

TRANSPORTATION & TRINITY RIVER PROJECT COMMITTEE  
DALLAS CITY COUNCIL COMMITTEE AGENDA

RECEIVED

2016 AUG 18 PM 3:42

CITY SECRETARY  
DALLAS, TEXAS

MONDAY, AUGUST 22, 2016  
CITY HALL  
COUNCIL BRIEFING ROOM, 6ES  
1500 MARILLA  
DALLAS, TEXAS 75201  
1:00 P.M. – 2:30 P.M.  
REVISED

REVISED

**Chair**, Councilmember Lee M. Kleinman  
**Vice-Chair**, Deputy Mayor Pro Tem Erik Wilson  
Councilmember Sandy Greyson  
Mayor Pro Tem Monica R. Alonzo  
Councilmember Adam Medrano  
Councilmember Casey Thomas, II

Call to Order

1. Approval of Minutes

**BRIEFINGS**

2. D-Link and Mobility Management Services Paratransit Program Gary Thomas, President/Executive Director, DART
3. Central Dallas Streetcar Link Alignment Options Gary Thomas, President/Executive Director, DART  
Tanya Brooks, Assistant Director, Planning and Urban Design
4. **MONTHLY INTERAGENCY TRANSPORTATION REPORT** (For Informational Purposes only)
5. **UPCOMING AGENDA ITEMS**

**August 24, 2016**

- A. Agenda Item #33: A resolution authorizing the conveyance of approximately 41 acres of land in perpetual easement to Fort Worth Transportation Authority for the purpose of constructing and operating an extension of its TEX Rail commuter rail project into the Dallas Fort Worth International Airport property (IGS)
- B. **Agenda Items #35, #36 & #37: Dallas to Houston High Speed Rail Project**
  - \* Authorize (1) execution of a Cooperation Agreement between the City of Dallas and Texas Central Rail Holdings, LLC regarding preliminary review and evaluation of plans for High Speed Rail in Dallas; (2) the receipt and deposit of funds in an amount not to exceed \$1,550,000 from Texas Central Rail Holdings, LLC, in accordance with the terms and conditions of the Cooperation Agreement; (3) the establishment of appropriations in an amount not to exceed \$1,550,000 in the Dallas High Speed Rail Fund; and (4) the return of any unused funds to Texas Central Rail Holdings, LLC upon completion of the High Speed Rail project - Financing: Private Funds
  - \* Authorize (1) a Memorandum of Agreement between the City of Dallas and the U.S. Army Corps of Engineers for expedited Section 408 Review of High Speed Rail in Dallas; and (2) the disbursement of funds to the U.S. Army Corps of Engineers in an amount not to exceed \$1,050,000 - Financing: Dallas High Speed Rail Funds
  - \* Authorize (1) a professional services contract with HNTB Corporation to provide specialized engineering assistance to the City of Dallas during the Section 408 review of plans for High Speed Rail in Dallas; (2) the disbursement of funds to HNTB Corporation in an amount not to exceed \$167,972; and (3) reimbursement for costs incurred by the city for work associated with the project in an amount not to exceed \$332,028 - Total not to exceed \$500,000 - Financing: Dallas High Speed Rail Funds (PNV)

**A quorum of the City Council may attend this Council Committee meeting**

- C. Agenda Item #41: Authorize a contract with Texas Standard Construction, Ltd., lowest responsible bidder of three, for the reconstruction of street paving, storm drainage, streetscape, and water main improvements for the Bishop Arts Area Street and Drainage Improvements Project - Not to exceed \$6,528,099 (PBW)
- D. Agenda Item #42: Authorize an increase in the construction services contract with Thos. S. Byrne, Ltd. dba Byrne Construction Services for seventh floor balcony waterproofing improvements and the replacement of the storefront aluminum doors to complete the 7th Floor Renovation Project at the J. Erik Jonsson Central Library, 1515 Young Street - Not to exceed \$106,771, from \$4,106,478 to \$4,213,249 (PBW)
- E. Agenda Item #43: Authorize Amendment Number 1 to the Advance Funding Agreement with the Texas Department of Transportation for the design, right-of-way acquisition, and construction of improvements on Riverfront Boulevard from Cadiz Street to Continental Avenue to modify the limits from Union Pacific Railroad to North of Continental Avenue (PBW)
- F. Agenda Item #44: Authorize a professional services contract with Teal Engineering Services, Inc., most advantageous proposer of three, to provide technical support and oversight for the implementation and testing of the City's new central transportation management software system and other related tasks - Not to exceed \$792,196 (STS)
- G. Agenda Item #50: Authorize a professional services contract with Freese and Nichols, Inc. to provide engineering design services for the Trinity Skyline Trail Project from Sylvan Avenue to the City of Irving's Champion Trail - Not to exceed \$556,079 (TWM)
- H. Agenda Item #51: Authorize an increase in the construction contract with CD Builders, Inc. for the Pavaho Stormwater Wetland Supplemental Environmental Project for additional excavation, wildlife relocation, slope stabilization and material hauling - Not to exceed \$320,204, from \$2,590,519 to \$2,910,723 (TWM)
- I. Agenda Item #52: Authorize a contract for the construction of process control system improvements at the Central Wastewater Treatment Plant - Archer Western Construction, LLC, lowest responsible bidder of two - Not to exceed \$11,365,000 (DWU)
- J. Agenda Item #53: Authorize a contract for the installation of water and wastewater mains at 14 locations (list attached) - Atkins Bros. Equipment Co., Inc., lowest responsible bidder of four - Not to exceed \$8,481,325 (DWU)
- K. Agenda Item #54: Authorize Supplemental Agreement No. 1 to the engineering services contract with DAL-TECH Engineering, Inc. for additional design services for paving, drainage, and water and wastewater main improvements in The Bottom area - Not to exceed \$678,548, from \$928,166 to \$1,606,714
- L. Agenda Item #73: Authorize a benefit assessment hearing to receive comments on street paving, water and wastewater main improvements, and alley paving for Project Group 12-3003; and at the close of the hearing, authorize an ordinance levying benefit assessments, and a construction contract with Camino Construction, L.P., lowest responsible bidder of five (list attached) - Not to exceed \$1,443,519 (PBW)
- M. Agenda Item #74: A public hearing to receive comments regarding the application for and approval of the fill permit and removal of the floodplain (FP) prefix from approximately .041 acres of the current .166 acres of land, located at 8702 Eustis Avenue, within the floodplain of Ash Creek, Fill Permit 16-06 (TWM)
- N. Agenda Item #75: An amendment to the City of Dallas Thoroughfare Plan to change the dimensional classification of Knox Street from Travis Street to McKinney Avenue from a four-lane undivided (M-4-U) roadway within 60 feet of right-of-way to a special three-lane undivided (SPCL 3U) roadway; within 60 feet of right-of-way; and at the close of the hearing, authorize an ordinance implementing the change (PNV)

Adjourn



Lee M. Kleinman, Chair  
Transportation and Trinity River Project 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.

"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."*

# Transportation & Trinity River Project Committee Meeting Record

The Transportation & Trinity River Project Committee meetings are recorded. Agenda materials are available online at [www.dallascityhall.com](http://www.dallascityhall.com). Recordings may be reviewed/copied by contacting the Transportation & Trinity River Project Committee Coordinator at 214-671-9502.

**Meeting Date:** August 8, 2016

**Convened:** 1:04 p.m.

**Adjourned:** 1:48 p.m.

**Committee Members Present:**

Lee M. Kleinman, Chair  
Deputy Mayor Pro Tem Erik Wilson, Vice Chair  
Mayor Pro Tem Monica R. Alonzo  
Sandy Greyson  
Casey Thomas II  
Adam Medrano

**Committee Members Absent:**

None

**Other Council Members present:**

**Presenters:**

Edith Marvin, P.E., Director of Environment and Development, North Central Texas Council of Governments  
Brian Kamisato, P.E. PMP, Deputy District Engineer for Programs and Project Management, U.S. Army Corps of Engineers, Fort Worth District  
Sarah Standifer, Director, Trinity Watershed Management  
Peer Chacko, Chief Planning Officer and Director, Planning and Urban Design

Susan Alvarez, P.E., Assistant Director, Trinity Watershed Management

Nate Snorteland, P.E., Director, U.S. Army Corps of Engineers, Risk Management

**City Staff Present:**

Susan Alvarez  
Jody Puckett  
Tanya Brooks

Mark Duebner  
Casey Burgess  
Dhruv Pandya

**AGENDA:**

**Call to Order**

**1. Approval of the June 27, 2016 Meeting Minutes**

**Presenter(s):** Lee M. Kleinman, Chair

**Action Taken/Committee Recommendation(s):** A motion was made to approve the minutes for the June 27, 2016 Transportation and Trinity River Project Committee Meeting.

Motion made by: Councilmember Thomas  
Item passed unanimously: X  
Item failed unanimously:

Motion seconded by: Councilmember Medrano  
Item passed on a divided vote:  
Item failed on a divided vote:

**2. integrated Stormwater Management (iSWM)**

**Presenter(s):** Edith Marvin, P.E., Director of Environment and Development, North Central Texas Council of Governments and Susan Alvarez, P.E., Assistant Director, Trinity Watershed Management

**Action Taken/Committee Recommendation(s):** Information Only

**Transportation & Trinity River Project Committee  
August 8, 2016**

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

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

**3. Dallas Floodway Risk Assessment Addendum**

**Presenter(s):** Brian Kamisato, P.E. PMP, Deputy District Engineer for Programs and Project Management, U.S. Army Corps of Engineers, Fort Worth District, Nate Snorteland, P.E., Director, U.S. Army Corps of Engineers, Risk Management and Sarah Standifer, Director, Trinity Watershed Management

**Action Taken/Committee Recommendation(s):** Information Only

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

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

**4. Dallas to Houston High Speed Rail Project (Briefing Memo)**

**Presenter(s):** Peer Chacko, Chief Planning Officer/Director, Planning & Urban Design Department

**Action Taken/Committee Recommendation(s):** Information Only

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

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

**QUARTERLY REPORTS (For Informational Purposes Only)**

**5. Trinity River Corridor Bond Program Expenditure Report**

**6. Major Street Project Detailed Expenditure Report**

**7. Department of Aviation Activity Report**

**8. UPCOMING AGENDA ITEMS**

**August 10, 2016**

- A. Agenda Item #35: Authorize a professional services contract with HNTB Corporation, most advantageous proposer of three, to provide engineering services for the Runway 31R Glideslope Relocation Project at Dallas Love Field - Not to exceed \$632,602 (PBW)
- B. Agenda Item #36: Authorize (1) street paving, storm drainage, water and wastewater main improvements for Street Group 12-458; provide for partial payment of construction cost by assessment of abutting property owners; an estimate of the cost of the improvements to be prepared as required by law (list attached); and (2) a benefit assessment hearing to be held on September 28, 2016, to receive comments (PBW)
- C. Agenda Item #37: Authorize a Funding Agreement with Dallas County for the preliminary Engineering Feasibility Study of the bicycle route and options along Haskell Avenue/Military Parkway from Parry Avenue to Lawnview Avenue and between Hall Street and Parry Avenue, and address potential unforeseen site improvements, as needed (PBW)
- D. Agenda Item #38: Authorize a Local Transportation Project Advance Funding Agreement with the Texas Department of Transportation for the design review of Rosemont Safe Routes to School Project – Not to exceed \$2,609 (PBW)

Transportation & Trinity River Project Committee  
August 8, 2016

- E. Agenda Item #'s 39, 40: **Keller Springs Road**  
 \* Authorize **(1)** an increase in the Project Specific Agreement with Dallas County for the design and construction of paving and drainage improvements for the Keller Springs Road at Westgrove Drive roundabout in the amount of \$204,204, from \$342,043 to \$546,247; **(2)** the receipt and deposit of funds from Dallas County in the amount of \$179,204; and **(3)** an increase in appropriations in the amount of \$179,204 in the Capital Projects Reimbursement Fund – Not to exceed \$204,204 (PBW)  
 \* Authorize an amendment to Resolution No. 15-1163, previously approved on June 17, 2015, to revise the source of funds for the contract to construct paving and drainage improvements for the Keller Springs Road at Westgrove Drive roundabout (PBW)
- F. Agenda Item #47: Authorize an application for a grant, requiring matching funds, through the Federal Emergency Management Agency for FY 2016-17 for the Cooperating Technical Partners program, to provide a cost share for updating certain flood studies in the City of Dallas (TWM)
- G. Agenda Item #48: Ratify emergency repairs to a steel pressure plate in the New Hampton Stormwater Pump Station with Bar Constructors, Inc., lowest responsive bidder of three - Not to exceed \$77,648 (TWM)
- H. Agenda Item #49: Authorize a contract for the installation and rehabilitation of water and wastewater mains at 38 locations (list attached) - Ark Contracting Services, LLC, lowest responsible bidder of five - Not to exceed \$10,443,584 (DWU)
- I. Agenda Item #50: Authorize an increase in the contract with AUI Contractors, LLC for additional work associated with the East Side Water Treatment Plant filter to waste and electrical improvements project - Not to exceed \$136,430, from \$21,970,756 to \$22,107,186 (DWU)
- J. Agenda Item #51: Authorize Supplemental Agreement No. 1 to the engineering services contract with Freese and Nichols, Inc. for additional engineering services associated with the replacement of the Plano Road elevated water storage tank and rehabilitation of the Abrams Road ground storage reservoir and pump station facility - Not to exceed \$1,286,023, from \$490,000 to \$1,776,023 (DWU)
- K. Agenda Item #83: A public hearing to receive comments regarding the application for and approval of the fill permit and removal of the floodplain (FP) prefix from approximately 8.08 acres of the current 10.90 acres of land in the floodplain, located at 1840 Ryan Road, of which the within the floodplain of Elm Fork of the Trinity River, Fill Permit 15-07 (TWM)
- L. Agenda Item #84: A public hearing to receive comments regarding the application for and approval of the fill permit and removal of the floodplain (FP) prefix from approximately 0.0988 acres of the current 0.1326 acres of land located at northwest corner of IH-35 and Northwest Highway, within the floodplain of Elm Fork of the Trinity River, Fill Permit 16-03 (TWM)
- M. Agenda Item #85: A public hearing to receive comments to amend the City of Dallas Thoroughfare Plan to change the dimensional classification of Gus Thomasson Road from Easton Road to Mesquite City Limits from an existing (EXISTING) roadway designation to a special four-lane divided (SPCL 4D) roadway within 80 to 85 feet of right-of-way; and at the close of the hearing, authorize an ordinance implementing the change (PNV)

Adjourn (1:48 p.m.)

**APPROVED BY:**

**ATTEST:**

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**Lee M. Kleinman, Chair**  
**Transportation & Trinity River Project Committee**

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**Natalie Wilson, Coordinator**  
**Transportation & Trinity River Project Committee**

# Memorandum



CITY OF DALLAS

DATE August 19, 2016

TO The Honorable Members of the Transportation and Trinity River Project Committee:  
Lee M. Kleinman (Chair), Deputy Mayor Pro Tem Erik Wilson (Vice-Chair), Sandy Greyson,  
Mayor Pro Tem Monica R. Alonzo, Adam Medrano, and Casey Thomas II

SUBJECT D-Link and Mobility Management Services Paratransit Program.

