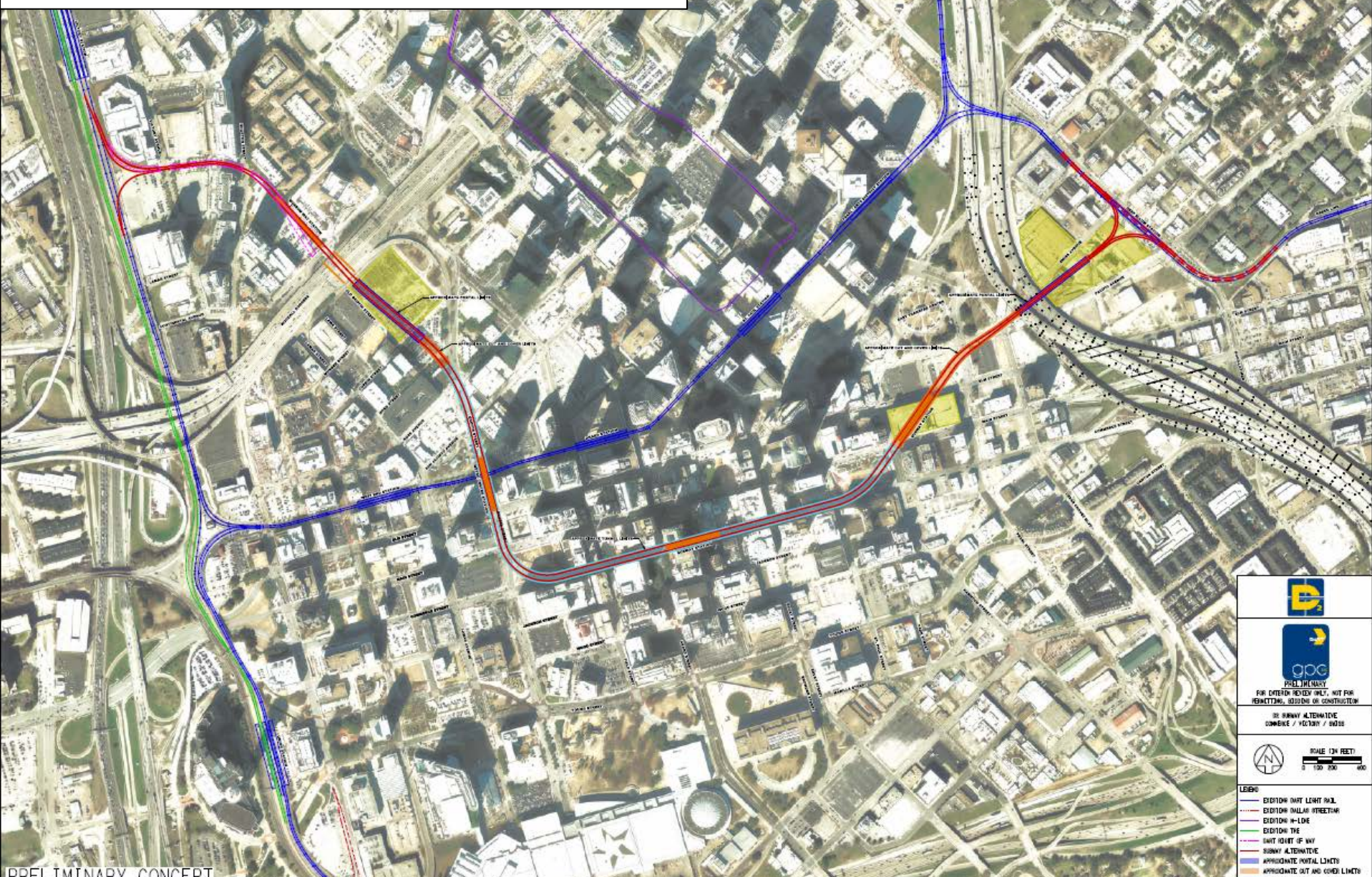



- LEGEND**
- EXISTING DIRT LEAST PAUL
 - EXISTING DALLAS STREETWAY
 - EXISTING H-LINE
 - EXISTING TIE
 - DIRT JOINT IF ANY
 - SUBWAY ALTERNATIVE
 - APPROXIMATE PORTAL LIMITS
 - APPROXIMATE CUT AND COVER LIMITS
 - APPROXIMATE TUNNEL LIMITS
 - STATION / CONSTRUCTION AREA
 - APPROXIMATE PARK AND RIDE
 - POTENTIAL FUTURE STATION
 - SUBWAY STATION

PRELIMINARY CONCEPT FOR DISCUSSION ONLY - FEBRUARY 2017

Station locations for evaluation purposes only and subject to change based on subsurface and surface conditions.

Commerce Alternative via Victory-Swiss



PRELIMINARY CONCEPT
FOR DISCUSSION ONLY
FEBRUARY 2017

Station locations for evaluation purposes only and subject to change based on subsurface and surface conditions.

SCALE 1/8" = 1' (FEET)
0 150 300 450

LEGEND

- EXISTING RAIL LIGHT RAIL
- EXISTING RAIL AIR RAIL
- EXISTING M-LOVE
- EXISTING TRM
- EXISTING LIGHT RAIL
- SUBWAY ALTERNATIVE
- APPROXIMATE PORTAL LIMITS
- APPROXIMATE CUT AND COVER LIMITS
- APPROXIMATE TUNNEL LIMITS
- STATION / CONSTRUCTION AREA
- APPROXIMATE PARK SQUARE
- POTENTIAL FUTURE STATION
- SUNNY STATION



Corridor Fact Sheets

Short-List of Alternatives Evaluation

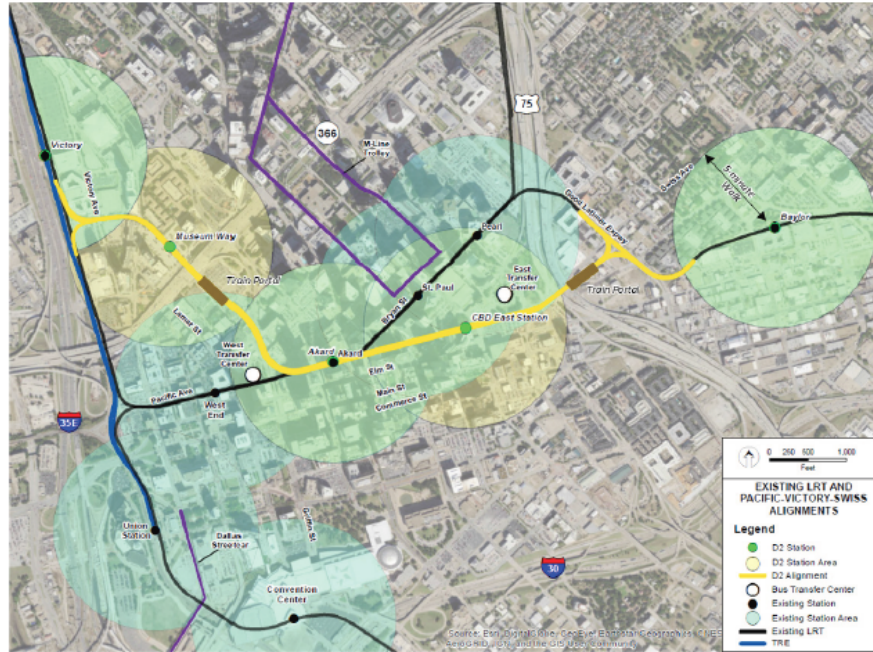


D2 SUBWAY OPTIONS

PACIFIC/VICTORY/SWISS

CORRIDOR DESCRIPTION

This alignment follows DART right-of-way through the Victory Park development, enters a tunnel south of Woodall Rodgers, follows Griffin to Pacific, and then connects to the Green Line with an at-grade junction near Deep Ellum.



CORRIDOR FACTS

LENGTH (MILES)	% TUNNEL	CAPITAL COSTS ESTIMATE/ FY17 BUDGET (YOE\$)	STATIONS AT-GRADE	STATIONS IN TUNNEL
2.12	42%	\$0.938B/\$1.32B	1	2

	DEMOGRAPHICS WITHIN 1/4-MILE OF STATION		PROJECTED RIDERSHIP (2035)	
	EMPLOYMENT	POPULATION		
Existing 2014 (NCTCOG)	150,842	8,430	Light Rail System	137,000
Projected 2040 (NCTCOG)	150,148	23,295	Total Systemwide	378,000
Projected 2040 (Dallas)	165,042	29,253		

EVALUATION SUMMARY

CHARACTERISTICS	ADVANTAGES	DISADVANTAGES
CAPITAL COST/ AFFORDABILITY	Capital cost estimate is approximately \$0.938B (YOE\$). Project budget is \$1.32B (YOE\$); Estimated capital costs under budget by approximately \$380M (YOE\$)	-
SERVES HIGH-DENSITY EMPLOYMENT AREA	Penetrates highest employment density area within the Central Business District; Approximately 150,000 jobs within ¼ mile of stations with City of Dallas growth forecast of approximately 9% more by 2040	-
RIDER TRANSFERS	Accommodates direct transfers between 4 light-rail lines at existing Akard Station and proposed Akard Subway Station; New CBD East Station located near existing East Bus Transfer Center provides for multi-modal transfers	Two block walk to West End Bus Transfer Center; One block walk to East Bus Transfer Center
NUMBER OF STATIONS	3 stations (Museum Way, Akard Subway, CBD East); Only 2 subway stations (Akard Subway, CBD East) which minimizes capital costs	3 stations; One fewer station than the 4 stations along Elm and Commerce alignments; Eliminates, or relocates the existing Deep Ellum Station
ACCOMMODATE EXISTING RIDERS	New alignment keeps existing riders closer to current destinations along Transit Mall; Akard Station becomes central rail transfer location for all routes	-
SERVES NEW MARKETS	Within a 5-minute walk: <ul style="list-style-type: none"> Perot Museum of Nature & Science Farmers Market Area (northern edge) Within 10-minute walk: <ul style="list-style-type: none"> Dallas City Hall Farmers Market Area 	Primarily serves existing market areas; Minimal access to new market areas in CBD
TRAVEL TIME THRU CBD	Existing travel time is 14 minutes using existing Transit Mall from Victory to Baylor; Pacific is 4 minutes faster than existing travel time (10 minutes); Approximately 1 minute faster than Elm and Commerce alignments (11 minutes)	-
DEVELOPMENT OPPORTUNITIES	Potential activation of parking lots near Woodall Rodgers Freeway; DART is major property owner along corridor with West Bus Transfer Center, DART HQ and East Bus Transfer Center; provides opportunity for redevelopment at all locations; Potential activation of properties near IH 345; Station access points to be determined	Possible demolition and relocation of DART HQ would have to be coordinated with construction
POTENTIAL IMPACTS TO BUILT ENVIRONMENT	Minimal impacts; Potential utilization of DART-owned property for station construction areas; Environmental Impact Statement will identify specific impacts when prepared	Potential conflict with underground Bullington Truck Terminal and pedestrian tunnel across Pacific; Potential conflict with 66" water line; Potential conflict with 7" storm water pipe across Pearl
AVAILABLE PROPERTY FOR CONSTRUCTION STAGING AREA	Staging areas identified require the use of parking lots for the north train portal; Areas for the east portal would require acquisition/displacement of a few commercial buildings; Additional evaluation need for vertical access and ventilation shafts	Property acquisition required for portal construction and staging areas



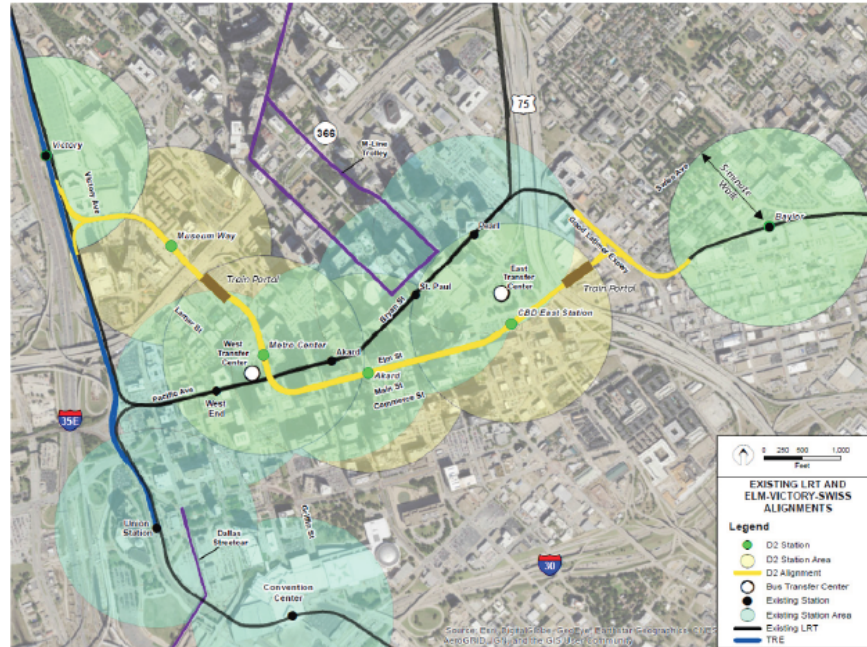


D2 SUBWAY OPTIONS

ELM/VICTORY/SWISS

CORRIDOR DESCRIPTION

This alignment follows DART right-of-way through the Victory Park development, enters a tunnel south of Woodall Rodgers, follows Griffin to Elm, and then connects to the Green Line with an at-grade junction near Deep Ellum.



CORRIDOR FACTS

LENGTH (MILES)	% TUNNEL	CAPITAL COSTS ESTIMATE/ FY17 BUDGET (YOES)	STATIONS AT-GRADE	STATIONS IN TUNNEL
2.18	49%	\$1.29B/\$1.32B	1	3

	DEMOGRAPHICS WITHIN 1/4-MILE OF STATION		PROJECTED RIDERSHIP (2035)	
	EMPLOYMENT	POPULATION		
Existing 2014 (NCTCOG)	150,572	8,403	Light Rail System	145,000
Projected 2040 (NCTCOG)	151,380	23,820	Total Systemwide	395,000
Projected 2040 (Dallas)	166,189	29,967		

EVALUATION SUMMARY

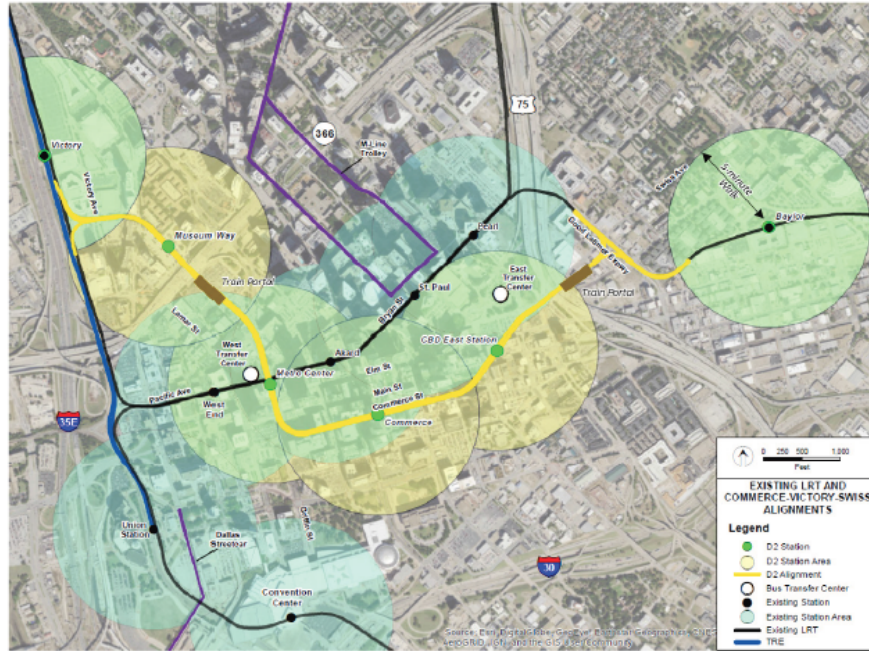
CHARACTERISTICS	ADVANTAGES	DISADVANTAGES
CAPITAL COST/AFFORDABILITY	Capital cost estimate is approximately \$1.29B (YOES). Project budget is \$1.32B (YOES)	Fully utilizes available FY17 budgeted funds; Limits flexibility
SERVES HIGH-DENSITY EMPLOYMENT AREA	Penetrates highest employment density area within the Central Business District; Approximately 150,000 jobs within ¼ mile of stations with City of Dallas growth forecast of approximately 10% more by 2040	-
RIDER TRANSFERS	Accommodates multi-modal transfers between West End Station and proposed Metro Center Station; Accommodates transfers between LRT and bus along Elm corridor and East Bus Transfer Center; Transfers from Metro Center Station to West End/Akard Stations decentralizes rail-to-rail activity	One block walk to East Bus Transfer Center
NUMBER OF STATIONS	4 stations (Museum Way, Metro Center, Akard Subway, CBD East); One more station than Pacific alignment	Eliminates, or relocates the existing Deep Ellum Station
ACCOMMODATE EXISTING RIDERS	New alignment keeps existing riders close to current destinations along Transit Mall; Provides opportunity for some riders to have a shorter walk to Elm St businesses when using Orange/Green Lines	Potentially changes travel patterns for existing Orange/Green Line riders; requiring transfer or longer walk
SERVES NEW MARKETS	Within a 5-minute walk: <ul style="list-style-type: none"> Perot Museum of Nature & Science Klyde Warren Park Farmers Market Area (northern edge) Within 10-minute walk: <ul style="list-style-type: none"> Dallas City Hall Farmers Market Area 	Primarily serves existing market areas; Minimal access to new market areas in CBD
TRAVEL TIME THRU CBD	Existing travel time is 14 minutes using existing Transit Mall from Victory to Baylor; Elm is 3 minutes faster than existing travel time (11 minutes)	Approximately 1 minute slower than Pacific alignment
DEVELOPMENT OPPORTUNITIES	Potential activation of parking lots near Woodall Rodgers Freeway; Provides opportunity for redevelopment at all station locations; Potential activation of properties near IH 345; Station access points to be determined	Possible acquisition of Homewood Suites; Part or all of proposed Shaman Asian Museum site needed for construction staging/portal
POTENTIAL IMPACTS TO BUILT ENVIRONMENT	Minimal impacts; Potential utilization of DART-owned property for CBD East station construction area; Environmental Impact Statement will identify specific impacts when prepared	Potential impact to underground pedestrian tunnels across Griffin and Elm; Potential conflict with 7" storm water pipe across Pearl; Temporary closure/detour Griffin with cut-and-cover for station construction and roadway replacement; Temporary closure/detour Pacific, Cesar Chavez, Elm, Pearl with cut-and-cover for station construction and roadway replacement
AVAILABLE PROPERTY FOR CONSTRUCTION STAGING AREA	Staging areas identified require the use of parking lots for the north train portal; Areas for the east portal would require acquisition/displacement of a few commercial buildings; Additional evaluation need for vertical access and ventilation shafts	Property acquisition required for portal construction and staging areas



D2 SUBWAY OPTIONS COMMERCE/VICTORY/SWISS

CORRIDOR DESCRIPTION

This alignment follows DART right-of-way through the Victory Park development, enters a tunnel south of Woodall Rodgers, follows Griffin to Commerce, and then connects to the Green Line with an at-grade junction near Deep Ellum.



CORRIDOR FACTS

LENGTH (MILES)	% TUNNEL	CAPITAL COSTS ESTIMATE/ FY17 BUDGET (YOES)	STATIONS AT-GRADE	STATIONS IN TUNNEL
2.34	48%	\$1.26B/\$1.32B	1	3

	DEMOGRAPHICS WITHIN 1/4-MILE OF STATION		PROJECTED RIDERSHIP (2035)
	EMPLOYMENT	POPULATION	
Existing 2014 (NCTCOG)	142,608	8,572	Light Rail System 147,000
Projected 2040 (NCTCOG)	147,297	23,569	Total Systemwide 394,000
Projected 2040 (Dallas)	165,761	29,769	

EVALUATION SUMMARY

CHARACTERISTICS	ADVANTAGES	DISADVANTAGES
CAPITAL COST/ AFFORDABILITY	Capital costs estimate is approximately \$1.26B (YOES). Project budget is \$1.32B (YOES)	Fully utilizes available FY17 budgeted funds; Limits flexibility
SERVES HIGH-DENSITY EMPLOYMENT AREA	City of Dallas projects significant employment growth in this area; Approximately 140,000 jobs within ¼ mile of stations with City of Dallas growth forecast of approximately 16% more by 2040	Borders southern end of highest employment density area in Central Business District
RIDER TRANSFERS	Accommodates multi-modal option for rail-to-rail transfers at West End and Akard; Accommodates transfers between 2 light-rail lines and buses along Commerce Street; new CBD East Station located near East Bus Transfer Center; Transfers from Metro Center Station to West End/Akard Stations decentralizes rail-to-rail activity	Two block walk to East Bus Transfer Center
NUMBER OF STATIONS	4 stations (Museum Way, Metro Center, Commerce, CBD East); One more station than Pacific alignment	Eliminates, or relocates the existing Deep Ellum Station
ACCOMMODATE EXISTING RIDERS	Provides opportunity for some riders to have a shorter walk to Commerce St businesses when using Orange/Green Lines	Potentially changes travel patterns for existing Orange/Green Line riders; requiring transfer or longer walk
SERVES NEW MARKETS	<ul style="list-style-type: none"> Within a 5-minute walk: <ul style="list-style-type: none"> Perot Museum of Nature & Science Klyde Warren Park Dallas City Hall, Dallas Public Library Farmers Market Area (northern edge) Within 10-minute walk: <ul style="list-style-type: none"> Farmers Market Area 	
TRAVEL TIME THRU CBD	Existing travel time is 14 minutes using existing Transit Mall from Victory to Baylor; Commerce is 2.5 minutes faster than existing travel time (11.5 minutes)	Approximately 1.5 minutes slower than Pacific alignment
DEVELOPMENT OPPORTUNITIES	Potential activation of parking lots near Woodall Rodgers Freeway; Provides opportunity for redevelopment at all station locations; Potential activation of properties near IH 345; Station access points to be determined	Part or all of proposed Shraman Asian Museum site needed for construction staging/portal; Possible demolition and relocation of parking garage(s) at Elm and Harwood
POTENTIAL IMPACTS TO BUILT ENVIRONMENT	Able to conduct tunneling under existing parks without significant impacts; Opportunities exist for pedestrian access to underground station; Environmental Impact Statement will identify specific impacts when prepared	CBD East Station impacts parking garage(s) on east end of CBD; Potential impact to underground pedestrian tunnels across Griffin; Potential conflict with 7" storm water pipe across Pearl; Temporary shut down Griffin with cut-and-cover for station construction and roadway replacement; Temporary shut down Pacific, Cesar Chavez, Elm, Pearl with cut-and-cover for station construction and roadway replacement
AVAILABLE PROPERTY FOR CONSTRUCTION STAGING AREA	Staging areas identified require the use of parking lots for the west portal; Areas for the east portal would require acquisition/displacement of a few commercial buildings; Additional evaluation needed for vertical access and ventilation shafts	Property acquisition required for portal construction and staging areas



Key Comparators

Physical Elements

	Pacific	Elm	Commerce
Length (Overall)	2.12 miles	2.18 miles	2.34 miles
Tunnel Length (%)	.89 miles (42%)	1.07 miles(49%)	1.12 miles (48%)
Number of Stations At-grade	1	1	1
Number of Stations In Tunnel	2	3	3
Total New Stations	3	4	4
Capital Cost Estimate (YOES\$)	\$0.938B	\$1.29B	\$1.26B
FY17 Budget (YOES\$)	\$1.32B	\$1.32B	\$1.32B

Key Comparators

Ridership and Demographics

	Pacific	Elm	Commerce
Projected LRT Ridership (2035)*	137,000	145,000	147,000
Projected System-wide Ridership (2035)*	378,000	395,000	394,000
Key reasons for ridership difference	<ul style="list-style-type: none"> • Elm and Commerce have one additional station • Elm and Commerce provide better connection to West Transfer Center • Elm and Commerce provide new market area coverage 		
Population ¼-mile of Stations (City of Dallas)	29,253	29,967	29,769
Employment ¼-Mile of Stations (City of Dallas)	165,042	166,189	165,761

*Ridership from Regional Travel Demand Model

Key Comparators

Customer Experience

	Pacific	Elm	Commerce
Travel Time (Victory to Baylor) Existing = 14 minutes	10 Minutes	11 Minutes	11.5 Minutes
Within Ten Minute Walk	Perot Museum Klyde Warren Park Dallas City Hall Farmers Market Area	Perot Museum Klyde Warren Park Dallas City Hall Farmers Market Area	Perot Museum Klyde Warren Park Dallas City Hall Farmers Market Area
Transfers	<ul style="list-style-type: none"> • Direct rail-to-rail transfers at Akard Station • 2 block walk to West Transfer Center (WTC) • Direct access to East Transfer Center (ETC) 	<ul style="list-style-type: none"> • Metro Center Station decentralizes rail transfers • Direct access to WTC • Direct access to ETC 	<ul style="list-style-type: none"> • Metro Center Station decentralizes rail transfers • Direct access to WTC • 1-2 block walk to ETC



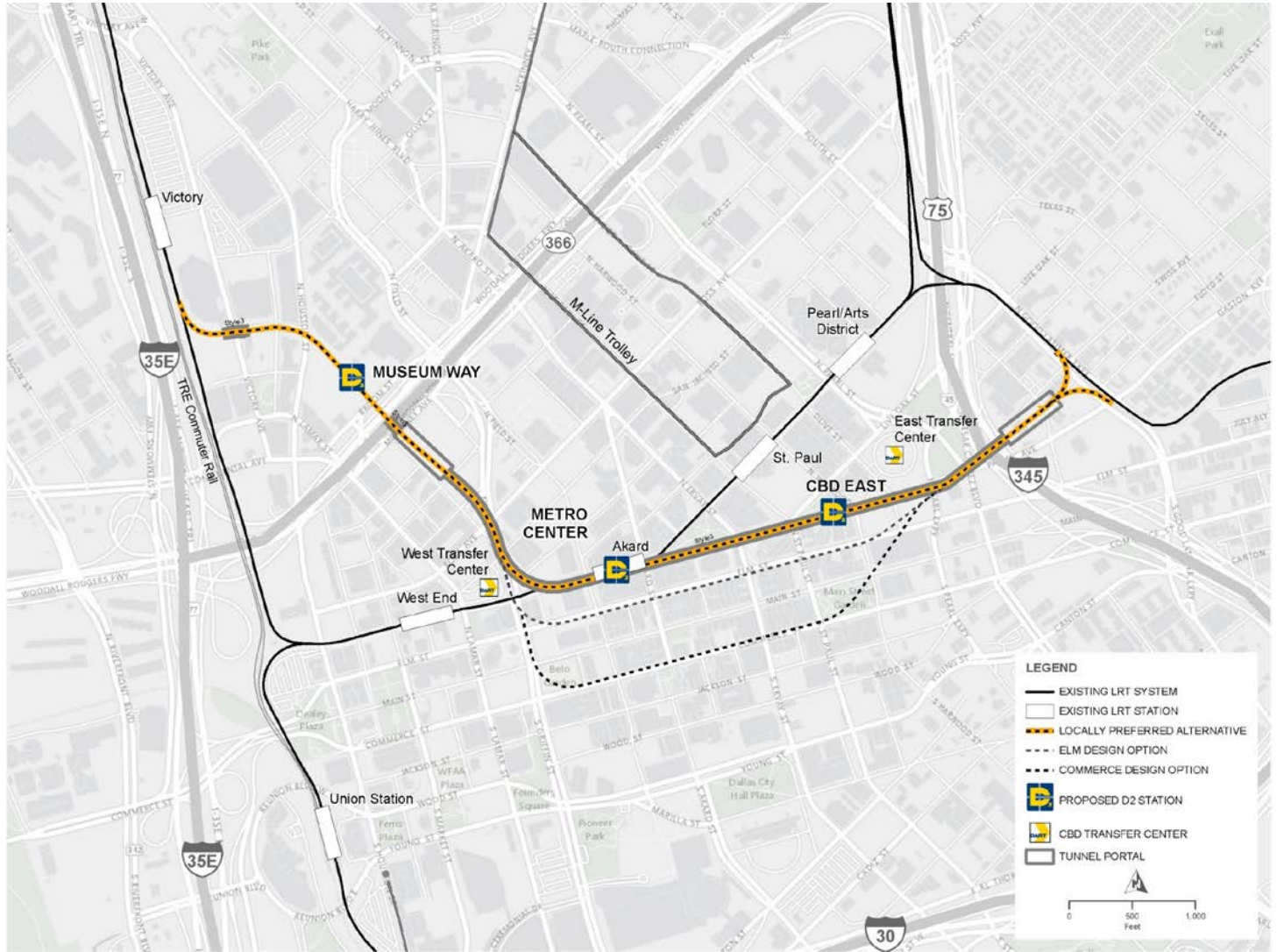
Locally Preferred Alternative

Considerations

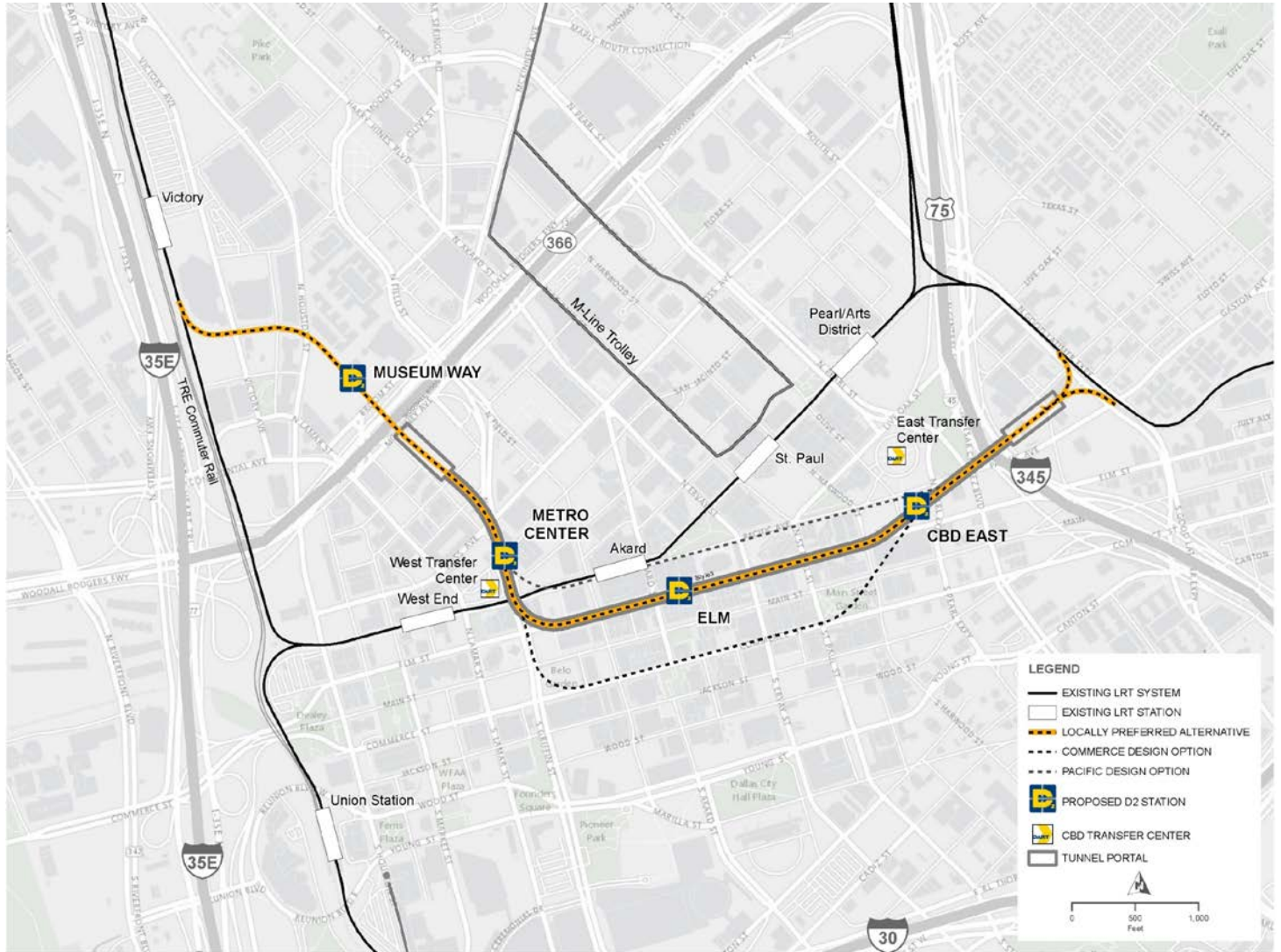
LPA Considerations

- For the FTA Submittal, it is recommended to be consistent with approved FY17 financial plan (\$1.322 billion YOES) and include higher grant request (\$650 million YOES)
- DART will continue to coordinate with other project efforts, including but not limited to potential modifications to IH 345, Dallas Streetcar Central Link and future High Speed Rail
- Multiple alternatives can advance through Project Development environmental process
- DART will amend the Service Plan and Transit System Plan to reflect the final refined LPA at the appropriate time
- Three options for Refined LPA