On Monday, August 22, 2016 you will be briefed on the D-Link and Mobility Management Services Paratransit Program. 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 blue ink, appearing to read 'Alan E. Sims'.

Alan E. Sims  
Chief of Neighborhood Plus

c: Honorable Mayor and Members of the City Council  
A.C. Gonzalez, City Manager  
Christopher D. Bowers, Interim City Attorney  
Craig D. Kinton, City Auditor  
Rosa A. Rios, City Secretary  
Daniel F. Solis, Administrative Judge  
Ryan S. Evans, First Assistant City Manager

Eric D. Campbell, Assistant City Manager  
Mark McDaniel, Assistant City Manager  
Jill A. Jordan, P.E., Assistant City Manager  
Joey Zapata, Assistant City Manager  
Jeanne Chipperfield, Chief Financial Officer  
Sana Syed, Public Information Officer  
Elsa Cantu, Assistant to the City Manager – Mayor & Council



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 18, 2016

**President**  
Kourtney Garrett  
Downtown Dallas, Inc.

Councilman Lee M. Kleinman  
Chairman  
Transportation & Trinity River Project Committee  
City of Dallas  
1500 Marilla, Room 5FS  
Dallas, Texas 75201

**Chief Executive Officer**  
John F. Crawford  
Downtown Dallas, Inc.

**Executive Committee:**

Liz Beauchamp  
Atmos Energy

Mr. Gary Thomas  
President/Executive Director  
Dallas Area Rapid Transit (DART)  
P.O. Box 660163  
Dallas, Texas 75266

Ted Benn  
Thompson & Knight LLP

Brian Bergersen  
Spectrum Properties

Doug Curtis  
AT&T Performing Arts Center

RE: CENTRAL DALLAS STREETCAR LINK

Mattia Flabiano  
Page Southerland Page

Dear Mr. Kleinman and Mr. Thomas:

Larry Good  
gff

In a letter to Mr. Thomas on August 4, 2015, Downtown Dallas, Inc. (DDI) stated its preferred modern streetcar alignment. With the upcoming Dallas City Council Transportation & Trinity River Project Committee briefing on this topic, we would like to reiterate DDI's position on the Central Dallas Streetcar Link. As the "advocate, champion and steward" for Downtown, DDI enthusiastically supports the connection of Union Station to the St. Paul DART station and M-Line Trolley. In principle, more transit equals better connectivity and streetcars offer an excellent solution to "short trips" for employees, residents and visitors. An alignment that results in improved mobility for all, increased pedestrian comfort and vigorous economic development would be considered highly successful.

Ted Hamilton  
Hamilton Properties Corporation

David Lind  
Corgan

Katy Murray  
A.H. Belo

Holly Reed  
Texas Central Partners, LLC.

Randy Robason  
Grant Thornton LLP

Jon Ruff  
Spire Realty Group LP

DDI agrees with DART that the best route for the streetcar is to traverse the historic core of Downtown for the east-west segment, generally from Lamar to Harwood, but **DDI prefers a Commerce and Elm couplet instead of a Main Street alignment as it moves through the Main Street District.**

Kristi Sherrill Hoyl  
Baylor Scott & White Health

Michael Tregoning  
Headington Companies

Jim Truitt  
Forest City Residential, Inc.

The main concern is that Main Street does not have the capacity to successfully integrate the streetcar into the existing fabric of the right of way. Such an alignment would cause significant sacrifice to all modes of transportation and the quality and safety of the pedestrian environment. Furthermore, the construction timeframe has the potential to be devastating to successful businesses that we have spent over a decade nurturing on Main Street. These are trade-offs we deem not worthy on one of Downtown's most successfully revitalized streets.



Consensus from DDI's Executive Committee and Transportation Task Force that involved more than 200 stakeholders facilitated the following detailed position statement:

- 1) *First and foremost, we support DART in seizing the opportunity NOW to pursue streetcar funding as a priority. This long-anticipated project, which has suffered many delays, has the potential to be transformative for the urban core of our city, further enhancing mobility, quality of life and economic development.*
- 2) *Downtown Dallas, Inc. supports a variation of the Main Street segment of the alignment, to instead include Commerce and Elm as a one-way streetcar couplet. There are several benefits that merit consideration:*
  - a. *The one-way operation of Elm and Commerce can more easily accommodate the addition of the streetcar during construction and afterwards.*
  - b. *Streetcar stops on Elm and Commerce Street expand on the number of blocks served by the streetcar.*
  - c. *A mixed flow traffic design is preferred for Elm and Commerce, which has the potential to reduce overall congestion and increase vehicular efficiency as well as a greatly improved transit and pedestrian environment.*
  - d. *An overall reduction in the total number of buses traveling through the area should be reduced to the extent feasible.*
  - e. *Existing traffic calming and pedestrian friendly streetscape and parking operations on Main Street can continue.*
  - f. *Elm and Commerce are experiencing burgeoning development that can be further supported with the introduction of streetcar.*
- 3) *Closing Main Street to vehicular traffic is not a desirable mitigation measure. Numerous case studies throughout the country demonstrate that pedestrian malls are unsuccessful in areas without extreme density, and most U.S. cities are reintroducing mode-balanced traffic to these areas.*
- 4) *An integrated, comprehensive approach will be required in order to maximize the benefits of an expanded streetcar system. Elm, Commerce and Main must become enhanced streetscapes with high quality pedestrian amenities. All three streets should "read" as a single designed environment. Business frontages, valet parking, autos, bikes and pedestrians and bus transit must be looked at as an integrated system.*
- 5) *The Central Dallas Link should be designed to provide maximum connectivity to other nodes of activity and transit options in the city, including the M-Line and long-term streetcar expansion plans.*
- 6) *As an integrated traffic analysis of D2, Streetcar, bike lanes and other mobility improvements to the Main Street District are undertaken, we ask DART to also analyze bus routes, sizes, speeds and saturation to evaluate a reduction of bus traffic in this area.*

The following guiding priorities and principles are the basis for the above position statement:

Downtown Dallas, Inc. 2016 Priorities

- Maintain **public safety**
- Create **vibrant streets and public spaces**
- Diversify and grow **housing**
- Ensure **great urban design**
- Expand and realize **Transit Oriented Development** potential
- Promote community **education, engagement and advocacy**
- Support Downtown's **21<sup>st</sup> century economy**

Downtown Dallas 360 Draft Mobility Principles (2016 Update)

- Create a **balanced multimodal** system that can support transit, bicycles and pedestrians in addition to automobiles.
- Provide a system that does not require a car for **short trips**, while ensuring that the system 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 Greater Downtown Dallas.
- Deliver a system that responds proactively to future trends in **technology, demographics and user preferences**.

Thank you for your continued support of enhancing Downtown mobility. We look forward to the streetcar expansion and appreciate the opportunity to work with you to ensure it is as successful as possible. Please do not hesitate to reach out to us for any additional information.

Sincerely,



Kourtny Garrett  
President



John F. Crawford  
Chief Executive Officer

cc: Mayor Mike Rawlings  
Dallas City Council Members  
City Manager A.C. Gonzalez  
Assistant City Managers  
City Director Peer Chacko

Attachment: [August 4, 2015 DDI letter to DART]

August 4, 2015

Mr. Gary Thomas  
President and Executive Director  
Dallas Area Rapid Transit  
P.O. Box 660163  
Dallas, TX 75266-0163

Dear Gary:

On behalf of the Downtown Dallas, Inc. (DDI) Executive Committee, representing major development, corporate, and community interests in Downtown, we welcome the opportunity to provide input as DART considers alternatives for the extension of the modern streetcar through the Downtown core.

DDI established a Transportation Task Force to review the various alternatives; a copy of the report and recommendation is attached.


In summary, the DDI Executive Committee concluded that DDI agrees with DART that the best route for the streetcar is to traverse the historic core of Downtown for the east-west segment from Lamar to Harwood. But our opinion, and the clear consensus opinion of numerous stakeholders, is a concern that Main Street does not have the capacity to successfully integrate the streetcar into the existing fabric of the right of way without significant sacrifice to all modes of transportation and the quality and safety of the pedestrian environment.

A variation on the Main Street option, which came out of the discussions, is to recommend that DART evaluate Commerce and Elm as a one-way streetcar couplet for the east-west segment. There are several benefits to this alignment that merit DART's consideration:

1. The one-way operation of Elm and Commerce can more easily accommodate the addition of the streetcar during construction and afterwards.
2. There would be reduced disruption and interruption of access and service to property owners during construction of the line.
3. Existing activities of valet parking on Main Street can continue. These operations are extremely important to the economic success of Main Street businesses.
4. Reduced congestion on Elm and Commerce will translate to faster/more efficient streetcar service.
5. Elm and Commerce are lagging behind Main Street in vibrancy and economic development. The adjacent properties will benefit from the presence of the streetcar.

We urge DART to consider the Elm-Commerce couplet as a part of their detailed analysis of the modern streetcar alignment.

Sincerely,

  
John F. Crawford  
President and CEO



DOWNTOWN  
DALLAS INC

Bank of America Plaza  
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Dallas, Texas 75202  
p 214.744.1270  
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## MEMO

**To:** John Crawford, CEO of Downtown Dallas, Inc. and the Downtown Dallas, Inc. Executive Committee

**From:** Larry Good, Chairman DDI Transportation Task Force

**Re:** Modern Streetcar Alignment Recommendation

**Date:** July 21, 2015

The DDI Transportation Task Force was asked to provide a recommendation to the DDI Executive Committee regarding the preferred alignment for the modern streetcar route connecting the Convention Center Hotel to the St. Paul DART Station and the M-Line Trolley. An alignment would be considered successful if it resulted in supporting Downtown's objectives for improved mobility for all, increased pedestrian quality of life and vigorous economic development.

The Task Force examined the three alignment alternatives presented by DART. One utilizes Main Street to travel east-west through the historic core of Downtown. Another option proposes Young Street for the east-west link, while a third options moves north on Griffin and utilizes San Jacinto and Ross as an east-west couplet into the Arts District. Over the past several months, the Task Force convened a series of six stakeholder meetings to discuss the modern streetcar as one of several discussion topics to gauge stakeholder perspective and gather opinions about Downtown mobility. These meetings numbered over 200 attendees in the aggregate.

In summary, we have concluded that DDI should agree with DART that the best route for the streetcar is to traverse the historic core of Downtown for the east-west segment from Lamar to Harwood, rather than either a more northern or southern route. But our opinion, and the clear consensus opinion of numerous stakeholders, is a concern that Main Street does not have the capacity to successfully integrate the streetcar into the existing fabric of the right of way without significant sacrifice to all modes of transportation and the quality and safety of the pedestrian environment. During our discussions, some consideration was given to an option of closing Main Street to private vehicular traffic as a way to resolve the capacity problem, but this was strongly rejected.

A variation on the Main Street option, which came out of the discussions, is to recommend that DART evaluate Commerce and Elm as a one-way streetcar couplet for the east-west segment from Lamar to Harwood. From DDI's perspective, there are several benefits to an Elm-Commerce alignment that merit DART's consideration:

1. The one-way operation of Elm and Commerce can more easily accommodate the addition of the streetcar during construction and afterwards.
2. There would be reduced disruption and interruption of access and service to property owners during construction of the line.
3. Existing activities of valet parking on Main Street can continue. These operations are extremely important to the economic success of Main Street businesses.
4. Reduced congestion on Elm and Commerce will translate to faster/more efficient streetcar service.
5. Elm and Commerce are lagging behind Main Street in vibrancy and economic development. The adjacent properties will benefit from the presence of the modern streetcar.

Although the Task Force acknowledges the obvious wayfinding advantages of the streetcar operation in two directions on the same street, we urge DART to consider the Elm-Commerce couplet as a part of their detailed analysis of the modern streetcar alignment.



# D-Link Modification and Mobility Management Services Paratransit Program Transportation and Trinity River Committee

Gary Thomas  
President/Executive Director

August 22, 2016



# D-Link Background

- D-Link was implemented in November 2013
- Its a joint venture among:
  - DART
  - City of Dallas
  - Downtown Dallas, Inc. [DDI]
- The shuttle funding agreement expires on November 14, 2016



# D-Link Service Funding

- Per the shuttle funding agreement:
  - City of Dallas annual contribution - \$400,000
  - DDI annual contribution - \$306,849
  - DART funds the difference
- Proposed in City of Dallas FY16-17 Budget
- DDI pending approval in September for FY16-17 Budget

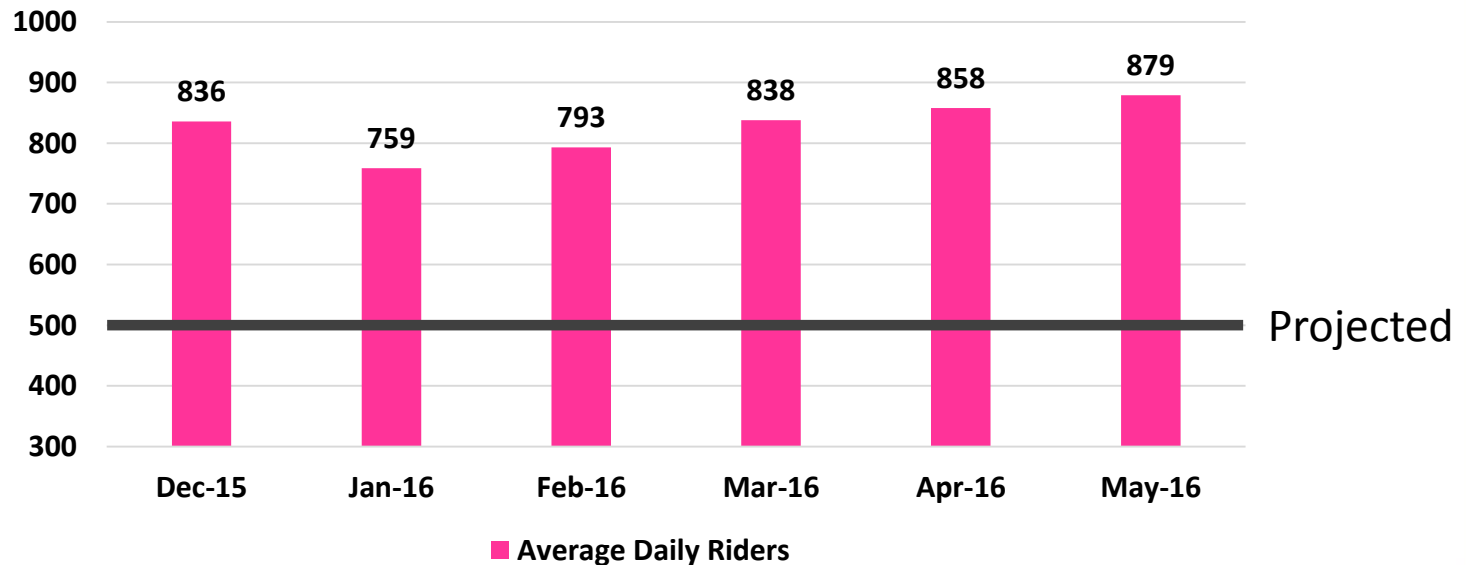
# Objectives for New D-Link Routing

- To avoid duplication with Dallas Streetcar
- Serve the revitalized Farmers Market area
- Serve approximately 10,000 downtown residents
- Serve downtown employment zone
- Serve primary downtown tourist destinations
- Meet performance and ridership standards
- Design route to be operated with electric buses



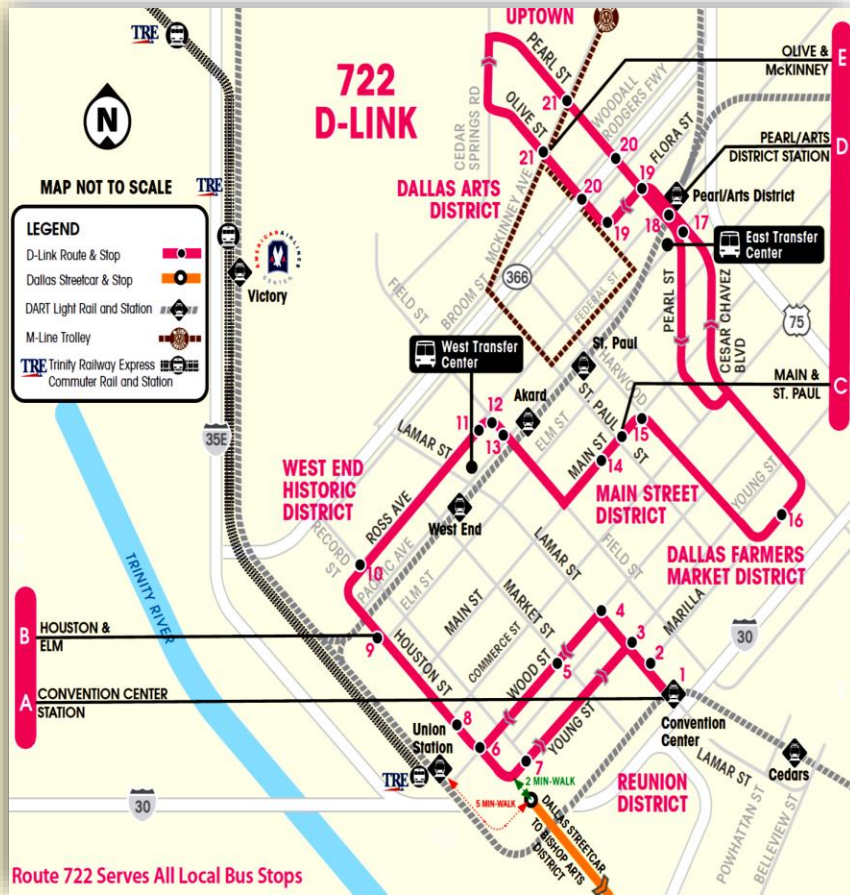
# D-Link Ridership

- D-Link continues to exceed DART's original projection of 500 average daily riders
- It averages between 800-1,000 daily riders



# New D-Link Route

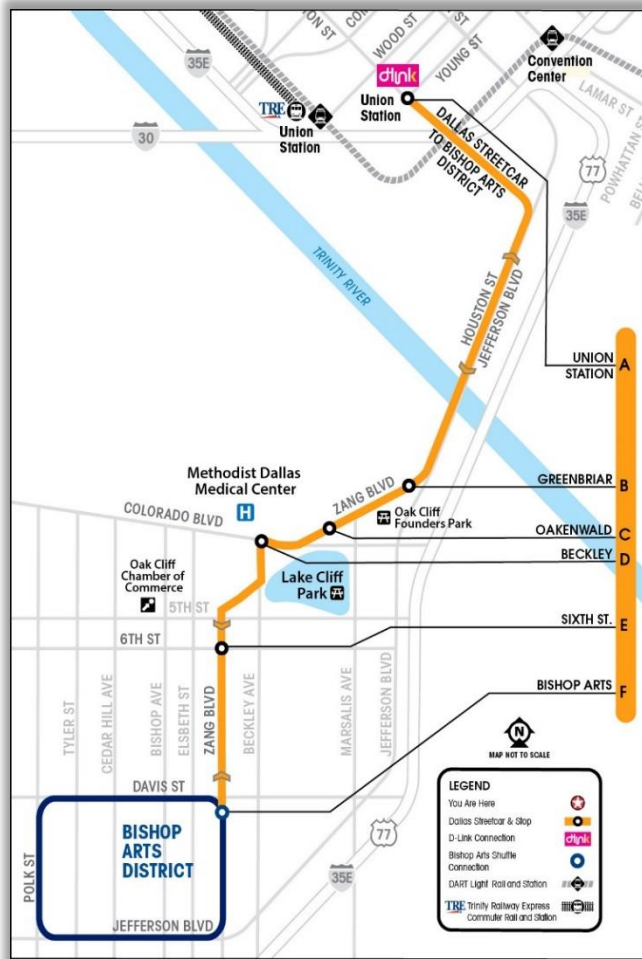
(Effective 8-29-16)



- It will operate between Convention Center Station and Uptown
- Operates every 15 minutes, Monday thru Saturday, from 11AM until 11:30PM
- It will remain a fare free service

# Dallas Streetcar

(Effective 8-29-16)



- Will be extended to serve the Bishop Arts District
- Schedule will be modified to operate every 20 minutes
- It will operate seven days a week from 9:30AM until midnight
- It will remain a fare free service

# New Bishop Arts Route

(Effective 8-29-16)



- It will connect with the Dallas Streetcar and operate:
  - Every 20 minutes
  - Seven days per week from 9:30am until midnight
- It will require a local fare
- Bishop Arts Route will replace D-Link on Davis and Jefferson in Oak Cliff

# D-Link-Marketing Plan

## Local & Tourist Strategy

Develop awareness of D-Link among Downtown residents/stakeholders

- Garner support of HOA's and resident associations
- Build awareness with key business stakeholders
- Develop D-Link "ambassador" to bring further awareness to the brand

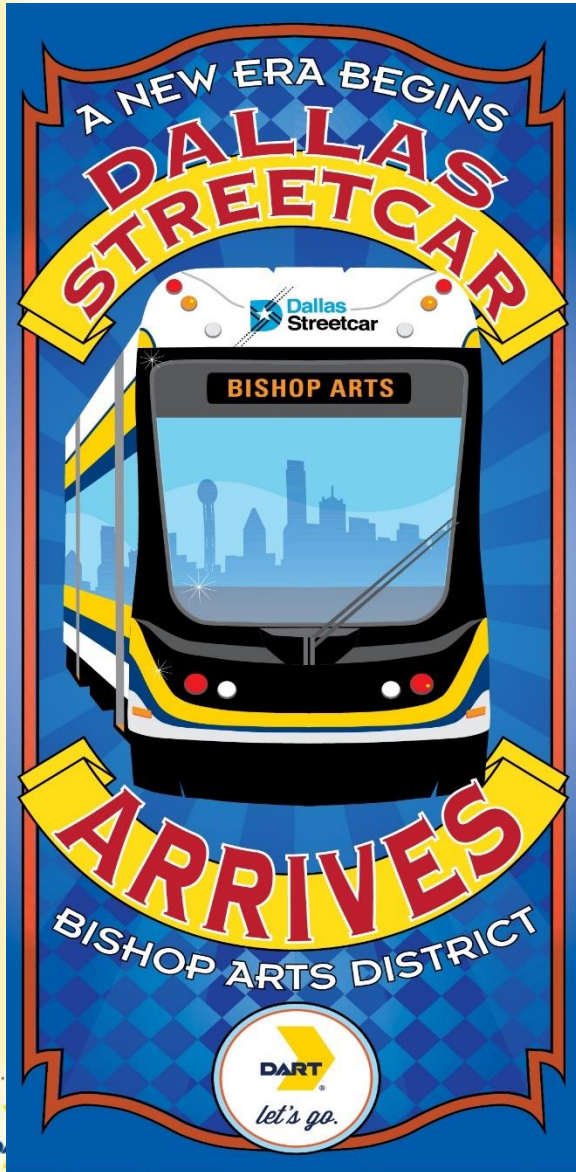
Position D-Link as the means of transportation for Downtown Dallas activities and tourist locations

Highlight D-Link at various large conferences and conventions in the Downtown area

Develop branded eblast to all hotels, CVB and key businesses along/near route



# Dallas Streetcar-Marketing Plan



Bring awareness to the Southern Extension of the Dallas Streetcar with new route from Union Station to the Bishop Arts District and connection to the Bishop Arts Shuttle

- Bus Stop Blitz
  - August 24-26 informing customers of upcoming change
- VIP Event
  - August 27 to include VIP train ride and brief program at Local Oak
- Block Party
  - August 27 public celebration at the Bishop Arts District



# Mobility Management Services Paratransit Program



# Paratransit Services

- DART provides ADA (Americans with Disabilities Act of 1990) paratransit services
- Travel to/from anywhere within DART service area
- Eligibility based on ADA criteria
- \$3 per trip / personal care attendants ride free
- Guests ride for \$3 per trip
- Both certified paratransit users and their personal care attendants ride fixed route free





# Ridership Subsidy by Mode

Mode	Subsidy per Passenger FY16 Budgeted
Light Rail	\$4.66
Bus	\$5.97
TRE	\$8.76
Paratransit	\$41.79

# Trip Information

Total Annual Trips (Aug '15 – July '16) (DART Service Area)	678,939
Total Annual Dallas Resident Trips	429,994 (63.3%)
Total Monthly Trips – July 2016 (DART Service Area)	52,423
Total Monthly Dallas Resident Trips – July 2016	33,797 (64.5%)



# Trips by Dallas Residents – July 2016

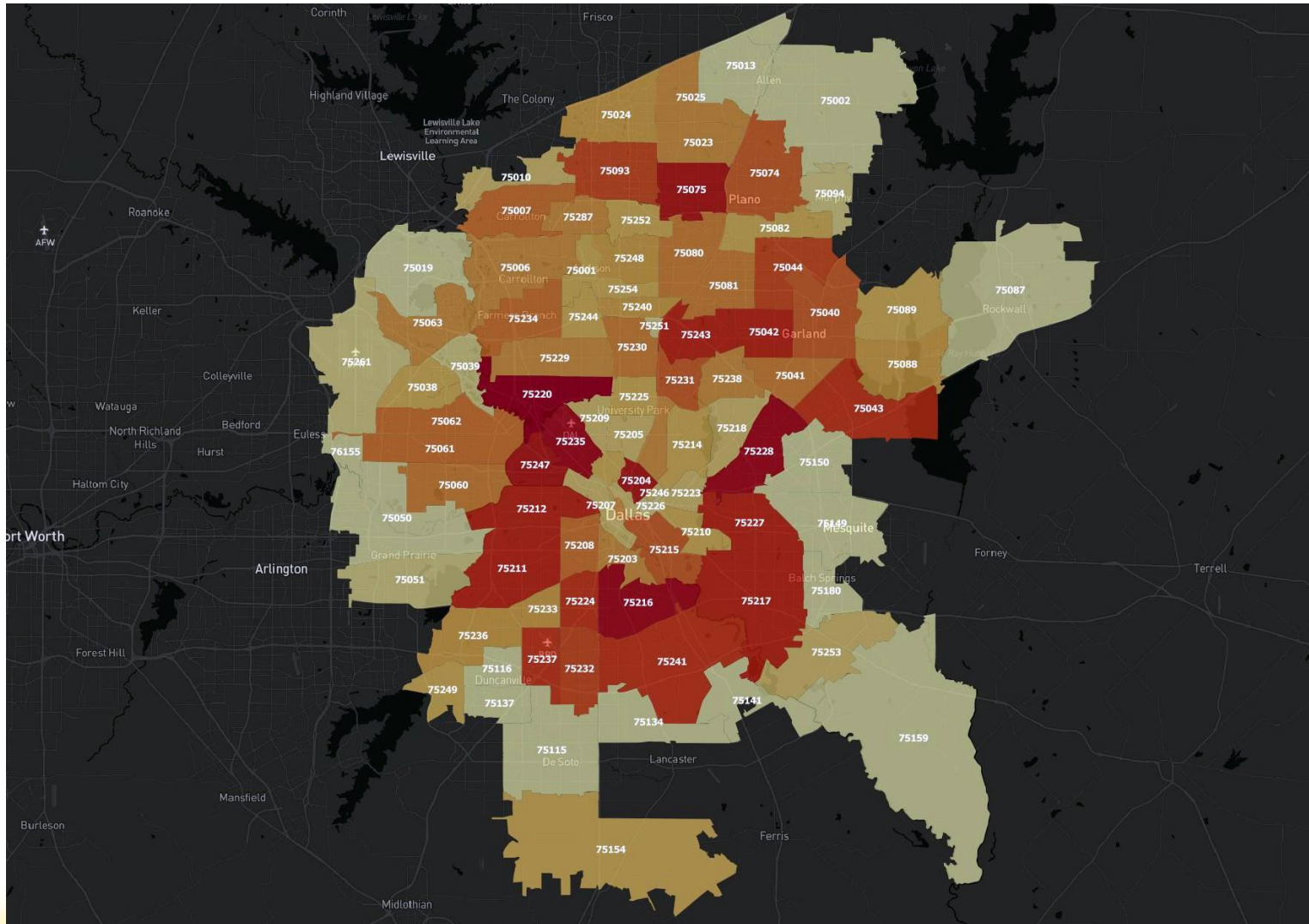
Rider Residence Sector	Number of Trips	Percentage of Total Trips	Percentage of Certified Riders	Percentage of Population 2010*
South/South Central Dallas	7,398	21.9%	22.2%	9.8%
Southwest Dallas	6,858	20.3%	17.0%	13.3%
Southeast Dallas	4,407	13.0%	11.6%	10.4%
West Dallas	1,322	3.9%	3.3%	4.4%
North/North Central/Central Dallas	5,700	16.9%	15.0%	24.2%
Northwest Dallas	2,205	6.5%	8.1%	16.3%
Northeast Dallas	3,452	10.2%	15.0%	16.0%
East Dallas	2,455	7.3%	7.8%	5.6%
<b>Dallas Resident Totals:</b>	<b>33,797</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

\*Based on 2010 Census figures by Zip Code. Some Zip Codes overlap city boundaries.