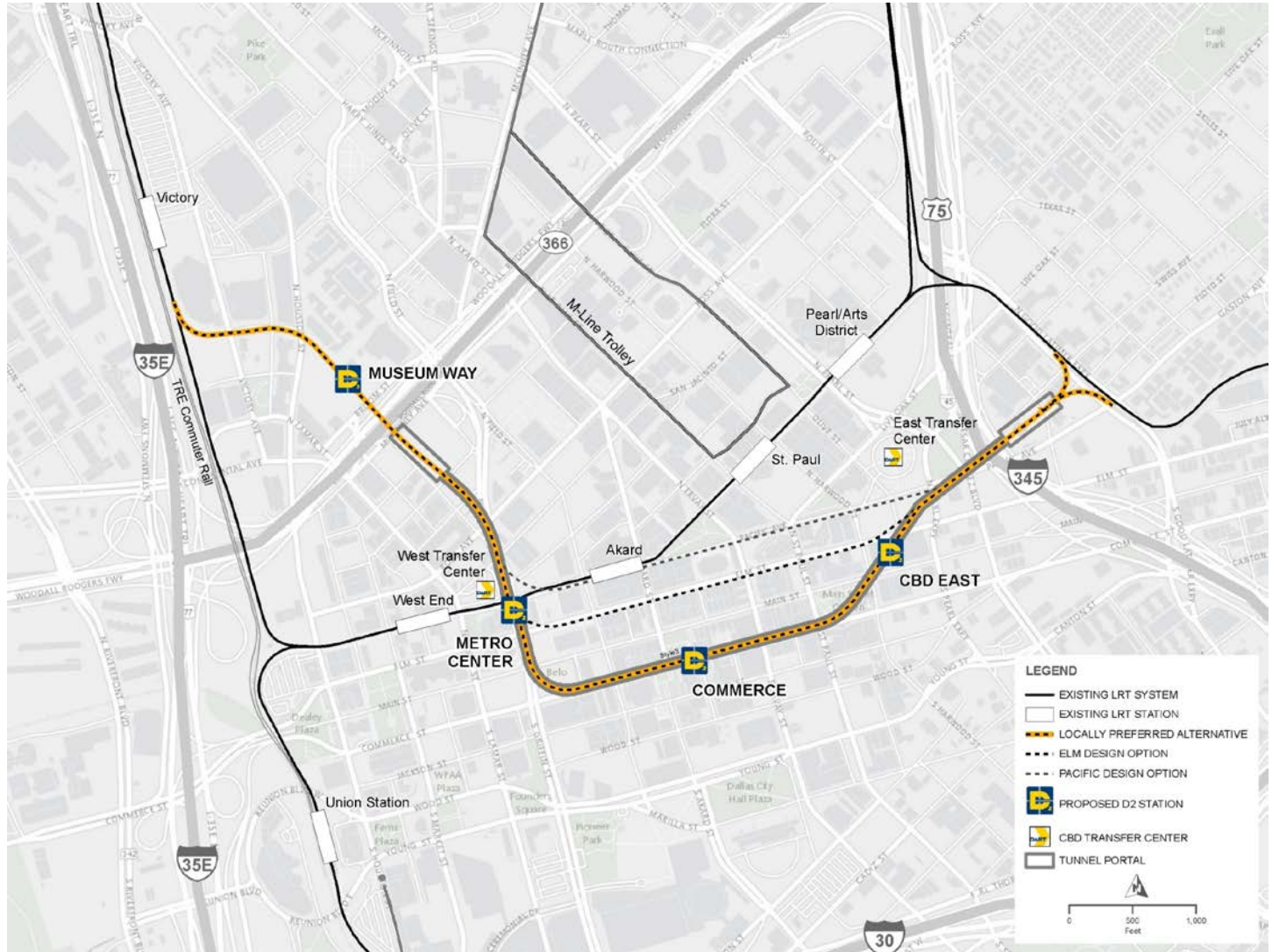
Pacific/Victory/Swiss Option



Elm/Victory/Swiss Option

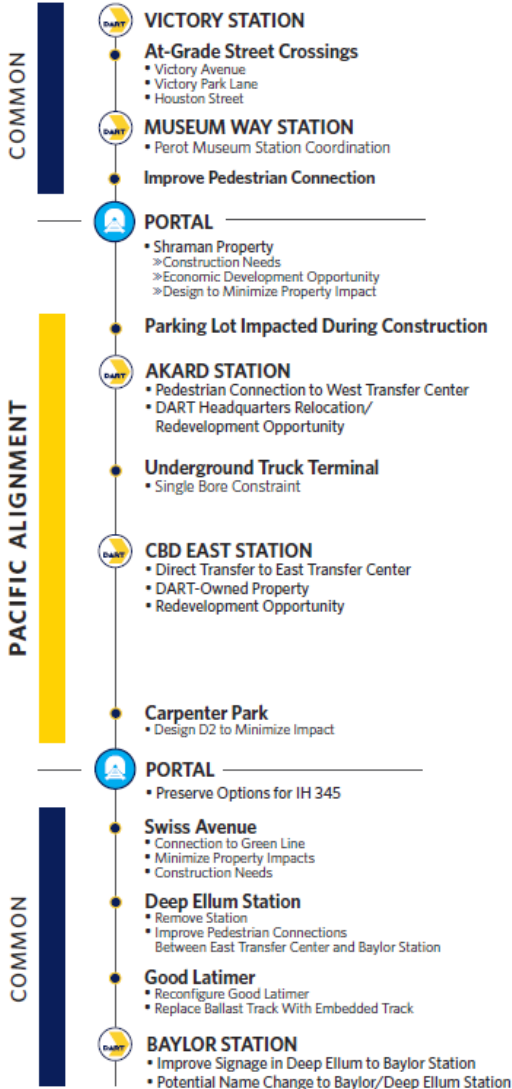


Commerce/Victory/Swiss Option

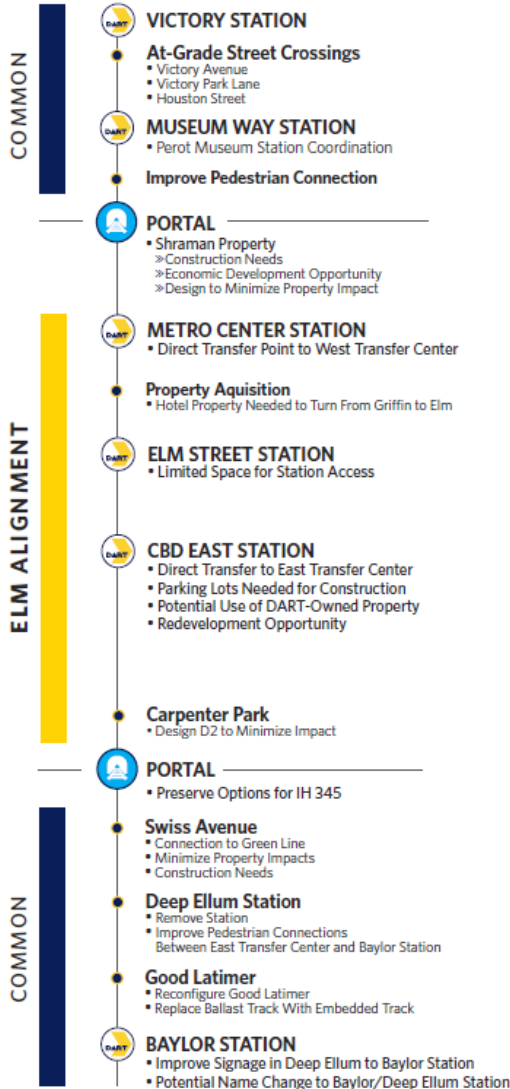


Key Issues Discussion

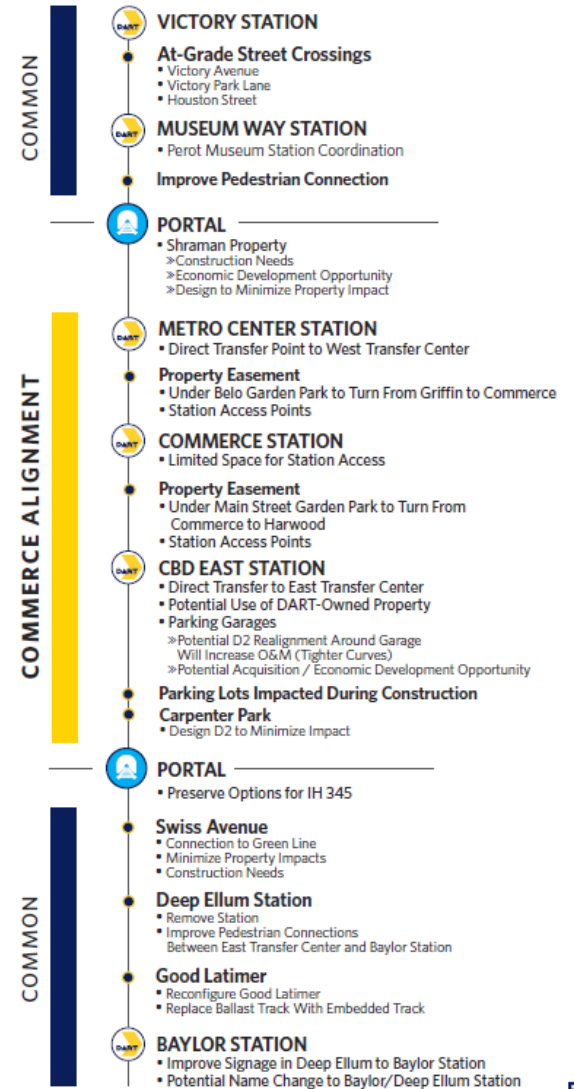
PACIFIC



ELM



COMMERCE



Key Issues to be Resolved Pacific Corridor

PACIFIC ALIGNMENT

● Parking Lot Impacted During Construction



AKARD STATION

- Pedestrian Connection to West Transfer Center
- DART Headquarters Relocation/Redevelopment Opportunity

● Underground Truck Terminal

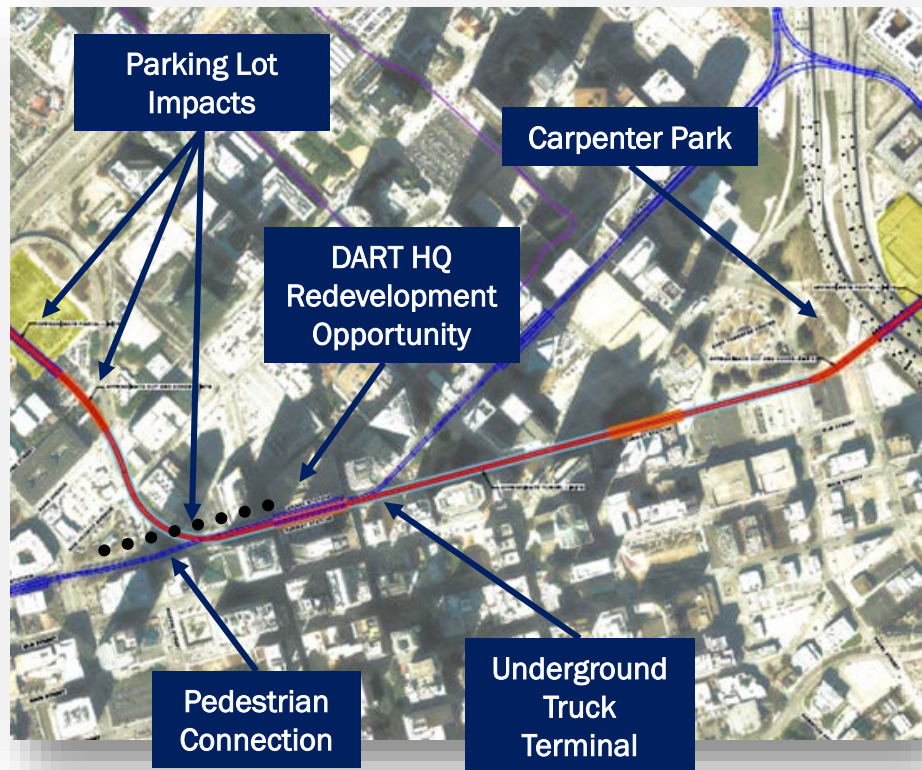
- Single Bore Constraint



CBD EAST STATION

- Direct Transfer to East Transfer Center
- DART-Owned Property
- Redevelopment Opportunity

● Carpenter Park
▪ Design D2 to Minimize Impact



Key Issues to be Resolved Elm Corridor

ELM ALIGNMENT



METRO CENTER STATION

- Direct Transfer Point to West Transfer Center



Property Aquisition

- Hotel Property Needed to Turn From Griffin to Elm



ELM STREET STATION

- Limited Space for Station Access



CBD EAST STATION

- Direct Transfer to East Transfer Center
- Parking Lots Needed for Construction
- Potential Use of DART-Owned Property
- Redevelopment Opportunity



Carpenter Park

- Design D2 to Minimize Impact












Next Steps

Refined LPA Approval

FTA Submittal

Project Development (PE/EIS)

Refined LPA Approval Schedule

Date	Meeting	Purpose	Topic
Aug 8	DART Planning Committee	 ACTION	Take action on D2 Subway LPA and forward to DART COTW
Aug 22	DART Planning Committee	 BRIEFING	Update on Streetcar LPA Options
Aug 22	DART COTW/ Board 1*	 ACTION	Take action on D2 Subway and forward to DART Board
Aug 28	City Council Mobility Committee	 ACTION	Take action on D2 Subway and Streetcar LPA recommendation and forward to City Council
Sept 8	FTA Submittal Deadline	Annual Update	Submit FTA Core Capacity templates for D2 Subway
Sept 12	DART Board 2	 FINAL ACTION	Approve D2 Subway and forward Board resolution and FY18 Financial Plan (when approved) to FTA
Sept 13	City Council	 FINAL ACTION	Approve D2 Subway and Streetcar LPA and forward to DART Board
Sept 26	DART Board 3	 FINAL ACTION	Approve D2 Subway and forward Board resolution and FY18 Financial Plan (when approved) to FTA



*Item may be posted for Board approval

FTA Core Capacity Submittal

- Project templates largely based on existing ridership and current capacity issues
- Core capacity rating does not consider future ridership – it is to address a current/near term (within 5 years) capacity issue
- The primary difference from 2016 submittal will be project scope/schedule/cost and financial plan



DART

let's go.



DART.org



Wes Huff
Sr. Vice President, Real Estate

2001 Bryan Street
Suite 2200
Dallas, Texas 75201
(214) 820-4131

Honorable Mayor Mike Rawlings
Office of the Mayor
1500 Marilla, Room SEN
Dallas, Texas 75201

August 7, 2017

Dear Mayor Rawlings,

It is my pleasure to write a letter in support of the Dallas Central Business District (CBD) Second Light Rail Alignment – Swiss Avenue Alignment Option.

The Swiss Avenue Option provides the best support for the Baylor Scott & White (BSWH) Dallas Campus by allowing critical access lines to the campus to be maintained. Delays and confusion related to detours and street closures could have life impacting consequences to our patients. It also provides for a future extension of rail access from the north to the Baylor Station which is a key consideration for BSWH as many of our employees, physicians and patients interface with the Dallas campus from that direction.

As you are well aware, Baylor Scott & White Health is an immense supporter of DART and very grateful for the DART station on our Dallas campus. In general, we are always supportive of expansions to DART and mass transportation because it enhances the quality of life for all residents of North Texas.

The North Texas community in general and the City of Dallas in particular rely on Baylor Scott and White Health to provide emergency care for citizens. Baylor University Medical Center as one of two Level 1 trauma centers for adults in North Texas is particularly critical for Dallas. The scientific literature is filled with empirical data that illustrate how rapid response can save lives. The difference between life and death for patients in accidents is sometimes minutes. The difference between permanent paralysis and complete recovery for a stroke patient is often minutes. Traffic delays have the potential to impact care.

We look forward to hearing the final solution for expansion of DART and as always, are very grateful for your service to the community.

Sincerely,

A handwritten signature in black ink, appearing to read "Wes Huff", written over a white background.

Wes Huff
Sr. Vice President – Real Estate Services
Baylor Scott & White Health



August 4, 2017

DART
1401 Pacific Ave.
Dallas, TX 75202

RE: DART D2 Subway Alignment Comments

Dear DART:

*Board of Trustees
2017 - 2018*

*Alicia Quintans, AIA
President
Leigh Richter
Vice President -
Preservation Issues
Alicia Schroeder
Vice President-
Membership
Kerry Adams
Vice President-
Education
Will Stovall
Secretary
Joanna Hampton
Treasurer
Nicky DeFreece Emery
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*Norm Alston, AIA
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Betty Artis
Vanessa Baker
Chris Bell
John Brown, AIA
Michael Fahrenbrook
Dustin Gadberry
Christopher T. Haley
Grayson Hughes
Dave Millheiser
Craig Melde
Carrie Patterson
Ann Piper
Carol Roark
Diane Sherman
Katy Slade
Julie Travis
Joan Walne*

*David Preziosi
Executive Director*

Preservation Dallas would like to take this opportunity to comment on the current DART proposal for the routing of the D2 line through downtown Dallas. We are very pleased that DART has decided to go underground with the D2 alignment, which will avoid many of the impacts to historic structures created by the LPA for the former D2 surface line proposal.

We understand that DART has divided the D2 subway line into three components – west end, central section, and east end – and that all of the alignment details must still be completed and refined with regard to line location, portal location, tunneling depth, station location, construction impacts and staging areas, etc. Due to these presently unknown factors, we reserve final judgement and the chance to make additional comments on the impact of the line until such time as we can study the above details and how they could potentially impact historic resources along the route.

We also applaud DART for taking one of the options for the west end of the alignment off of the table, that of going under Dealey Plaza with a subway tunnel. That option was not acceptable due to the negative impact it would have had on Dealey Plaza and the Texas School Book Depository. They are both nationally significant historic sites and part of the Dealey Plaza National Historic Landmark district, the highest level historic designation for districts in the country. The major issue with that option was the possibility of using the cut and cover to build the tunnel. That was not acceptable as it would have destroyed the extremely significant historic fabric of the Dealey Plaza area in the process. Plus, we believe it would not have been possible under Section 4(F) of the National Transportation Act. Now that the Dealey Plaza route option has been removed we would like to study further the alternative route, when finalized, to make sure that there are no historic resources along the route which would be negatively impacted.

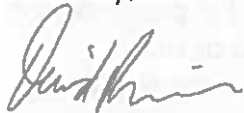
For the central section of the project there are historic buildings along the three proposed routes of Pacific Avenue, Elm Street, and Commerce Street which may have underground features that extend into the right-of-way such as basements, mechanical vaults, etc. We know that DART will be investigating those issues and whichever line is chosen must minimize the impact to those features. The three proposed center section routes also go under the Downtown Dallas National Register of Historic Places Historic District and the City of Dallas Harwood Historic District, as well as a number of buildings which are individual City of Dallas Landmarks and/or may be eligible for the National Register of Historic Places or local designation. Thus, a thorough review of impacts to those buildings will be necessary as part of the environmental review phase.

On the east end we understand that the Swiss Avenue option is receiving more consideration versus the Monument Street option. In order to understand the impacts with the Swiss Avenue option we would need to know the specific location where the portal for the line coming up to the surface will go, as well as staging areas and construction impacts. The options we have seen so far for the Swiss Avenue option would impact historic properties and we would need further information regarding the option and its potential impacts in order to determine which buildings may be negatively affected and which may be historically significant.

We trust that DART will also continue to work with the Texas Historical Commission on the route options of the subway alignment through downtown Dallas to make sure all federal historic preservation regulations for project review are being followed, especially Section 4(F) of the National Transportation Act.

We continue to be available for consultation on the potential impact to historic resources as the current options for the subway alignment are being finalized and look forward to providing additional input as an official party to the environmental review process. We would be happy to meet with DART staff and any consultants who will be working on environmental reviews in the future.

Sincerely,



David Preziosi
Executive Director

cc: Linda Henderson, Texas Historical Commission



**DOWNTOWN
DALLAS INC**

901 Main Street
Suite 7100
Dallas, TX 75202
P 214.744.1270
F 214.744.1986

Chair of the Board
Jim Greer
Oncor

August 7, 2017

President & CEO
Kourtney Garrett
Downtown Dallas, Inc.

Gary Thomas, President
Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-0163

Dallas Area Rapid Transit
Board of Directors
P.O. Box 660163
Dallas, Texas 75266-0163

Vice Chairman
John F. Crawford
Downtown Dallas, Inc.

Executive Committee:

Dear Mr. Gary Thomas, and DART Board of Directors:

Dr. José Adames
El Centro College

In advance of upcoming DART committee and full Board decisions related to the second DART light rail alignment and Central Dallas Link of streetcar, please find recommendations from Downtown Dallas, Inc. as follows.

Liz Beauchamp
Almos Energy Corporation

Ted Benn
Thompson & Knight LLP

We appreciate your continued partnership as these critical decisions for the heart of our city are made so that they may have the greatest long term benefit for our citizens.

Brian Bergersen
Spectrum Properties

Doug Curtis
AT&T Performing Arts Center

Thank you,

Mattia Flabiano, III
Page

Ted Hamilton
Hamilton Properties Corporation

Kourtney Garrett
President & CEO

David Lind
Corgan

Katy Murray
A.H. Belo Corporation

Holly Reed
Texas Central Partners, LLC.

cc:

Randy Robason
Grant Thornton LLP

- City of Dallas:
- Mayor Mike Rawlings
- Dallas City Council Members
- T.C. Broadnax, City Manager
- Kimberly Tolbert, Chief of Staff
- Majed Al-Ghafry, Assistant City Manager
- Raquel Favela, Chief of Economic Development & Neighborhood Services
- Tanya Brooks, Assistant Director, Mobility and Street Services
- Rick Galceran, Director, Mobility and Street Services
- Peer Chacko, Director, Economic Development

Jon Ruff
Spire Realty Group

Kristi Sherrill Hoyl
Baylor Scott & White Health

Michael Tregoning
Headington Companies

Jim Truitt
Forest City Residential, Inc.

- DART:
- Steve Salin, Vice President of Rail Planning
- Michael Miles, Vice President of Government Relations
- Katy Shelton, Project Manager, Capital Planning
- Frank Turner, Principal, Urban Opportunity



DOWNTOWN
DALLAS INC

August 7, 2017

Re: Improving Urban Mobility in Downtown Dallas: DDI Position on the DART Second Light Rail Alignment (D2) and the Central Dallas Link of Modern Streetcar

Downtown Dallas, Inc. (DDI) is the principal advocate, champion, and steward of Downtown. For nearly 60 years we have worked to ensure our urban core remains a top priority, contributing to the growth of the entire city. Our annual priorities and program of work are guided by:

Our mission: To effect change by developing strategies, setting targets, and mobilizing resources that:

- Stimulate a vibrant and sustainable Downtown environment
- Improve infrastructure
- Enhance economic competitiveness
- Create an inclusive urban center
- Position the area as a global destination
- Foster innovation and technology in all aspects of the urban experience

Our 2017 priorities:

- Public Safety
- Create and Foster Vibrant Streets and Public Spaces
- Ensure Great Urban Design
- Promote Positive Downtown Perceptions and Experiences
- Support a 21st Century Economy
- Foster the Growth of Complete Neighborhoods
- Advance Balanced Mobility Principles for Urban Core

The 360 Plan:

The 360 Plan continues to serve as a roadmap for the rebirth of the center city, and current work to update its strategies includes the following urban mobility principles, intended to guide future planning that impacts Downtown and adjacent neighborhoods:

- Create a balanced multimodal system that can support transit, bicycles, and pedestrians in addition to automobiles, particularly for short trips.
- Provide a system that is safe, well-lit, comfortable, and accessible for a diverse base of users.
- Improve inter-district connectivity for all modes of travel.
- Encourage mixed use, pedestrian-oriented design and development.
- Ensure that both regional and local transportation systems support urban design and livability goals for the urban core.

- Deliver a system that responds proactively to future trends in technology, demographics, and user preferences.

Resting on our mission, priorities, and The 360 Plan as the foundation, the DDI Executive Committee, with contribution from the DDI Mobility Committee, presents the following position related to D2 and the Central Dallas Link of modern streetcar.

DART Second Light Rail Alignment (D2)

Current Status: It is the understanding of the DDI Executive Committee and Board of Directors that DART continues to seek a Federal Transit Administration (FTA) Core Capacity Grant for a match to construct an approximate \$900 million - \$1.3 billion system, to be a subsurface line through (at minimum) the Central Business District. DART staff recommendations to date include three proposed alternatives, "Commerce," "Elm," and "Pacific," with the greatest stakeholder preference for "Commerce."

We further understand that DART plans to submit the project update to FTA by September 8, 2017, to keep the project in the funding queue. An extended two-year project development period is included in the September submittal.

DDI acknowledges and supports DART's need for operational improvements to the light rail system, necessitating the construction of a second light rail alignment that will increase system flexibility and further saturate the urban core with transit coverage. We also recognize that the second alignment has the potential to be a net gain: in principle, more transit equals better connectivity and support of the rapid growth in Dallas' central city. Downtown employee transit ridership is increasing and many companies report that access to public transit is an attraction, helping to relieve parking demand, and supporting mobility preferences of today's talent. Finally, it is critical that comprehensive planning be fundamental, recognizing and planning for other potential changes, like streetcar, additional bike lanes, bus operations, and pedestrian and public realm improvements to the street network.

- 1) DDI prefers the currently proposed "Commerce Street" alignment, with conditions as outlined below. The Commerce alignment is preferred due to improved geographic coverage, and potentially enhanced ridership and support of future development in the Downtown core.
 - a. Further engineering analysis of the Commerce alignment is required to ensure feasibility of construction and mitigation of real estate impacts.
 - b. Swiss Avenue Portal Options: Proceed with the station west of I-345 and portal east of I-345 at Swiss Avenue. This alternative avoids significant negative impacts to the Downtown street grid and provides a below grade station location that can be designed with better integration with the East Bus Transfer Station.
 - c. West Portal:
 - A recent proposal to move the Museum Way station under Woodall Rodgers and place the portal in Museum Way north of Woodall Rodgers has been determined to be infeasible due to geometric and profile issues.
 - Several big picture alternatives are being studied that would keep the portal south of Woodall Rodgers and enhance development opportunity for the surrounding property. This includes potential removal of the ramp from eastbound Woodall Rodgers to Field and introducing a new street grid.
 - Particular opportunities to leverage reconstruction in the area include:
 - Enhancement of development sites with consideration of removal of the Field Street off ramp and realignment of Griffin Street
 - Enhanced walkability including pedestrian permeability of Woodall Rodgers

- Restoring the street grid
 - Air righted development over the portal
 - DDI recommends that work should continue toward validation and feasibility of the above concepts. This should be done in coordination with the 360 Plan and CityMAP to maximize development opportunity, improve multi-modal access and the pedestrian environment, and minimize conflicts presented by the west portal location.
 - A West Portal Charrette will be facilitated in October with the intent to involve agencies, property owners and stakeholder in the area. The charrette will address streets, walkability, urban design, and real estate issues.
- 2) Elm should remain a secondary LPA option during project development until Commerce is proven as feasible.
 - 3) Pacific should NOT remain in the alternatives package due to redundancy of service with the current transit mall, even if federal funding is decreased or eliminated.
 - 4) Stakeholders request that DART provide further engineering analysis to ensure that the Elm and Commerce alternatives do not preclude any of the I-345 alternatives, and that TxDOT confirms that there are no significant impacts to the future I-345 project by either alignment.
 - 5) Regardless of alignment, achieving "great urban design," inspired by the greatest urban transit systems in the world, should be the first priority. DDI's Mobility Committee, working with the City of Dallas Department of Planning and Urban Design, with input from a number of stakeholders and relevant neighborhood organizations, has created the Urban Transit Design Manual, adopted by the Dallas City Council, to be stewarded by the City of Dallas Urban Design Peer Review Panel (see supplemental report). This provides the principles, solutions, and process to ensure the best decisions are made to integrate the system into the urban fabric.
 - 6) Safety is imperative. Any additional transit requires an increase in DART security and enhanced operational plans that minimize both criminal and quality of life issues.
 - 7) Current D2 planning should allow for a future connection to the High-Speed Rail (HSR) station and should begin to consider future extensions, particularly serving southern areas of the city.

Modern Streetcar: The Central Dallas Link

Current status: In coordination with D2, but as a separately funded project owned by the City of Dallas and operated and maintained by DART, planning has commenced for the next phase of modern streetcar. This phase will connect the current terminus at Union Station, through the Central Business District, to the McKinney Avenue Trolley. Capital costs for the proposed extension are estimated to be \$90 million, funded by DART capital funds as the local share to match FTA investment through the Small Starts Capital Improvement Grant program. The City of Dallas will serve as the applicant for the grant, with cooperation from DART and support from DDI. Current study of proposed alignments includes an Economic Benefits Assessment led by DDI, and operations, maintenance, ridership, and cost recovery models led by DART and the City of Dallas. These studies will inform LPA preferences by all parties to be determined in concert with D2 LPA determination.

DDI has previously been on record supporting an "Elm-Commerce" couplet, one of four alternatives in the current study. With the shift in light rail alignments since the original recommendation, DDI is now considering additional alignment opportunities. We anticipate confirmed or revised recommendations to be complete by August 28. Furthermore, because of the importance of comprehensive planning, The 360 Plan will leverage more than one year's worth of stakeholder and community input on mobility issues in the urban core to suggest desire lines to further connect the streetcar to adjacent neighborhoods. The

Central Core Link should be considered a "next phase" of a fully developed system, not a finite line with a start and end.

Streetcar is of the utmost significance to Downtown stakeholders, as well as improvements to bus service. We urge DART and the City of Dallas to ensure focus remains on protecting available funding for streetcar, with equal importance to that of D2, as well as meeting federal guidelines for the upcoming grant application cycle.

- 1) Regardless of the outcome of D2, streetcar can and should move forward; *we must support existing and future growth of the center city.* The central area of Dallas, including Downtown, is experiencing the highest rate of population growth in the city and it remains the largest employment center in North Texas. Continued growth and success is dependent on a robust multi-modal transportation network that creates inter-area and regional connections that deliver equal access to housing, jobs, entertainment, and recreation. Such connections will not only serve current Dallas residents, but will enable us to be economically competitive, attracting new residents and talent who expect and are accustomed high quality, well-connected urban environments. Downtown is the heart of Dallas and strengthening mobility options through streetcar, bus, rail, bike lanes, and walkable infrastructure will benefit the entire city.
- 2) Streetcars are a proven transportation option that can reduce dependence on auto usage, especially for traveling within the central Dallas area for "short trips". This reduction of automobile dependence lowers congestion and parking demand, and improves walkability, while producing positive environmental benefits.
- 3) Streetcar will better connect neighborhoods in and around Downtown, and DDI strongly supports the Central Dallas Link as well as future expansion further east, north, south, and west. *The sooner, the better.*
- 4) Streetcar can be a "last mile" solution for DART light rail. As we seek means to move people – commuters, residents, and visitors - from light rail stations and bus stops to other parts of the urban core that are not connected by light rail, streetcar is a logical, attainable, and desirable answer. Providing the "last mile" connection will further decrease auto dependence and better connect housing and jobs.
- 5) Streetcar has proven to stimulate economic development in other cities. Due to its permanency, ease of use, reliability, and integration into the urban fabric (i.e. slower-moving nature, frequent stops, and shorter trains), private development has been proven in other markets to be drawn toward streetcar lines and the areas it links. Furthermore, streetcar brings the potential for increased sales-tax revenues for businesses on or near a streetcar line.
- 6) Streetcar in the central area of Dallas could help improve efficiency and effectiveness of the overall bus system, allowing for the redistribution of some buses to underserved, high demand areas.
- 7) The Streetcar Locally Preferred Alternative (LPA) must be coordinated with the D2 project with respect to alignment, ensuring that neither project precludes options for the other and those issues such as construction staging and future connection points are considered to avoid delays and future rework of the streetcar.

8) Streetcar is supported by The 360 Plan, as adopted by the Dallas City Council in 2011:

As the center of the city and one of the region's most prominent employment centers, it [Downtown Dallas] is the place where freeways, arterial roads, commuter rail, light rail, bus lines and trolley cars all converge. However, despite this range of transportation, most of the emphasis is on the automobile and there is a lack of connectivity between these different modes of travel. Downtown Dallas must expand its transit and realize the full potential of Transit-Oriented Development (TOD). If it does not, it risks being left behind in the competitive global marketplace of urban centers.

A modern streetcar network can be the glue that binds Downtown's established destinations together and the framework along which new development can rebuild the fabric of the central city.

D2 and modern streetcar are history-making projects for Downtown that will forever change the way residents, employees, and visitors experience the center of our city every single day. These are critical decisions that must be methodically thoughtful and made with long-term comprehensive vision. We are grateful for this opportunity to speak in the best interest of Downtown, reverberating benefits throughout the entire city.



MADISONPARTNERS

July 28, 2017

Honorable Mayor Mike Rawlings
1500 Marilla, Room 5EN
Dallas, Texas 75201

Faye Moses Wilkins
DART Office of Board Support
P.O. Box 660163
Dallas, Texas 75266-7200

To Whom It May Concern:

I understand the importance of a second downtown light rail alignment for the functionality and reliability of the DART system as a whole. I have been working closely with DART staff, consultants, engineers and other stakeholders for more than a year and believe I have a firm grasp of the various factors involved in determining the locally preferred alignment ("LPA") decision before you now.

With any large infrastructure project through an urban core, there will be significant tradeoffs with any option. Given our large property holdings in Deep Ellum, I am primarily focused on the impacts to that neighborhood but I am also very passionate about Dallas' urban core as a whole. Of the options presented so far, my support is for the "Victory-Commerce-Swiss" subway alignment because it has the least direct impact on major projects, doubles the capacity of the light rail network, and adds some additional service area as the southernmost viable option. My understanding is that this is also the alignment supported by the largest number of stakeholders that I have been in contact with (though not all). My support of this alignment is strictly caveated on DART coming to a satisfactory resolution with the stakeholders on the following:

1. Revamping the bus system, creating downtown streetcars and not closing off surface or depressed 345 options. While I understand the importance of the D2 project, I feel these other projects are either equally or more important than completing D2 at this time and they will have a major impact on the transportation options for our most vulnerable citizens and the future development of the urban core.

www.madisonpartnersllc.com
2622 Commerce St. Dallas, TX 75226
(214) 217-4300



MADISONPARTNERS

2. This alignment would remove the “Deep Ellum” station on Good Latimer and DART will need to maintain system access for this critical Dallas neighborhood. Therefore, I request that DART rename the “Baylor” station to the “Deep Ellum/Baylor” station and improve the pedestrian connectivity between that station and the core of Deep Ellum.
3. This project will necessarily involve eminent domain and taking of land, so I ask that DART and the City of Dallas make every effort to minimize the D2 eminent domain impact and provide readily developable sites with any remaining land after construction.
4. This alignment will have trains operating on the surface in Deep Ellum and DART should work closely with the Deep Ellum Foundation, the City of Dallas and stakeholders to ensure that these surface lines do not provide additional barriers between areas of the neighborhood or between neighborhoods (e.g. Deep Ellum & Downtown). DART also needs to make sure the new lines and reworked Good Latimer are more pedestrian friendly than its current configuration (e.g. embedded tracks).

If DART is able to accommodate these requests, I am willing to provide my support for the “Victory-Commerce-Swiss” alignment option as it relates to the Core Capacity Grant application and LPA designation. I appreciate all of DART’s time spent working with the stakeholders and I hope that will continue in the future. The D2 line will major impacts the urban core’s development and viability for 100+ years and I look forward to helping in any way I can to make sure it is a success for both DART and the City of Dallas.