# Trip Origin & Destination by Zip Code

February – July 2016



# Model Change

- Effective October 1, 2012
- Included larger vans with wheelchair lifts and smaller taxicab vans with ramps
- Outsourced reservations, scheduling and dispatch
- Paid by trip versus by revenue hour
- Model change saved DART \$90 million over 7 years

# Contract Overview

- Contract effective October 1, 2012 with MV Transportation, Inc.
- Total contract value: \$186 million
- Projected to spend: \$155 million, \$30 million less than contract value
  - This equates to additional ~\$30 million savings over the original \$90 million in savings
- Current contract option continues through FY 2019



# Contract Responsibilities

<b>DART</b>	<b>Contractor (MV Transportation)</b>
Certification	Reservations call center
Eligibility Screening	Scheduling
Complaint process handling	Dispatch and Where's My Ride call center
Contract Compliance Field Supervisors	Vehicle servicing and maintenance
Quality Assurance team	Operator recruitment, training, and ADA ride service delivery



# KPIs

	FY12	Contract	FY13	FY14	FY15	FY16 (Oct-June)
CATEGORY	Actual [1]	Goal	Actual	Actual	Actual	Actual
<b>TRIPS</b>						
On Time Performance	87%	95%	89%	92%	92%	90%
Missed Trip Percentage	0.1%	1.0%	0.3%	0.1%	0.2%	0.2%
Avg Ride Time (min) [2]	38.3	34.0	35.4	36.1	33.0	33.1
Capacity Denials	0.0	0.0	0.0	0.0	0.0	0.0
<b>RESERVATIONS/SCHEDULING/WMR</b>						
Where's My Ride Service Level (3 min)	82%	95%	91%	95%	96%	96%
Where's My Ride Service Level (5 min)	N/A	99%	96%	98%	99%	99%
Reservations Service Level (3 min)	79%	95%	84%	94%	95%	96%
Reservations Service Level (5 min)	N/A	99%	92%	99%	98%	99%
<b>ACCIDENTS</b>						
Accidents/100,000 Miles	0.3	2.0	1.6	1.0	0.7	0.6
<b>CUSTOMER SERVICE</b>						
Complaints/1,000 Actual Trips [3]	3.6	3.0	9.2	5.7	2.9	2.5

[1] Prior to implementation of new model.

[2] Average Ride Time was added as a KPI/Goal in FY14

[3] FY16 monthly figures have been consistently trending downward and are meeting the goal.







**214.979.1111**  
**[www.DART.org](http://www.DART.org)**



# Memorandum



CITY OF DALLAS

DATE August 19, 2016

TO The Honorable Members of the Transportation and Trinity River Project Committee:  
Lee M. Kleinman (Chair), Deputy Mayor Pro Tem Erik Wilson (Vice-Chair), Sandy Greyson,  
Mayor Pro Tem Monica R. Alonzo, Adam Medrano, and Casey Thomas II

SUBJECT Central Dallas Streetcar Link Alignment Options

On Monday, August 22, 2016 you will be briefed on the Central Dallas Street Car Link Alignment Options. 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 blue ink, appearing to read 'Alan E. Sims'.

Alan E. Sims  
Chief of Neighborhood Plus

c: Honorable Mayor and Members of the City Council  
A.C. Gonzalez, City Manager  
Christopher D. Bowers, Interim City Attorney  
Craig D. Kinton, City Auditor  
Rosa A. Rios, City Secretary  
Daniel F. Soles, Administrative Judge  
Ryan S. Evans, First Assistant City Manager

Eric D. Campbell, Assistant City Manager  
Mark McDaniel, Assistant City Manager  
Jill A. Jordan, P.E., Assistant City Manager  
Joey Zapata, Assistant City Manager  
Jeanne Chipperfield, Chief Financial Officer  
Sana Syed, Public Information Officer  
Elsa Cantu, Assistant to the City Manager – Mayor & Council



DOWNTOWN  
DALLAS INC

901 Main Street  
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Dallas, TX 75202  
P 214.744.1270  
F 214.744.1986

**Chair of the Board**  
Jim Greer  
Oncor

August 18, 2016

**President**  
Kourtney Garrett  
Downtown Dallas, Inc.

Councilman Lee M. Kleinman  
Chairman  
Transportation & Trinity River Project Committee  
City of Dallas  
1500 Marilla, Room 5FS  
Dallas, Texas 75201

**Chief Executive Officer**  
John F. Crawford  
Downtown Dallas, Inc.

**Executive Committee:**

Liz Beauchamp  
Atmos Energy

Mr. Gary Thomas  
President/Executive Director  
Dallas Area Rapid Transit (DART)  
P.O. Box 660163  
Dallas, Texas 75266

Ted Benn  
Thompson & Knight LLP

Brian Bergersen  
Spectrum Properties

Doug Curtis  
AT&T Performing Arts Center

RE: CENTRAL DALLAS STREETCAR LINK

Mattia Flabiano  
Page Southerland Page

Dear Mr. Kleinman and Mr. Thomas:

Larry Good  
gff

In a letter to Mr. Thomas on August 4, 2015, Downtown Dallas, Inc. (DDI) stated its preferred modern streetcar alignment. With the upcoming Dallas City Council Transportation & Trinity River Project Committee briefing on this topic, we would like to reiterate DDI's position on the Central Dallas Streetcar Link. As the "advocate, champion and steward" for Downtown, DDI enthusiastically supports the connection of Union Station to the St. Paul DART station and M-Line Trolley. In principle, more transit equals better connectivity and streetcars offer an excellent solution to "short trips" for employees, residents and visitors. An alignment that results in improved mobility for all, increased pedestrian comfort and vigorous economic development would be considered highly successful.

Ted Hamilton  
Hamilton Properties Corporation

David Lind  
Corgan

Katy Murray  
A.H. Belo

Holly Reed  
Texas Central Partners, LLC.

Randy Robason  
Grant Thornton LLP

Jon Ruff  
Spire Realty Group LP

DDI agrees with DART that the best route for the streetcar is to traverse the historic core of Downtown for the east-west segment, generally from Lamar to Harwood, but **DDI prefers a Commerce and Elm couplet instead of a Main Street alignment as it moves through the Main Street District.**

Kristi Sherrill Hoyl  
Baylor Scott & White Health

Michael Tregoning  
Headington Companies

Jim Truitt  
Forest City Residential, Inc.

The main concern is that Main Street does not have the capacity to successfully integrate the streetcar into the existing fabric of the right of way. Such an alignment would cause significant sacrifice to all modes of transportation and the quality and safety of the pedestrian environment. Furthermore, the construction timeframe has the potential to be devastating to successful businesses that we have spent over a decade nurturing on Main Street. These are trade-offs we deem not worthy on one of Downtown's most successfully revitalized streets.

Consensus from DDI's Executive Committee and Transportation Task Force that involved more than 200 stakeholders facilitated the following detailed position statement:

- 1) *First and foremost, we support DART in seizing the opportunity NOW to pursue streetcar funding as a priority. This long-anticipated project, which has suffered many delays, has the potential to be transformative for the urban core of our city, further enhancing mobility, quality of life and economic development.*
- 2) *Downtown Dallas, Inc. supports a variation of the Main Street segment of the alignment, to instead include Commerce and Elm as a one-way streetcar couplet. There are several benefits that merit consideration:*
  - a. *The one-way operation of Elm and Commerce can more easily accommodate the addition of the streetcar during construction and afterwards.*
  - b. *Streetcar stops on Elm and Commerce Street expand on the number of blocks served by the streetcar.*
  - c. *A mixed flow traffic design is preferred for Elm and Commerce, which has the potential to reduce overall congestion and increase vehicular efficiency as well as a greatly improved transit and pedestrian environment.*
  - d. *An overall reduction in the total number of buses traveling through the area should be reduced to the extent feasible.*
  - e. *Existing traffic calming and pedestrian friendly streetscape and parking operations on Main Street can continue.*
  - f. *Elm and Commerce are experiencing burgeoning development that can be further supported with the introduction of streetcar.*
- 3) *Closing Main Street to vehicular traffic is not a desirable mitigation measure. Numerous case studies throughout the country demonstrate that pedestrian malls are unsuccessful in areas without extreme density, and most U.S. cities are reintroducing mode-balanced traffic to these areas.*
- 4) *An integrated, comprehensive approach will be required in order to maximize the benefits of an expanded streetcar system. Elm, Commerce and Main must become enhanced streetscapes with high quality pedestrian amenities. All three streets should "read" as a single designed environment. Business frontages, valet parking, autos, bikes and pedestrians and bus transit must be looked at as an integrated system.*
- 5) *The Central Dallas Link should be designed to provide maximum connectivity to other nodes of activity and transit options in the city, including the M-Line and long-term streetcar expansion plans.*
- 6) *As an integrated traffic analysis of D2, Streetcar, bike lanes and other mobility improvements to the Main Street District are undertaken, we ask DART to also analyze bus routes, sizes, speeds and saturation to evaluate a reduction of bus traffic in this area.*

The following guiding priorities and principles are the basis for the above position statement:

Downtown Dallas, Inc. 2016 Priorities

- Maintain **public safety**
- Create **vibrant streets and public spaces**
- Diversify and grow **housing**
- Ensure **great urban design**
- Expand and realize **Transit Oriented Development** potential
- Promote community **education, engagement and advocacy**
- Support Downtown's **21<sup>st</sup> century economy**

Downtown Dallas 360 Draft Mobility Principles (2016 Update)

- Create a **balanced multimodal** system that can support transit, bicycles and pedestrians in addition to automobiles.
- Provide a system that does not require a car for **short trips**, while ensuring that the system 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 Greater Downtown Dallas.
- Deliver a system that responds proactively to future trends in **technology, demographics and user preferences**.

Thank you for your continued support of enhancing Downtown mobility. We look forward to the streetcar expansion and appreciate the opportunity to work with you to ensure it is as successful as possible. Please do not hesitate to reach out to us for any additional information.

Sincerely,



Kourtny Garrett  
President



John F. Crawford  
Chief Executive Officer

cc: Mayor Mike Rawlings  
Dallas City Council Members  
City Manager A.C. Gonzalez  
Assistant City Managers  
City Director Peer Chacko

Attachment: [August 4, 2015 DDI letter to DART]

August 4, 2015

Mr. Gary Thomas  
President and Executive Director  
Dallas Area Rapid Transit  
P.O. Box 660163  
Dallas, TX 75266-0163

Dear Gary:

On behalf of the Downtown Dallas, Inc. (DDI) Executive Committee, representing major development, corporate, and community interests in Downtown, we welcome the opportunity to provide input as DART considers alternatives for the extension of the modern streetcar through the Downtown core.

DDI established a Transportation Task Force to review the various alternatives; a copy of the report and recommendation is attached.


In summary, the DDI Executive Committee concluded that DDI agrees with DART that the best route for the streetcar is to traverse the historic core of Downtown for the east-west segment from Lamar to Harwood. But our opinion, and the clear consensus opinion of numerous stakeholders, is a concern that Main Street does not have the capacity to successfully integrate the streetcar into the existing fabric of the right of way without significant sacrifice to all modes of transportation and the quality and safety of the pedestrian environment.

A variation on the Main Street option, which came out of the discussions, is to recommend that DART evaluate Commerce and Elm as a one-way streetcar couplet for the east-west segment. There are several benefits to this alignment that merit DART's consideration:

1. The one-way operation of Elm and Commerce can more easily accommodate the addition of the streetcar during construction and afterwards.
2. There would be reduced disruption and interruption of access and service to property owners during construction of the line.
3. Existing activities of valet parking on Main Street can continue. These operations are extremely important to the economic success of Main Street businesses.
4. Reduced congestion on Elm and Commerce will translate to faster/more efficient streetcar service.
5. Elm and Commerce are lagging behind Main Street in vibrancy and economic development. The adjacent properties will benefit from the presence of the streetcar.

We urge DART to consider the Elm-Commerce couplet as a part of their detailed analysis of the modern streetcar alignment.

Sincerely,

  
John F. Crawford  
President and CEO



DOWNTOWN  
DALLAS INC

Bank of America Plaza  
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downtowndallas.com

## **MEMO**

**To:** John Crawford, CEO of Downtown Dallas, Inc. and the Downtown Dallas, Inc. Executive Committee

**From:** Larry Good, Chairman DDI Transportation Task Force

**Re:** Modern Streetcar Alignment Recommendation

**Date:** July 21, 2015

The DDI Transportation Task Force was asked to provide a recommendation to the DDI Executive Committee regarding the preferred alignment for the modern streetcar route connecting the Convention Center Hotel to the St. Paul DART Station and the M-Line Trolley. An alignment would be considered successful if it resulted in supporting Downtown's objectives for improved mobility for all, increased pedestrian quality of life and vigorous economic development.

The Task Force examined the three alignment alternatives presented by DART. One utilizes Main Street to travel east-west through the historic core of Downtown. Another option proposes Young Street for the east-west link, while a third options moves north on Griffin and utilizes San Jacinto and Ross as an east-west couplet into the Arts District. Over the past several months, the Task Force convened a series of six stakeholder meetings to discuss the modern streetcar as one of several discussion topics to gauge stakeholder perspective and gather opinions about Downtown mobility. These meetings numbered over 200 attendees in the aggregate.

In summary, we have concluded that DDI should agree with DART that the best route for the streetcar is to traverse the historic core of Downtown for the east-west segment from Lamar to Harwood, rather than either a more northern or southern route. But our opinion, and the clear consensus opinion of numerous stakeholders, is a concern that Main Street does not have the capacity to successfully integrate the streetcar into the existing fabric of the right of way without significant sacrifice to all modes of transportation and the quality and safety of the pedestrian environment. During our discussions, some consideration was given to an option of closing Main Street to private vehicular traffic as a way to resolve the capacity problem, but this was strongly rejected.

A variation on the Main Street option, which came out of the discussions, is to recommend that DART evaluate Commerce and Elm as a one-way streetcar couplet for the east-west segment from Lamar to Harwood. From DDI's perspective, there are several benefits to an Elm-Commerce alignment that merit DART's consideration:

1. The one-way operation of Elm and Commerce can more easily accommodate the addition of the streetcar during construction and afterwards.
2. There would be reduced disruption and interruption of access and service to property owners during construction of the line.
3. Existing activities of valet parking on Main Street can continue. These operations are extremely important to the economic success of Main Street businesses.
4. Reduced congestion on Elm and Commerce will translate to faster/more efficient streetcar service.
5. Elm and Commerce are lagging behind Main Street in vibrancy and economic development. The adjacent properties will benefit from the presence of the modern streetcar.

Although the Task Force acknowledges the obvious wayfinding advantages of the streetcar operation in two directions on the same street, we urge DART to consider the Elm-Commerce couplet as a part of their detailed analysis of the modern streetcar alignment.

# Central Dallas Streetcar Link Alignment Options

Transportation and Trinity River Project  
Committee

August 22, 2016





# Purpose of Presentation

- Provide input to the Transportation and Trinity River Project Committee (TTRPC) on the alignment options for a Downtown Central Dallas Streetcar Link
- City of Dallas endorsement of a locally preferred alignment would provide DART direction to develop the Local Preferred Alignment, proceed with further refinement and detailed design

# DART Program of Interrelated Projects

1

Red and Blue Line Platform Extensions

➤ 28 LRT Stations

2

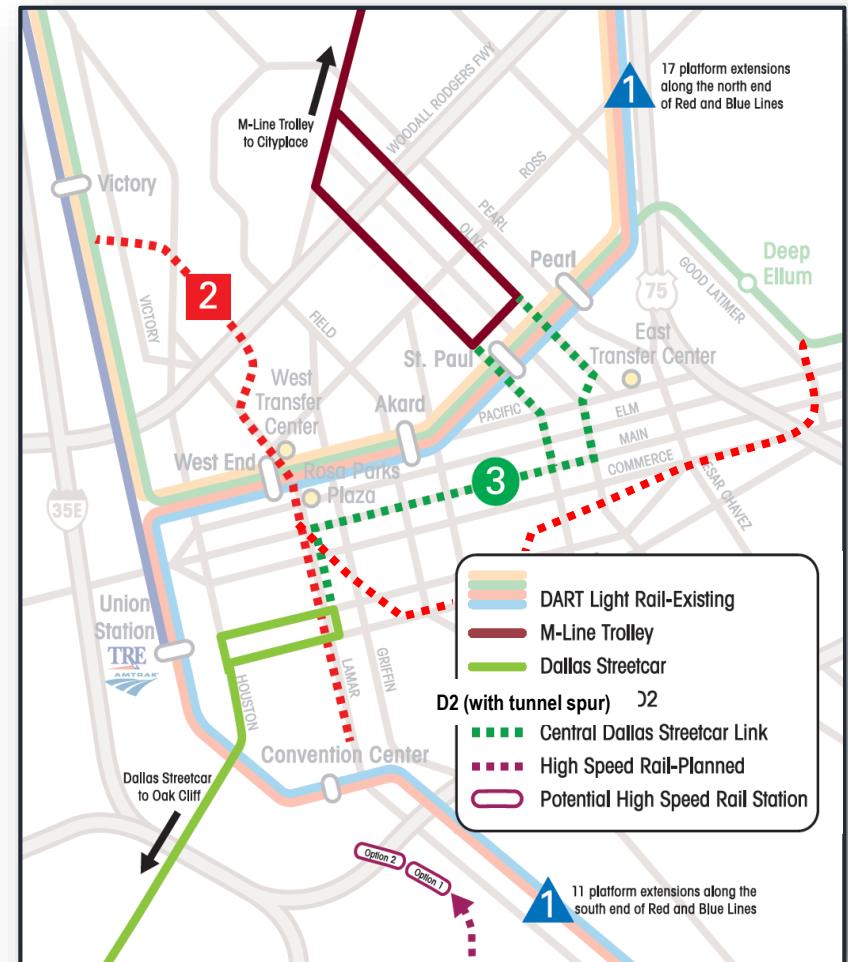
Downtown Second Light Rail Alignment (D2)

➤ Victory Station to Green Line

3

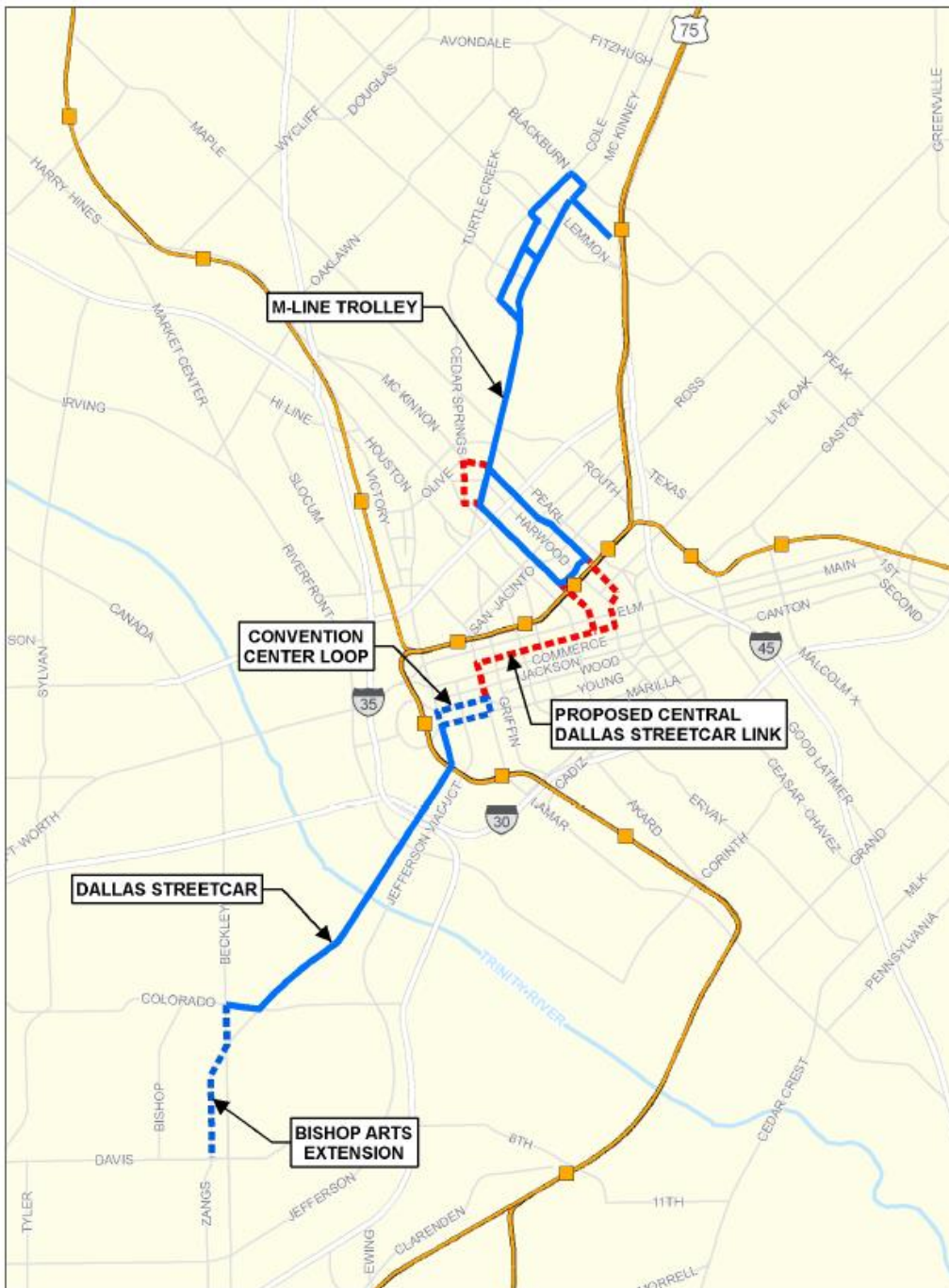
Dallas Central Streetcar Link

➤ Omni Hotel to St. Paul LRT Station



# Streetcar Status

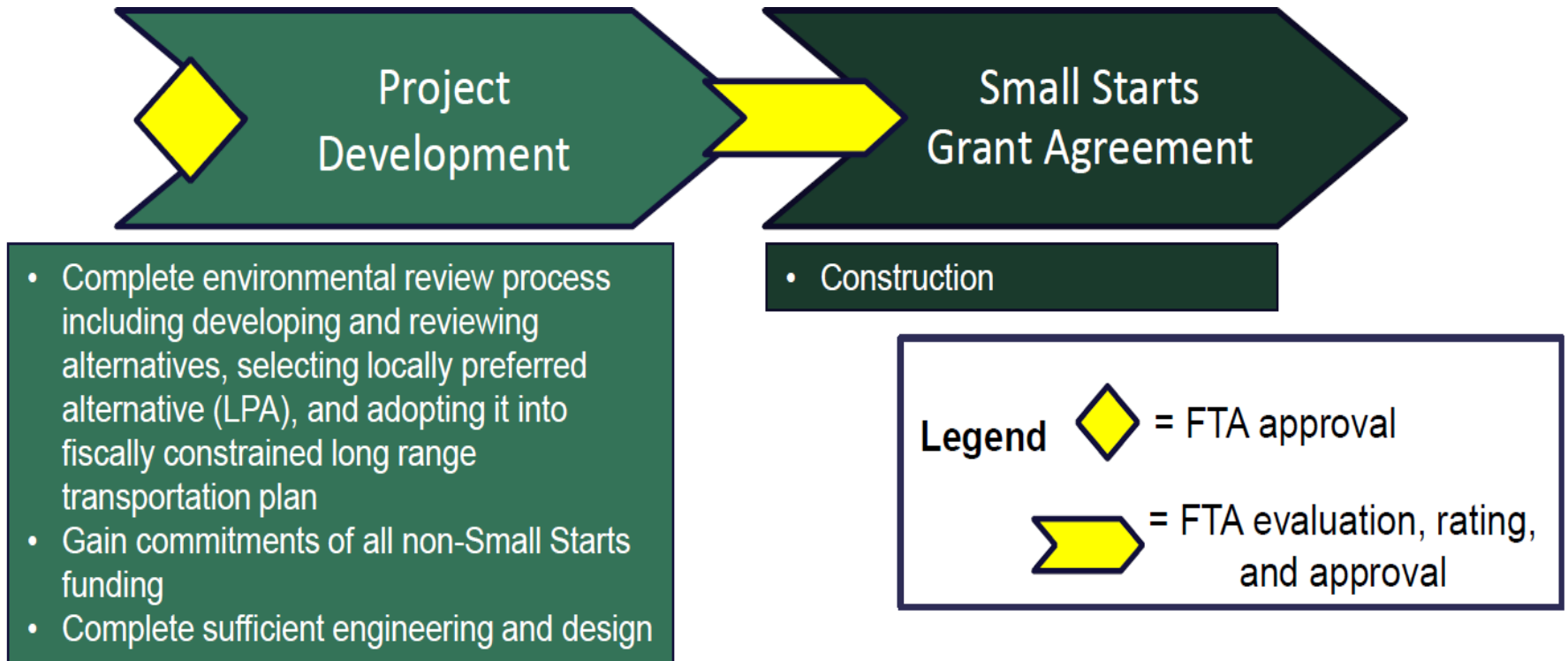
- Bishop Arts Extension opens August 29
- Preliminary design for Convention Center loop done
  - City advancing Young Street segment
- Central Streetcar Link
  - Submittal to FTA pending city approval of route and ILA



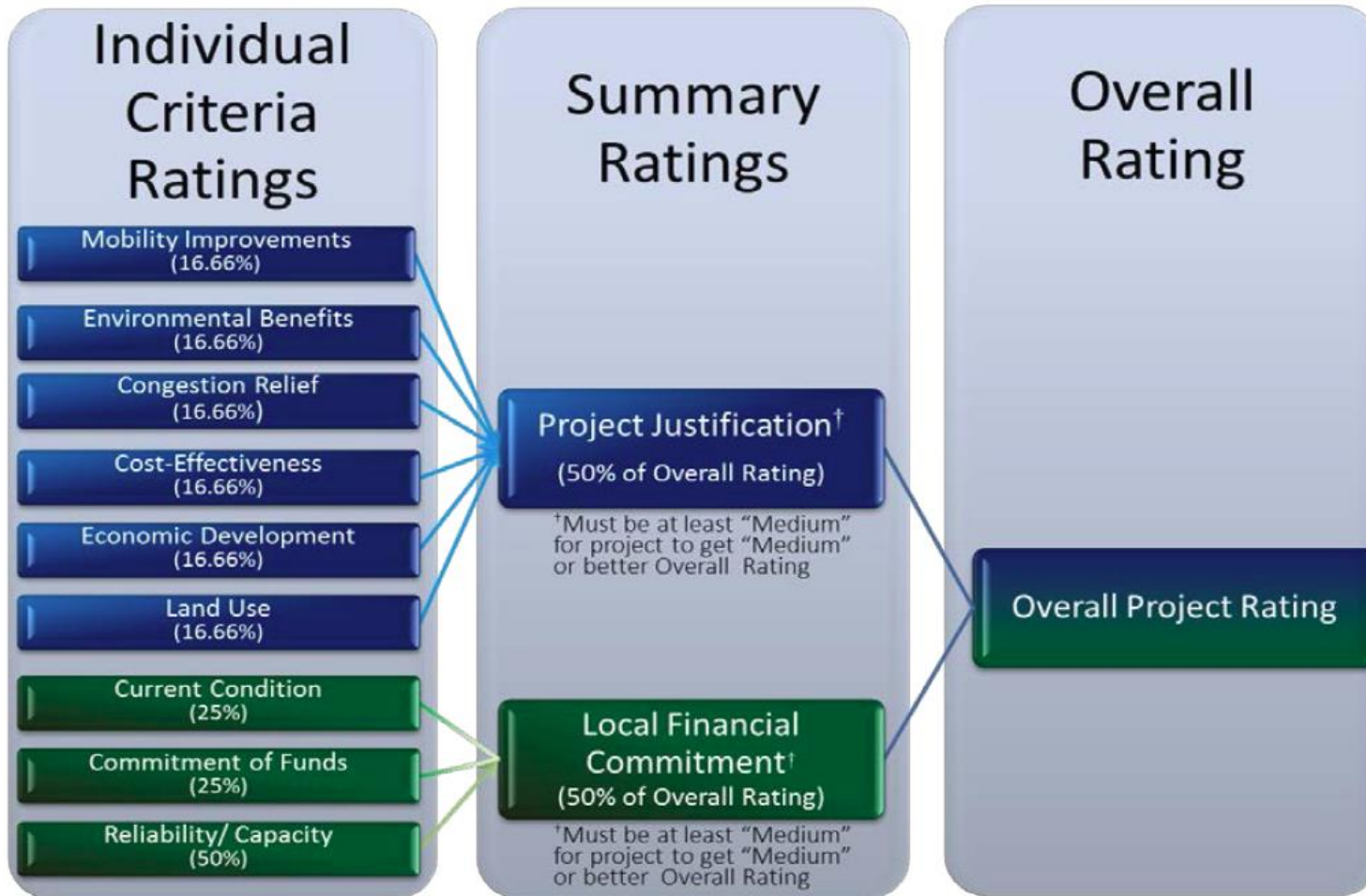
# Funding Approach

- DART Financial Plan - \$40M budgeted as part of the Program of Interrelated Projects
- Subject to final D2 alignment/cost
- FTA Small Starts funding up to 50% of total streetcar cost
- Small Starts for projects less than \$300 million with maximum \$100 million federal request