Best Regards,

Jonathon R. Hetzel
jhetzel@madisonpartnersllc.com
214.217.4306

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(214) 217-4300



June 27, 2017

Ms. Faye Moses Wilkins, Chair
Dallas Area Rapid Transit
PO BOX 660163
Dallas, Texas 75266-0163

RE: DART D2 Subway, First Presbyterian Church, Dallas

Dear Madame Chair,

Please accept this letter of support for the continuing and prompt planning for the DART D2 Subway in downtown Dallas. First Presbyterian Church, at Young and Harwood, is supportive of the planning efforts exemplified by the DART Staff and Planning Consultants.

As vocal opponents of the D2 Surface line proposed last year, FPC is heartened by the current subway planning leading to a new Locally Preferred Alternative (LPA) to be finalized later this summer. While last year's LPA on Jackson Street was acceptable to the church, the alternative on Young Street would have bifurcated our Church Campus seriously disrupting our mission and outreach. It is our belief that a subway is a far better choice both for the immediate downtown and the entire community.

As the year and planning has progressed we have participated fully in the Stakeholder meetings and the Deep Ellum Charrette, held earlier this year. DART staff and consultants have been and continue to work with the Stakeholders. We understand the complications of an endeavor such as this. We recognize the need for compromise, flexibility and consensus building. The D2 Subway routes have been and continue to be thoroughly studied through the planning process.

We believe, based upon what is currently known, that the Commerce Street Alignment with the Victory connection on the west and the Swiss Avenue connection on the east will provide the most direct, logical and flexible routing. We also understand that issues may surface which will require either minor or perhaps major adjustments; one would not know until discovered. However due to the critical nature of the timeliness of the proposed submittal to the Federal Transportation Authority, DART's efforts toward the completion of this submittal should be advanced as quickly as possible.

1835 Young Street • Dallas, Texas 75201 • 214.748.8051 • fax: 214.746.2757 • www.fpedallas.org



DEEP ELLUM FOUNDATION

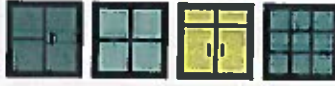
July 6, 2017

Stephen L Salin, AICP
DART - Vice President of Rail Planning
PO Box 660263 Dallas, TX 75286

Dear Mr. Salin and DART D2 staff,

After much deliberation, continued involvement in the public process, and in-depth conversations with DART staff the Deep Ellum Foundation (DEF) board of directors would like to see continued progress with the DART D2 Subway project and offer our desired outcomes. It's clear that the D2 project is a benefit to the whole region and system by effectively doubling capacity, however it comes at the expense of Deep Ellum through the loss of an existing DART station, eminent domain requirements, and trains remaining on the surface in our area (please see list below for more details). In order to maintain progress with the project, we'd like to put forth our requirements for our full support of the project with any given alignment:

1. It's imperative that a multi-modal approach is taken when determining the final subway alignments. By multi-modal we mean that all other forms of transportation such as streetcar, buses, and future plans for I-345 need to be a part of the alignment process. As subway alignments are refined, so should the plans for intuitive streetcar connections and expansions as well as a reliable and efficient improved bus system. This also means that the alignment chosen for the D2 subway should in no way interfere with the future of I-345.
2. No matter the final alignment chosen, we firmly believe that all DART operational services need to be improved. This means that the Orange line is functioning to the benefit of Deep Ellum and the whole system; that trains are running later on the weekends and earlier on the weekdays to better accommodate transit dependent riders; and that all services are running on time and are quickly repaired as problems arise.
3. To make any of the currently proposed alignments work, we understand that DART will need to remove the existing Deep Ellum (Good Latimer) station. If this is the case, it is essential that DART improves the existing Baylor station in several ways. The station needs to have more pedestrian accessibility to the Deep Ellum core, an increase in security presence, and a redesigned staging area to allow for more traffic. We would like the Baylor station to be renamed "Deep Ellum/Baylor" to provide a more accurate name for the station in our neighborhood. DEF also asks DART to place the easternmost D2 subway station as close to Deep Ellum as is feasible.
4. DEF is fully aware that the City of Dallas and DART need to employ eminent domain for large capital projects such as the D2 subway. Currently, there are several properties that are under construction and/or have been recently purchased as well as are viable operating businesses that would be subject to eminent domain along the Swiss alignment option. We ask that you make every effort to minimize the D2 eminent domain impact and provide readily developable sites with any remaining land after construction.



DEEP ELLUM FOUNDATION

5. With the Swiss Alignment, the light rail trains will continue to operate on the surface in Deep Ellum. Therefore, DART needs to work closely with DEF, the City of Dallas and stakeholders to ensure that these surface lines do not provide additional barriers between areas of the neighborhood or between neighborhoods (e.g. Deep Ellum & Downtown). DART also needs to make sure the new lines and reworked Good Latimer are more pedestrian friendly than its current configuration (e.g. embedded tracks similar to Pacific Plaza and Fair Park).

If DART is able to accommodate these support requirements, the Deep Ellum Foundation will support the Commerce/Swiss alignment option for the Core Capacity Grant application and Locally Preferred Alignment designation with the City of Dallas. DEF also requests that other alignments remain an option in case there are fatal flaws found with the Swiss option. We feel that it's important to support an alignment, but also to have at least one backup option in case engineering and design reveal insurmountable hurdles (e.g. 345 tear down coordination issues).

We do greatly appreciate DART staff's readiness to work with us and accessibility to all of our questions and concerns. As stated in our previous letter, we do fully support the overall improvement and growth of services that DART has to offer and feel that meeting and fulfilling these conditions will help solidify a more successful outcome that is focused on the next 100 years for our city.

On behalf of the Deep Ellum Foundation,

Jessica Burnham, Executive Director

jessica@deepellumtexas.com

214-984-7300

DALLAS MOBILITY COUNCIL COALITION FOR A NEW DALLAS

July 13, 2017

Ms. Faye Moses Wilkins
Board Chair
Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-7200

RE:Coalition for a New Dallas - Dallas Mobility Council - Current Proposed D2 Alignment

Dear Madame Chair Wilkins:

As requested by DART representatives, the Dallas Mobility Council (DMC) is submitting an interim letter of support for the current proposed D2 alignment. DMC's purpose was to facilitate meetings and encourage transparent discussion among our various mobility committee stakeholders with DART regarding the D2 subway alignment. Our findings are as follows:

It is the view of the DMC participants that the current alignment of D2 as a subway is generally acceptable as proposed by DART on the condition that its construction does not impact any plans – as outlined by TxDOT's CityMAP document – to remove highway I-345 so it may be replaced at surface level.

The DMC strongly suggests that an ongoing effort be made to continue to build trust with communication between the stakeholders and representatives of DART. Although, there is not a total consensus among the DMC, but this represents a majority view. The DMC participants insist that if any obstacles evolve to impact any section of the proposed alignment, that all options for that section should be opened again for consideration, including being emphatically supportive of the subway only and opposed to the surface line. There is also concern regarding the pressing schedule and its impact on the best solution. Also, the DMC is firmly committed to the priority of the D2 alignment over the Cotton Belt Line as well as a strong commitment for continued improvement in the trolley, streetcar and bus service.

Specific and further discussions took place on all three major alignment segments:

1. The Victory Station / West End Alignment needs further study with the adjacent stakeholders including residents, retail, developers and building owners. Secondly, the alternate route following the existing rail line seemed to be preferred by some of our members. DART representatives responded to these concerns: 1) The impact to the proposed Asian Museum would receive further refinement and 2) explained the existing rail right-of-way was eliminated due to historical disruption at Dealey Plaza and poor soil conditions. A design work-session would benefit these stakeholders.
2. The Commerce line is strongly supported by the DMC.
3. The Swiss Avenue Alignment received the most discussion in regards to the alternative and feasible Monument route as well as the surface solution to I-345. After requesting a design session on this topic, DART scheduled a D2 Alignment at Swiss Avenue work-session that was facilitated by a group of design professionals including a member of the DMC. It was also confirmed by engineers that I-345 could go to proposed surface level with this approach. The work-session was highly effective in communication of the issues and generally led to the acceptance of the D2 Alignment.

In conclusion and from our collective participation, the DART representatives have been accessible and accommodating to the DMC. Our frequent meetings and timely feedback were instrumental in the interim approval of the D2 alignment. Thank you for the opportunity to give feedback for the proposed D2 Alignment.

Sincerely,



H. Ralph Hawkins, FAIA, FACHA, LEED AP
CHAIRMAN

5006 Shadywood Lane, Dallas TX 75209 M+1 214-850-8902 H+214-350-1745

With copy to:

City of Dallas

Hon. Mayor Mike Rawlings
Scott Griggs, District 1
Adam Medrano, District 2
Casey Thomas II, District 3
Dwaine Caraway, District 4
Rickey D. Callahan, District 5
Omar Narvaez, District 6
Kevin Felder, District 7
Tennell Atkins, District 8
Mark Clayton, District 9
Sandy Greyson, District 12
Jennifer S. Gates, District 13
Phillip T. Kingston, District 14

Coalition for a New Dallas -Dallas Mobility Council

DART Representatives
Steve Salin (email)
Frank Turner (email)

DART Board of Directors

City of Dallas
Sue Bauman
Ray Jackson
Patrick Kennedy
Jon-Bertrell Killen
Michele Wong Krause
Amanda Moreno
Dominique Torres
City of Dallas and Cockrell Hill
Catherine Cuellar
City of Garland
Jonathan R. Kelly
City of Irving
Rick Stopfer
City of Plano
Paul N. Wageman
Cities of Richardson and University Park, Towns of Addison and Highland Park
Gary Slagel
-Secretary
Cities of Carrollton and Irving
Timothy A. Hayden
Cities of Plano and Farmers Branch
Faye Moses Wilkins
-Chair
Cities of Garland, Rowlett and Glenn Heights
Mark C. Enoch



July 14, 2017

Faye Moses Wilkins
DART Office of Board Support
P.O. Box 660163
Dallas, Texas 75266-7200

Dear Ms. Wilkins,

The Dart planning board has worked hard to meet stakeholder needs with their new Dart D2 proposal. After meeting with Dart committee members and reviewing the Dart D2 presentation, I would like to voice my support in favor of the new D2 proposal. The subway system is the most feasible alternative presented by Dart and I feel, meets the logical requirements for the future growth of downtown Dallas.

I would like to thank the Dart planning board for their flexibility and willingness to change course to meet the downtown stakeholders needs.

Respectfully,

Mehrdad Moayedi
President & CEO



July 14, 2017

Honorable Mayor Mike Rawlings
1500 Marilla
Room 5EN
Dallas, Texas 75201

Dear Mayor Rawlings,

The Dart planning board has worked hard to meet stakeholder needs with their new Dart D2 proposal. After meeting with Dart committee members and reviewing the Dart D2 presentation, I would like to voice my support in favor of the new D2 proposal. The subway system is the most feasible alternative presented by Dart and I feel, meets the logical requirements for the future growth of downtown Dallas.

I would like to thank the Dart planning board for their flexibility and willingness to change course to meet the downtown stakeholders needs.

Respectfully,

Mehrdad Moayedi
President & CEO



July 18, 2017

Hon. Mike Rawlings
Mayor, City of Dallas
1500 Marilla Street, Room 5EN
Dallas, TX 75201

Ms. Faye Moses Wilkins
Chair, DART
Office of Board Support
P.O. Box 660163
Dallas, TX 75266-7200

Re: D2 Alignment - Commerce Street Alternative

Dear Mr. Mayor and Madam Chair:

This is to advise you that we are in support of the captioned D2 alignment on Commerce Street as the locally preferred alternative for DART's second light rail route through downtown Dallas. We are a downtown stakeholder whose affiliates own the Dallas Power & Light block, the Lone Star Gas Lofts block, Aloft Hotel, and the recently completed Lorenzo Hotel. The former is situated on Commerce Street along the proposed route. Our affiliates also own surface parking lots on Young St. & St. Paul St., and Young St. & Field St. We take the view that what is best for downtown generally is also best for our geographically dispersed property interests.

Thank you for considering our support and best wishes as you deliberate over this matter.

Sincerely yours,
Hamilton Properties Corporation

A handwritten signature in dark ink, appearing to read "Lawrence E. Hamilton", is written over the typed name.

Lawrence E. Hamilton, CEO

Olymbec USA LLC
1717 Tower Owner, LP

RECEIVED
AUG 01 2017
CAPITAL PLANNING

July 24, 2017

Mr. Chad Edwards
Assistant Vice President - Capital Planning
Dallas Area Rapid Transit
1401 Pacific Avenue
Dallas, Texas 75202

Dear Mr. Edwards,

Thank you for meeting with us recently regarding the proposed D2 Central Business District subway alignment alternatives. This was our first direct meeting with anyone associated with DART regarding the proposed D2 plans. It is our understanding from the meeting that the Commerce/Victory/Swiss subway alignment is currently the favored alignment for the DART D2 subway project. As you pointed out, this alignment would mean tunneling beneath, or potentially "taking", the garage bounded by Elm street on the north, Main street on the south, Pearl street on the east and Harwood street on the west (the "Elm Street Garage").

To the casual observer, one might think that the Elm Street Garage is just a large commercial parking garage – which it is – but the impact and economic value far exceeds the garage itself. Here are some relevant data points to consider:

- The Elm Street Garage is owned by 1717 Tower Owner, LP, a joint venture of M-M Properties and TriGate Capital Partners – the owners of Comerica Bank Tower – and Olymbec USA LLC – the owners of 1700 Pacific.
- The garage is 2,273 stalls currently and is at approximately 85% capacity.
- 1717 Tower Owner, LP has the ability to expand their portion of the garage by 950 stalls and has already completed design development plans for this project to facilitate the leasing of office space at Comerica Bank Tower. As we all know, parking is the lifeblood to leasing office space, particularly in the CBD where parking is limited.

The garage provides covered, climate controlled connection and serves as the primary parking option for these office buildings.

- Comerica Bank Tower – A 60-story, 1,500,000 square foot Philip Johnson designed trophy office property.
- 1700 Pacific – A 49 story, 1,300,000 square foot Class A office property.
- 1910 Pacific – A 20 story, 324,153 square foot Class B office property.
- Each of these buildings have parking spaces in the garage that are committed in leases. Any change in the status of those contractual obligations would be difficult to navigate.
- Ancillary users of the garage include the Hotel Indigo, University of North Texas Law School, Texas A&M University Commerce, other surrounding building tenants, the Majestic Theater as well as events held at the Main Street Garden Park.

As owners of the Elm Street Garage, we are willing to work with you in your research of this proposed alignment; however, we want to put you on formal notice that we have serious concerns regarding the viability of the proposed Commerce/Victory/Swiss D2 subway alignment. Any disruption to, destruction of or reduction in capacity or connectivity to the Elm Street Garage could greatly impact the value of the Comerica Bank Tower and 1700 Pacific properties which would be a "fatal flaw" to the proposed alignment.

We will provide you the plans that we have available for the Elm Street Garage upon your written request. Any questions or follow-up conversation should be directed to the undersigned individuals that represent 1717 Tower Owner, LP and Olymbec USA LLC.

Sincerely,

1717 Tower Owner, LP

By: MMP Commercial Services, Inc.

Its: Property Manager

By: 

Name: Joel McCarty

Its: Senior Vice President

Olymbec USA, LLC

By: 

Name: Philip Lassman

Its: Asset Manager, U.S. Properties

cc: Faye Moses Wilkins
Chairman of the Board of Directors
Dart

Philip T. Kingston
Council Member – City Council District 14

PARKS FOR DOWNTOWN DALLAS

A 501(c)(3) FOUNDATION

'17 JUL 31 AM 09:45

July 25, 2017

Ms. Faye Moses Wilkins
Chair, Board of Directors
Dallas Area Rapid Transit
1401 Pacific Avenue
Dallas, TX 75202

Mr. Gary C. Thomas
President and Executive Director
Dallas Area Rapid Transit
1401 Pacific Avenue
Dallas, TX 75202

Dear Ms. Wilkins and Mr. Thomas,

Parks for Downtown Dallas (PfDD) appreciates being a member of the D2 Stakeholder Group organized by Steve Salin. Our foundation is the principal partner of the City of Dallas Park and Recreation Department in building the four priority parks identified in the 2013 Update of the Downtown Parks Master Plan. Thank you for including PfDD's views in this important transportation initiative as a voice for all parks in Downtown.

D2 Commerce Street – Swiss Avenue LPA

Carpenter Park is perhaps the most important park highlighted in the 2013 Update, which was unanimously approved by the Park Board and the City Council. Carpenter Park will be 5.6 acres when renovated, making it the largest park in Downtown. As you know, it is located next to DART's East Transfer Center. The park, which was originally completed in 1979 with the financial assistance of the John W. Carpenter family, is also in the pathway of the three D2 alternatives to varying degrees.

The redesign and renovation of Carpenter Park – responding to street re-alignments that significantly changed the original park layout – is progressing rapidly. Hargreaves Associates has recently completed design development under a \$1 million contract with PfDD and will begin construction documents once the City Council officially calls the bond election early next month. We anticipate construction will begin in the second quarter of 2018.

PfDD has thoroughly examined the three Locally Preferred Alternatives under consideration for the D2 alignment, and we *strongly* support the Commerce Street option. Specifically, the Commerce – Swiss Avenue LPA has minimal impact on Carpenter Park (defined as the base park), *provided that the southern-most Swiss Avenue portal position is chosen*. Moving the portal position north adversely and significantly impacts the design of Carpenter Park. It is also worth noting that with D2 and CityMap decisions yet to be finalized, the Park Department is proceeding with a two-phase approach for renovating and expanding Carpenter Park by deferring construction of any park components east of the base park and Central Boulevard.

901 Main Street, Suite 609 • Dallas, Texas 75202 • 214-977-8267

Amy M. Meadows, President

TRUSTEES

Robert W. Decherd, Chairman

Guy H. Kerr, Dania A. Shive, Marian Spitzberg

Suggestion of a Belo Garden Pedestrian Portal

At the May 17, 2017 D2 Joint Stakeholder / Technical Committee Meeting, proposed pedestrian portals were presented for each LPA. One proposed portal is at Belo Garden. PfDD oversaw and paid for the design and construction of Belo Garden from 2005-2012. In addition, PfDD and other private donors established two endowments for the park, and PfDD currently has a maintenance agreement with the City of Dallas to care for the trees and horticulture as well as the fountain. We disagree with the argument that a D2 pedestrian portal will "activate" Belo Garden, and such a notion is contrary to the design and purpose of this garden park. DART's planning team and its consultants should remove Belo Garden from consideration for a pedestrian portal location.

Pearl Street

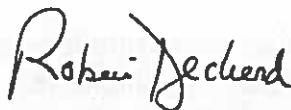
At our meeting on June 22 with Tom Shelton and Frank Turner, we mentioned how important it is that DART and the City sign off on the long-standing commitment to cede right-of-way on Pearl Expressway between Live Oak Street and Pacific Avenue to conform with the Carpenter Park design that has reflected this re-alignment for several years based on discussions Gary had with Mary Suhm in 2012. PfDD would greatly appreciate your engagement in bringing this agreement to fruition so that we can be confident that construction drawings take into account all of the engineering and utilities considerations that result from the re-alignment, which PfDD and Hargreaves enthusiastically support.

Looking Ahead

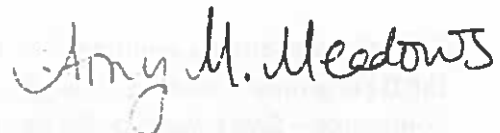
We greatly appreciated the recent meeting we had with Tom and Frank concerning the D2 alternatives, and we welcome future opportunities to discuss D2 and its relationship to downtown parks.

As always, thank you for the great service DART provides for our region.

Yours sincerely,



Robert W. Decherd
Chairman



Amy M. Meadows
President

cc: Mr. T.C. Broadnax
Mr. Willis C. Winters



**ARCHITECTS
INTERIORS
LANDSCAPE
PLANNING**

Dallas
2808 Fairmount Street, Suite 300
Dallas, Texas | 75201
214.303.1500

Ft. Worth
3300 West 7th Street, Suite 110
Fort Worth, TX | 76107
817.303.1500

July 28, 2017

Ms. Faye Moses Wilkins, Chair
DART Office of Board Support
PO Box 660163
Dallas, TX 75266-7200

RE: SUPPORT FOR DART D2 LOCALLY PREFERRED ALIGNMENT

Dear Madam Chair:

I'm writing to you today to encourage you to lead your Board toward approval of the locally preferred alternative for D2 which will be presented to you soon by your staff. Through my positions on DDI's Mobility Committee and DART's D2 Technical Committee as well as through participation as an interested and knowledgeable urban design professional in DART's engagement with stakeholders, I've come to a really deep knowledge of the details of the LPA. The "Victory/Commerce/Swiss" alignment will provide improved geographic coverage, potentially enhanced ridership and support for future development opportunities.

The at-grade alignment through Victory and the station at the Perot Museum are greatly supported by that district and that institution. The subway alignment under Commerce creates station portals further south to provide better service for AT&T (our largest downtown employer) and for the entire southern half of the CBD. The connection to the Green Line in Deep Ellum was the subject of a well-conceived, well-attended design charrette (which I facilitated). At the conclusion of this meeting the consensus for the "Swiss" connection was clear, and the group became comfortable that all future options for Interstate 345 remain practical.

There is still much detailed engineering analysis to follow, because the LPA is just a line on a map. But I am comfortable and confident that further study and refinement will validate this selection and keep DART on track for implementation of a truly critical element of their service to our city and the entire region.

Thanks for listening and thanks for your leadership!

Sincerely,
GFF

A handwritten signature in black ink, appearing to read 'Lawrence Good', written over a faint, larger version of the same signature.

R. Lawrence Good, FAIA
Chairman



MADISONPARTNERS

July 28, 2017

Honorable Mayor Mike Rawlings
1500 Marilla, Room 5EN
Dallas, Texas 75201

Faye Moses Wilkins
DART Office of Board Support
P.O. Box 660163
Dallas, Texas 75266-7200

To Whom It May Concern:

I understand the importance of a second downtown light rail alignment for the functionality and reliability of the DART system as a whole. I have been working closely with DART staff, consultants, engineers and other stakeholders for more than a year and believe I have a firm grasp of the various factors involved in determining the locally preferred alignment ("LPA") decision before you now.

With any large infrastructure project through an urban core, there will be significant tradeoffs with any option. Given our large property holdings in Deep Ellum, I am primarily focused on the impacts to that neighborhood but I am also very passionate about Dallas' urban core as a whole. Of the options presented so far, my support is for the "Victory-Commerce-Swiss" subway alignment because it has the least direct impact on major projects, doubles the capacity of the light rail network, and adds some additional service area as the southernmost viable option. My understanding is that this is also the alignment supported by the largest number of stakeholders that I have been in contact with (though not all). My support of this alignment is strictly caveated on DART coming to a satisfactory resolution with the stakeholders on the following:

1. Revamping the bus system, creating downtown streetcars and not closing off surface or depressed 345 options. While I understand the importance of the D2 project, I feel these other projects are either equally or more important than completing D2 at this time and they will have a major impact on the transportation options for our most vulnerable citizens and the future development of the urban core.

www.madisonpartnersllc.com
2622 Commerce St. Dallas, TX 75226
(214) 217-4300



MADISONPARTNERS

2. This alignment would remove the "Deep Ellum" station on Good Latimer and DART will need to maintain system access for this critical Dallas neighborhood. Therefore, I request that DART rename the "Baylor" station to the "Deep Ellum/Baylor" station and improve the pedestrian connectivity between that station and the core of Deep Ellum.
3. This project will necessarily involve eminent domain and taking of land, so I ask that DART and the City of Dallas make every effort to minimize the D2 eminent domain impact and provide readily developable sites with any remaining land after construction.
4. This alignment will have trains operating on the surface in Deep Ellum and DART should work closely with the Deep Ellum Foundation, the City of Dallas and stakeholders to ensure that these surface lines do not provide additional barriers between areas of the neighborhood or between neighborhoods (e.g. Deep Ellum & Downtown). DART also needs to make sure the new lines and reworked Good Latimer are more pedestrian friendly than its current configuration (e.g. embedded tracks).

If DART is able to accommodate these requests, I am willing to provide my support for the "Victory-Commerce-Swiss" alignment option as it relates to the Core Capacity Grant application and LPA designation. I appreciate all of DART's time spent working with the stakeholders and I hope that will continue in the future. The D2 line will major impacts the urban core's development and viability for 100+ years and I look forward to helping in any way I can to make sure it is a success for both DART and the City of Dallas.

Best Regards,

Jonathon Hetzel

Jonathon R. Hetzel
jhetzel@madisonpartnersllc.com
214.217.4306

www.madisonpartnersllc.com
2622 Commerce St. Dallas, TX 75226
(214) 217-4300

July 28, 2017

RECEIVED

AUG 01 2017

CAPITAL PLANNING

Stephen L. Salin, AICP
Vice President
Dallas Area Rapid Transit
P.O. Box 660163
Dallas TX 75266-7213

Re: Shraman South Asian Museum and Learning Center Foundation's Position on the DART D-2 Line

Dear Steve:

On behalf of our client, the Shraman South Asian Museum and Learning Center Foundation ("Shraman" or the "Foundation"), I want to follow up with you concerning our position with respect to the plans for the DART D-2 Line across our property following our recent meeting on Wednesday, July 18. During that meeting you presented to us a number of ideas with respect to the proposed DART D-2 Line, including changing the exits off of Woodall-Rogers, changes to the Field/Griffin Street and Woodall-Rogers intersection, and the possible abandonment by TXDOT of the traffic islands at that intersection. Those were creative ideas and we appreciate your efforts to try and find a solution to our concerns with respect to the proposed location of the DART D-2 line across our property. Unfortunately, none of those ideas change the location of the DART D-2 Line. As you know, we sent you letters dated May 8, 2017 and August 16, 2016, outlining our objections to the proposed location of the D-2 Line. Please be advised that our position has **not changed** from that stated in the May 8, 2017 and the August 16, 2016 letters.


The current plans call for the DART D-2 line being at grade under Woodall Rogers and then will transition into a subway as it moves south across our property between McKinney Ave. and Corbin Street. Those plans have not changed since we wrote the previous two letters. In effect, our property will be bisected with an impassable trench which will permanently and irrevocably damage our property and destroy our development plans. We have asked you to consider causing the D-2 Line to transition into a subway someplace north of Woodall-Rogers and we have presented a number of preliminary designs that showed various options to effect that transition. None of those various options have been acceptable to you. In our previous letters we indicated a willingness to work with you to reach a resolution. That willingness still exists but based upon the continued proposed location for the DART D-2 line, it does not appear that an agreed resolution is possible at this time.

As indicated above and previously, we continue to be strongly opposed to the alignments of the D-2 line through our property. Since an agreed upon resolution does not appear possible, we will be forced to explore other opportunities with respect to our property, including objecting to these changes in a legal manner.

Very truly yours,

MUNSCH HARDT KOPF & HARR, P.C.

By:


Richard O. Kopf

ROK:akl

cc: Gary Thomas, President
Harlene Silvern Kennedy, Sr. Ass. GC
Sue Bauman, DART Board
Ray Jackson, DART Board
Patrick Kennedy, DART Board
Jon-Bertrell Killen, DART Board
Michele Wong Krause, DART Board
Amanda Moreno, DART Board
Dominique Torres, DART Board
Jonathan R. Kelly, DART Board
Catherine Cuellar, DART Board

Rick Stopfer, DART Board
Paul N. Wageman, DART Board
Gary Slagel, Secretary, DART Board
Timothy A. Hayden, DART Board
Faye Moses Wilkins, DART Board
Mark C. Enoch, DART Board
Rick Addison, of the Firm
Vinay Jain, M.D., Shraman Foundation
Greg Fisher, Shraman Foundation

August 1, 2017

Honorable Mayor Mike Rawlings
City of Dallas
1500 Marilla Street, Room 5 EN
Dallas, Texas 75201

Faye Moses Wilkins
Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-7200

To All It May Concern,

Westdale humbly expresses its position of support in favor of the "Victory-Commerce-Swiss" DART D2 Subway alignment as it relates to the Core Capacity Grant application and LPA designation.

Also, please implement repeated suggestions from many other sources and concerned citizens in support of needed actions in conjunction with construction of the D2 Subway, which we echo, herein:

- (1.) D2 should not in any form or manner interfere with the future surface or depressed I-345 options;
- (2.) DART's future station location in Deep Ellum must provide improved, safe pedestrian connectivity with Deep Ellum's community core and for its neighbor, the Baylor Medical campus;
- (3.) DART's D2 route in Deep Ellum must be pedestrian friendly with no permanent obstacles/barricades and with new embedded tracks for maximum use of multi-modal foot, bicycle and automotive traffic.

As further advancement of transportation needs in Dallas, please make imperatives of DART to greatly improve its bus system with higher levels of efficiency and timely deliveries of its ridership.

Westdale is a Deep Ellum Foundation founding member and the largest private property owner in the historic neighborhood of Deep Ellum. Additionally, Westdale is developer of the new Case Building @ Main, Elm and Hall Streets (17 story, 336-unit residential tower) and The Epic (master planned, office-hotel-retail-residential project) @ Elm, Pacific and Good Latimer Streets. We have been passionately working in Deep Ellum for more than 20 years and greatly appreciate the public-private collaboration from Dallas and its progressive leadership.

Thank you for your consideration of these important initiatives.

Respectfully,

Chuck Hixson
chuck.hixson@westdale.com
214 674 4468



ARCHITECTURE
INTERIOR DESIGN

401 North Houston Street
Dallas, Texas 75202

WWW.CORGAN.COM

August 11, 2017

Mayor Mike Rawlings
City of Dallas
1500 Marilla, 5EN
Dallas, Texas 75201

Dallas City Council Members
City of Dallas
1500 Marilla
Dallas, Texas 75201

Dear Mayor Mike Rawlings and Dallas City Council Members:

We are aware that a number of studies are being conducted related to the DART Second Light Rail Alignment through Downtown Dallas and the Central Dallas Streetcar routing. We acknowledge that both transportation facilities offer a significant step forward to improving urban mobility in Downtown Dallas. We recognize that operational improvements to the DART Rail System must be made as ridership has continued to grow within our region and to support the rapid growth and renaissance of Downtown Dallas.

It is our understanding that various City Committees and the full Council will be discussing alternatives and a preferred option for alignment of the D2 line, as well as the Streetcar, will be taken to a vote as a requirement to seek a Federal Transit Administration Core Capacity Grant for the DART component.

Corgan Associates, Inc. is a large architectural practice employing 470 employees in the firm's headquarters in the West End. One-third of our employees ride DART Rail daily to and from our office. Public transit is essential to our ability to attract talented employees and we fully expect our employee ridership will increase substantially when both the D2 line and Streetcar are constructed. As both employees and property owners, we fully support both initiatives. We have studied the alignment options for the D2 alignment and concur with Downtown Dallas, Inc. Executive Committee and Board of Directors, that the Commerce Street alignment for the D2 route be put forward as the city's locally preferred alternative and ask that you also support this alignment. We understand there are several Streetcar alignments under consideration. Our preference would be the "Field Street" Streetcar alignment. Let's not miss an opportunity to do something BIG for Dallas. Thank you in advance for your support.

Regards,

David Lind
Chairman

M-8

COURT ORDER
2017-0940
ORIGINAL



Letter of Support for DART's D2 Project - Selection of Victory Park Right-of-Way Option

On a motion made by Commissioner Dr. Theresa M. Daniel, District 1, and seconded by Commissioner Dr. Elba Garcia, District 4, the following order was passed and adopted by the Commissioners Court of Dallas County, State of Texas:

BRIEFING DATE: 8/1/2017
FUNDING SOURCE: N/A

Be it resolved and ordered that the Dallas County Commissioners Court does hereby support the efforts by the Dallas Area Rapid Transit (DART) to increase the passenger-carrying capacity of the existing DART light rail system by establishing a second light rail line through Downtown (D2) using the Victory Park Right-of-Way Option.

Done in open court August 1, 2017, by the following vote:

- IN FAVOR:** Honorable Clay Lewis Jenkins, County Judge
Commissioner Dr. Theresa M. Daniel, District 1
Commissioner Mike Cantrell, District 2
Commissioner John Wiley Price, District 3
Commissioner Dr. Elba Garcia, District 4
- OPPOSED:** None
- ABSTAINED:** None
- ABSENT:** None

Recommended by: Darryl Martin
Originating Department: Commissioners Court Administration



DALLAS COUNTY
COMMISSIONERS COURT

August 1, 2017

Mr. Gary Thomas
President and Executive Director
Dallas Area Rapid Transit
P.O. Box 66163
Dallas, TX 75266-0163

Re: Support for the D2 Victory Park Right-of-Way Option

Dear Mr. Thomas:

The Dallas County Commissioners Court supports the efforts by the Dallas Area Rapid Transit (DART) to increase the passenger-carrying capacity of the existing DART light rail system by establishing a second light rail line through Downtown (D2). With several Dallas County (County) properties located in West End Historical District (West End), we have seen first-hand the successful implementation of light rail and the Central Business District's West Transfer Center. However, we have also observed system capacity issues, specifically, those at the West End Station.

We thank you for including the County on the D2 Technical and Stakeholder Committees. Through these committee meetings we were able to educate DART staff on the direct impact of several D2 subway options considered, most significantly the alternatives proposed for Elm Street using the railroad (RR) right-of-way (ROW). For the Elm Street RR ROW options, we understand that all three alignments would be constructed as a subway, where 1) requires a cut-and-cover construction technique (350' radius turn) through our building and through the Dealey Plaza (a National Historic Landmark District), 2) another (700' radius) option would bore a tunnel under the County Administration Building (formerly Texas School Book Depository), and 3) another (300' radius) option with undetermined impacts to buildings and businesses in the West End and suspension of light rail line and Trinity Railway Express (TRE) service for an extended period of time.

Dallas County has shared geotechnical information as well as building plans for the structures impacted by this option. Unknown to DART was the existence of basement and sub-basement levels of the County Administration Building. Additionally, the County owns the Records Building Complex (500 Elm Street). The facility has a basement level and a four level below-grade parking

Dallas County Commissioners Court
411 Elm Street, 2nd Floor | Dallas, Texas 75202
(P) 214.653.7327

garage that is adjacent to Elm Street. Thus, the depths of the County buildings, combined with the impact of the location's geology, make the pathway along Elm Street a high risk option.