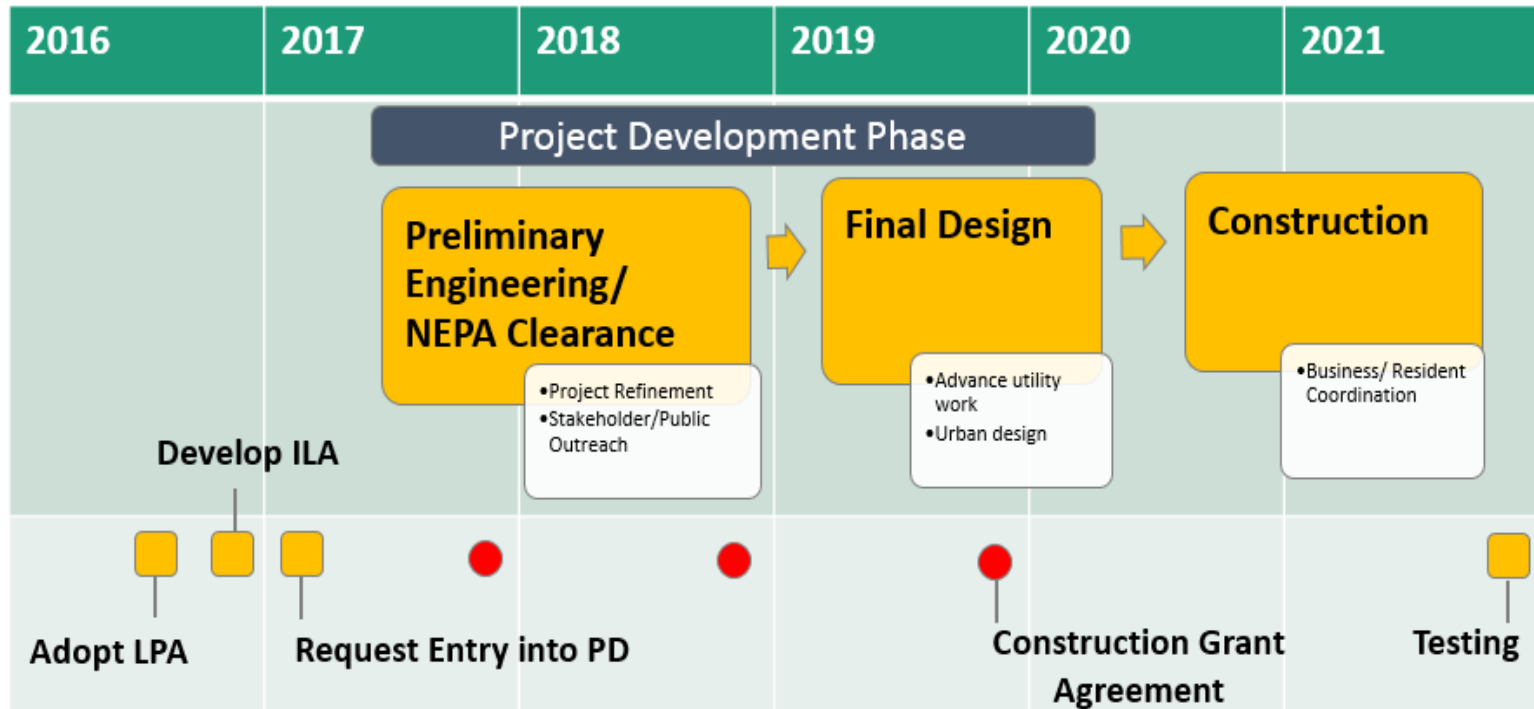
# FTA Small Starts Process




# FTA Small Starts Evaluation

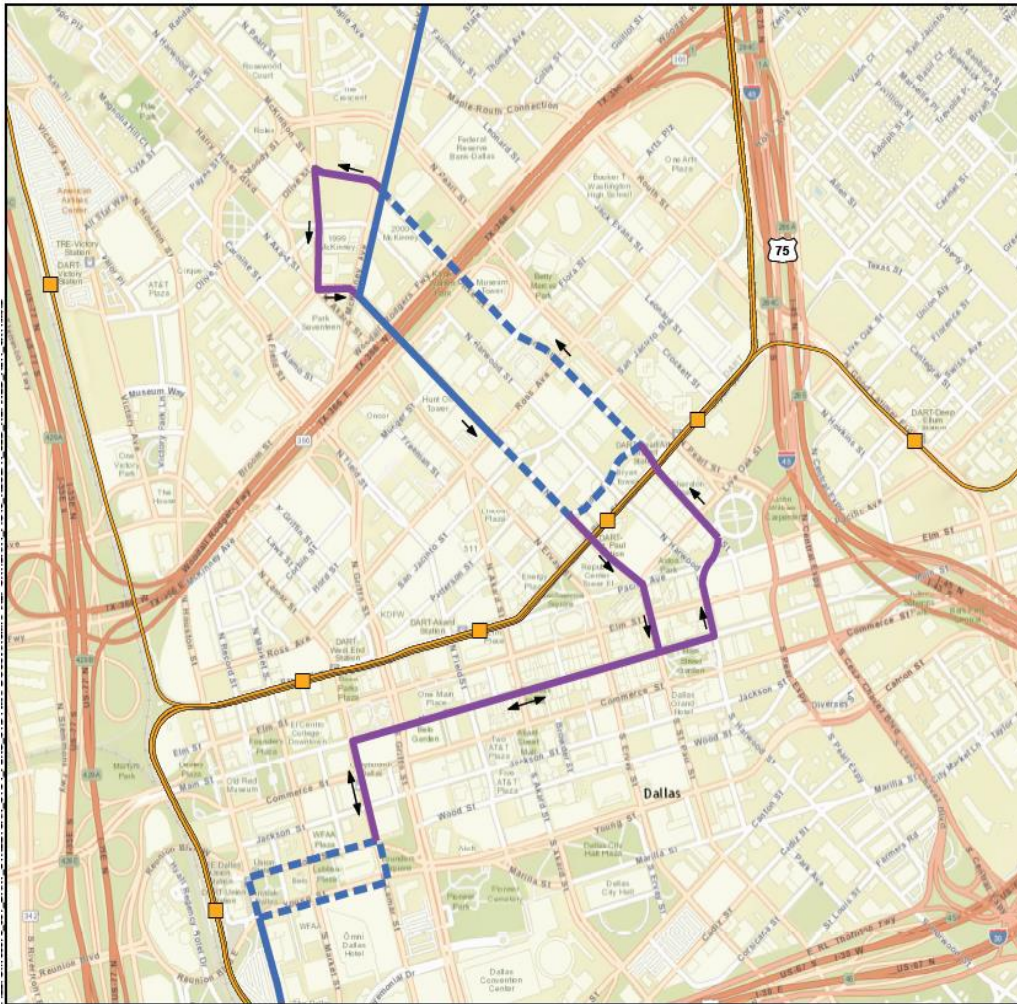


# Draft Schedule



 **FTA Rating and Evaluation**

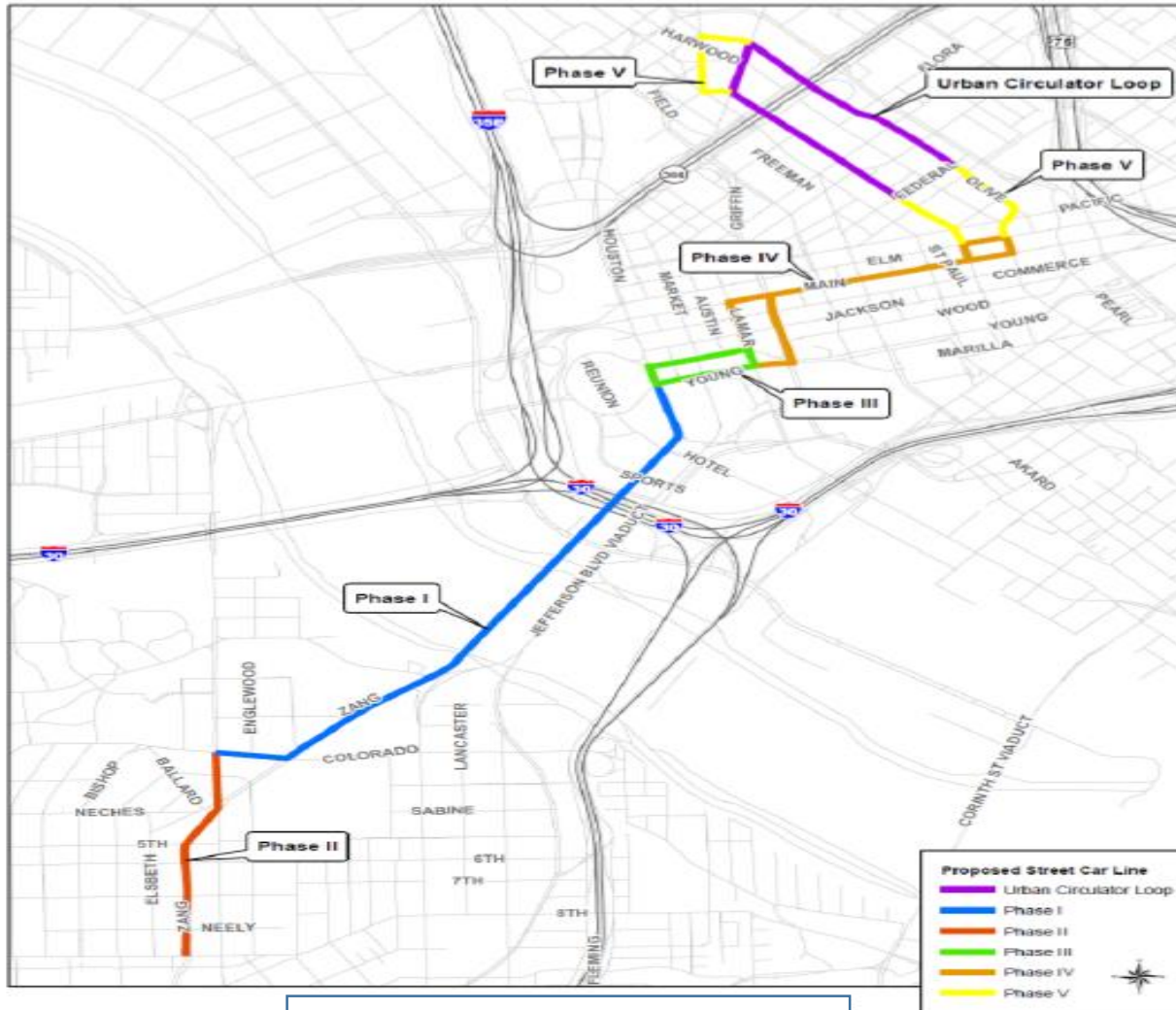
# Dallas Streetcar Central Link



- Proposed Locally Preferred Alternative
- DART FY16 Financial Plan includes \$80M for project
- \$40M external funds



# Comprehensive Streetcar Network Phased Alignments



# Dallas Streetcar Schedule & Destinations

## I. Phase I – April 13, 2015

### **A. Downtown Dallas Destinations**

- Union Station
- Reunion District
- Kay Bailey Hutchinson Convention Center

### **B. Oak Cliff Destinations**

- Methodist Dallas Medical Center
- Founders Park
- Lake Cliff Park

## II. Phase II – August 2016

- Bishop Arts District

## III. Phase III – Fall 2017

- Under Design
- Dallas City Hall
- Dallas Public Library
- Pioneer Park
- Omni Convention Center Hotel

## IV. Phase IV. – TBD

- Downtown Retail District
- Belo Garden
- Main Street Garden

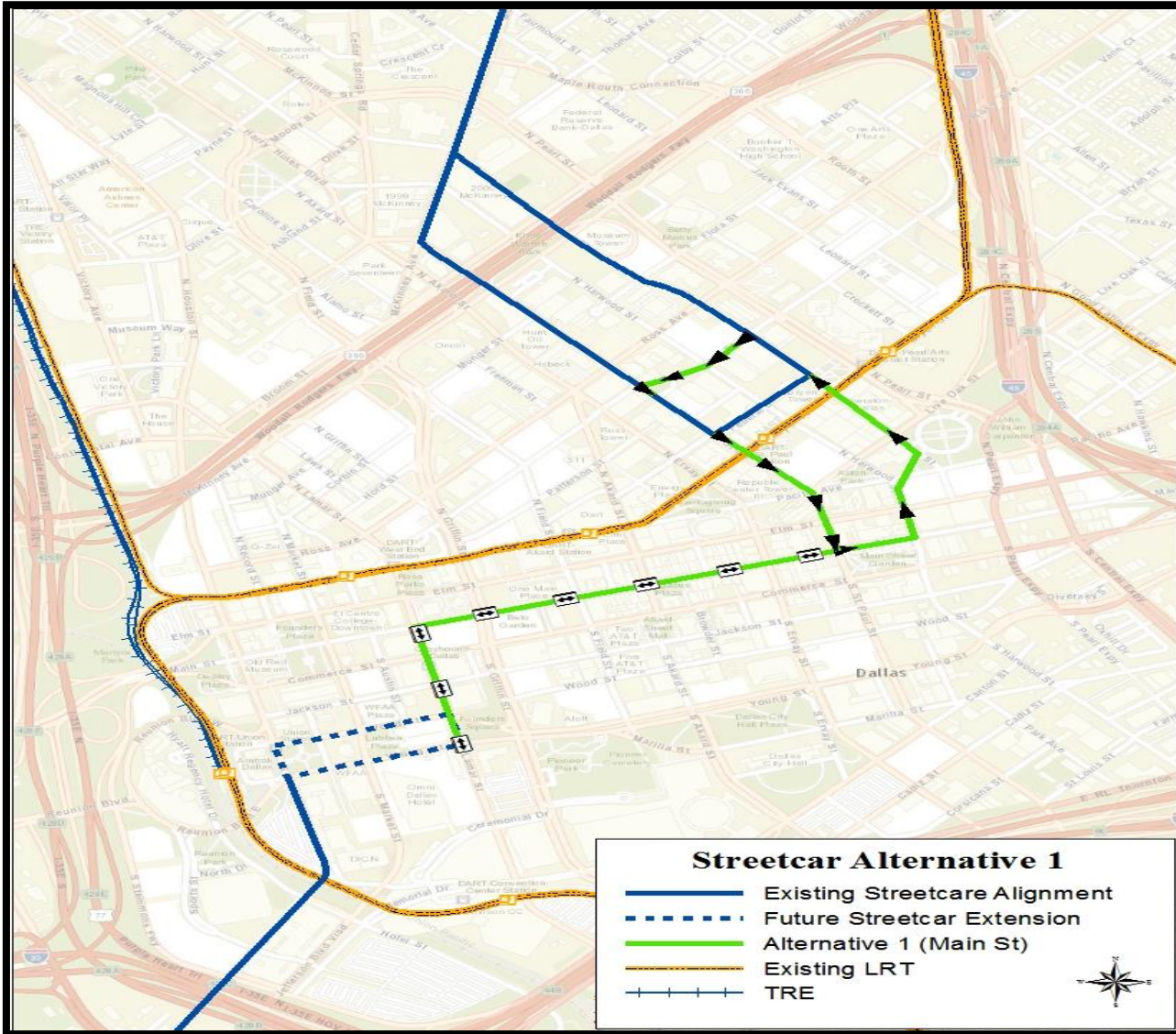
## V. Phase V – TBD

- Dallas Arts District
- Klyde Warren Park
- Uptown

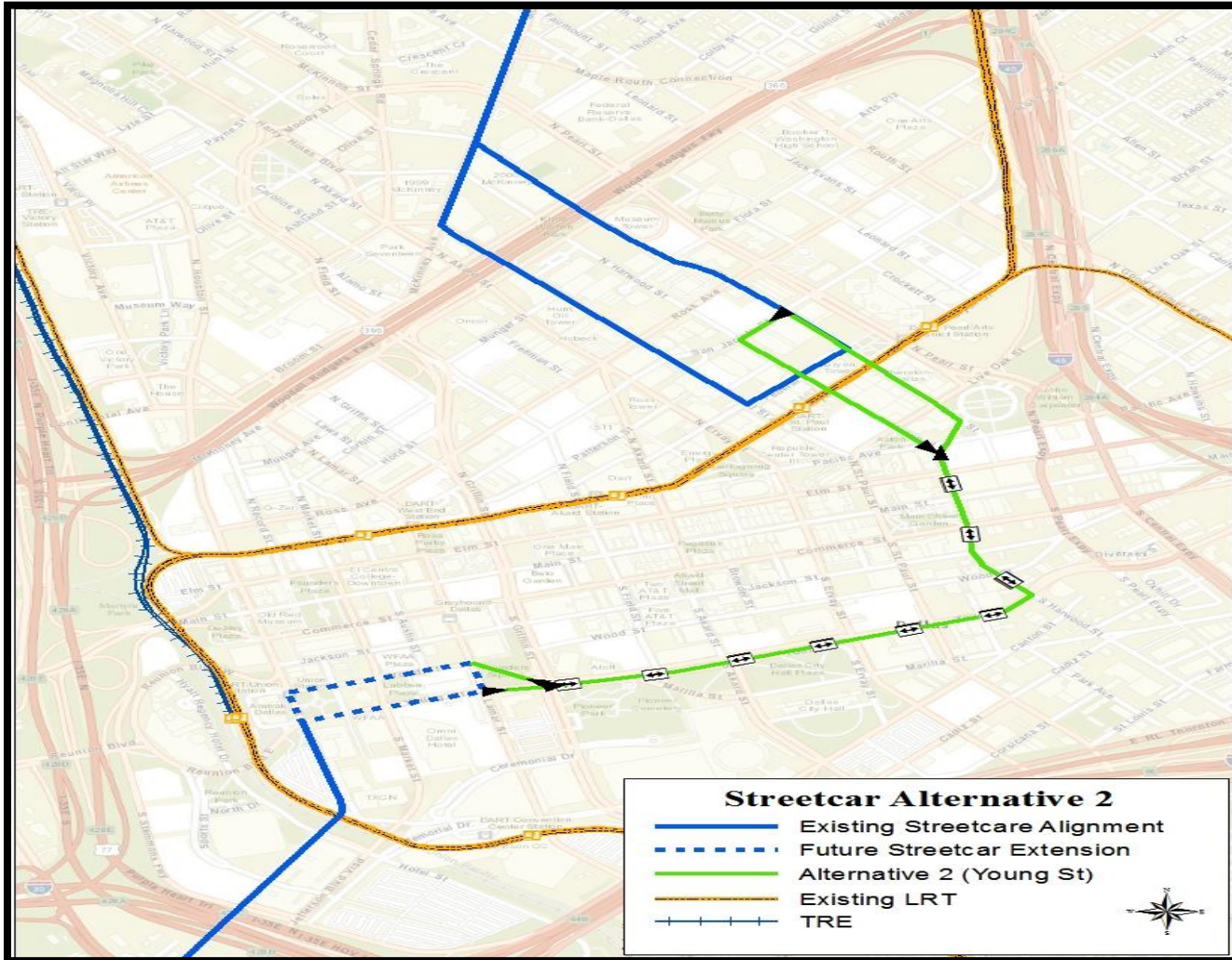
# Dallas Streetcar Alternative Analysis

- Connect the TIGER funded Streetcar Starter Line to the MATA Urban Circulator Extension Project
- 8 alternatives were initially evaluated
- 3 alternatives were short-listed for further evaluation
  - CBD Alternative 1 (Main Street)
  - CBD Alternative 2 (Young Street)
  - CBD Alternative 3 (Ross/San Jacinto)

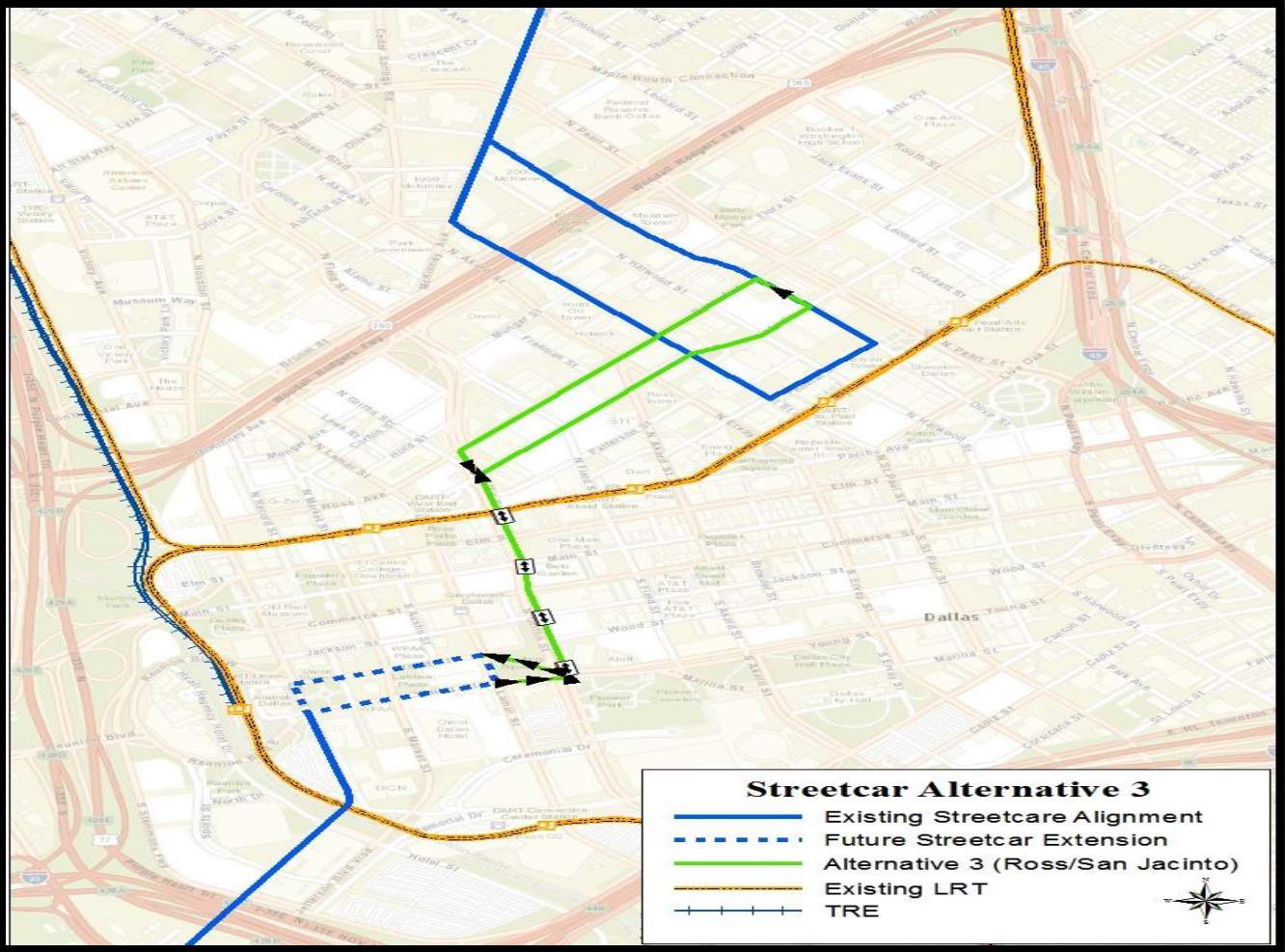
# Alternative 1 – Main Street



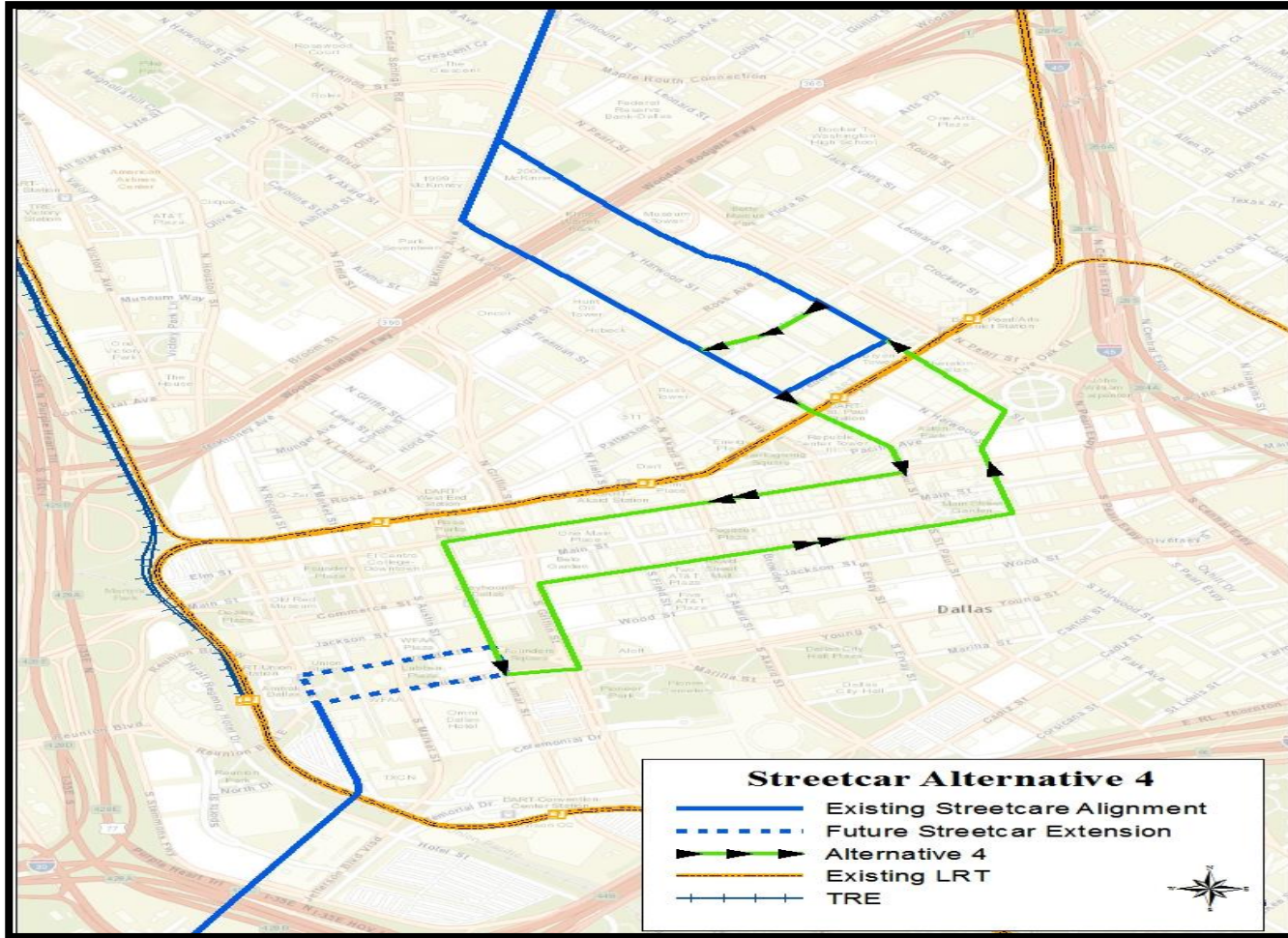
# Alternative 2 – Young Street



# Alternative 3 – Ross/San Jacinto



# Alternative 4 – Commerce/Elm Street



# Dallas Streetcar Alternative Analysis

CONSIDERATIONS	ALTERNATIVE 1 MAIN STREET	ALTERNATIVE 2 YOUNG STREET	ALTERNATIVE 3 ROSS/SAN JACINTO	ALTERNATIVE 4 COMMERCE/ELM
Length of Alternatives	1.8	1.8	1.6	
Economic Development Potential (Square Feet of Potential New Building Development Within 1/8 Mile of Streetcar Alignment)	10,100,000	7,200,000	6,800,000	-
Projected Population Served	16,700	16,850	14,750	-
Projected Employment Served	139,400	134,900	136,400	-
Projected Ridership	2,000 – 2,250	1,400 – 1,450	1,600 – 1,750	-
Intermodal Connectivity, Multi-Modal Transfer Opportunities	6	4	4	-
Conceptual Capital Cost	\$54.3M	\$61.8M	\$46.9M	-
Conceptual Operating and Maintenance Cost	\$1,931,000	\$1,931,000	\$1,931,000	-



# Interagency Transportation Report

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

August 2016

### Regional Transportation Council (RTC)

New RTC Officers Elected for 2016-17 Term. The RTC elects new officers each year at their June meeting. Council member Erik Wilson served on the nominating committee. The new officers are: Chair, Ron Jensen, Mayor of Grand Prairie; Vice Chair, Rob Franke, Mayor of Cedar Hill; and Secretary, Gary Fickes, Commissioner for Tarrant County. Since the population of the region is roughly split 70% in the eastern side and 30% in the western side, the chair position rotates with two out of every three years being a representative from the eastern side.

Regional 10-year Plan. House Bill 20 requires urban regions in the state to develop a ten-year plan identifying major roadway projects to be implemented over that time span. The RTC received a briefing at their August meeting about the initiation of a process to evaluate and prioritize projects in the region for the 2017-2027 timeframe. The process must utilize performance criteria such as traffic volumes/capacity, speeds, accident data, and pavement condition to select projects.

Automated Vehicle Workshop. The RTC held a workshop prior to their July meeting to discuss the impact of driverless vehicles and automotive technology on the transportation planning process. NCTCOG has created a new “Automated Vehicles Program” to monitor developments in this area and help the region and cities respond to the challenges of integrating new vehicle technologies.

Clean Air Action Day. Air North Texas sponsored its annual “Clean Air Action Day” on Friday, June 24<sup>th</sup>. The purpose of the day is to challenge everyone to proactively take action to improve air quality – such as carpooling, biking, walking or using public transit instead of driving alone. NCTCOG also sponsored a live-streamed workshop on “Transportation and Air Quality” for staff from local agencies to learn about technologies that have been successful in improving air quality. The City of Dallas held a Clean Air Action Day event on the City Hall Plaza and at the Central Library where staff educated the public about improving air quality and staying healthy.

### Texas Department of Transportation (TxDOT)

Second Arch Completed on I-30 Bridge. The second arch on the Margaret McDermott Bridge was completed on July 21<sup>st</sup>. The Horseshoe Project replacing the I-30 and I-35E bridges is on track to be completed next summer.

Section of I-30 TEXpress Lanes Opened. TxDOT opened a 9-mile section of the TEXpress Lanes (tolled managed lanes) on I-30 from west of SH 161 to west of Westmoreland on Monday, August 1<sup>st</sup>. This segment features two reversible lanes, and improved access including direct-connect ramps and upgraded connections to and from the mainlanes. On weekdays, the lanes will operate in the eastbound direction from 9 p.m. to 11 a.m., and in the westbound direction from 2 p.m. to 8 p.m. The RTC has designated this corridor as a Value Pricing Demonstration Project which will allow TxDOT and NCTCOG to experiment with different marketing and pricing strategies to maximize use of the managed lanes.

Conversion of I-635 East HOV to HOV/Express Lanes. The high occupancy vehicle (HOV) lanes on I-635 from US 75 to I-30 are in the process of being transitioned into HOV/express lanes. This transition is part of a regional congestion relief strategy that maximizes the use of the currently underutilized HOV lanes. When the transition is complete this summer, motorists with at least one additional passenger will be able to continue to use the lanes at no cost. Single-occupant vehicles (SOV) will be charged a toll. The HOV/express lanes are expected to carry nearly 18,000 vehicles a day, almost double the traffic they carried as HOV-only lanes.