Our representatives on the D2 committees have informed us that another prudent and feasible option exists and is recommended by DART – the Victory Park ROW option. This location has been considered as an option for many years. As we know, during the development of Victory Park, landowners and developers set aside right-of-way for the new rail line. The alignment option through Victory Park: 1) will be less costly because it will be developed at-grade, 2) allows for inclusion of an additional station that would serve southern Victory Park and the northeastern West End Historic District which are in a currently unserved area (not within a quarter mile of an existing station); 3) has less construction risk associated with it because it does not travel through undesirable (alluvial) soils associated with the Trinity River Flood Plain, 4) it would avoid cut-and-cover construction through Dealey Plaza, and 5) would not require shutting down DART's Orange and Green Line operations, as well as the TRE.

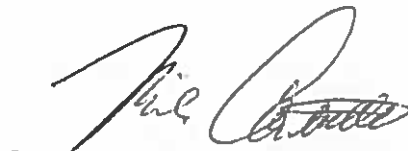
Therefore, for the abovementioned reasons, the Dallas County Commissioners Court supports the DART recommendation to utilize the Victory Park ROW option.

Again, thank you for allowing us to have a voice on the Technical and Stakeholder Committees and for briefing the Commissioners Court on March 21, 2017. Additionally, please let us know how we can be of assistance to support the project's funding request with the Federal Transit Authority. We value our partnership with DART and look forward to future collaborations.

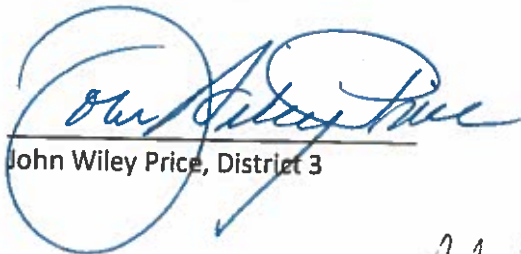
Sincerely,



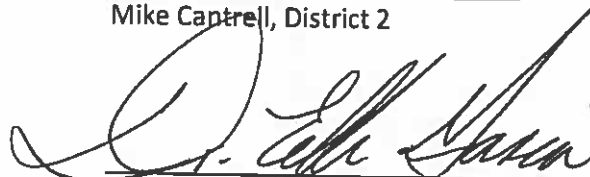
Dr. Theresa Daniel, District 1



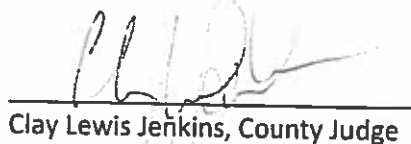
Mike Cantrell, District 2



John Wiley Price, District 3



Dr. Elba Garcia, District 4



Clay Lewis Jenkins, County Judge

WHEREAS, on February 27, 1990, a Master Interlocal Agreement was executed between Dallas Area Rapid Transit (DART) and the City of Dallas including language stating that a subway remains the City's preferred solution for light rail transit passing through the Dallas Central Business District (CBD) and requiring DART to begin planning for a subway within the CBD when certain ridership and headway thresholds are met; and

WHEREAS, DART has subsequently proposed that a second light rail transit line, called D2, be constructed as a reliever route to the existing Bryan/Pacific CBD Transit Mall to ensure long term light rail transit service reliability, operational flexibility, and system capacity, as well as enhanced downtown circulation and economic development; and

WHEREAS, on August 10, 2015, DART staff briefed the Dallas City Council Transportation and Trinity River Committee on D2 and identified a window of opportunity for a Federal Transit Administration (FTA) Capital Investment Grant for implementation of D2 as a Core Capacity Program project; and

WHEREAS, on October 11, 2016, the Dallas City Council identified the construction of D2 in a subway within the downtown freeway loop as its highest priority project for DART; and

WHEREAS, Texas Central Railway, a private Texas based company, is proposing inter-city high speed rail service between Dallas and Houston, with a potential downtown high speed rail station in the vicinity of the Dallas Convention Center; and

WHEREAS, based on DART's evaluation, the _____ alternative, with potential alignment refinements that may further reduce impacts provides the best balance between serving existing downtown population centers, generating new ridership, creating opportunities for future transit-oriented development, limiting cost, and meeting the Federal Transit Administration grant criteria for the Core Capacity Program; and

WHEREAS, based on DART's evaluation, the _____ alternative provides a connection between the existing Oak Cliff Streetcar and the McKinney Avenue Trolley Authority (MATA) line and serves existing Downtown population centers, generating new ridership, creating opportunities for future transit-oriented development, and meeting the Federal Transit Administration grant criteria for a Small Starts Grant; and

WHEREAS, a Dallas City Council resolution endorsing preferred alignments for D2 and the Dallas Streetcar Central Link would significantly strengthen DART's applications for Federal Capital Investment Grants.

Now Therefore,

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

SECTION 1. In consideration of taking timely advantage of the FTA Capital Investment Grant opportunity within the 2018 federal funding cycle, the Dallas City Council endorses the _____ alternative in concept with additional consideration of potential alignment modifications as shown in EXHIBIT 1 as the preferred D2 alternative with the understanding that DART will address the following City priorities during future detailed design of the alignment:

- (a) Integration of the at-grade light rail line segments within street rights-of-way will be designed and constructed in a manner that enhances the quality of the street environment through balanced consideration of multimodal accessibility to adjacent buildings and development sites.
- (b) Sufficient engineering analysis will be undertaken during the design process to study and take into consideration the impact of train operations on street-level traffic operations.
- (c) Alternative locations of the transition from at grade to below grade rail will be examined to optimize development potential on adjacent property, and to minimize street closures.
- (d) The alignment will be refined to minimize to the extent feasible negative impacts on adjacent properties.
- (e) A minimum of four new stations will be added in order to maximize transit oriented development potential.
- (f) Necessary planning and design will be undertaken to maximize the flexibility of D2 to accommodate, to the extent possible, the operation of all lines through downtown, and to preserve the option for future extension of the D2 alignment or other appropriate linkages to connect to the Red and Blue line alignment south of downtown.

SECTION 2. That the D2 alignment will be brought back for Council approval, once the FTA Project Development Phase (ten percent design stage) is complete and prior to incorporation of the alignment into the DART Service Plan under section 452.304 of the Texas Transportation Code, with regard to integration of the at-grade light rail line within street rights-of-way and the analysis of impacts on adjacent properties.

September 13, 2017

SECTION 3. That the Dallas City Council recommends that funding be set aside in DART's financial plan in a timely manner to enable construction of an extension of the D2 alignment to serve future high speed rail.

SECTION 4. That the Dallas City Council endorsement of the _____ alternative with potential alignment modifications aligns with DART's commitment in the Master Interlocal Agreement to build a subway within the CBD.

SECTION 5. In consideration of taking timely advantage of the FTA Capital Investment Grant opportunity within the 2018 federal funding cycle, the Dallas City Council endorses the _____ alternative in concept as shown in EXHIBIT 2 as the Dallas Streetcar Central Link locally preferred alternative.

SECTION 6. 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.

DRAFT

Memorandum



CITY OF DALLAS

DATE August 11, 2017

TO Honorable Mayor and Members of the City Council

SUBJECT **FY 2017-18 Budget Process**

As discussed at the budget presentation on Tuesday, August 8, the remaining budget development schedule will be different than included in the briefing materials.

Rather than having budget briefings on August 16 and 30, all briefings will be provided on Wednesday, August 16. On this date, we will brief Council on Truth-in-Taxation and on all six of the Strategic Areas.

Following this briefing day, Council amendments will be managed through the six committees that are aligned to the Strategic Areas. Please submit your proposed budget amendments to the chair of the assigned committee by the Friday prior to the meeting. Committees will discuss amendments and make recommendations on the following dates:

Monday, August 21:

9:00 to 10:30 – Economic Development and Housing Committee (Tennell Atkins)
11:00 to 12:30 – Human and Social Needs Committee (Casey Thomas)
1:00 to 2:30 – Government Performance and Financial Management Committee (Jennifer Gates)

Monday, August 28:

9:00 to 10:30 – Quality of Life, Arts, and Culture Committee (Sandy Greyson)
11:00 to 12:30 – Public Safety and Criminal Justice Committee (Adam McGough)
1:00 to 2:30 – Mobility Solutions, Infrastructure, and Sustainability Committee (Lee Kleinman)

On Tuesday, August 29, we will send to Council all submitted amendments and the associated committee recommendations from the six committee meetings. The chair of each committee will then report to full Council on Wednesday, August 30.

If Council Members choose not to submit amendments through the committees, please submit them to the City Manager's Office no later than Monday, August 28 at noon for inclusion in the memo to full Council on August 29.

We will incorporate amendments into the budget ordinance as appropriate. Council will consider the budget "second reading" and tax rate ordinance on September 20.

To facilitate the amendment process, attached is a form for you to use. It is important to remember that in order to maintain a balanced budget, amendments must identify not

only the Use of Funds, but also an equal amount of Source of Funds. If the Use of Funds will be recurring, then the Source of Funds must be recurring as well to ensure that the amendment does not negatively impact future years.

If you have any questions, please contact me, Elizabeth Reich, or Jack Ireland.



F.C. Broadnax
City Manager

Attachment

c: Larry Casto, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Kimberly Bizzor Tolbert, Chief of Staff to the City Manager
Majed A. Al-Ghafry, Assistant City Manager
Raquel Favela, Chief of Economic Development & Neighborhood Services
Jo M. (Jody) Puckett, P.E., Assistant City Manager (Interim)
Jon Fortune, Assistant City Manager
Joey Zapata, Assistant City Manager
M. Elizabeth Reich, Chief Financial Officer
Nadia Chandler Hardy, Chief of Community Services
Theresa O'Donnell, Chief of Resilience
Directors and Assistant Directors

Memorandum



CITY OF DALLAS

DATE August 11, 2017

TO Committee Chair Name

SUBJECT **FY 2017-18 Budget Amendments**

I propose the following balanced amendment(s) to the FY 2017-18 budget.

Amendment #1

Source of Funds	Use of Funds

Amendment #2

Source of Funds	Use of Funds

Amendment #3

Source of Funds	Use of Funds

Council Member

c: T. C. Broadnax, City Manager
Kimberly Bizer Tolbert, Chief of Staff to the City Manager
M. Elizabeth Reich, Chief Financial Officer
Jack Ireland, Director, Office of Budget

Memorandum



CITY OF DALLAS

DATE August 21, 2017

The Honorable Members of the Mobility Solutions, Infrastructure and Sustainability

TO Committee: Lee M. Kleinman (Chair), Rickey D. Callahan (Vice-Chair), Sandy Greyson, Adam Medrano, Casey Thomas, II and Tennell Atkins

SUBJECT **360 Plan Update**

On Monday, August 28, 2017, you will be briefed on the 360 Plan Update. The briefing materials are attached for your review.

Please feel free to contact me if you have any questions or concerns.



Jo M. (Jody) Puckett
Assistant City Manager (I)

c: Honorable Mayor and Members of the City Council
T.C. Broadnax, City Manager
Larry Casto, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
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Theresa O'Donnell, Chief of Resilience
Directors and Assistant Directors



THE 360 PLAN

UPDATE

*Mobility Solutions, Infrastructure and Sustainability
Council Committee Briefing - August 28, 2017*

see more at downtowndallas360.com

Purpose



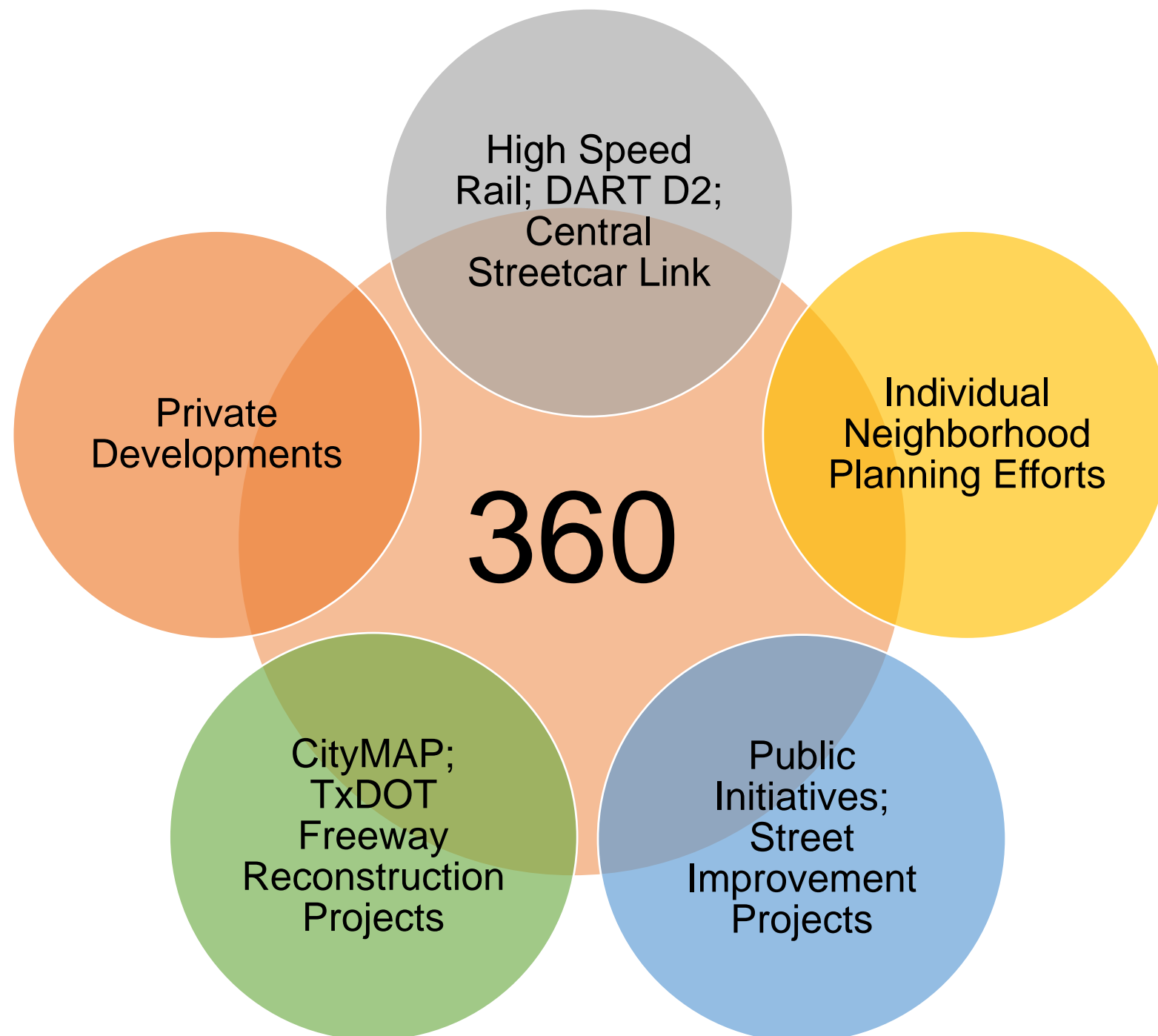
- Provide a 360 Plan progress update in preparation for Council adoption in the Fall (focus on Mobility Goals and Actions)
- Provide context for the briefing on D2 and Central Dallas Streetcar Link

Presentation Overview



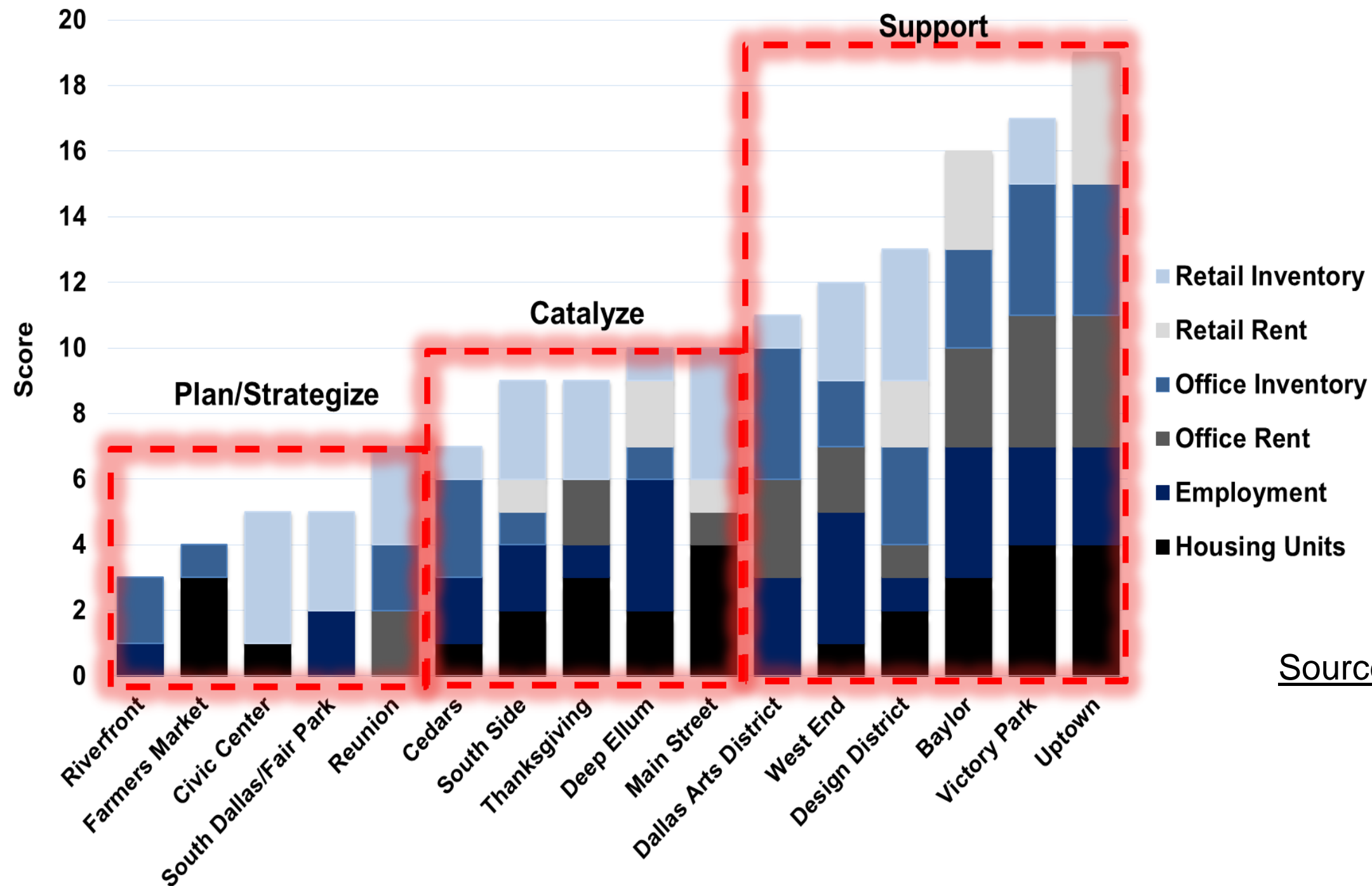
- Background
- Vision and Framework
- Transformative Strategies and Goals
- Catalytic Development Areas
- Next Steps

The 360 Plan Update: A Dynamic Document



- Builds on past success and leverages rapid growth in Downtown
- Integrates efforts of the private and public sectors
- Updates the Action Plan priorities for the next five years

Market Momentum Analysis



- Analyses shows how market momentum can inform the approach to planning and action in each neighborhood

Source: Economic & Planning Systems (EPS) - 2015



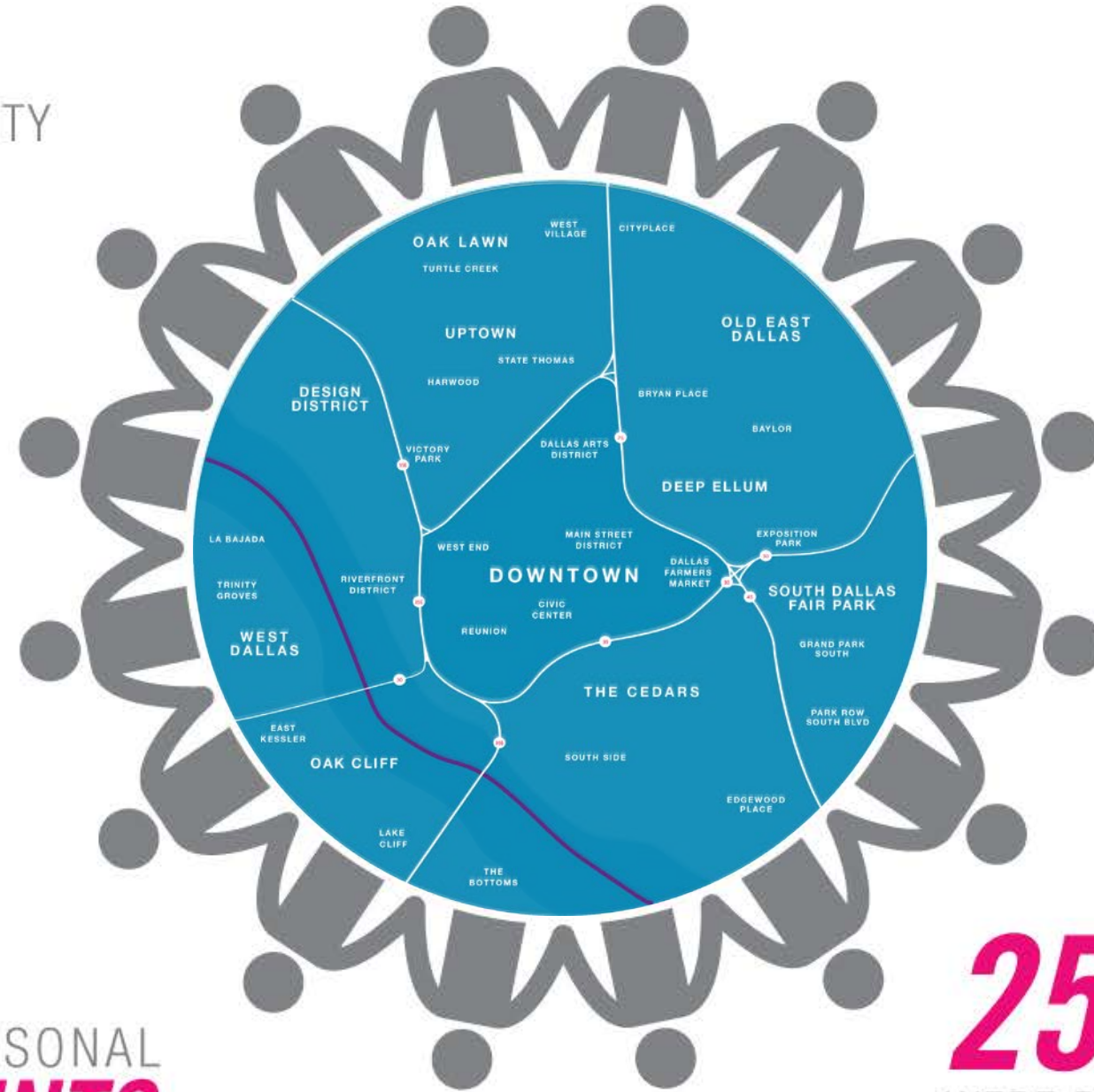
www.downtowndallas360.com

DURING THE 360 PLAN UPDATE, THE TEAM AND SUPPORTERS ENGAGED THE COMMUNITY IN THE FOLLOWING WAYS:

40+ NEIGHBORHOOD PARTNERS AND PARTNER ORGANIZATIONS

PROFESSIONAL **40** VOLUNTEERS TRAINED AS WORKSHOP FACILITATORS

ORGANIZED PERSONAL **1,500+** TOUCHPOINTS



STAKEHOLDER **150** MEETINGS AND FOCUS GROUPS

NEIGHBORHOOD **25+** GALLERY FEEDBACK EVENTS

NEIGHBORHOOD AND SUPER **250+** NEIGHBORHOOD MAPS WERE DRAWN BY COMMUNITY PARTNERS, RESIDENTS AND EVENT ATTENDEES THROUGH A PARTNERSHIP WITH BCWORKSHOP'S PEOPLE ORGANIZING PLACE INITIATIVE

Recent Engagement Events



- June 22: CPC Urban Design Advisory Committee Briefing
- June 12-23: Neighborhood Work Sessions
- July 18: DDI Board Briefing
- July 19-20: Steering Committee and Public Meetings
- August 10: Joint CPC and Committee Briefing

360 Plan Update

Vision + Framework

The 360 Plan Vision



*Downtown Dallas and its adjoining neighborhoods create an inclusive place for everyone at the heart of our city, a **complete and connected city center** offering a unique combination of places to live, work and play with:*

- *great schools, refreshing open spaces, bustling street activity, successful business and retail*
- *an accessible, balanced, multi-modal, transportation network*

The 360 Plan Framework (Refreshed)

COMPLETE & CONNECTED CITY CENTER



TRANSFORMATIVE STRATEGIES

**Advance
Urban Mobility**

**Build Complete
Neighborhoods**

**Promote Great
Place Making**

ACTION PLAN MATRIX

Advance Urban Mobility



Summary of Goals

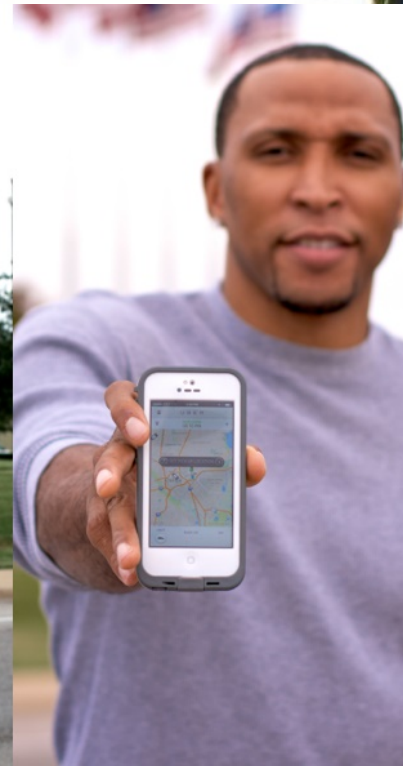
- Adopt urban mobility principles to guide future policy and investment decisions
- Integrate transit expansion and leverage freeway reconstruction opportunities
- Adopt a multimodal street framework to guide street design and operation policy
- Advance priority bicycle and pedestrian improvement projects
- Comprehensively revise mobility policy for the City Center

Goal: Adopt Urban Mobility Principles



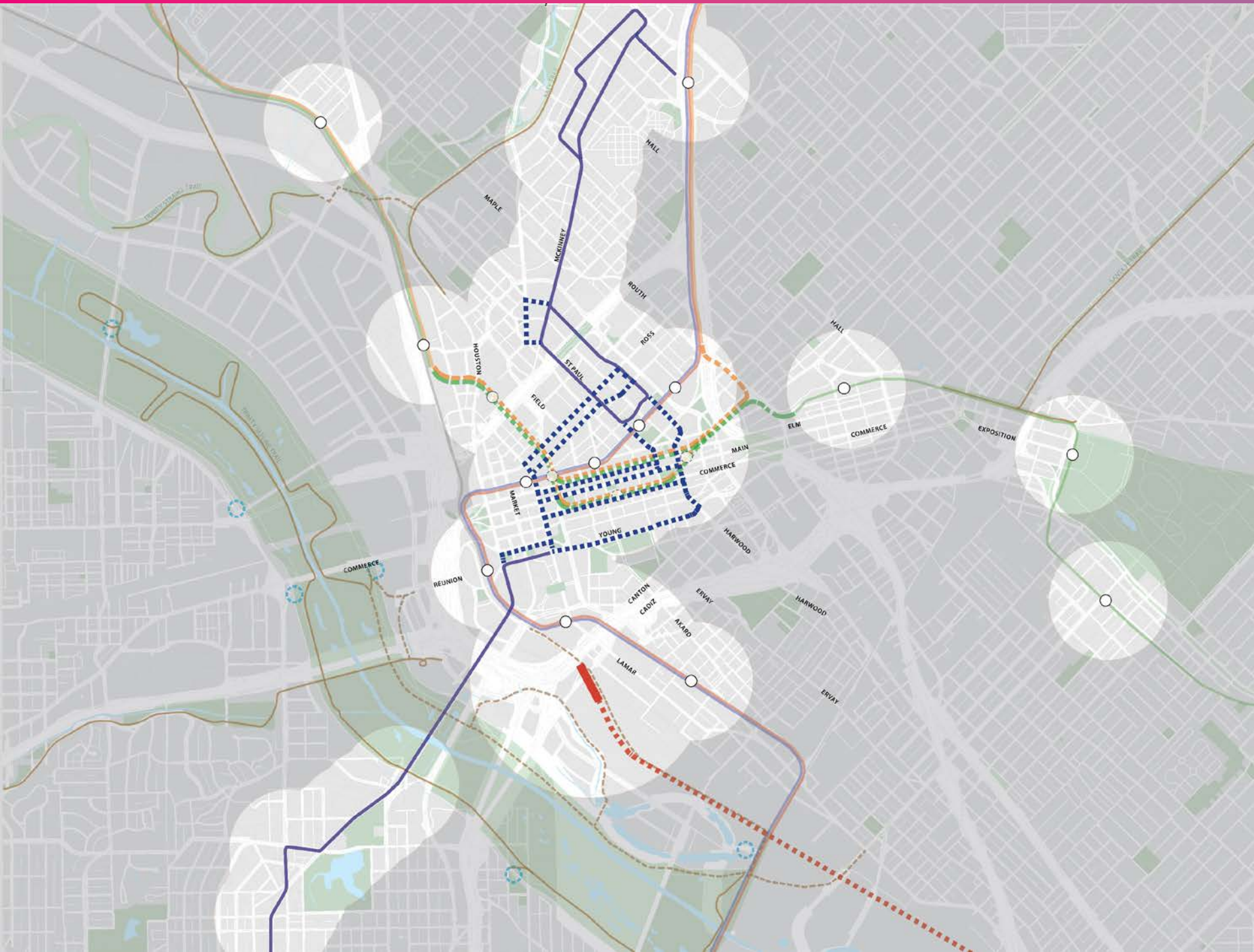
1. Create a **balanced multimodal system** that supports transit, bicycles and pedestrians in addition to automobiles, particularly for short trips
2. Provide a **safe, well-lit, comfortable and accessible** system for a **diversity of users**
3. Improve **inter-district connectivity** for all modes of travel

Goal: Adopt Urban Mobility Principles



4. Encourage **mixed use, pedestrian-oriented** design and development
5. Ensure **regional and local transportation** systems support place making and livability goals for our city center
6. Deliver a system that responds proactively to trends in **technology, demographics and user preferences**

Goal: Integrate Transit Expansion Opportunities



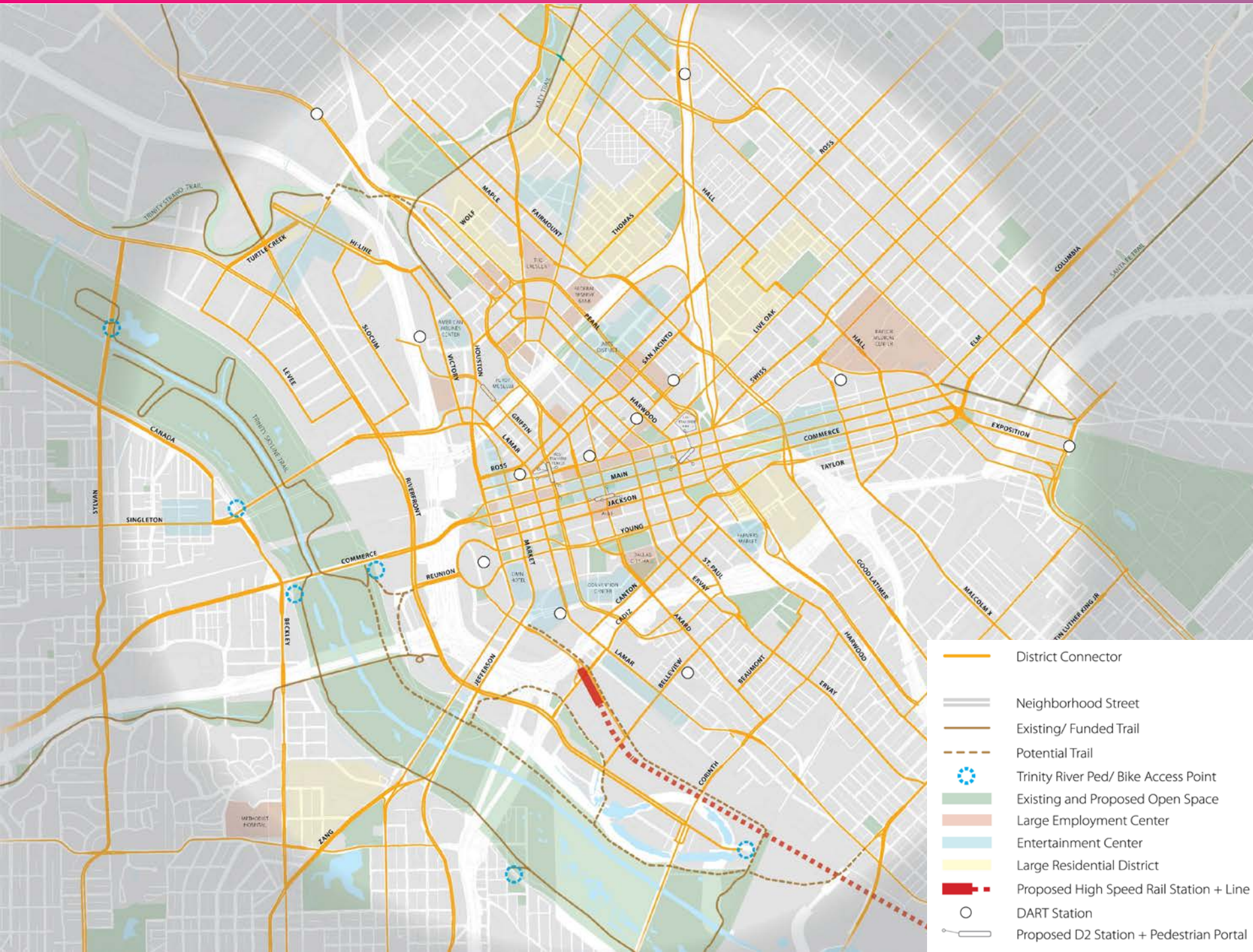
- Ensure seamless integration of transit expansion projects into the urban fabric through design:
 - DART D2
 - Central Streetcar Link
 - High Speed Rail
- Enhance transit accessibility:
 - Incentivize transit-oriented development near stations
 - Improve multimodal linkages to transit

Goal: Leverage Freeway Reconstruction Opportunities



- Reduce barriers to pedestrians and bicycles through design of urban frontage roads and ramps and enhanced bridges and underpasses
- Preserve CityMAP alternatives for future I-345 reconstruction
- Support near-term projects that meet CityMAP goals such as ramp removals and I-30 decking priorities

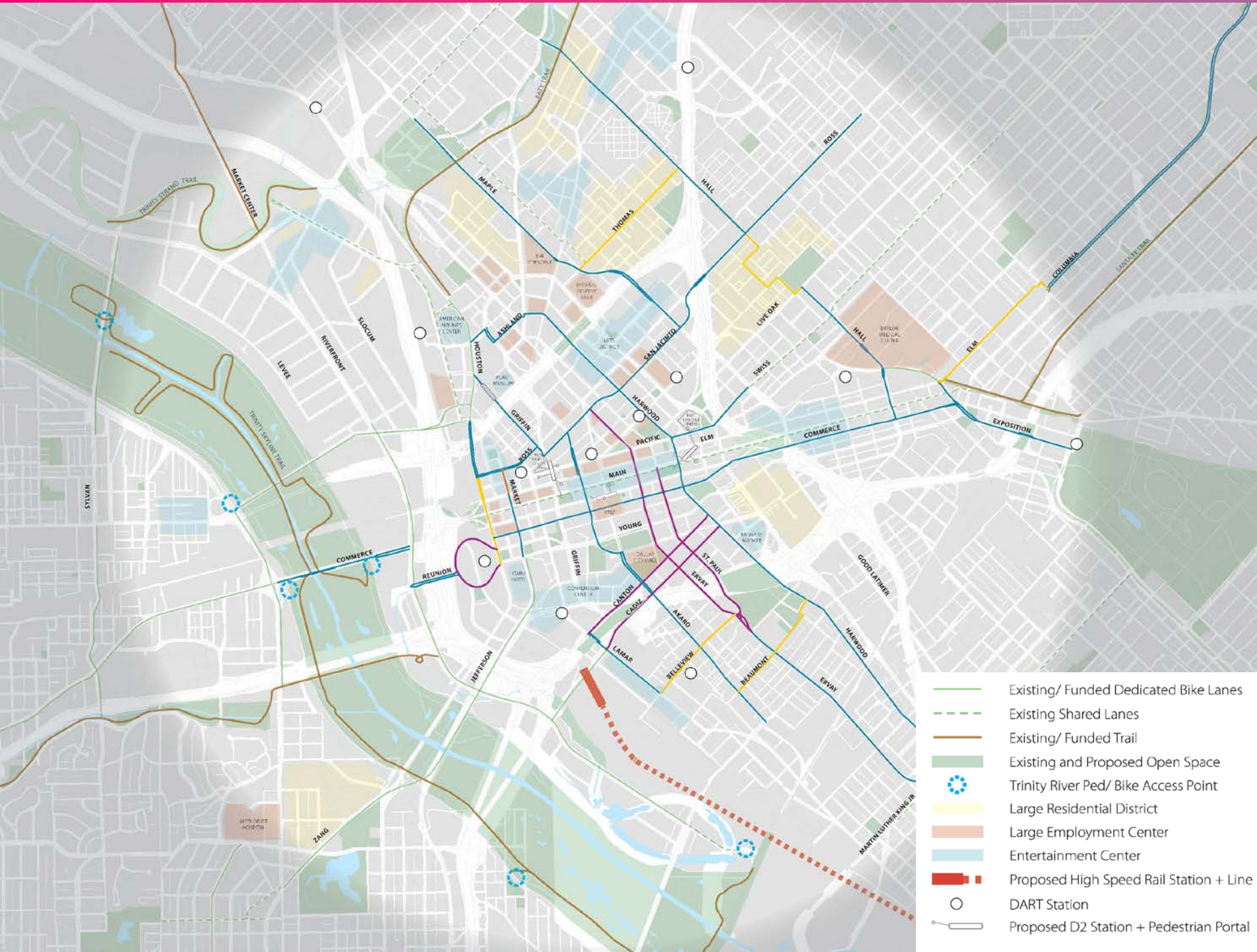
Goal: Adopt a Multimodal Street Framework



- Adopt a multimodal street framework to guide street design and operation policy:

- • **District Connectors:** Inter-district multimodal streets serving through traffic
 - Pedestrian
 - Transit
 - Bicycle
 - Auto
- == • **Neighborhood Streets:** Intra-district multimodal streets serving local destinations

Goal: Advance Priority Bicycle Projects



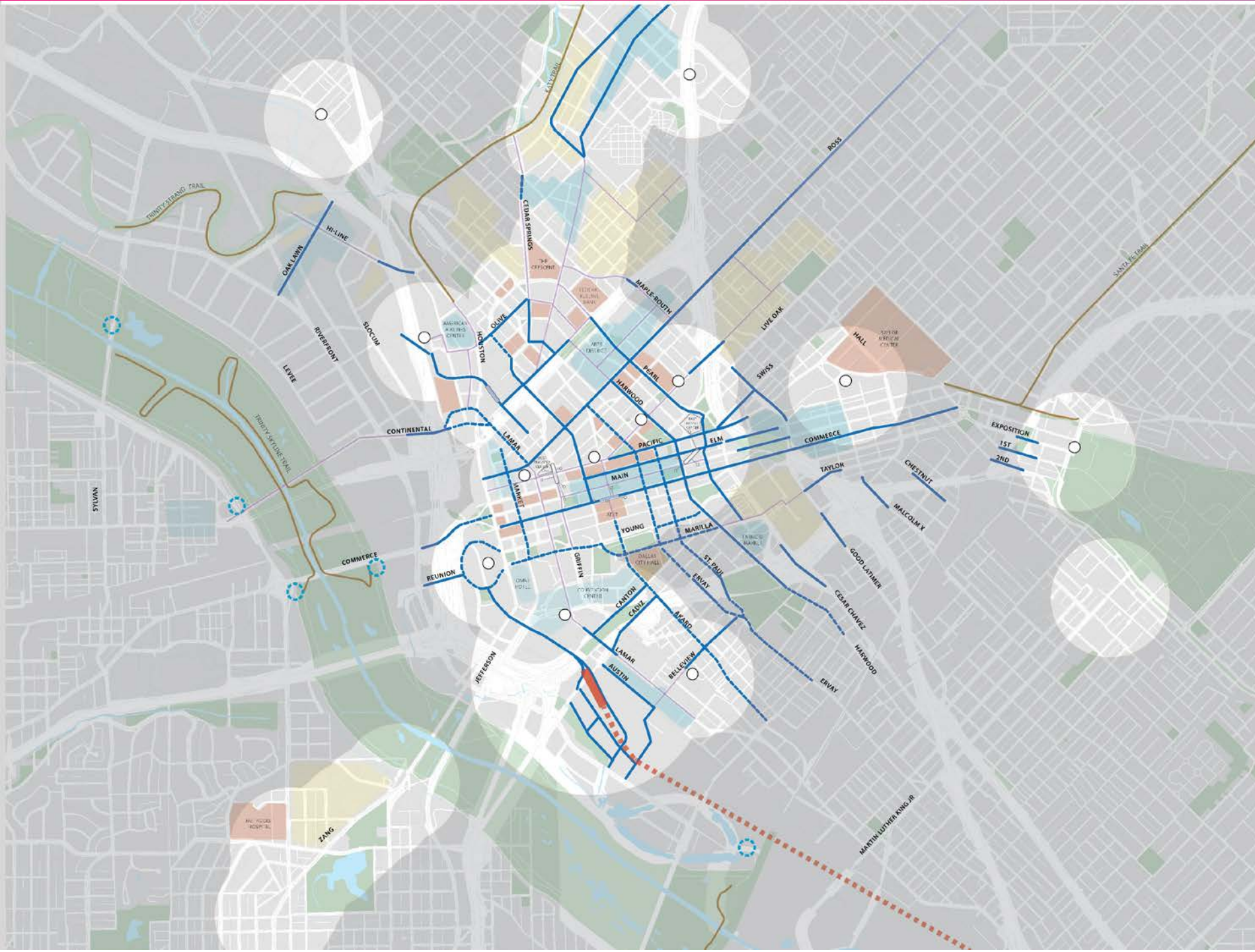
- Substantially complete a bike facility network through Thoroughfare Plan amendments and implementation

- One-Way Buffered Bike Lane (Purple line)
- Two-Way Buffered Bike Lane (Blue line)
- One-Way Shared Lane (Orange line)
- Two-Way Shared Lane (Yellow line)

- Facilitate expansion of bike share through public-private collaborations

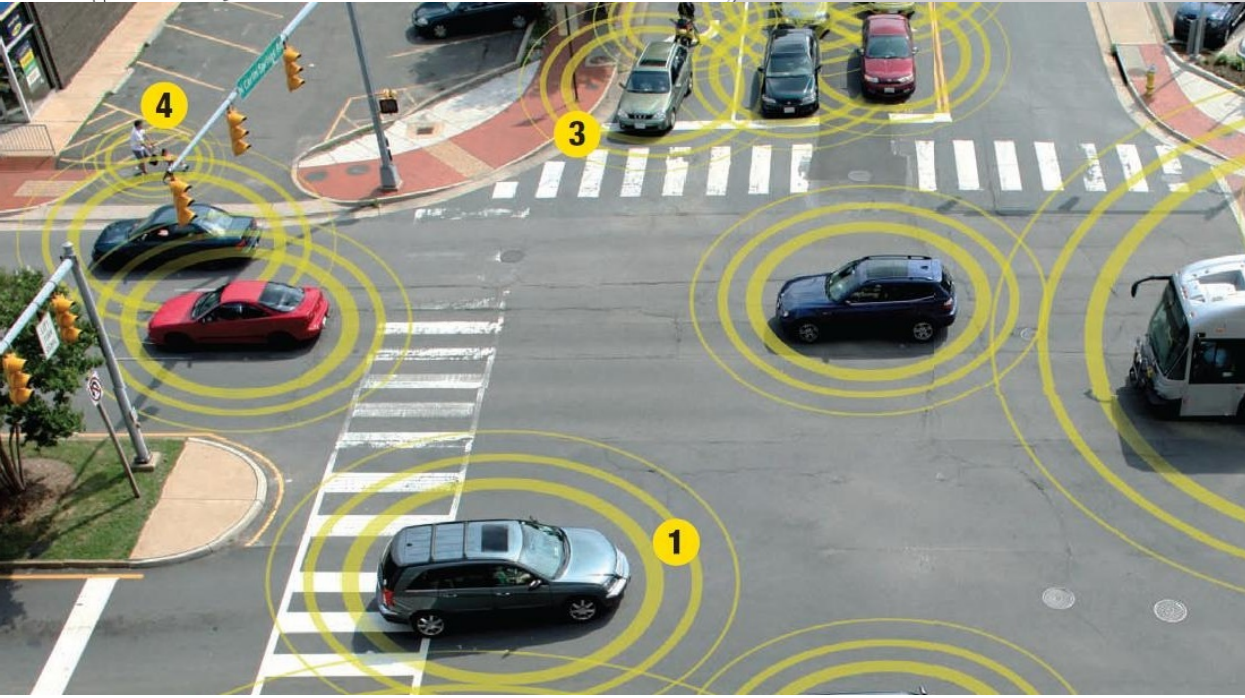
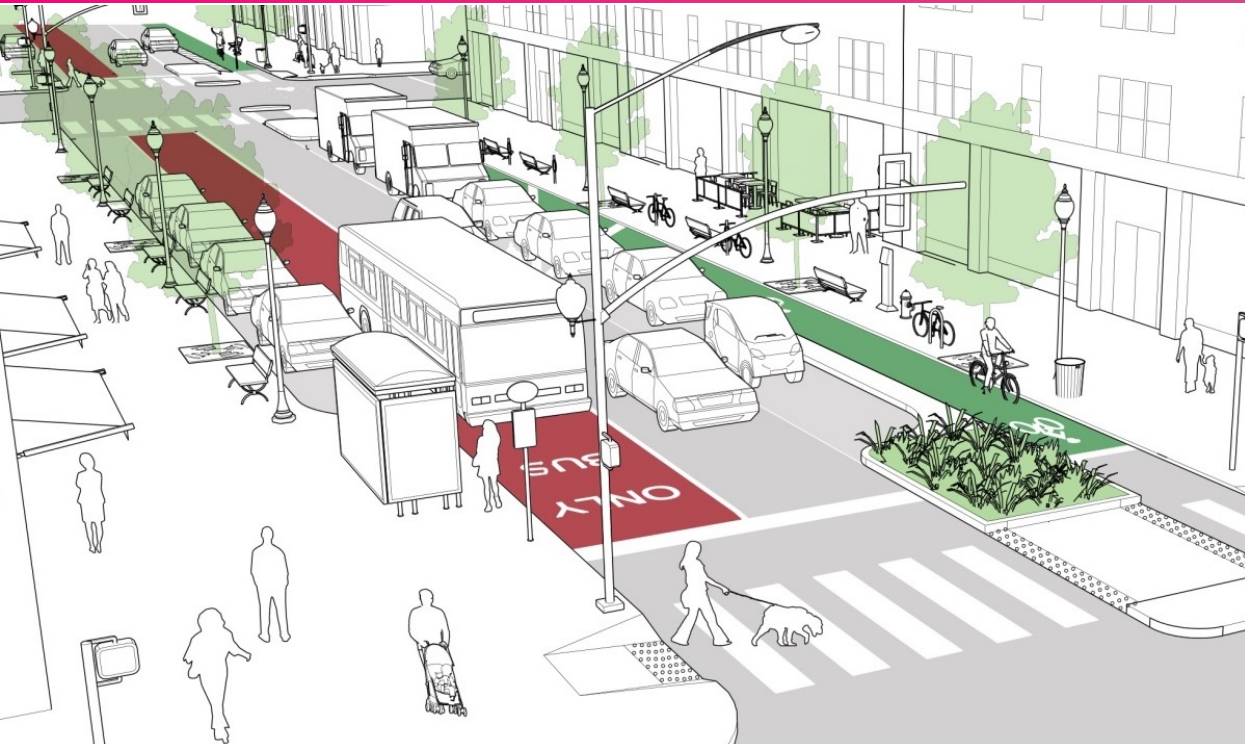
Goal: Advance Priority Pedestrian Projects

- Adopt a pedestrian master plan for phased implementation through a combination of public and private projects.



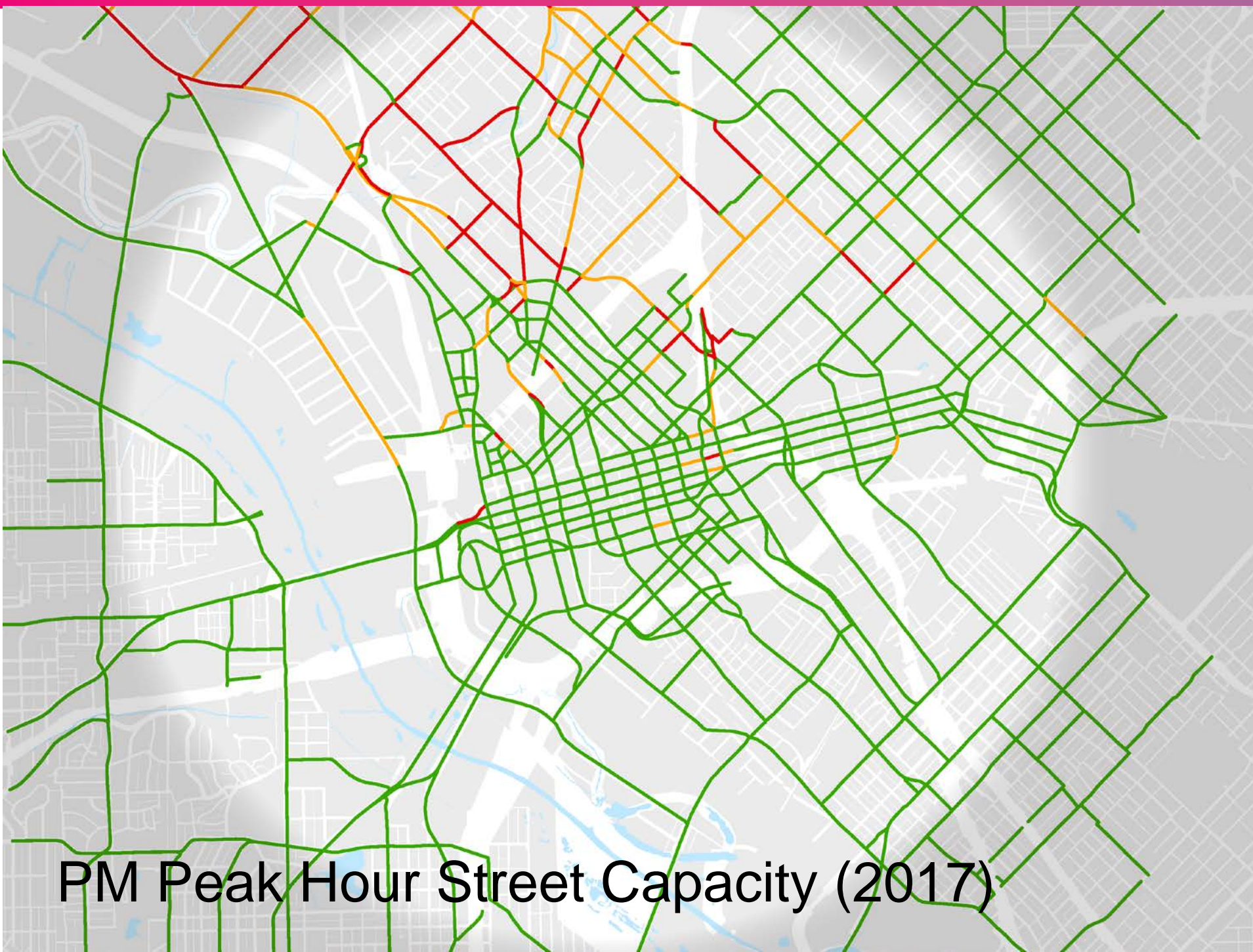
- Major City/ Private Improvements
- - - Minor City/ Private Improvements
- ⊗ Focused Intersection Improvement
- Existing Strong Pedestrian Corridors
- Existing Trail
- Existing and Proposed Open Space
- ⊗ Trinity River Ped/ Bike Access Point
- Large Employment Center
- Entertainment Center
- Large Residential District
- Proposed High Speed Rail Station + Line
- DART Station
- Proposed D2 Station + Pedestrian Portal

Goal: Comprehensively Revise Mobility Policy



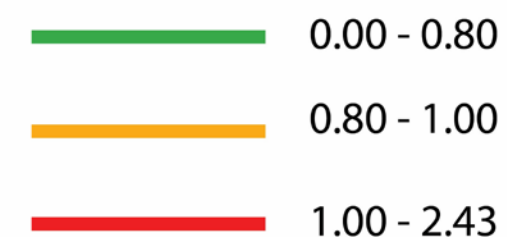
- Amend the Thoroughfare Plan to incorporate the new multimodal street framework for the City Center
- Align NCTCOG forecasts with shifting demographic trends and travel behavior
- Upgrade City analytical tools to address all modes of transportation and to enable efficient use of existing street capacity

Available Street Capacity

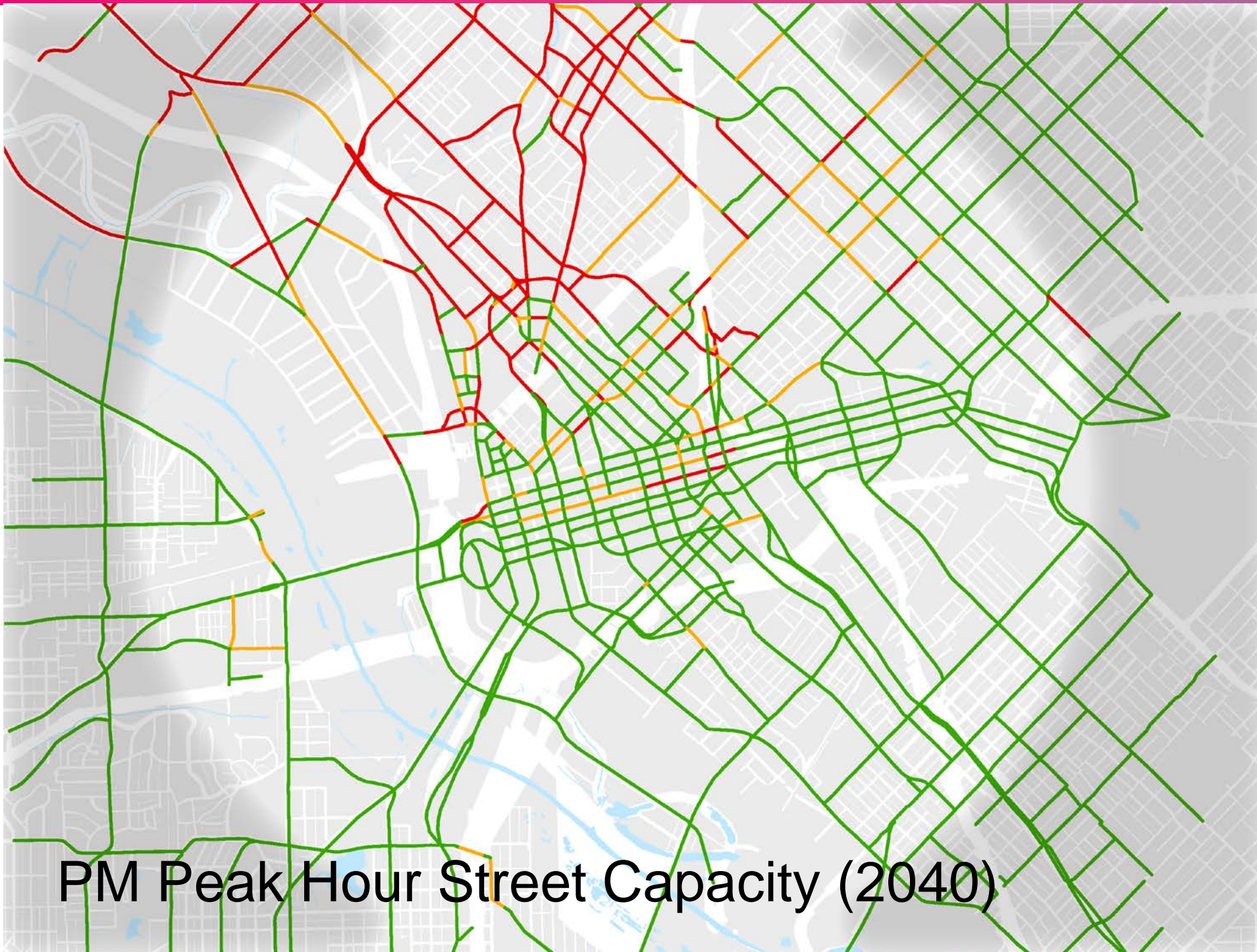


- Most Downtown thoroughfares currently have available automobile capacity at peak hour
- Dense Downtown grid enables viable alternative routes for most auto trips

Volume to Capacity Ratio



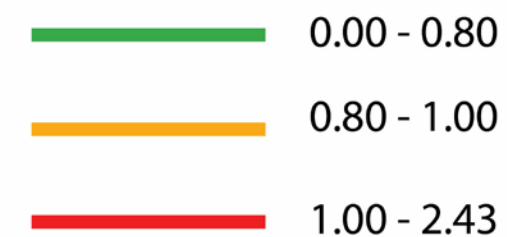
Available Street Capacity



PM Peak Hour Street Capacity (2040)

- Preliminary high level analysis shows that available thoroughfare capacity will still exist in Downtown in 2040, despite significant growth.

Volume to Capacity Ratio



Advance Urban Mobility

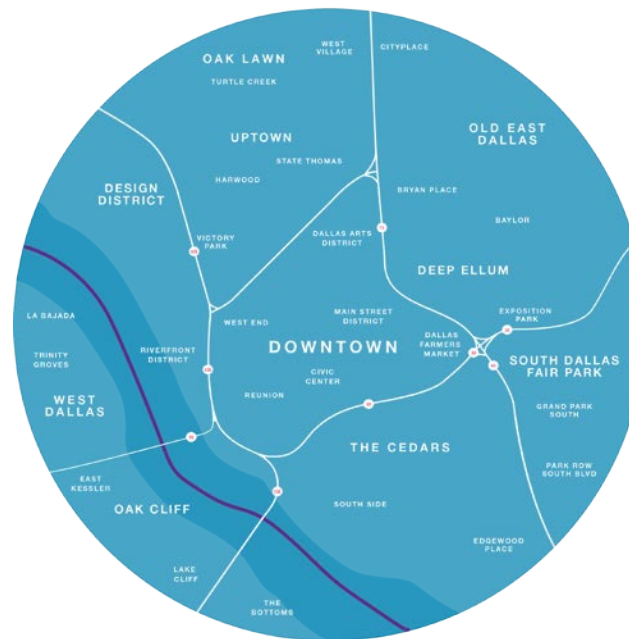


Summary of Goals

- Adopt urban mobility principles
- Integrate transit expansion and freeway reconstruction opportunities
- Adopt a multimodal street framework
- Advance priority bicycle and pedestrian improvement projects
- Comprehensively revise mobility policy

The 360 Plan Framework

COMPLETE & CONNECTED CITY CENTER



TRANSFORMATIVE STRATEGIES

**Advance
Urban Mobility**

**Build Complete
Neighborhoods**

**Promote Great
Place Making**

ACTION PLAN MATRIX

Build Complete Neighborhoods

Summary of Goals

- Diversify and Grow Housing
- Create Vibrant Parks and Neighborhood Spaces
- Grow a diverse mix of services and retail
- Increase opportunities for quality education



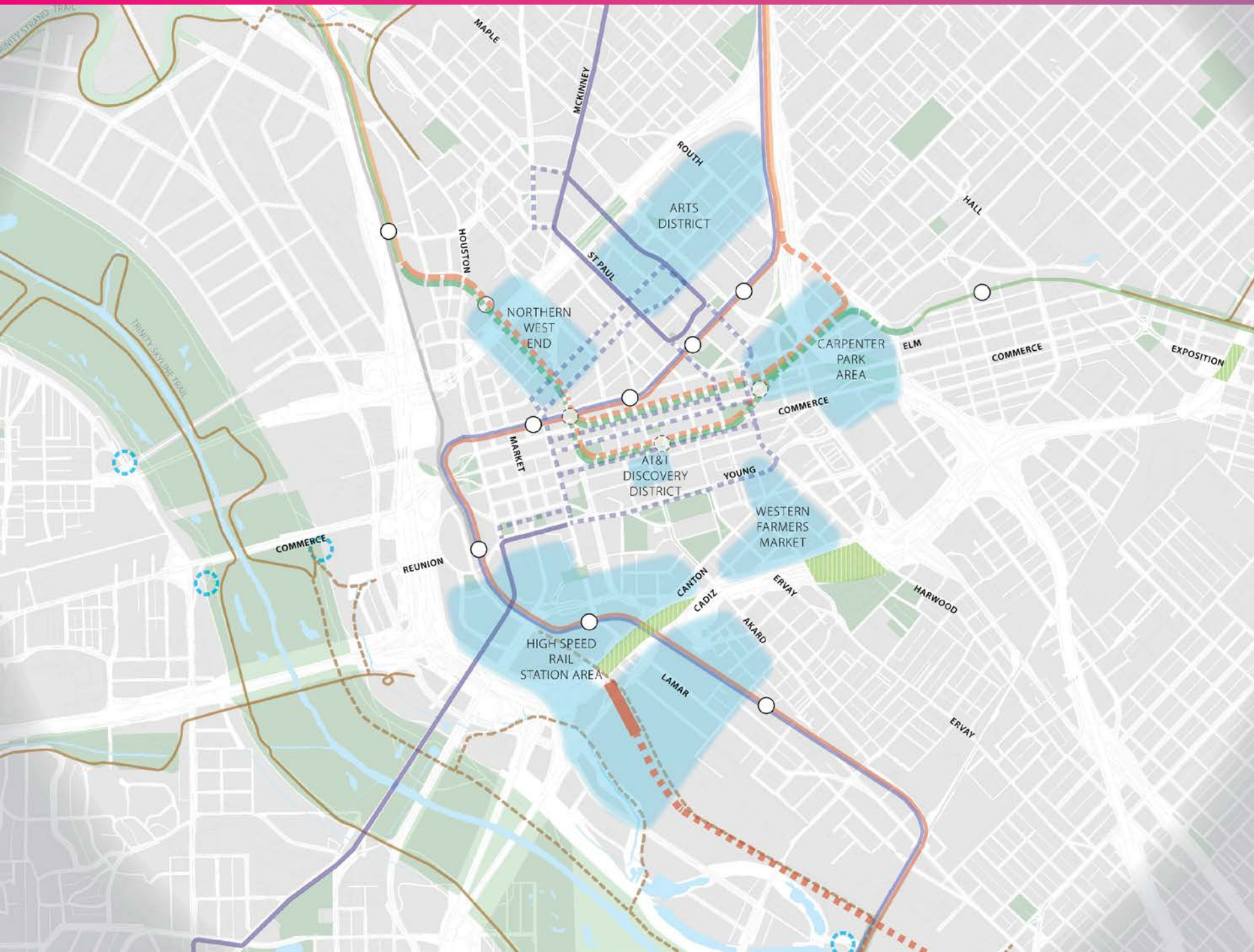
Promote Great Place Making



Summary of Goals

- Ensure excellent urban design to enhance quality of life and economic value
- Activate the public realm to promote unique urban experiences

Catalytic Development Areas



- Harness the momentum of catalytic public and private projects in six key locations:
 - North West End
 - Carpenter Park area
 - High Speed Rail Station Zone
 - West of Farmers Market
 - Arts District
 - AT&T Discovery District

Next Steps

- Aug-Sept: - Develop Action Plan Matrix
- Additional Neighborhood Workshops (as needed)
- Sept 5: - Council Economic Development and Housing Committee briefing (Focus on Building Complete Neighborhoods)
- Sept-Oct: - Adoption Process



THE 360 PLAN

UPDATE

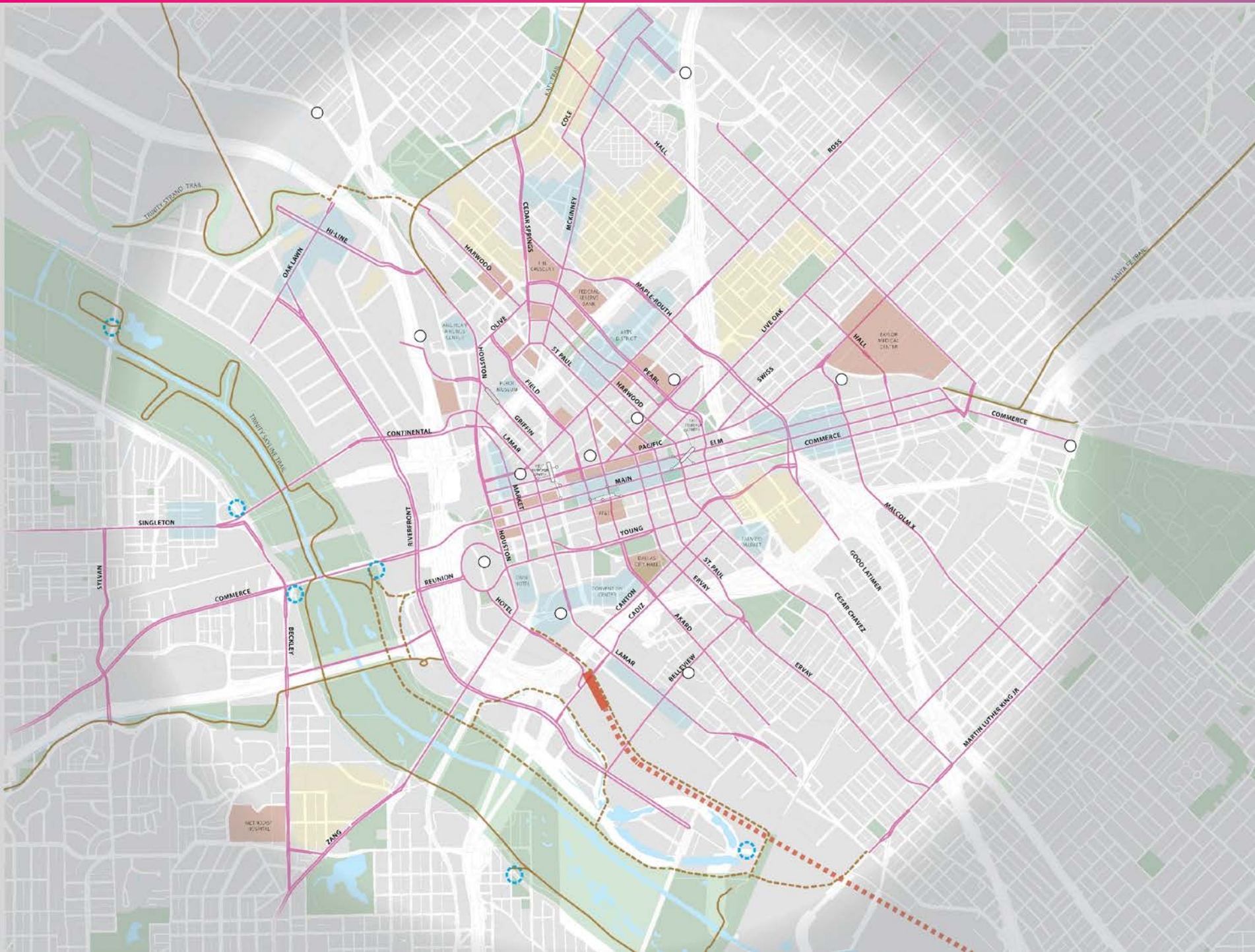
Mobility Solutions, Infrastructure and Sustainability
Council Committee Briefing - August 28, 2017

see more at downtowndallas360.com

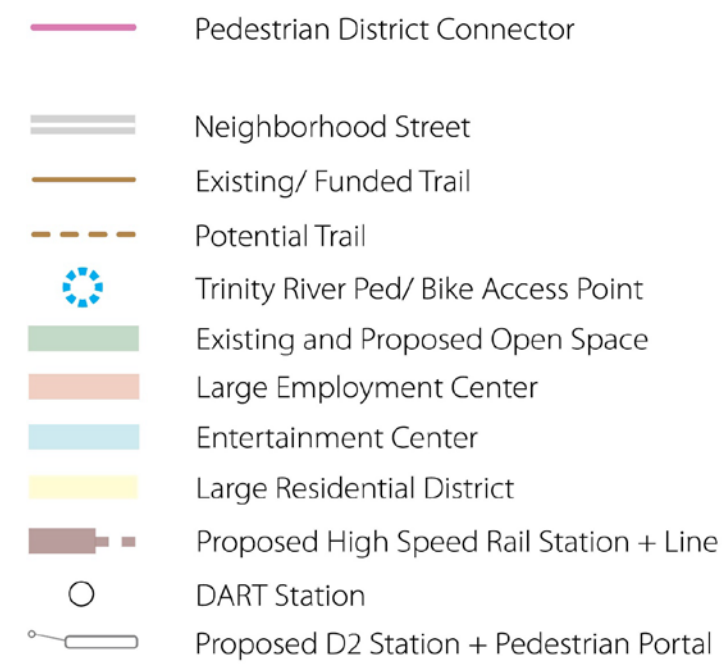
Appendix A

Multimodal District Connectors

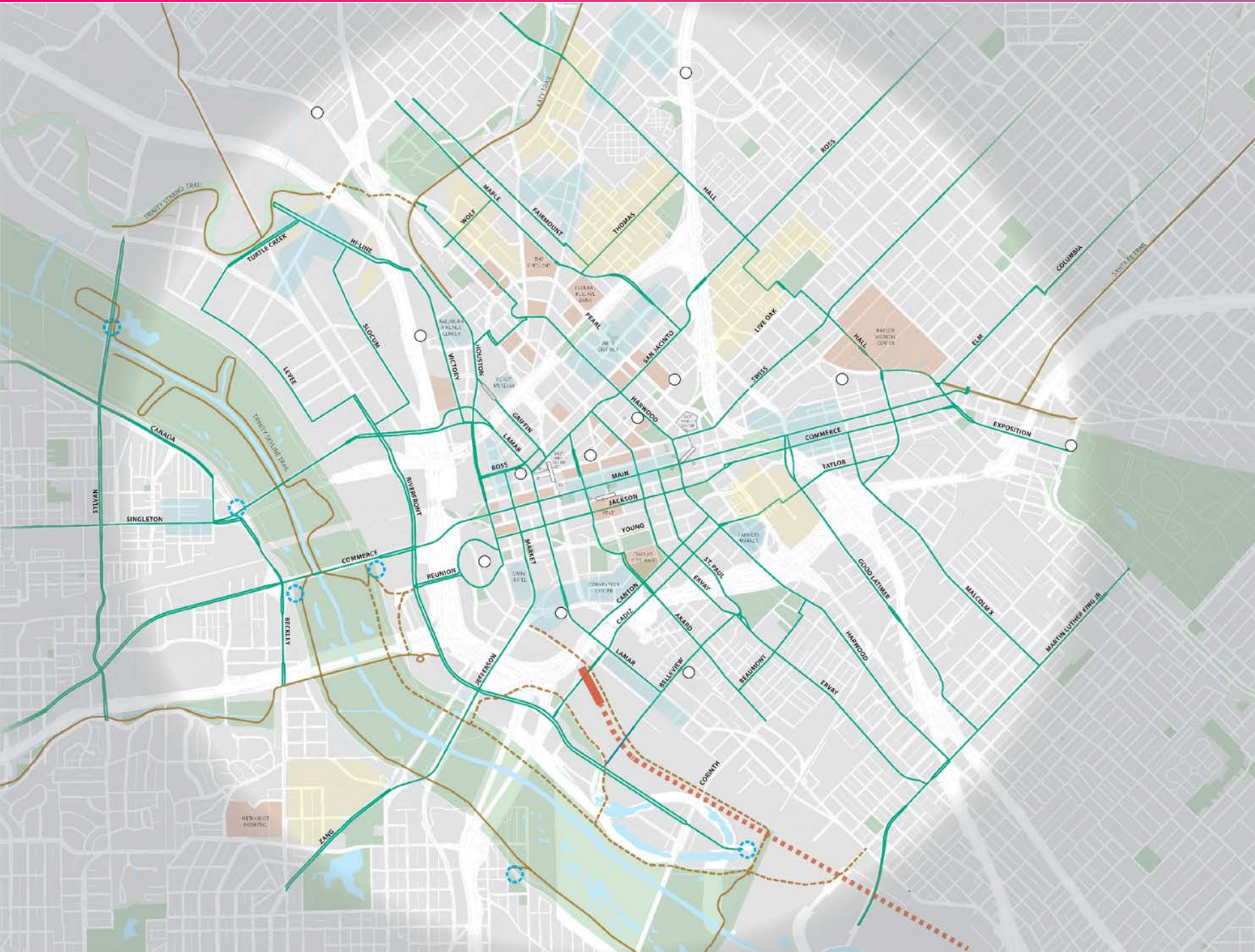
District Connectors: Pedestrian



- Corridors needing a higher standard of pedestrian amenities linking key destinations, transit and trails



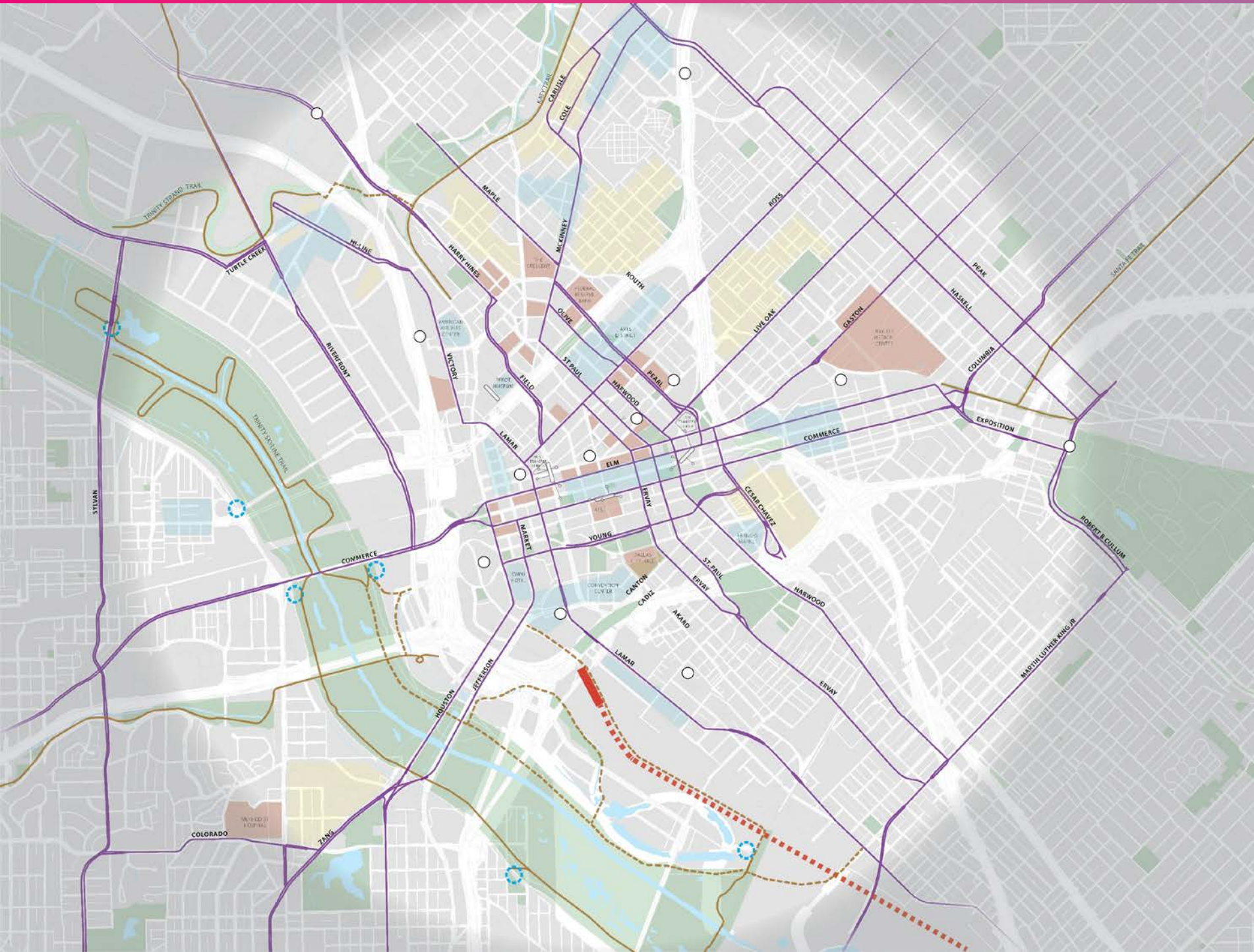
District Connectors: Bicycle



- Corridors needing on-street bike facilities and amenities to connect key destinations, trails, and transit

- Bike District Connector
- Neighborhood Street
- Existing/ Funded Trail
- - - Potential Trail
- ⊙ Trinity River Ped/ Bike Access Point
- Existing and Proposed Open Space
- Large Employment Center
- Entertainment Center
- Large Residential District
- Proposed High Speed Rail Station + Line
- DART Station
- Proposed D2 Station + Pedestrian Portal

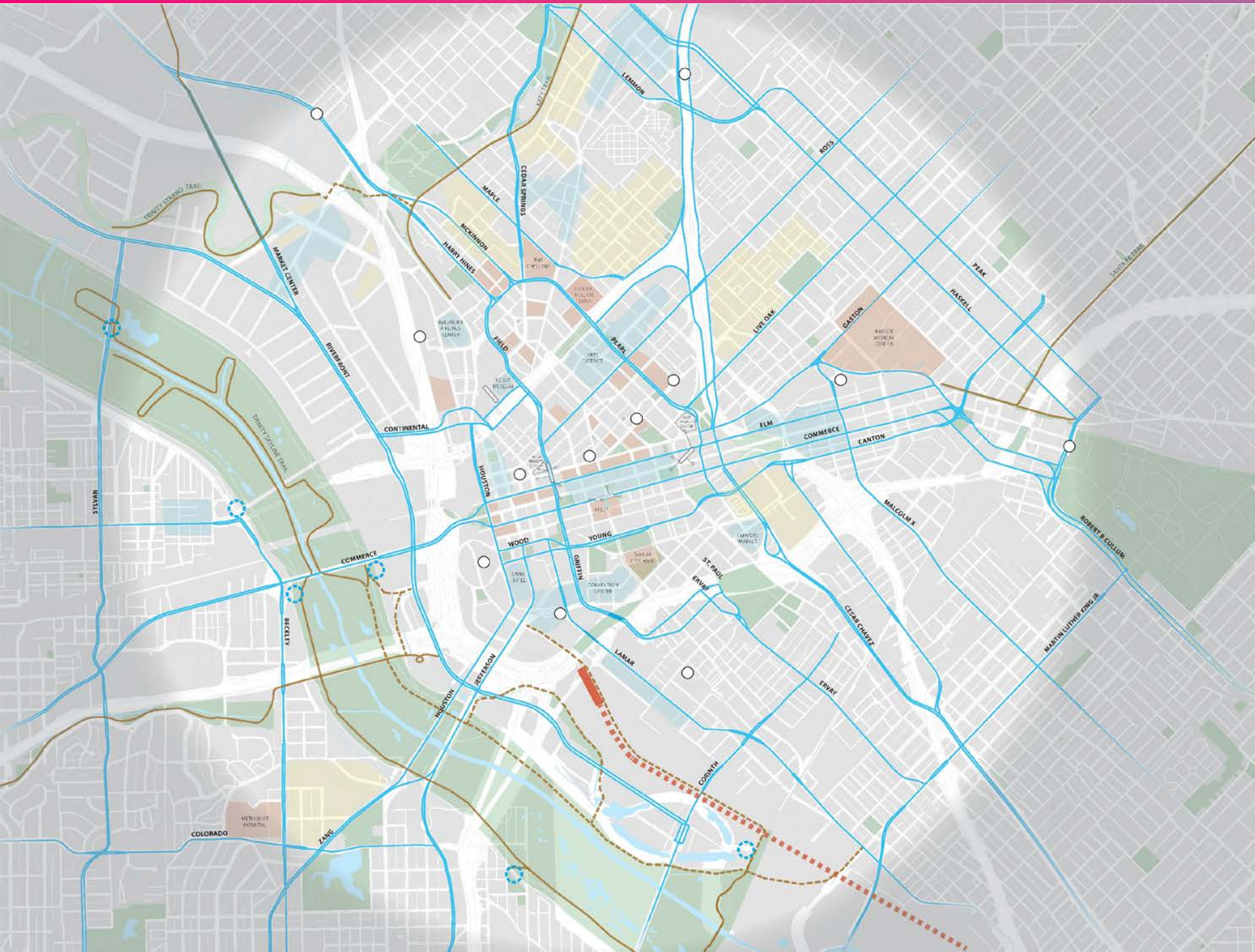
District Connectors: Transit



- Corridors needing to accommodate on-street transit (streetcar or high-frequency bus service) to serve commuters and area circulation

- Transit District Connector
- Neighborhood Street
- Existing/ Funded Trail
- - - Potential Trail
- ⊙ Trinity River Ped/ Bike Access Point
- Existing and Proposed Open Space
- Large Employment Center
- Entertainment Center
- Large Residential District
- Proposed High Speed Rail Station + Line
- DART Station
- Proposed D2 Station + Pedestrian Portal

District Connectors: Auto



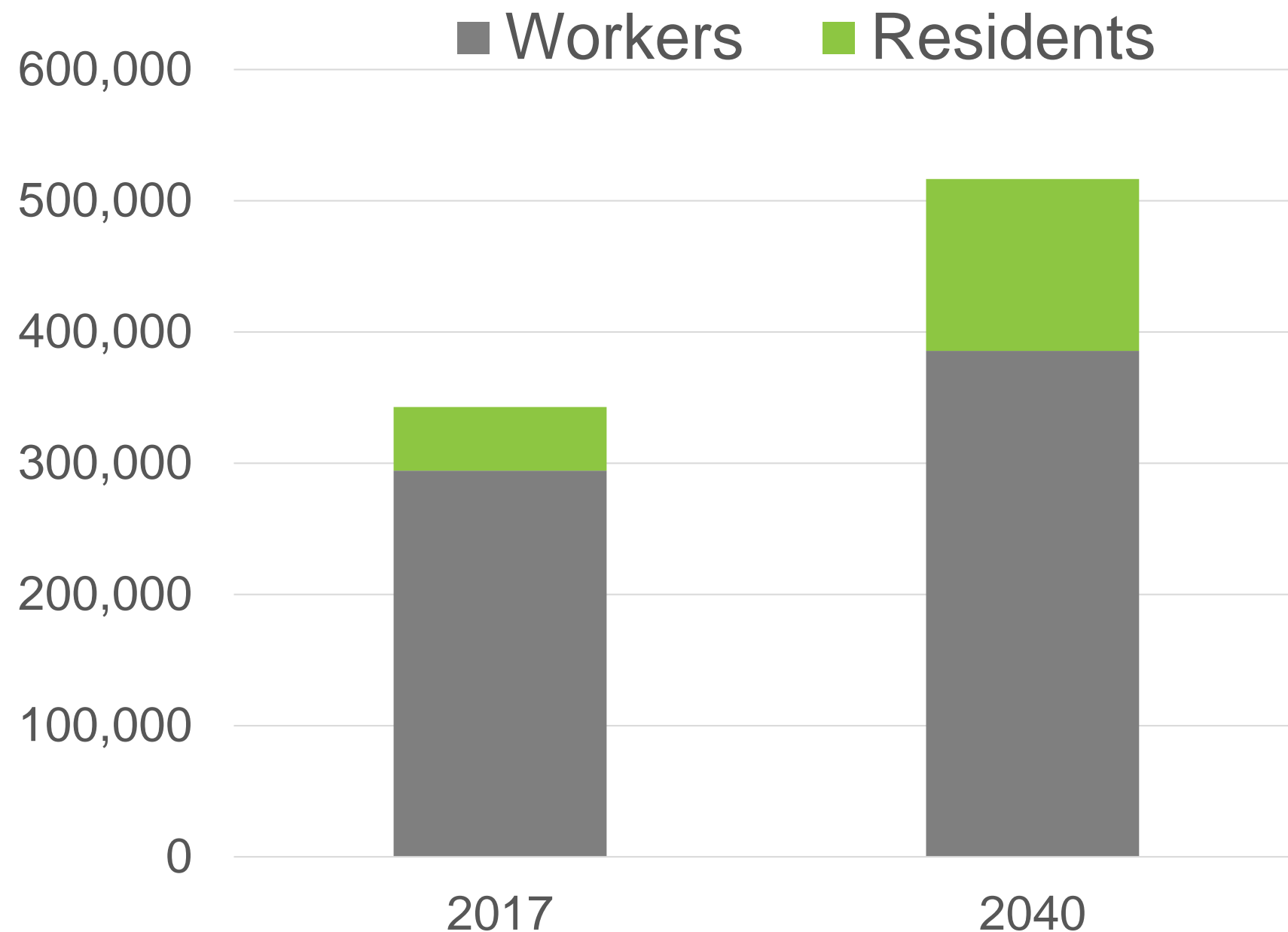
- High volume automobile corridors connecting to freeways and across districts

- Auto District Connector
- Neighborhood Street
- Existing/ Funded Trail
- - - Potential Trail
- ⊙ Trinity River Ped/ Bike Access Point
- Existing and Proposed Open Space
- Large Employment Center
- Entertainment Center
- Large Residential District
- Proposed High Speed Rail Station + Line
- DART Station
- Proposed D2 Station + Pedestrian Portal

Appendix B

Shifting Mobility Patterns

Downtown Will Continue to Grow

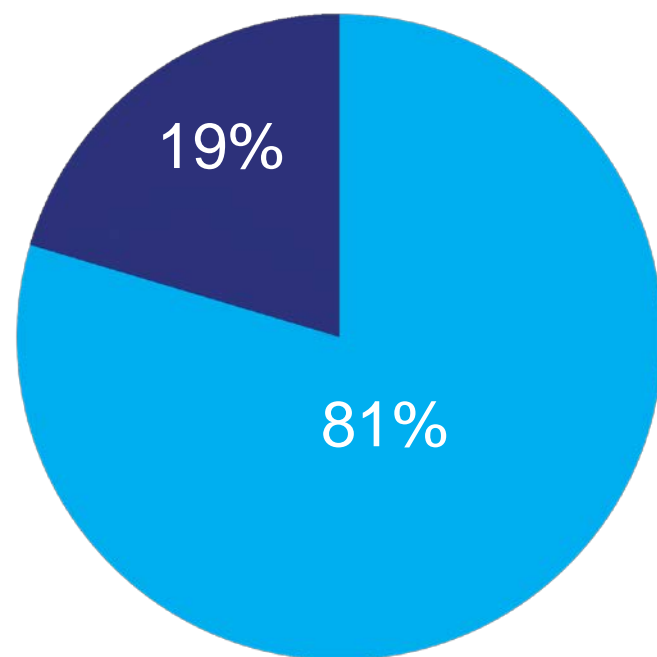
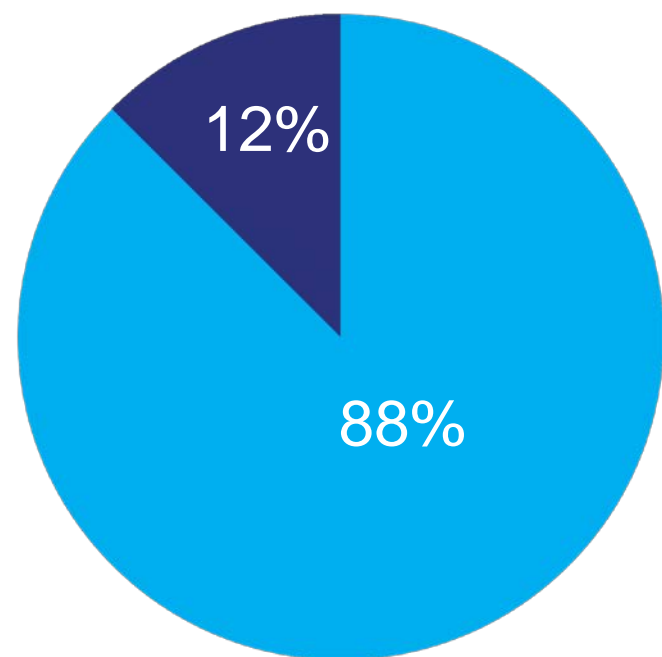


- Overall population density will increase within the 360 study area
- Proportion of residents will increase relative to workers in most districts

Source: NCTCOG; City of Dallas

Travel Patterns are Evolving

Current Trips



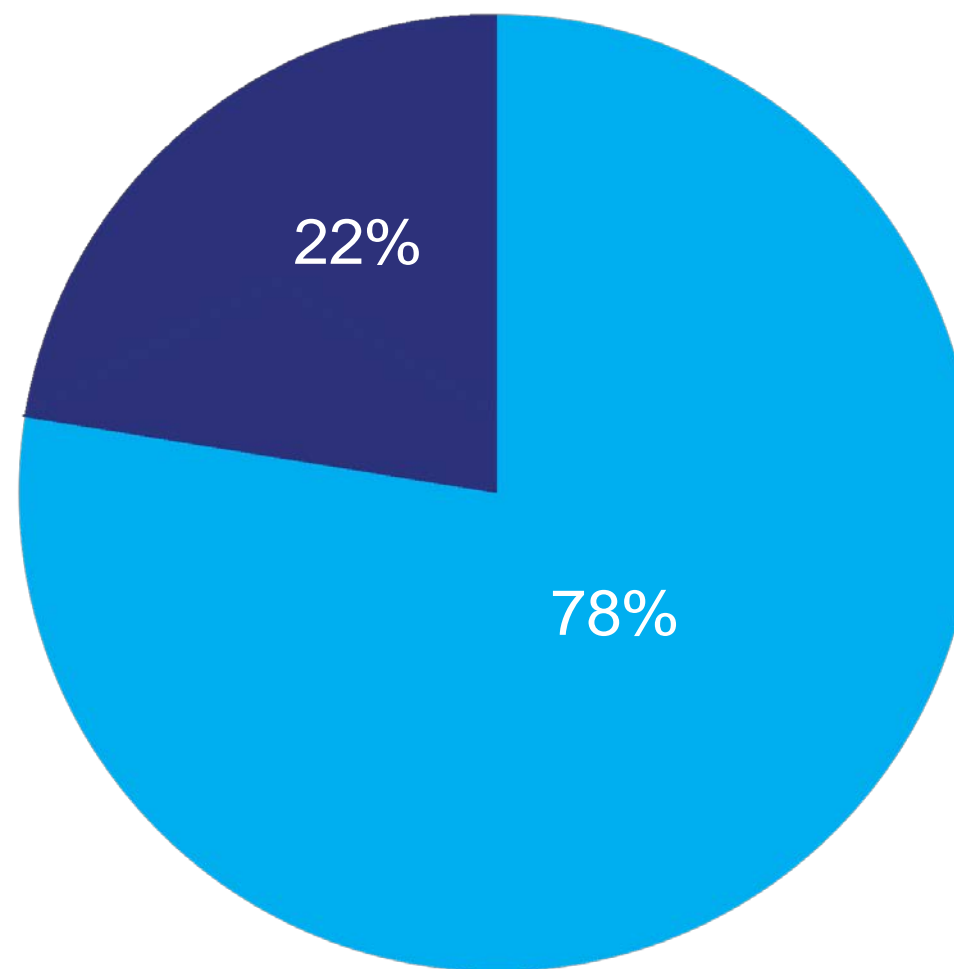
Modelled trips (2017)

Source: NCTCOG

Actual trips (2016)

Source: StreetLight cell phone data

Forecasted Trips



Adjusted model trips (2040)

Source: NCTCOG, Fehr & Peers

- Travel patterns within the City Center are shifting towards a larger proportion of shorter internal trips.

Within 360 Area
 To/From 360 Area

Travel Preferences

GETTING TO WORK

MOST PEOPLE DRIVE TO WORK, BUT MANY RESPONDENTS HAVE USED TWO OR MORE OF THE FOLLOWING:



62% TAKE CAR TO WORK

- 56% DRIVE
- 6% CARPOOL



13% WALK OR BIKE



15.4% TAKE DART

- 10% DART RAIL
- 4% DART BUS
- 1% DART STREETCAR
- 0.4% D-LINK



7% TAKE "OTHER"

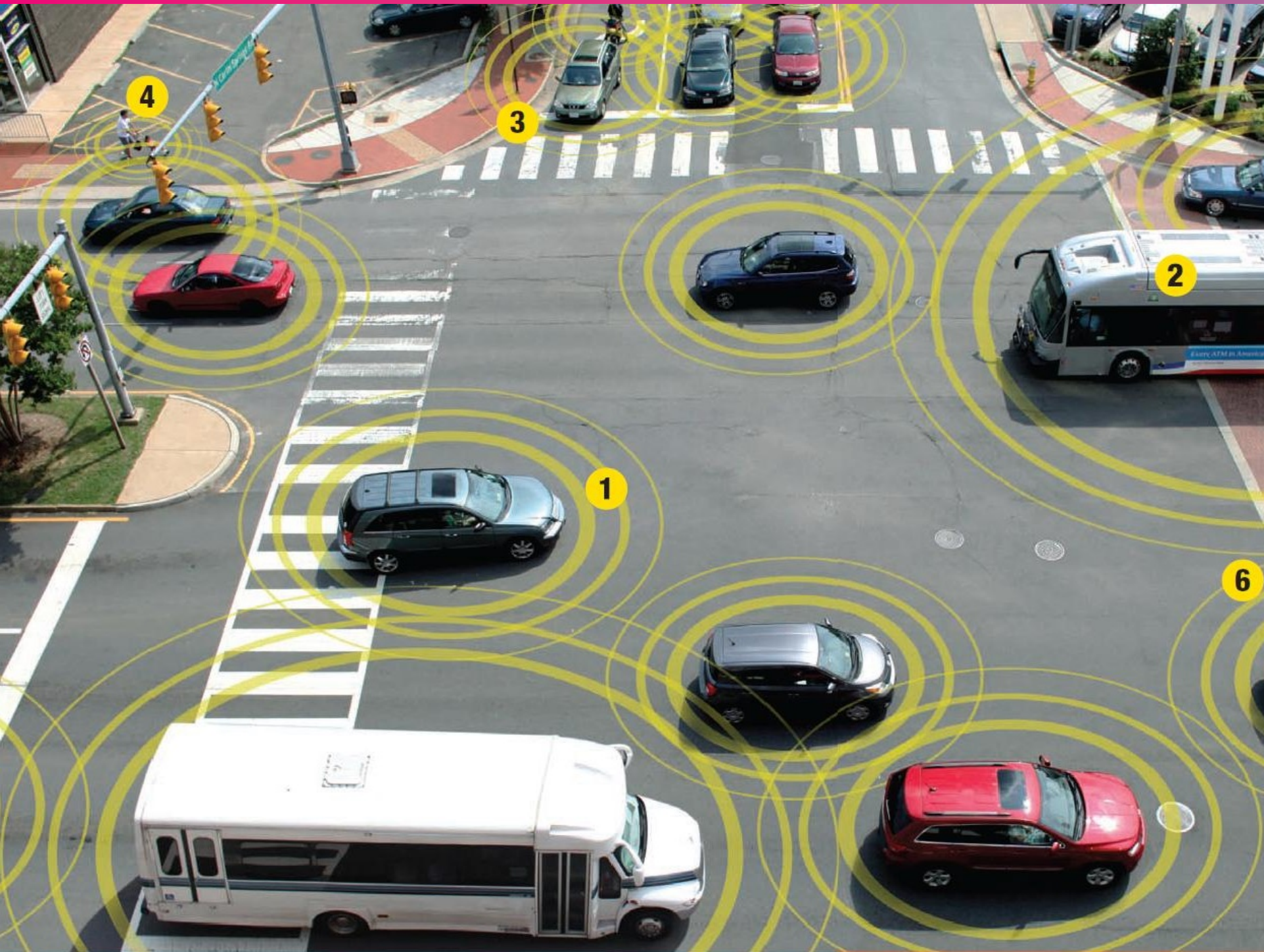
- 5% UBER, LYFT, OTHER RIDESHARING SERVICE
- 1% TAXI CAB
- 1% E-FROG, ART CART, OTHER FREE SERVICE

70%

HAVE LESS THAN 30 MINUTE
COMMUTE TIME
(PEOPLE VALUE LIVING
NEAR WORK)

Source: Downtown Dallas Inc Survey

Evolving Trip Choices



- Targeted transit, bike and pedestrian improvements will increase non-automobile mode share, particularly for short trips
- Technology improvements will continue to enable smarter trip routing and more efficient use of available street capacity

Appendix C

Build Complete Neighborhoods

Goal: Diversify and Grow Housing



- Implement a **City-wide housing policy** and adapt it to meet the needs of the city center.
- Encourage a healthy balance of housing diversity, including **product type and price point**.
- **Leverage public land** in catalytic development areas for redevelopment with mixed-income housing

Goal: Create Vibrant Parks and Neighborhood Spaces



- Ensure vitality and success of signature parks.
- Create and enhance connections between parks.
- Ensure all public spaces are safe, comfortable, functional and accessible.
- Encourage provision of park space in new development.

Goal: Grow a Diverse Mix of Services and Retail



- Encourage a variety of retail and commercial spaces.
- Support recruitment and retention efforts for commercial tenants.
- Promote a unique retail experience in each neighborhood.
- Remove policy/regulatory barriers to retail development.

Goal: Increase Opportunities for Quality Education



- Retain and support **existing educational choices**.
- Ensure multi-modal connection **between housing and education**.
- Encourage the continued **recruitment of an educated workforce**.
- Support the location of **early childhood, preschool, and childcare services**.

Appendix D

Promote Great Place Making

Goal: Ensure Excellent Urban Design



- Ensure new development contributes to and **respects neighborhood character**.
- **Value preservation** as fundamental in planning and design.
- **Support neighborhood planning**.
- **Embrace innovation, technology, and smart city initiatives**.
- **Provide incentives** for excellent urban design.

Goal: Activate the Public Realm

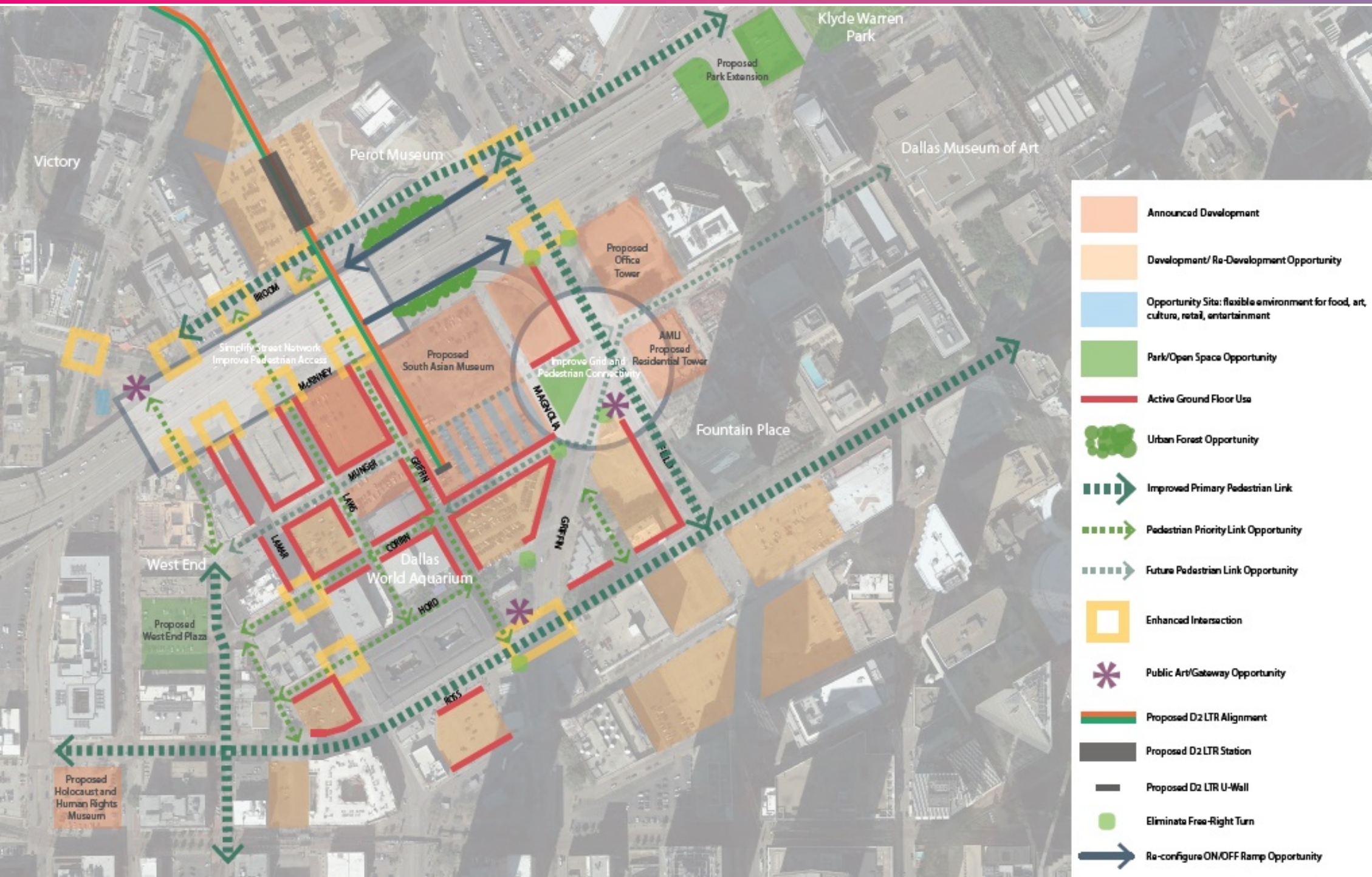


- Encourage active and engaging ground floor uses.
- Foster pedestrian-oriented and walkable streetscapes.
- Activate public and vacant spaces with “pop up” strategies.
- Encourage special events.

Appendix E

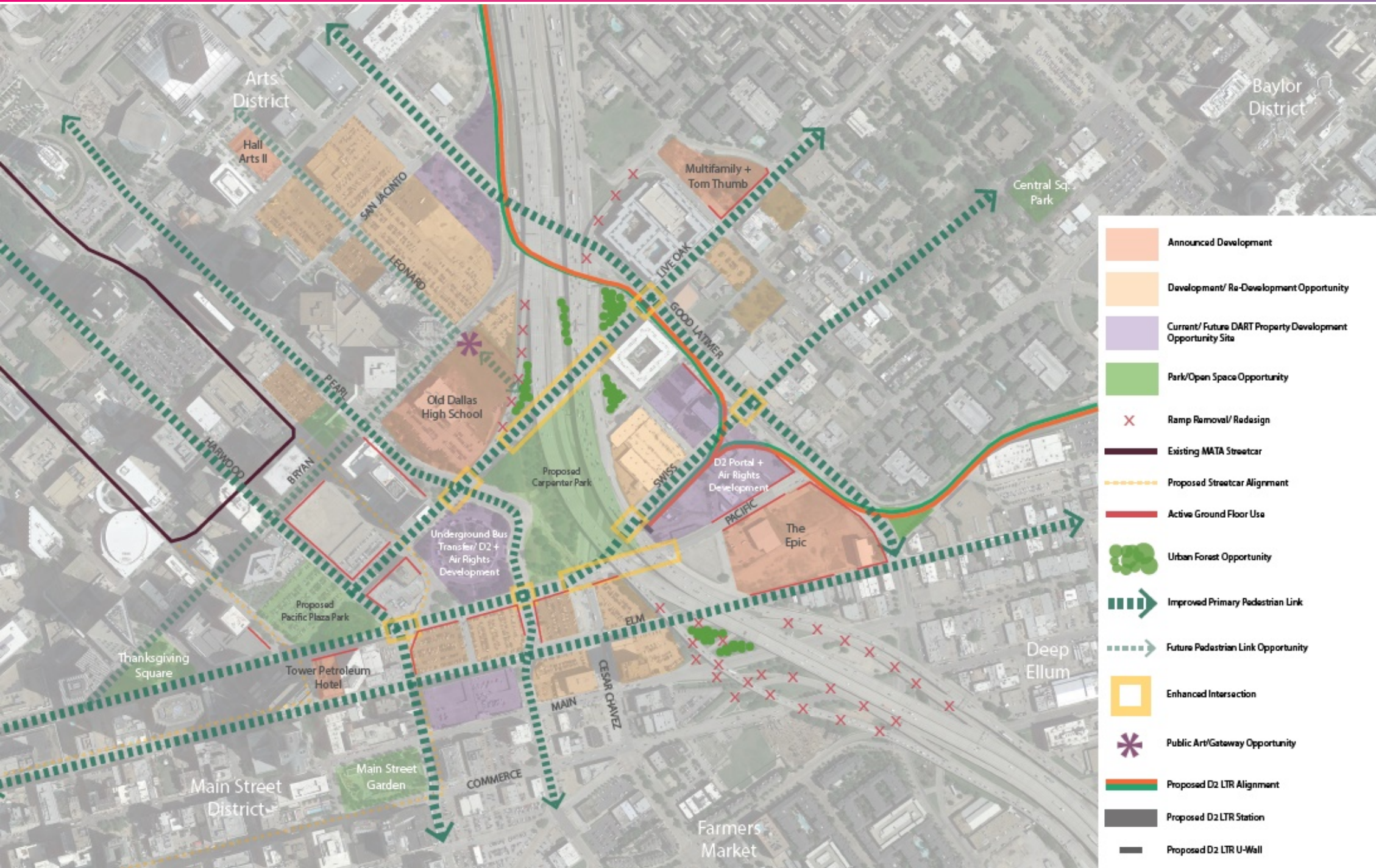
Catalytic Development Areas

North West End



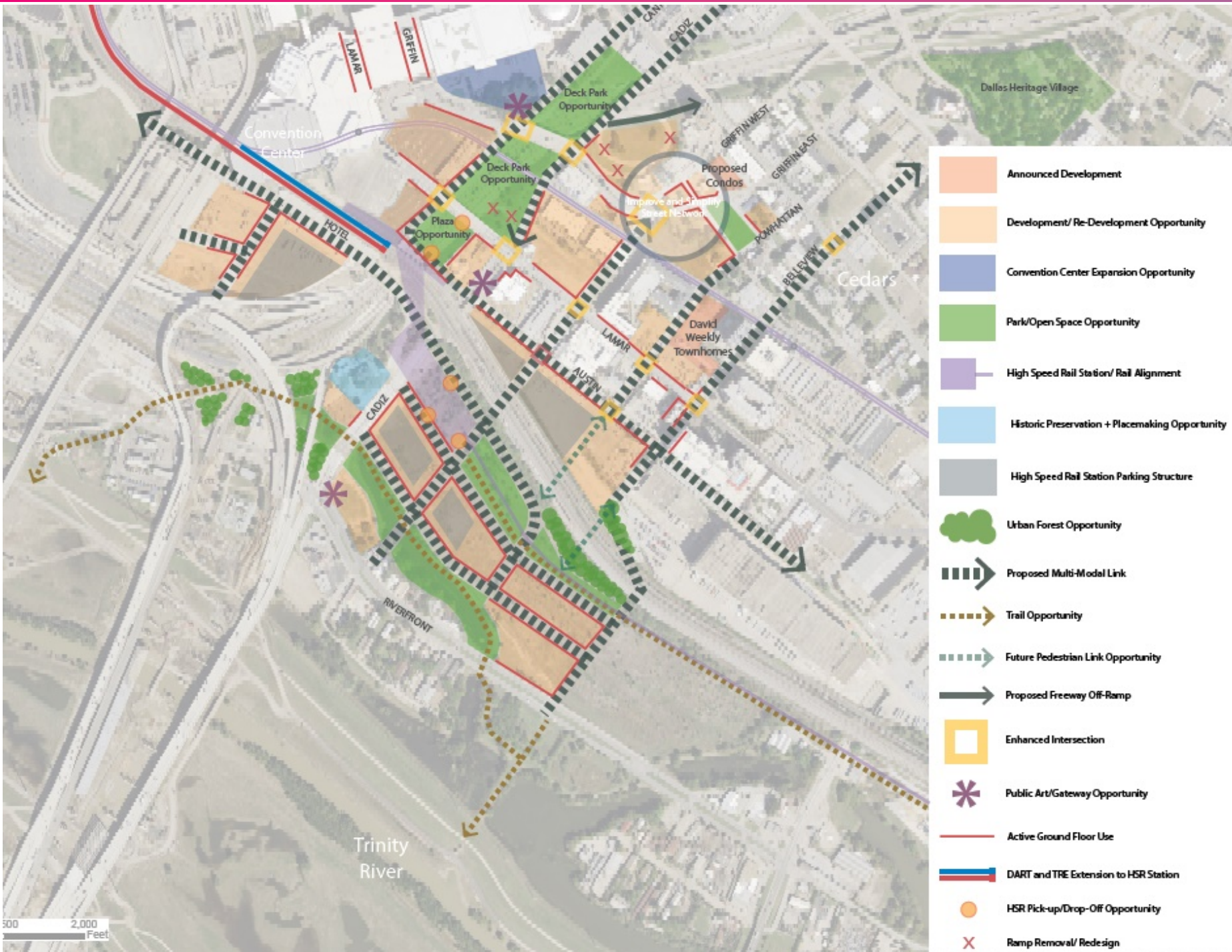
- Focus on opportunities provided by D2 alignment and private development opportunities along Field Street

Carpenter Park Area



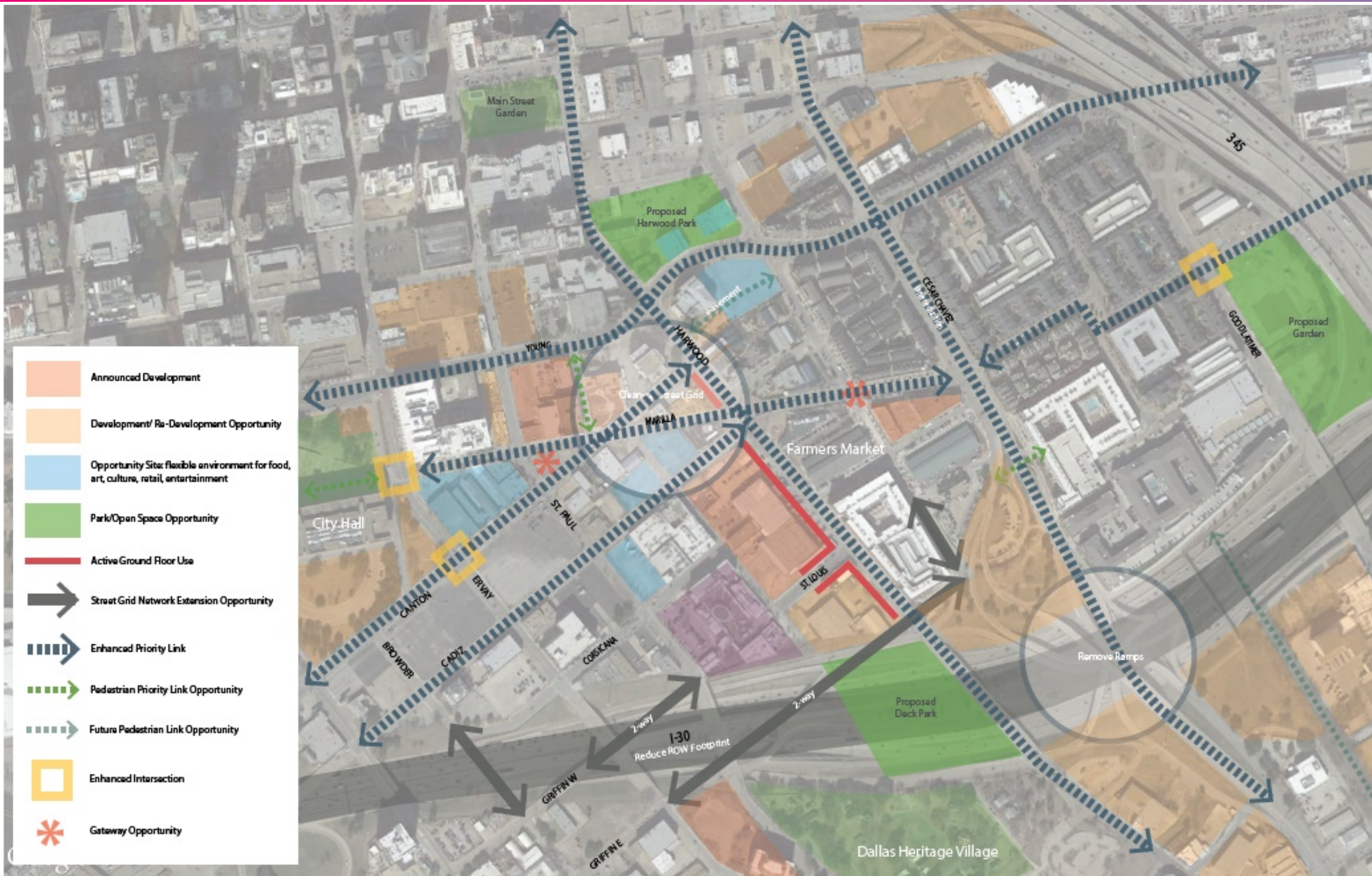
- Focus on opportunities provided by the D2 alignment and Carpenter Park

High Speed Rail Station Zone



- Focus on opportunities created by High Speed Rail Station and IH-30 Reconstruction

West of Farmers Market



- Build on opportunities provided by Farmers Market and Harwood Park

Arts District



- Collaboration with the Dallas Arts District is underway to amend zoning and replace the Sasaki Plan

AT&T Discovery District



- Ongoing collaboration with AT&T to expand and redesign AT&T corporate campus

Memorandum



CITY OF DALLAS

DATE August 21, 2017

The Honorable Members of the Mobility Solutions, Infrastructure and Sustainability

TO Committee: Lee M. Kleinman (Chair), Rickey D. Callahan (Vice-Chair), Sandy Greyson, Adam Medrano, Casey Thomas, II and Tennell Atkins

SUBJECT **Love Field Customer Facility Charge Ordinance**

On Monday, August 28, 2017, you will be briefed on the Love Field Customer Facility Charge Ordinance. The briefing materials are attached for your review.

Please feel free to contact me if you have any questions or concerns.

A handwritten signature in black ink, appearing to read 'Jo M. Puckett', with a horizontal line extending to the right.

Jo M. (Jody) Puckett
Assistant City Manager (I)

C: Honorable Mayor and Members of the City Council
T.C. Broadnax, City Manager
Larry Casto, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
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Nadia Chandler Hardy, Chief of Community Services
Raquel Favela, Chief of Economic Development & Neighborhood Services
Theresa O'Donnell, Chief of Resilience
Directors and Assistant Directors

Love Field Customer Facility Charge Ordinance

Mobility Solutions,
Infrastructure &
Sustainability Committee
August 28, 2017

Mark Duebner, Director
Department of Aviation



City of Dallas

Overview

- Provide overview of Dallas Love Field (DAL) Rental Car Operations and challenges
- Review plans to implement CFC collection for study of new Consolidated Rental Car Facility(ConRAC)
- Review Next Steps

Dallas Rental Car Operations

- Current location of Rental Car companies on airport - additional property has been leased for vehicle storage



DAL Rental Car Challenges

- Nine rental car brands operate on-airport on approximately 20 acres
 - Shuttle buses and customers returning vehicles to on-site location contributes to roadway congestion
 - No adequate space for rental car vehicle storage to meet demand
- Possible solution to issue would be construction of Consolidated Rental Car Facility (ConRAC)

Consolidated Rental Car Facility

- A facility that combines all rental car operations, including vehicle pick up and drop off, car storage, cleaning and fueling into a single facility
- Functional Components of a ConRAC include:
 - Customer service area
 - Ready/return area
 - Overflow Vehicle Storage
 - Vehicle Service Area/Quick Turnaround (QTA)

Consolidate Rental Car Facility

Objectives

- Sufficient land to accommodate space requirements through the planning horizon and to permit future expansion of facilities
- Provide easy customer access/egress to the airport area's major roadway system
- Maintain reasonable RAC customer consolidated shuttle bus driving time between the terminal and the ConRAC – 15 minute maximum with the objective being under 10 minutes
- Create stable rental car operating and facility environment while maintaining/enhancing customer service

Consolidated Rental Car Facility (ConRAC)

- Met with DAL Rental Car Companies to
 - Determine their interest level in new ConRAC
 - Receive input on location preferences
 - Identify facility space requirements necessary for the rental car companies to operate efficiently and effectively

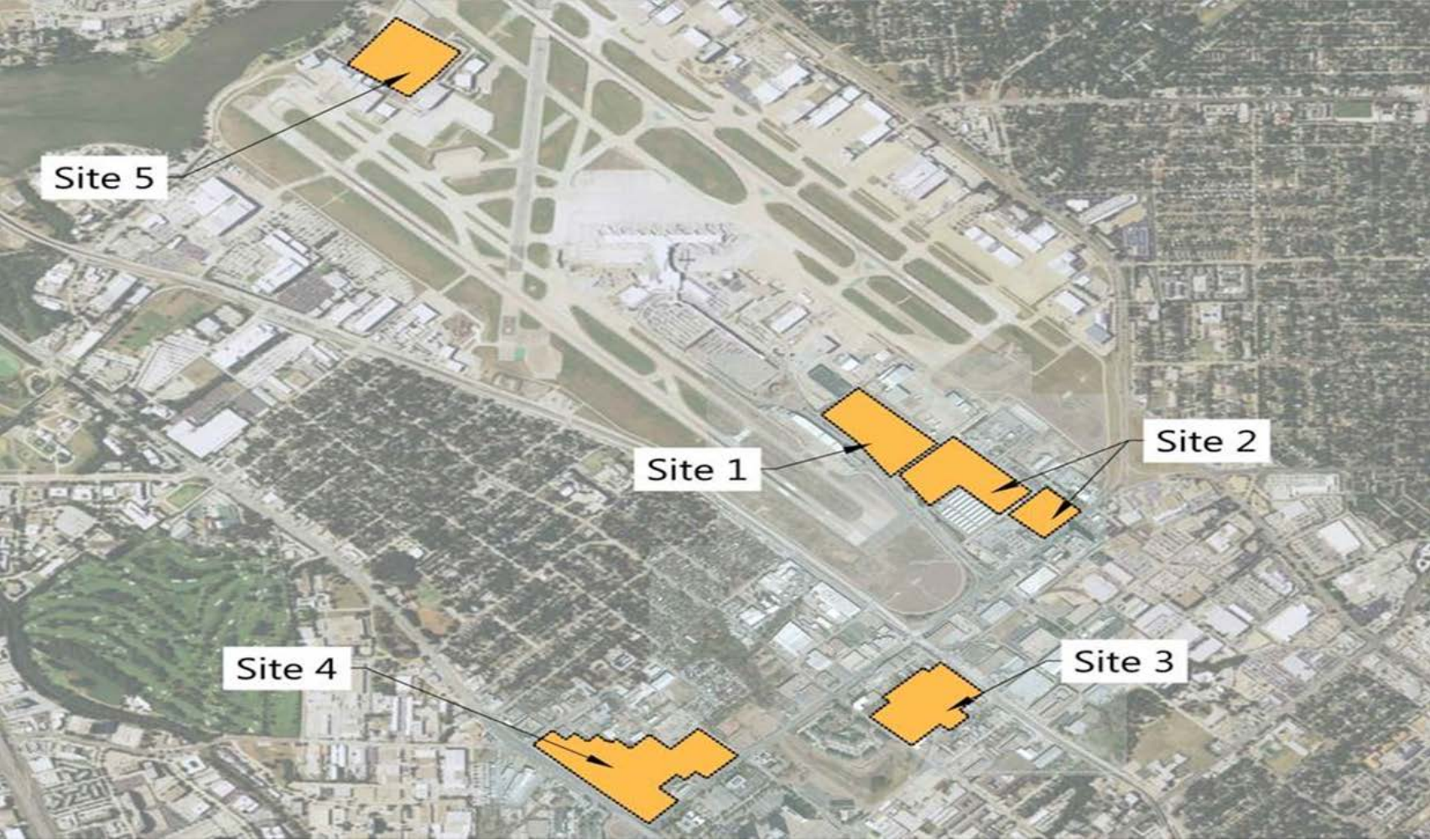
Primary Site Concept Analysis Overview

- Facility “massing” layouts were developed to determine each site’s ability to accommodate the 2032 baseline facility requirements
- Car rental companies provide space requirements and projected activity to consultant who aggregated the demand and developed total requirement
- Based on space requirements, five potential sites for a ConRAC have been identified
- Key pros and cons of each site have been identified
- Each site will be evaluated further based upon the site’s ability to meet an established set of evaluation criteria

Primary Space Requirements Results Summary

	2015 SPACE PROGRAM			2024 SPACE PROGRAM			2032 SPACE PROGRAM		
	Low Quantity	Baseline Quantity	High Quantity	Low Quantity	Baseline Quantity	High Quantity	Low Quantity	Baseline Quantity	High Quantity
<u>Customer Service Area</u>									
Regular Counter Positions	49	49	49	58	59	64	59	60	66
Subtotal Customer Service Area	49	49	49	58	59	64	59	60	66
<u>Ready/Return/Storage Areas</u>									
Ready Spaces	1,101	1,101	1,101	1,295	1,306	1,417	1,311	1,306	1,460
Return Spaces	478	478	478	562	567	615	569	582	634
Subtotal area Ready/Return	1,579	1,579	1,579	1,857	1,873	2,032	1,881	1,888	2,095
Storage Spaces	1,169	1,169	1,169	1,374	1,386	1,504	1,392	1,424	1,550
Subtotal Storage Area	1,169	1,169	1,169	1,374	1,386	1,504	1,392	1,424	1,550
Exit Booths	12	12	12	14	15	16	15	15	16
Subtotal Exit Booths	12	12	12	14	15	16	15	15	16
<u>QTA/Service Site</u>									
Fueling Positions	48	48	48	56	57	62	57	58	63
Wash Bays	8	8	8	9	9	10	9	10	11
Stacking and Staging Spaces	288	288	288	336	342	372	342	348	378
Maintenance Bays	39	39	39	45	46	50	46	47	51
Administrative Area	8,824	8,824	8,824	10,376	10,465	11,355	10,511	10,748	11,705
Employee Parking	481	481	481	566	571	619	573	586	638
Subtotal QTA/Service Site	9,688	9,688	9,688	11,389	11,489	12,468	11,539	11,797	12,846
TOTAL REQUIREMENT - SQUARE FEET	919,924	919,924	919,924	1,081,276	1,091,065	1,184,155	1,095,711	1,109,448	1,219,305
TOTAL REQUIREMENT - ACRES	21	21	21	25	25	27	25	25	28

ConRAC Site Location Option



Consolidated Rental Car Facility Charge (CFC)

- A CFC is a charge to customers that rent vehicle at airport
- Charges can only be used for construction, financing, operations, and maintenance of car rental facilities
- Requires new City ordinance to collect
- Car rental companies collect the funds and deposit in City fund specifically for this purpose

Customer Facility Charge (CFC)

- CFC is a user fee; Not a tax or surcharge
- In effect at over 130 airports
- Industry: ranges from \$1.00 to \$9.00 per transaction day; or \$3.00 to \$10.00 per transaction
- CFC revenue stream pledged to pay debt service on financing instrument used to fund development of rental car facilities
- CFCs are collected in advance of specific project definition
- To fund planning, design and future construction of ConRAC, staff recommends collecting a CFC at DAL

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Next Steps

- Seek City Council approval of ordinance to impose \$3 per transaction day CFC
- Complete studies of site location options and feasibility and recommend project implementation pending results

Dallas Love Field Customer Facility Charge

Mobility Solutions,
Infrastructure &
Sustainability Committee
August 28, 2017

Mark Duebner, Director
Department of Aviation



City of Dallas

8/17/17

ORDINANCE NO. _____

An ordinance amending Chapter 5, "Aircraft and Airports," of the Dallas City Code by adding a new Section 5-64; providing for the creation of a customer facility charge ("CFC"); providing for the administration and use of the CFC; providing a penalty not to exceed \$500; providing a saving clause; providing a severability clause; and providing an effective date and an expiration date.

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

SECTION 1. That Article II, "Ground Transportation Services at Love Field Airport," of Chapter 5, "Aircraft and Airports," of the Dallas City Code is amended by adding a new Section 5-64, "Customer Facility Charge," to read as follows:

"SEC. 5-64. CUSTOMER FACILITY CHARGE.

(a) Definitions. In this section:

(1) AIRPORT RENTAL CAR COMPANY means an entity that provides rental car services at Love Field, regardless of whether the entity has an on-airport concession agreement with the city.

(2) ConRAC means a Consolidated Rental Car Facility.

(3) CFC means customer facility charge. The CFC does not constitute income, revenue, or an asset of the airport rental car company, and is, at all times, city property.

(4) TRANSACTION DAY means a 24-hour period, or fraction thereof, that is subject to an airport rental car company contract for the rental of a motor vehicle.

(b) A person renting a motor vehicle from an airport rental car company shall pay a CFC of \$3.00 per transaction day.

(c) Director's power and duties.

(1) The director is authorized to implement and administer the CFC and any related programs.

(2) The director is authorized to negotiate an amendment to each existing airport rental car company's on-airport rental car concession agreement to incorporate the airport rental car company's obligations with respect to its duties under this section. The amendment shall be executed according to applicable provisions in the city's charter and in this code. The director

DRAFT/ FOR DISCUSSION PURPOSES ONLY

may deem an airport rental car company that fails to comply with this section to be in default of its on-airport rental car concession agreement, and in addition to any other remedies set forth in the agreement, the director may recommend that the city council terminate the on-airport rental car concession agreement.

(d) The airport rental car company shall:

(1) charge and collect from each customer the total amount of CFCs due under the airport rental car company contract at the time the final number of transaction days are determined;

(2) remit the total amount of the CFCs along with supporting documentation in a format acceptable to the director by the following deadlines:

(A) for an airport rental car company with an on-airport rental car concession agreement, the CFCs shall be remitted pursuant to the terms of its on-airport rental car concession agreement;

(B) for an airport rental car company that does not have an on-airport concession, the CFCs shall be remitted directly to the city on a monthly basis, and not later than the 15th day of the month following the month in which the CFCs were collected; and

(3) maintain adequate records that account for all CFCs charged to its customers and collected for the city, in accordance with generally accepted accounting principles, and make the records available to the city upon request of the director.

(e) The city may use the CFCs to pay costs associated with studying, planning, designing, and managing projects to develop rental car facilities for airport rental car companies. The CFCs may also be used to analyze the operational, physical, and financial feasibility of developing rental car facilities for airport rental car companies.

(f) This section expires 24 months after the effective date of this ordinance unless extended upon the recommendation of the director, in consultation with the airport rental car companies, and approved by the city council.”

SECTION 2. That, unless specifically provided otherwise by this ordinance or by state law, a person violating a provision of this ordinance is, upon conviction, punishable by a fine not to exceed \$500.

SECTION 3. That Chapter 5 of the Dallas City Code shall remain in full force and effect, save and except as amended by this ordinance.

DRAFT/ FOR DISCUSSION PURPOSES ONLY

SECTION 4. That the terms and provisions of this ordinance are severable and are governed by Section 1-4 of Chapter 1 of the Dallas City Code, as amended.

SECTION 5. That any act done or right vested or accrued, or any proceeding, suit, or prosecution had or commenced in any action before the amendment or repeal of any ordinance, or part thereof, shall not be affected or impaired by amendment or repeal of any ordinance, or part thereof, and shall be treated as still remaining in full force and effect for all intents and purposes as if the amended or repealed ordinance, or part thereof, had remained in force.

SECTION 6. That this ordinance shall take effect on **XXXX**, and it is accordingly so ordained.

APPROVED AS TO FORM:

LARRY E. CASTO, City Attorney

By _____
Assistant City Attorney

Passed _____

Interagency Transportation Report RTC / TxDOT / NTTA / DART / DRMC / DFW Airport / HSR July-August 2017

Regional Transportation Council (RTC)

New RTC Officers Elected. The RTC approved its slate of officers for their 2017-18 term. Rob Franke, P.E., Cedar Hill Mayor, will serve as Chair; Gary Fickes, Tarrant County Commissioner, will be the Vice Chair; and Andy Eads, Denton County Commissioner, will be the Secretary.

New Funding Strategy Needed for IH 635 LBJ East. Since the Texas Legislature did not authorize IH 635 LBJ East as a Comprehensive Development Agreement (CDA) project, the RTC took the first steps at its August 10th meeting toward the development of a new funding strategy for the project. They approved the application of \$469 million from Category 2 (Urban Mobility Corridors) to fully fund the section between Central Expressway and Royal/Miller because this is the only funding category that can be used to build the tolled managed lanes planned for this segment. This leaves \$293.7 million in Category 4 and 12 funds for the remainder of the project from Royal/Miller to IH 30. The RTC discussed potential strategies for the additional funding needed to build the whole project, including the IH 635/IH 30 interchange:

- Use 100% of toll revenues from the US 75 to Royal/Miller section
- Apply \$300 million in Dallas County contingency funding
- Transportation Infrastructure Finance and Innovation Act (TIFIA) loan
- Additional funding from the Texas Transportation Commission
- Participation in a federal infrastructure funding initiative
- Extending the tolled managed lanes to IH 30

RTC Approves CMAQ and STBG Funding for Transit Programs. The RTC is in the process of allocating Congestion Mitigation and Air Quality (CMAQ) and Surface Transportation Block Grant (STBG) funding for a variety of program categories. At its July meeting, the RTC approved funding for several transit projects:

- Cotton Belt Corridor Regional Rail Project from DFW Airport to Shiloh Station in Plano – \$100 million in CMAQ and STBG funding spread out over four years. This item would replace a \$100 million placeholder in the Transportation Improvement Program (TIP) with the actual project.
- IH 30 High-Intensity Bus Pilot Service from the western terminus of the managed lanes to Downtown Dallas - \$13 million in CMAQ funding.
- Support for the Legacy Transportation Management Association in Plano - \$700,000 in CMAQ funding.
- Construction of the DART Carpenter Ranch LRT Station on the Orange Line in Irving - \$8.8 million in CMAQ funding.

FY2018-19 Unified Planning Work Program (UPWP) Approved. The UPWP is the federally-required work program for the transportation planning staff at NCTCOG. The document is adopted in full every two years and amended from time to time. The RTC approved the FY2018-19 UPWP that will go into effect on October 1, 2017. There are several studies and support tasks included in the draft document that were requested by the City of Dallas:

- A regional conceptual study of the Harry Hines Corridor to identify opportunities to provide multimodal transportation options and enhance sustainability/livability of the corridor.
- A feasibility study for extending the MATA M-Line to Knox Street to recommend alignment, stops, evaluate capital and O&M costs, and identify funding sources and a potential project schedule.
- Technical assistance for development of a City of Dallas Comprehensive Citywide Transportation Plan which would integrate various City and partner agency plans into a long-term transportation vision.
- Develop a neighborhood transportation plan for the Bishop Arts District.
- Evaluate the potential to improve access to Love Field, and reduce congestion at the Mockingbird Lane entrance.

Request for Transportation Consideration during Texas Special Legislative Session. The RTC sent a letter to Governor Abbott urging him to add a transportation funding topic to the Special Session of the Legislature that began July 18th. Since the Trump Administration and Congress appear to be moving in the direction of public-private partnerships to build major infrastructure projects, the RTC letter asks the state legislature to address this issue by allowing the use of public-private financing tools in response to any federal infrastructure initiatives.

Texas Department of Transportation (TxDOT)

Contract Awarded for Lowest Stemmons Project. The Texas Transportation Commission approved a \$78.8 million design-bid-build contract to construct operational improvements in the “Lowest Stemmons” section of I-35E from I-30 to north of Oak Lawn Avenue. The project will add northbound and southbound collector-distributor lanes that will significantly reduce the amount of weaving traffic between Woodall Rodgers and the Dallas North Tollway ramps. Construction will begin in the early fall and is scheduled for completion by the end of 2019.

Milestone on SM Wright Project. Construction crews are setting bridge beams over I-45 this month that will provide the direct connection from southbound I-45 to US 175. This work is part of Phase I of the SM Wright project. Once completed in early 2019, TxDOT will be able to proceed with Phase II of the project which will reconstruct SM Wright freeway as a low speed, signalized, pedestrian-friendly, landscaped arterial thoroughfare. Phase II construction is scheduled to begin in the second quarter of 2019 and be completed in early 2022.

North Texas Tollway Authority (NTTA)

New Assistant Director of Government Affairs. The NTTA has hired Lindsey Baker as their new Assistant Director of Government Affairs. Ms. Baker will be responsible for managing communications with local entities, including counties, cities, and chambers of commerce. She was previously the public information officer for the City of Denton for nine years and worked closely with the City of Dallas’ Intergovernmental Services staff in that role.

Mountain Creek Bridge Upgrade. The NTTA Board approved construction and management contracts in August to replace the toll gantry and resurface the pavement on the Mountain Creek Lake Bridge that connects Kiest Boulevard in Dallas with Pioneer Parkway in Grand Prairie. The project is scheduled for completion by May 2018.

Contract Approved for CCTV Cameras. The NTTA Board approved a \$3.34 million contract to install CCTV cameras at an additional 42 locations on its system, including eight on the Dallas North Tollway south of LBJ Freeway. The cameras allow the NTTA to monitor their system for accidents and disabled vehicles, and to provide an expedited response. The NTTA has a goal of 100 percent coverage of its facilities with video cameras – this contract will raise their coverage to 85 percent.

Dallas Area Rapid Transit (DART)

Draft FY2018 Annual Budget and 20-Year Financial Plan. The DART Board adopts an annual budget and update of its 20-year Financial Plan each year. The Board was briefed on the draft plans at its July 11th and August 8th meetings, and approved distribution of the draft plans to member cities. A key element of the Financial Plan is how it will address the cost, timing and financing of the second downtown LRT line (D2 subway), and an expanded streetcar system. DART staff has presented several alternative scenarios to address concerns that the D2 subway would be delayed in the event that DART failed to secure a federal grant for the project. The FY2018 Budget and Financial Plan are scheduled for approval on September 26th.

D2 Subway Alignment Alternatives Narrowed. DART staff has continued to work with stakeholders regarding a preferred alignment for the D2 subway through downtown. Three corridors are continuing to be discussed and evaluated – Pacific, Elm, and Commerce. At its August 8th meeting, the DART Board’s Planning Committee made a recommendation in support of the “Commerce” alignment and forwarded that recommendation to their Committee-of-the-Whole for consideration.

Next Cotton Belt Commuter Rail Meetings. DART will be announcing another round of Area Focus Group (AFG) meetings for late August. The AFGs are intended to allow project staff and consultants to interact with a regular group of stakeholders from various subareas along the corridor – e.g., there is a North Dallas Area Focus Group comprised of stakeholders from the City of Dallas. The AFG meetings will be followed by a round of public meetings.

DART Delays 2040 Transit System Plan. The DART Board had been expected at its June 27th meeting to approve distribution of the draft 2040 Transit System Plan for review by member cities and the public. However, the agency has delayed release of the draft until at least October so that they can focus on development of financing plans for the second LRT line downtown (D2 subway) and the Cotton Belt commuter rail line, as well as approval of the 2018 budget and 20-Year Financial Plan.

DART Delays Final Consideration of Fare Increases. The DART Board had been scheduled to approve a new fare structure at its August 8th meeting, but deferred action to provide time for the four new Board members appointed by the City of Dallas to study the proposal. A vote is not expected until October.

Dallas Regional Mobility Coalition (DRMC)

Senator Johnson Scheduled to Speak in September. Like the Dallas City Council, the DRMC Executive Committee does not meet in July, however, due to the Legislature’s Special Session, they were not able to secure a speaker and cancelled the August meeting too. The next meeting will be September 8th at 11:00 a.m. State Senator Van Johnson, representing District 8 (Plano, Richardson, Frisco, McKinney, Allen, and portions of Far North Dallas and Northeast Dallas), is the scheduled speaker.

Dallas-Fort Worth International Airport (DFW Airport)

DFW Airport Awards Eight New Concessions. At the June 29th meeting the DFW Airport Board approved the award of eight new concessions which will be located in Terminals B, C, and D. The concessions, which include three spas, a sports apparel shop, and other travel essentials, will open over the next year and will improve the shopping and travel experience for DFW's customers.

High-Speed Rail (HSR)

Recap of HSR Legislation from 85th Session of the Texas Legislature. There were two bills approved during the regular session of the legislature that affect high speed rail. S.B. 975 requires operators of high-speed rail service to meet strict security requirements to ensure safety. It also requires private operators to pay governmental law enforcement officers who may be hired to fulfill the requirements of the bill. S.B. 977 prohibits the use of state funds to plan, build or operate high speed rail operated by a private entity. There are certain exceptions related to federally-required environmental analyses. Texas Central Partners, developer of the proposed HSR line between Dallas and Fort Worth supported the bills.

Project Components	Bond Program Description	Bond Program Authorized Amount	Bond Program Allocation	Additional City, Grant, or Private Funding	TOTAL	Expended / Encumbered (as of June 30, 2017)	Remaining / Planned Expenditures	Remaining Amount Private Funds	Comments
1998 Bond Program									
Margaret Hunt Hill Bridge (Woodall Rodgers)	Prop 11 (Trinity River)	\$ 28,000,000							
<i>Design</i>		\$ 481,795	\$ 481,795	\$ 5,837,000	\$ 6,318,795	\$ 6,318,795			Complete Private funding
<i>Land Acquisition (TxDOT payment)</i>		\$ 6,010,400	\$ 6,010,400		\$ 6,010,400	\$ 6,010,400			
<i>Construction</i>		\$ 21,326,171	\$ 21,326,171	\$ 12,955,964	\$ 34,282,135	\$ 34,282,135			Private funding
<i>Remaining/Planned Expenditures</i>		\$ 25,754	\$ 25,754		\$ 25,754		\$ 25,754		Includes \$25,754 in remaining funds for Margaret Hunt Hill (Woodall Rodgers) Signature Bridge to be used for park benches and picnic area beneath the bridge. (Includes \$6,250,000 funding from Trinity Parkway and \$705,964 from interest earnings and \$1,233,000 Public Art)
Sub-Total - Margaret Hunt Hill Bridge			\$ 27,844,120	\$ 18,792,964	\$ 46,637,084	\$ 46,611,330	\$ 25,754	\$ -	
Lakes	Prop 11 (Trinity River)	\$ 31,500,000							Complete 12/31/2015
<i>Master Implementation Plan</i>		\$ 659,534	\$ 659,534		\$ 659,534	\$ 659,534			
<i>Upper Trinity River Feasibility Study</i>		\$ 2,867,000	\$ 2,867,000	\$ 4,750,000	\$ 7,617,000	\$ 7,617,000			2006 Bond Fund
<i>Water Quality Study</i>		\$ 272,147	\$ 272,147		\$ 272,147	\$ 272,147			
<i>Parkway Charrette Review</i>		\$ 36,540	\$ 36,540		\$ 36,540	\$ 36,540			
<i>Lakes/Parkway Design</i>		\$ 15,509,695	\$ 15,509,695	\$ 105,000	\$ 15,614,695	\$ 15,614,695			Private funding
<i>Testing, Miscellaneous</i>		\$ 725,170	\$ 725,170		\$ 725,170	\$ 725,170			
<i>Remaining/Planned Expenditures</i>		\$ 10,967,764	\$ 10,967,764		\$ 10,967,764		\$ 10,967,764		Includes funding reserved for potential future Council Actions most of which includes \$9.1M for Parkway "borrow area and \$2M for Standing Wave Improvements
Sub-Total - Lakes			\$ 31,037,850	\$ 4,855,000	\$ 35,892,850	\$ 24,925,086	\$ 10,967,764	\$ -	*

Project Components	Bond Program Description	Bond Program Authorized Amount	Bond Program Allocation	Additional City, Grant, or Private Funding	TOTAL	Expended / Encumbered (as of June 30, 2017)	Remaining / Planned Expenditures	Remaining Amount Private Funds	Comments
Great Trinity Forest/Park	Prop 11 (Trinity River) and Prop 01 (Street & Transportation)	\$ 41,800,000			\$ 35,892,850				
<i>Master Implementation Plan</i>			\$ 592,400		\$ 592,400	\$ 592,400			Ongoing
<i>Buckeye Trail</i>			\$ 294,212	\$ 11,000	\$ 305,212	\$ 323,182			Grant funding - Complete
<i>Canoe Launch - Loop 12</i>			\$ 378,671	\$ 28,838	\$ 407,509	\$ 407,509			1985 Bond Program funding
<i>Canoe Launch - Sylvan</i>			\$ 50,849	\$ 228,838	\$ 279,687	\$ 279,687			Grant Funding and 1985 Bond Program funding
<i>Groundwork Dallas</i>			\$ 9,450	\$ 125,000	\$ 134,450	\$ 133,900	\$ 550	\$ 550	Grant funding - Complete
<i>IH-20 Gateway</i>			\$ 1,336,213		\$ 1,336,213	\$ 1,361,181			Added in relocation expense related to displacement - Complete
<i>Land Acquisition and Miscellaneous (Appraisals, Titles, Surveys, Permits, etc.)</i>			\$ 4,830,781	\$ 3,200,000	\$ 8,030,781	\$ 8,030,781			Includes \$483,739 for Simpkins - 2 Tracts acquisition that was Journal Vouchered from DFE Unit N962 to Forest Park Unit N966 July 8, 2008. 2006 Bond Program funding
<i>Levee Top Trail</i>			\$ 110,000		\$ 110,000	\$ 110,000			Complete
<i>Loop 12 Gateway</i>			\$ 546,340		\$ 546,340	\$ 582,818			Parks
<i>MLK Jr. Gateway/Cedar Crest Bridge - Pedestrian and Bicycle Enhancement</i>			\$ 2,603,696	\$ 1,054,037	\$ 3,657,733	\$ 4,441,203	\$ 73,460		2003 Bond Program Streets: \$1,004,389; 1998 Bond Program Trinity Parkway: \$2,000,000; DWU: \$36,748
<i>Moore Park Gateway</i>			\$ 1,479,185	\$ 2,000,000	\$ 3,479,185	\$ 3,479,185			Private funding - Complete
<i>Rochester Gateway</i>			\$ 214,033		\$ 214,033	\$ 214,033			Complete
<i>Santa Fe Trestle Trail</i>			\$ 4,134,060	\$ 3,931,467	\$ 8,065,527	\$ 8,065,527			Grant funding - Complete
<i>Soft Surface Trails</i>			\$ 180,457		\$ 180,457	\$ 180,457			
<i>Texas Horse Park</i>			\$ 1,265,732	\$ 13,672,556	\$ 14,938,288	\$ 14,938,180	\$ 108		2006 Bond Program (PKR) funding. Project completed 2015.
<i>Trinity Audubon Center</i>			\$ 15,089,556	\$ 308,600	\$ 15,398,156	\$ 15,398,156			2006 Bond Program (PKR) funding. Project completed July 2008. Funding reimbursed from Deepwoods Closure CO Funds (Streets).
<i>Trinity Trails - Phase 1</i>			\$ 2,771,046		\$ 2,771,046	\$ 2,771,045			Complete
<i>Trinity Trails - Phase 2</i>			\$ 2,234,235		\$ 2,234,235	\$ 2,234,235			Complete
<i>Trinity Trails - Phase 3</i>			\$ 1,327,297	\$ 2,500,000	\$ 3,827,297	\$ 3,860,716			AT&T Naming Rights Agreement
<i>Trinity Standing Wave</i>			\$ 502,949	\$ 3,727,150	\$ 4,230,099	\$ 4,230,099			2006 Bond Program (PKR) funding. PKR is working with consultant and Corps of Engineers to resolve bypass channel concerns
<i>Balanced Vision Plan - Urban Design Consultants</i>			\$ 120,000		\$ 120,000	\$ 120,000			
<i>Joppa Gateway Park</i>			\$ 542,050	\$ 1,409,496	\$ 1,951,546	\$ 1,963,058	\$ 31,488		2003 Bond Program (Street Prop) funding. Land acquisition in process; Design awarded Dec 2011; Estimated completion June 2015
<i>Remaining/Planned Expenditures</i>			\$ 847,188		\$ 437,117		\$ 437,117	\$ -	Includes funding reserved for potential future Council Actions for completion of Loop 12 and MLK Jr. Gateways.
Sub-Total - Great Trinity Forest/Park			\$ 41,460,400	\$ 32,196,982	\$ 73,247,311	\$ 73,717,352	\$ 542,723	\$ 550	

Project Components	Bond Program Description	Bond Program Authorized Amount	Bond Program Allocation	Additional City, Grant, or Private Funding	TOTAL	Expended / Encumbered (as of June 30, 2017)	Remaining / Planned Expenditures	Remaining Amount Private Funds	Comments
Dallas Floodway Extension	Prop 11 (Trinity River)	\$ 24,700,000							
<i>Master Implementation Plan</i>			\$ 296,200		\$ 296,200	\$ 296,200			
<i>Project Cooperation Agreement (Corps)</i>			\$ 13,000,000		\$ 13,000,000	\$ 13,000,000			
<i>Land Acquisition and related costs</i>			\$ 5,095,821	\$ 2,240,018	\$ 7,335,839	\$ 6,923,933	\$ 411,906	\$ 411,906	Corps of Engineering Funding
<i>Lower Chain of Wetlands</i>			\$ -	\$ 42,691,522	\$ 42,691,522	\$ 42,691,522			Corps of Engineering Funding
<i>Upper Chain of Wetlands Construction (Cells B & C)</i>			\$ 5,893,676	\$ 13,520,754	\$ 19,463,849	\$ 19,414,430			Corps of Engineering Funding
<i>Remaining/Planned Expenditures</i>			\$ 380,553		\$ 380,553		\$ 380,553	\$ -	Includes funding reserved for potential future Council Actions including contingency funding for Upper Chain of Wetlands Remediation.
Sub-Total - Dallas Floodway Extension			\$ 24,666,250	\$ 58,452,294	\$ 83,167,963	\$ 82,326,085	\$ 792,459	\$ 411,906	
Trinity Parkway	Prop 11 (Trinity River) and Prop 01 (Street & Transportation)	\$ 84,000,000							
<i>NTTA - Environmental Impact Statement</i>			\$ 15,810,630		\$ 15,810,630	\$ 15,810,630			
<i>Land Acquisition</i>			\$ 17,034,394		\$ 17,034,394	\$ 17,034,394			Majority S. M Wright project
<i>Lakes/Parkway Design</i>			\$ 4,858,522		\$ 4,858,522	\$ 4,858,522	\$ -		Phase I Design 95% complete
<i>Cedar Crest Bridge - Ramp to park</i>			\$ 2,000,000		\$ 2,000,000	\$ 2,000,000			
<i>Remaining/Planned Expenditures</i>			\$ 36,353,385		\$ 36,353,385		\$ 36,353,385	\$ -	Includes funding reserved for potential future Council Actions including \$2M for EIS \$100K for Geotech Re-evaluation, \$18.4M for Parkway "borrow area" construction, \$2.0M for ramp to Trinity Park from Houston/Jefferson Bridge, \$2.0M for ramp to Trinity Park from Sylvan Avenue Bridge, \$5.3M for Parkway Wetlands Mitigation, and \$7M for NTTA ILA or to facilitate additional Parkway "borrow area" construction.
Sub-Total - Trinity Parkway			\$ 76,056,931	\$ -	\$ 76,056,931	\$ 39,703,546	\$ 36,353,385	\$ -	
Elm Fork Flood Protection	Prop 11 (Trinity River)	\$ 30,000,000							
<i>Drainage Master Plan</i>			\$ 597,993		\$ 597,993	\$ 597,993			
<i>Land Acquisition (Soccer Complex)</i>			\$ 14,735,059	\$ 14,325,673	\$ 29,060,732	\$ 29,060,732			2006 Bond Program (PKR) funding. Project completed July 2008.Reprogrammed Flood funding to Elm Soccer Complex (Moneygram) \$14.3M
<i>Design</i>			\$ 2,434,960		\$ 2,434,960	\$ 2,434,960			
<i>Joint Use Maintenance Trails</i>			\$ 2,625,000		\$ 2,625,000	\$ 2,625,000			Cost share to Corps for Dallas Floodway Extension Projects \$2.625M
<i>Remaining/Planned Expenditures</i>			\$ 9,606,988		\$ 9,586,909		\$ 9,586,909	\$ -	Reprogrammed for City's cost share for DFE (.2015) \$9.6M
Sub-Total - Elm Fork			\$ 30,000,000	\$ 14,325,673	\$ 44,305,594	\$ 34,718,685	\$ 9,586,909	\$ -	*

Project Components	Bond Program Description	Bond Program Authorized Amount	Bond Program Allocation	Additional City, Grant, or Private Funding	TOTAL	Expended / Encumbered (as of June 30, 2017)	Remaining / Planned Expenditures	Remaining Amount Private Funds	Comments
Beckley Avenue Improvements	Prop 11 (Trinity River)	\$ 6,000,000							Estimated Complete Summer 2017
<i>Design</i>			\$ 650,875	\$ 157,275	\$ 808,150	\$ 808,150			1995 Bond Program funding
<i>Right-of-way Acquisition</i>			\$ 359,863		\$ 359,863	\$ 359,863			
<i>Construction</i>			\$ 4,956,787		\$ 4,956,787	\$ 4,926,691	\$ 30,096		
<i>Remaining/Planned Expenditures</i>					\$ -		\$ -	\$ -	- Includes funding reserved for potential future Council Actions for contingency funding for completion of Beckley Avenue Improvements.
Sub-Total - Beckley Avenue Improvements			\$ 5,967,525	\$ 157,275	\$ 6,124,800	\$ 6,094,704	\$ 30,096	\$ -	*
TRCP Comprehensive Land Use Plan	Prop 11 (Trinity River)	\$ -	\$ 1,090,192		\$ 1,090,192	\$ 1,090,188	\$ 4	\$ -	- Funded with Trinity Proposition bond interest earnings. Complete 06/28/2000
East Levee Transmission Line Relocation	Prop 11 (Trinity River)	\$ -	\$ 1,966,283		\$ 1,966,283	\$ 1,966,283	\$ -	\$ -	- Funded with Trinity Proposition bond interest earnings. Planned expenditures for additional costs related to relocation of East Levee Norwood Transmission Line.
West Levee Norwood Transmission Line (Oncor)	Prop 11 (Trinity River)	\$ -	\$ 1,084,421		\$ 1,084,421	\$ 1,084,421	\$ -	\$ -	- Funded with Trinity Proposition bond interest earnings.
Implementation Costs FY 1999-2014	Prop 11 (Trinity River)	\$ -	\$ 20,412,709		\$ 20,412,709	\$ 19,018,969	\$ 1,393,740		Funded with Trinity Proposition bond interest earnings. Includes reimbursement to General Fund for Trinity River Corridor Project implementation costs including staff and
Total 1998 Bond Program		\$ 246,000,000	\$ 261,586,681	\$ 128,780,188	\$ 389,986,138	\$ 331,256,649	\$ 59,692,834	\$ 412,456	
2006 Bond Program									
Continental - Industrial/Riverfront to IH 35E	Prop 01 (Street & Transportation)	\$ 3,828,900	\$ 6,051,334		\$ 6,051,334	\$ 5,767,225	\$ 284,109	\$ -	- *Project under construction. Estimated completion July 2017. Transferred unencumbered 2003 and 2006 Bond Funds.
Industrial/Riverfront Improvements	Prop 01 (Street & Transportation)	\$ 5,488,091	\$ 3,905,691		\$ 3,905,691	\$ 3,382,931	\$ 522,760	\$ -	- * Project under construction. Estimated completion July 2017.
Sylvan Bridge from Irving to Gallagher - Amenities	Prop 01 (Street & Transportation)	\$ 9,827,510	\$ 9,284,672		\$ 9,284,672	\$ 9,279,491	\$ 5,181	\$ -	- *Project completed 2014
Pressure Sewers	Prop 02 (Flood & Storm Drainage)	\$ 14,720,921	\$ 3,683,631		\$ 3,683,631	\$ 642,240	\$ 3,041,391	\$ -	- On hold
Hampton-Oak Lawn Improvements (Baker Pump Station)	Prop 02 (Flood & Storm Drainage)	\$ 48,116,510	\$ 59,608,365		\$ 59,608,365	\$ 59,609,327	\$ (962)	\$ -	- *Project under construction. Additional 2006 Bond Funds - Est. Complete Time 12/2016
Pavaho Sump Improvements	Prop 02 (Flood & Storm Drainage)	\$ 37,778,480	\$ 38,100,971		\$ 38,100,971	\$ 38,099,497	\$ 1,474	\$ -	- Transferred Reserve 2006 Bond Funds.
Sump A Improvements	Prop 02 (Flood & Storm Drainage)	\$ 56,157,200	\$ 10,158,925		\$ 10,158,925	\$ 10,157,660	\$ 1,265	\$ -	- *A portion of the 2006 Bond Funds were reprogrammed (CR 09-1498) to fund necessary levee improvements. Est. Complete 11/30/2017
Levee Improvements	Prop 02 (Flood & Storm Drainage)	\$ -	\$ 40,403,466		\$ 40,403,466	\$ 40,402,679	\$ 787	\$ -	- 2006 Bond Funds were reprogrammed (CR09-1498) to fund necessary levee improvements. Complete 01/30/2011
Dallas Floodway Levee Land Acquisition	Prop 02 (Flood & Storm Drainage)	\$ -	\$ 549,200		\$ 549,200	\$ 351,894	\$ 197,306	\$ -	- *Property acquisition for Dallas Floodway. Transferred Reserve 2006 Bond Funds.

Project Components	Bond Program Description	Bond Program Authorized Amount	Bond Program Allocation	Additional City, Grant, or Private Funding	TOTAL	Expended / Encumbered (as of June 30, 2017)	Remaining / Planned Expenditures	Remaining Amount Private Funds	Comments
Belleview Trail Connector	Prop 03 Park & Recreation Facilities)	\$ 2,000,000	\$ 186,719		\$ 186,719	\$ 186,719	\$ -	\$ -	- Funding reprogrammed (CR 09-2781) to Trinity Standing Wave.
Reunion Gateway Land	Prop 03 Park & Recreation Facilities)	\$ 1,200,000	\$ 24,781		\$ 24,781	\$ 24,781	\$ -	\$ -	- Funding reprogrammed (CR 09-2781) to Trinity Standing Wave.
IH-30 Bridge	Prop 01 (Street & Transportation)		\$ 6,744,674	\$ 27,145,551	\$ 33,890,225	\$ 33,805,798	\$ 84,427	\$ 42,299	Transferred 2003 and 2006 Bond Program funding, Dallas County funding, private funding, and interest from private funding. Estimated Complete 2017
Continental Pedestrian Modifications	Prop 03 Park & Recreation Facilities)	\$ 2,000,000	\$ 1,906,000	\$ 6,816,399	\$ 8,722,399	\$ 8,719,280	\$ 3,119	\$ 2,826	* Project completed June 2014 Private funding Reprogramming remaining private funds to IH30 Bridge per donor
West Dallas Gateway Park	Prop 03 Park & Recreation Facilities)	\$ 1,800,000	\$ 1,709,914		\$ 1,709,914	\$ 1,709,914	\$ -	\$ -	- *Project completed June 2014
Trinity Strand (Old Trinity Trail Phase II)	Prop 03 Park & Recreation Facilities)	\$ 1,500,000	\$ 602,198		\$ 602,198	\$ 580,337	\$ 21,861	\$ -	- Projected completed in 2014
Elm Fork Trail	Prop 03 Park & Recreation Facilities)	\$ 200,000	\$ 191,586		\$ 191,586	\$ 191,586	\$ -	\$ -	- 2006 Bond Funds were reprogrammed to the Elm Fork Soccer Complex
Total 2006 Bond Program		\$ 184,617,612	\$ 183,112,126	\$ 33,961,950	\$ 217,074,077	\$ 212,911,359	\$ 4,162,718	\$ 45,125	Project list includes projects with some connection to the Trinity River Corridor Project.
2012 Bond Program									
Sump A Improvements	Prop 02 (Flood & Storm Drainage)	\$ 91,700,000	\$ 91,700,000		\$ 91,700,000	\$ 75,614,119	\$ 16,085,881		*Project under construction. Estimated completion 2017.
Trinity River Trail from Sylvan to Moore Park	Prop 01 (Street & Transportation)	\$ 6,418,400	\$ 6,418,400		\$ 6,418,400	\$ 4,100,145	\$ 2,318,255		*Phase I of the project completed - Under construction
Total 2012 Bond Program		\$ 98,118,400	\$ 98,118,400		\$ 98,118,400	\$ 79,714,264	\$ 18,404,136	\$ -	Project list includes projects with some connection to the Trinity River Corridor Project.

**Mobility and Street Services Department - Major Street Projects
Detailed Expenditure Report**

Figures provided from the 8/9/2017 Advantage Financial System

Unit	Project Components	Bond Program Authorized Amount	Current Bond Funding (as of 8-9-17)	Additional City, Grant, or Private Funding	TOTAL	Expended / Encumbered (as of 8-9-17)	Remaining / Planned Expenditures	Comments
INTERGOVERNMENTAL PARTNERSHIP PROJECTS								
* P629/ P786	Modern Streetcar System Development Program	\$ -	\$ -	\$ 41,800,000	\$ 41,800,000	\$38,411,770	\$ 3,388,230	State and Federal Funding; Project is substantially complete.
* 1683, 1684, 1685, W072	Modern Streetcar-Northern and Southern Extensions		\$ 1,500,000	\$ 30,872,531	\$ 32,372,531	\$32,346,286	\$ 26,245	Texas Mobility Funding; On June 17, 2015 Council authorized the disbursement of funds for construction of extensions to the streetcar project and for 2 additional vehicles.
* P653	Katy Trail Extension - Phase VI		\$ 9,437,487	\$ 7,480,000	\$ 16,917,487	\$16,364,429	\$ 553,058	City, County and State Funding; Construction was awarded on August 12, 2015.
* U236	Walnut Hill from Malibu to Soccer Complex	\$ 3,573,640	\$ 4,171,321		\$ 4,171,321	\$ 4,140,438	\$ 30,883	Project is complete.
S403	Mountain Creek Parkway from South of Eagle Ford to Clark Rd.	\$ 6,701,000	\$ 5,527,794	\$ -	\$ 5,527,794	\$ 5,325,000	\$ 202,794	Dallas County is the lead agency to administer design, construction, and ROW of this project; Project is under construction.
* P655/ S401	Keller Springs/Preston/ Westgrove Roundabout	\$ 306,100	\$ 888,787	\$ 521,247	\$ 1,410,034	\$ 1,289,036	\$ 120,998	Project is complete.
P640	Riverfront from UPRR to Parkhouse (Segment A)		\$ -	\$ 29,127,713	\$ 29,127,713	\$ 6,406,267	\$ 22,721,446	State Funding. Project is under construction. Segment B (Riverfront from UPRR to Cadiz) will be completed by Dallas County.
THOROUGHFARES								
* U779	Central Boulevard -Commerce to Live Oak (part of Cesar Chavez project)	\$ 12,619,900	\$ 14,505,016		\$ 14,505,016	\$ 14,486,080	\$ 18,936	Project is under construction; MSS staff is working closely with DART and the Park Dept regarding proposed changes to the Pearl alignment/cross-section and other roadway modifications in order to accommodate proposed changes/upgrades to Carpenter Park.
* U791	Live Oak-Olive to Central Blvd (part of Cesar Chavez project)	\$ 475,760	\$ 477,760		\$ 477,760	\$ 113,417	\$ 364,343	Project is under construction; MSS staff is working closely with DART and the Park Dept regarding proposed changes to the Pearl alignment/cross-section and other roadway modifications in order to accommodate proposed changes/upgrades to Carpenter Park.
* U798	Pearl-Commerce to Live Oak (part of Cesar Chavez project)	\$ 4,336,191	\$ 3,203,193		\$ 3,203,193	\$ 3,001,990	\$ 201,203	Project is under construction; MSS staff is working closely with DART and the Park Dept regarding proposed changes to the Pearl alignment/cross-section and other roadway modifications in order to accommodate proposed changes/upgrades to Carpenter Park.
* R803/U247	Community-Harry Hines to N.W. Hwy.	\$ 2,200,000	\$ 924,265		\$ 924,265	\$299,284.86	\$ 624,980	Project is under design.

Additional Projects Added Upon Request

Asterick Denotes an Update from Previous Report

**Mobility and Street Services Department - Major Street Projects
Detailed Expenditure Report**

Figures provided from the 8/9/2017 Advantage Financial System

Unit	Project Components	Bond Program Authorized Amount	Current Bond Funding (as of 8-9-17)	Additional City, Grant, or Private Funding	TOTAL	Expended / Encumbered (as of 8-9-17)	Remaining / Planned Expenditures	Comments	
STREETSCAPE/URBAN DESIGN									
*	P791	Colorado Blvd-Beckley Area Sidewalk Enhancement		\$ 1,590,045		\$ 1,590,045	\$ 664,543	\$ 925,503	Construction contract has been awarded.
*	U738	Griffin from IH30 to Main	\$ 5,253,548	\$ 3,947,407		\$ 3,947,407	\$ 3,851,359	\$ 96,048	Project is complete.
TARGET NEIGHBORHOOD									
*	S608	Mican Dr. from Schofield Dr. to End of Pavement	\$ 497,000	\$ 986,205		\$ 986,205	\$ 986,205	\$ -	Project is under construction.
COMPLETE STREET									
	S405	Davis Street from Beckley to Hampton	\$ 979,600	\$ 988,343		\$ 988,343	\$ 283,923	\$ 704,420	Project is under design.
*	S407	Henderson Ave. from US 75 to Ross Ave.	\$ 1,312,100	\$ 1,312,100		\$ 1,312,100	\$ 228,009	\$ 1,084,091	Project is under design.
*	S408	Knox from Katy Trail to US 75	\$ 734,700	\$ 526,969		\$ 526,969	\$ 288,896	\$ 238,074	Project is under design.
	S397	Main St. from Good Latimer to Exposition	\$ 734,700	\$ 730,200		\$ 730,200	\$ 69,760	\$ 660,440	Project is under design.

**Department Of Aviation
Quarterly Activity Report
FY 2016-2017 3rd. Quarter**

Expenses	FY 2016-17 Budget	FY 2016-17 YTD	FY 2016-17 % of Budget	FY 2016-17 Estimate	FY 2016-17 % of Estimate	Over / (Under) Budget
Salaries & Benefits	\$ 16,347,923	\$ 10,716,951	66%	\$ 15,315,948	70%	\$ (1,031,975)
Supplies / Materials	\$ 8,069,269	\$ 5,295,615	66%	\$ 7,325,974	72%	\$ (743,295)
Services / Charges	\$ 84,754,001	\$ 43,519,211	51%	\$ 85,935,153	51%	\$ 1,181,152
Capital Outlay	\$ 3,597,000	\$ 4,807,508	134%	\$ 5,027,979	96%	\$ 1,430,979
Reimbursements	\$ (6,181,526)	\$ (1,401,207)	23%	\$ (6,181,526)	23%	\$ -
Total Expenses	\$ 106,586,667	\$ 62,938,078	59.0%	\$ 107,423,528	58.6%	\$ 836,861

Revenues	FY 2016-17 Budget	FY 2016-17 YTD	FY 2016-17 % of Budget	FY 2016-17 Estimate	FY 2016-17 % of Estimate	Over / (Under) Budget
Interest	\$ 75,402	\$ 251,693	334%	\$ 282,960	89%	\$ 207,558
Building Use Fee - CBP	\$ 450,000	\$ 369,002	82%	\$ 485,000	76%	\$ 35,000
Rental and Maint. - Tenants	\$ 843,758	\$ 28,051	3%	\$ 40,000	70%	\$ (803,758)
Security Charges	\$ 186,638	\$ 149,888	80%	\$ 186,639	80%	\$ 1
Rental Off Airport	\$ 453,512	\$ 845,320	186%	\$ 1,055,521	80%	\$ 602,009
Landing Fees	\$ 17,784,135	\$ 14,774,291	83%	\$ 21,643,638	68%	\$ 3,859,503
Parking Concessions	\$ 27,142,868	\$ 19,258,305	71%	\$ 26,645,264	72%	\$ (497,604)
Terminal Concessions	\$ 25,415,598	\$ 17,827,033	70%	\$ 25,393,408	70%	\$ (22,190)
Fuel Flow Fees	\$ 1,225,397	\$ 903,984	74%	\$ 1,213,418	74%	\$ (11,979)
Terminal Maint. - Utilities	\$ 224,676	\$ 187,588	83%	\$ 232,888	81%	\$ 8,212
Rental On Airport	\$ 23,375,630	\$ 16,246,294	70%	\$ 24,758,887	66%	\$ 1,383,257
Cable Installation - ASM	\$ 150,000	\$ 152,788	102%	\$ 203,717	75%	\$ 53,717
Miscellaneous	\$ 45,750	\$ 1,530,871	3346%	\$ 1,940,550	79%	\$ 1,894,800
Misc./ Other	\$ 495,828	\$ 2,122,940	0%	\$ 2,660,115	80%	\$ 2,164,287
Total Revenues	\$ 97,373,364	\$ 72,525,108	74.5%	\$ 104,081,890	69.7%	\$ 6,708,526

Operations

Carrier Type	Total CYTD		% Change	3rd Quarter FYTD Comparison		
	2017	2016		2017	2016	% Change
Air Carrier	69,086	68,905	0.26%	104,215	104,119	0.09%
Air Taxi	13,195	12,379	6.59%	20,043	18,721	7.06%
General Aviation	50,438	47,673	5.80%	76,793	72,940	5.28%
Military	644	566	13.78%	921	833	10.56%
Total Operations	133,363	129,523	2.96%	201,972	196,613	2.73%

Passenger Enplanements

Carrier	Total CYTD		% Change	3rd Quarter FYTD Comparison		
	2017	2016		2017	2016	% Change
Delta Airlines	84,805	82,187	3.19%	125,347	122,674	2.18%
Seaport Airlines	-	-	0.00%	-	-	0.00%
Skywest Airlines	-	-	0.00%	-	-	0.00%
Southwest Airlines	3,544,846	3,515,362	0.84%	5,397,807	5,328,134	1.31%
United Airlines	-	-	0.00%	-	52	-100.00%
Virgin America	222,150	246,028	-9.71%	344,271	390,200	-11.77%
Other	-	-	0.00%	-	-	0.00%
Total DAL Passengers	3,851,801	3,843,577	0.21%	5,867,425	5,841,060	0.45%

Department Of Aviation Quarterly Activity Report

Top Operations Projects		
1	Perimeter Fence Security Enhancement - Install vehicle barrier controls at vehicle gates and hardening the perimeter fence at select locations.	
2	Airfield Electronic Monitoring / Logging System (AEMLS) - Secure an electronic system to record and manage various airport functions to include: FAR 139 inspection procedures, Department work order system, Property Lease Management, and Asset Management.	
3	DAL Perimeter Fence Replacement - Replace existing chain link fence with wrought iron style fencing material, that is now the airport standard for perimeter fencing.	
4	Wildlife Camera Surveillance of Bachman Lake - Cameras to be installed at locations to survey waterfowl activities at Bachman Lake.	
5	Airport CO2 Accreditation Program - Enable the airport to gain international recognition by enrolling in the Airport Carbon Accreditation Program managed by the Airports Council International (ACI)	
Top Capital Projects		Estimated Costs
1	Security Controls Enhancements (Total Project) CIP FY15 Airfield security enhancements to install drop arm crash beam barriers and fence hardening at various location on the exterior security fence at Dallas Love Field. Project is in Design Phase.	\$ 1,032,119
2	Rehabilitate TW B from B1 to B3 and Connectors B3 & B4 (Design) CIP FY15 This project is part of the airport's on-going pavement management program: this area of the airfield has been identified through a 2014 FAA funded pavement analysis for rehabilitation. Project is delayed.	\$ 1,284,850
3	Rehabilitate RW 18-36 Intersections with TW P & C and Remove TW J (Total Project) CIP FY15 This project is part of the airport's on-going pavement management program: this area of the airfield has been identified through a 2014 FAA funded pavement analysis for rehabilitation. Project is being considered for Future Design Phase.	\$ 22,323,299
4	Runway 18/36 Conversion Project FY 15 This project addresses converting a FAA non-compliant runway into a taxiway. Design for the conversion of Runway 18-36 and it's connectors to a Taxiway, including all the basic and special services needed to complete the project. Project in the Construction Phase.	\$ 7,024,298
5	Full Depth Concrete Repairs - Airfield (Design & Construction) On-going airfield pavement projects to include evaluation, design and prepare construction documents to repair various concrete panels that have demonstrated distress to constant aircraft operations. There are several jobs in this project that are being completed.	\$ 1,249,037
6	Sentinel Thermal-Optical Bird Detection System Detect birds at approach and departure corridors and at Bachman Lake, detect Drones operating in the vicinity of the airport, monitor ground movement of aircraft and vehicles in reduced visibility conditions, enhanced visibility conditions during airport emergency situations, detect wildlife and/or an intruder moving within the airport perimeter.	\$ 1,500,000
7	Job Order Contracting Love Hub Parking; structural deck repairs and waterproofing, ground level alterations and repairs at entrances and exits. Ground transportation office improvements. Dallas Executive rain canopies, Emergency Generator enclosure, Boiler Room Generator, and Fuel Canopy Cover at airfield maintenance facility. Master Agreement	\$ 110,270
8	Runway Holding Position Relocation (Construction) CIP FY15 The purpose of this project is to relocate aircraft holding position signage and markings on taxiways intersecting Runways 13L-31R and 13R-31L so that they are in compliance with criteria contained in current FAA Advisory Circulars. This project is in the Close-Out Phase	\$ 2,054,404
9	Design/Build - Police Helicopter Hangar (Dallas Executive Airport) The project is intended to enhance the Dallas Executive Airport by the development and construction of a Helicopter Hangar, landing pad, fueling facility and accompanying Police hangar complex. The Dallas Police Helicopter Pad facility will include all existing and future physical improvements necessary. Project is in Design Phase.	\$ 6,150,000
10	Love Field Pavement Evaluation The purpose of this project is to take a comprehensive look at the airfield pavement through testing, investigation, and non-destructive means and methods. This includes pavement condition assessment, performing field and laboratory testing, determine remaining service life calculations, recommend improvement projects, implementation of the pavement management plan, and cost estimates. This project is managed under a Professional Service Contract completing the repairs.	\$ 1,320,900
Total Estimate:		\$ 44,049,177