### North Texas Tollway Authority (NTTA)

New DNT Construction Project South of LBJ Freeway. The NTTA Board approved a recommendation to advertise for improvements on the Dallas North Tollway (DNT) between LBJ Freeway and downtown Dallas. The project will include milling, asphalt overlay, and restriping the main lanes, and the replacement of the median barrier with a taller precast concrete barrier. The contract is expected to be approved in October, with construction beginning by the end of the year.

NTTA Board Briefed on Updated County Report. Consultants briefed the Board on the findings of their review of NTTA operations including finance, organization, transparency, and procurement. This effort was an update of a 2011 review requested by the four county judges that appoint members to the Board. The updated study found that NTTA had implemented changes to address issues in all 82 areas identified in the first study. The updated study did highlight the need for the NTTA to improve in the area of customer service.

### Dallas Area Rapid Transit (DART)

Dallas Streetcar Extension Ready to Go. The extension of the Dallas streetcar line from Methodist Hospital to Bishop Arts will begin operation on August 29<sup>th</sup>.

South Oak Cliff Blue Line Extension Opening Early. The SOC-3 line, originally scheduled to begin revenue service in December, is now set to open on October 24<sup>th</sup>.

Cotton Belt Rail Public Meetings. DART is evaluating options to accelerate implementation of rail transit service in the Cotton Belt corridor from 2035 to 2022. Six public meetings have been scheduled for the last week in August to present information on the project history, proposed schedule and funding sources, and strategy for project development/community involvement. The meeting in the City of Dallas will be on August 29<sup>th</sup> at 7:00 p.m. at Parkhill Junior High School, 16500 Shadybank Drive.

Work Continues on Project Development Phase of D2. DART held its fifth Stakeholder Work Group meeting for the second LRT line through downtown on August 3<sup>rd</sup>. The DART Board will be briefed on the status of the process on August 23<sup>rd</sup>.

Mobility 2040 Transit System Plan Update. The Comprehensive Operations Analysis (COA) Bus Service Plan Executive Summary and the 2040 Transit System Plan Phase Two Alternatives Corridor Fact Sheets are now available online at [www.DART.org/2040](http://www.DART.org/2040).

### Dallas Regional Mobility Coalition (DRMC)

Collin County Transportation Issues Highlighted. Collin County Commissioner, Duncan Webb, was the featured speaker at the August 5<sup>th</sup> DRMC meeting. Mr. Webb's presentation focused

on the rapid growth in Collin County and the need to construct additional limited-access highways to address it. This was also the subject of a Dallas Morning News feature article on Sunday, August 14<sup>th</sup>.

Transportation Advocates of Texas (TAoT). The TAoT is a statewide coalition of individuals, businesses, organizations, and elected officials with a common agenda: improve transportation in Texas. Drew Campbell, the Executive Director of the DRMC, is actively involved in the TAoT providing a link between transportation advocacy in our region and statewide interests.

### Dallas Fort Worth International Airport (DFW)

DFW Airport Achieves Major Milestone with Carbon Neutral Recognition. DFW Airport has become the first airport in North America to achieve “Carbon Neutral” status, one of only 23 airports worldwide to achieve this milestone distinction. The Airport Carbon Accreditation (ACA) Program upgraded DFW to “Level 3+ Neutrality”, which is the highest level of environmental achievement available to airports. Carbon Neutrality occurs when the net carbon dioxide emission over an entire year is zero, meaning the airport absorbs or offsets the same amount of carbon dioxide as it produces. The achievement is recognized and accredited by Airport Carbon Accreditation, an international organization that monitors the efforts of airports to manage and reduce their carbon emissions. The recognition culminates nearly two decades of sustainability efforts by DFW Airport to reduce its emission and carbon footprint.

### High-Speed Rail (HSR)

NCTCOG Sponsors HSR Industry Forum. The USDOT Secretary of Transportation has requested private sector proposals to develop and operate high speed rail in the U.S. The NCTCOG hosted a HSR industry forum to encourage submittals high speed rail projects in our region. Regional leaders, including council member Lee Kleinman, helped present the case for the DFW area, and NCTCOG staff discussed the HSR plans and studies that are underway. Proposals must be submitted to the Federal Railroad Administration by August 31<sup>st</sup>.

Public Hearings Held for Texas-Oklahoma HSR Study. TxDOT held public hearings in Arlington, Austin and Laredo during the second week of August to solicit comments on their environmental impact study (EIS) that is examining the potential for passenger rail between Oklahoma City, DFW, Austin, San Antonio, and South Texas. A second, more detailed, EIS will be needed to determine the best route for this service, and to coordinate it with the findings of other HSR studies currently looking at Dallas-to-Houston and Dallas-to-Fort Worth HSR service.

**KEY FOCUS AREA:** Economic Vibrancy  
**AGENDA DATE:** August 24, 2016  
**COUNCIL DISTRICT(S):** Outside City Limits  
**DEPARTMENT:** Intergovernmental Services  
**CMO:** A. C. Gonzalez, 670-3297  
**MAPSCO:** N/A

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**SUBJECT**

A resolution authorizing the conveyance of approximately 41 acres of land in perpetual easement to Fort Worth Transportation Authority for the purpose of constructing and operating an extension of its TEX Rail commuter rail project into the Dallas Fort Worth International Airport (Airport) property - Financing: No cost consideration to the City

**BACKGROUND**

For the TEX Rail extension on-Airport, the Fort Worth Transportation Authority requires approximately 41 acres of Airport land, in perpetual easement, off the Cotton Belt rail line in the northwest portion of the Airport, south over SH 121/114, under Airfield Drive and future north perimeter taxi area, and working its way to running roughly parallel along International Parkway to the DFW Airport Station just east of Terminal B.

FWTA's public mass transit improvements on this land will include public rail transit facilities, including without limitation associated utilities, track and guide way, a train station with parking lot, drainage improvements, bridge structures, spans, and any other related facilities or structures that facilitate, support or promote public rail transit to the Airport. The operation, construction, repair and full maintenance of this project shall be at no cost to the City of Dallas.

**PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)**

Information on this item will be provided to the Transportation and Trinity River Project Committee on August 22, 2016.

**FISCAL INFORMATION**

No cost consideration to the City.

August 24, 2016

**WHEREAS**, the City of Dallas, jointly with the City of Fort Worth, owns certain land in various Surveys and Abstracts in Dallas and Tarrant Counties, Texas, said parcels being deeded to the City of Dallas and City of Fort Worth and recorded in various Volumes and Pages of the Deed Records, of Dallas County, Texas, which is used for the Dallas/Fort Worth International Airport; and

**WHEREAS**, the Fort Worth Transportation Authority (FWTA) has requested a perpetual easement containing a total of approximately 41 acres of land, for the construction and operation of an extension of its TEX Rail commuter rail project, onto property within the boundaries of the Dallas Fort Worth International Airport (Airport), which will include public rail transit facilities, including without limitation associated utilities, train station, track and guide way, a parking lot, drainage improvements, bridge structures, spans, and any other related facilities or structures that facilitate, support or promote public rail transit to the Airport; and

**WHEREAS**, the FWTA needs and desires a perpetual easement totaling approximately 41 acres of land for the construction and operation of an extension of its mass transit improvements that will benefit the Airport; and

**WHEREAS**, the Dallas Fort Worth International Airport Board recommended that the City Councils of Dallas and Fort Worth convey approximately 41 acres in perpetual easement to the FWTA for public mass transit improvements on August 4, 2016 (**Exhibit A**);

**Now, Therefore,**

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

**SECTION 1.** That the City Manager is authorized to execute and deliver to Fort Worth Transportation Authority Easements for the Public Mass Transit Easement.

**SECTION 2.** That there shall be no cost consideration to the City for the conveyances described in this resolution.

**SECTION 3.** That the approvals and authorizations contained in this resolution are further conditioned upon similar approvals and authorizations by the City Council of the City of Fort Worth.

**SECTION 4.** 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.

**KEY FOCUS AREA:** Economic Vibrancy  
**AGENDA DATE:** August 24, 2016  
**COUNCIL DISTRICT(S):** 1, 4, 7, 8  
**DEPARTMENT:** Planning and Urban Design  
**CMO:** Alan Sims, Chief of Neighborhood Plus, 670-1611  
**MAPSCO:** Various

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**SUBJECT**

**Dallas to Houston High Speed Rail Project**

- \* Authorize **(1)** execution of a Cooperation Agreement between the City of Dallas and Texas Central Rail Holdings, LLC regarding preliminary review and evaluation of plans for High Speed Rail in Dallas; **(2)** the receipt and deposit of funds in an amount not to exceed \$1,550,000 from Texas Central Rail Holdings, LLC, in accordance with the terms and conditions of the Cooperation Agreement; **(3)** the establishment of appropriations in an amount not to exceed \$1,550,000 in the Dallas High Speed Rail Fund; and **(4)** the return of any unused funds to Texas Central Rail Holdings, LLC upon completion of the High Speed Rail project - Financing: Private Funds
- \* Authorize **(1)** a Memorandum of Agreement between the City of Dallas and the U.S. Army Corps of Engineers for expedited Section 408 Review of High Speed Rail in Dallas; and **(2)** the disbursement of funds to the U.S. Army Corps of Engineers in an amount not to exceed \$1,050,000 - Financing: Dallas High Speed Rail Funds
- \* Authorize **(1)** a professional services contract with HNTB Corporation to provide specialized engineering assistance to the City of Dallas during the Section 408 review of plans for High Speed Rail in Dallas; **(2)** the disbursement of funds to HNTB Corporation in an amount not to exceed \$167,972; and **(3)** reimbursement for costs incurred by the city for work associated with the project in an amount not to exceed \$332,028 - Total not to exceed \$500,000 - Financing: Dallas High Speed Rail Funds

**BACKGROUND**

Texas Central Rail Holdings, LLC (Texas Central) plans to design, construct and operate a private high-speed passenger rail line (HSR) to provide the citizens of Dallas with another transportation option between the Dallas-Fort Worth Metropolitan Area and the Houston Metropolitan Area.

**BACKGROUND** (Continued)

Texas Central has announced that the HSR line will be designed and constructed as a dedicated, grade separated, secure corridor with a station in Downtown Dallas. Trains are proposed to operate at speeds up to 205 mph, enabling passengers to move between Dallas and Houston (a 240-mile route) in less than 90 minutes. Texas Central plans to begin construction in late 2017 and to achieve passenger service by 2022, with an estimated project cost of over \$10 billion.

The City recognizes that HSR may provide a public benefit by providing a new transportation option that reduces traffic congestion and related air emissions, and by generating economic development in Dallas. The City also recognizes that the area of potential HSR-related improvements within the Dallas city limits (see attached maps) includes the Trinity River, the Great Trinity Forest, and certain wetland areas, which represent valuable and sensitive ecological and recreational resources that the City wishes to protect. The City desires to ensure that HSR infrastructure is designed, constructed, and operated in a manner that will provide a public benefit while not unduly diminishing the City's ecological and recreational resources, both existing and planned.

Texas Central Rail Holdings, LLC (Texas Central) is seeking to obtain proper federal review and approval of its plans. While the City has not yet declared its full support for this project, the City wishes to assist Texas Central in obtaining timely federal review of its HSR plans and to begin the City's own independent review and evaluation of Texas Central's HSR plans. These reviews will include an environmental impact statement pursuant to the National Environmental Policy Act of 1969 (NEPA), a Section 408 permit application regarding the proposal to construct and operate high speed rail infrastructure within the Trinity River Floodway and a Section 404 application regarding the proposal to construct and operate high speed rail infrastructure within wetland areas. The City also anticipates that a station zone assessment will be needed in order to evaluate and identify impacts and changes needed to economic development and urban design plans in the area around the proposed HSR station at Downtown Dallas. The City's participation in this project review and evaluation are not to be presumed by either the City or Texas Central to be indicative of the City's support for the proposed HSR project.

This review will require significant in-house and outside consultant resources, and Texas Central is willing to provide a funding source to cover the costs to the City the review and evaluation necessary to determine the viability of HSR in the City. The City needs to proceed at this time with entering into a memorandum of agreement with the U.S. Army Corps of Engineers in order to expedite the review process for the Section 408 permit application regarding the proposal to construct and operate high speed rail infrastructure within the Trinity River Floodway.

**BACKGROUND** (Continued)

In order to expedite the review process for the proposed HSR project, the City also needs to proceed at this time with hiring HNTB Corporation to provide specialized engineering assistance to the City for the proposed Dallas to Houston HSR project during the Section 408 Review Process and to review the proposal as it relates to the Federal Emergency Management Agency certification documentation.

The City also recognizes that the area of proposed HSR-related improvements includes areas of potential impact to private properties. Texas Central has agreed to participate in a series of City-hosted community meetings to promote awareness about the proposed HSR project development. The City and Texas Central also agree that, unless rendered unnecessary by the outcome of the review and evaluation process, the City and Texas Central would begin to negotiate a more comprehensive master agreement or agreements to govern the design, construction, operation and maintenance of the Texas Central HSR project in the City.

**PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)**

Information about this item was briefed to the Transportation and Trinity River Project Committee on June 27, 2016.

A briefing memo was provided to the Transportation and Trinity River Project Committee on August 8, 2016.

**FISCAL INFORMATION**

\$1,550,000 - Private Funds  
\$1,550,000 - Dallas High Speed Rail Funds

**M/WBE INFORMATION**

See attached.

**ETHNIC COMPOSITION**

**HNTB Corporation**

Hispanic Female	5	Hispanic Male	6
Black Female	3	Black Male	3
White Female	25	White Male	45
Other Female	3	Other Male	6



**OWNER**

**HNTB Corporation**

Daniel J. Chapman, P. E., Vice President

**MAPS**

Attached

August 24, 2016

**WHEREAS**, Texas Central Rail Holdings, LLC (Texas Central) plans to design, construct and operate a private high-speed passenger rail line (HSR) to provide the citizens of Dallas with another transportation option between the Dallas-Fort Worth Metropolitan Area and the Houston Metropolitan Area; and

**WHEREAS**, the City recognizes that HSR may provide a citywide public benefit by providing a new transportation option that reduces traffic congestion and related air emissions, and through economic development in Dallas; and

**WHEREAS**, the City recognizes that the area of potential HSR-related improvements within Dallas city limits includes the Trinity River, the Great Trinity Forest, and certain wetland areas, which represent valuable and sensitive ecological and recreational resources that the City wishes to protect; and

**WHEREAS**, the City recognizes that the area of proposed HSR-related improvements includes areas of potential impact to private properties and that there is a need to ensure that impacted property owners and the community at large is made aware of this project through appropriate community engagement efforts; and

**WHEREAS**, the City anticipates that a rail corridor and station area assessment will be needed in order to evaluate and identify changes needed to infrastructure, economic development and urban design plans, particularly in the area around the proposed HSR station at Downtown Dallas; and

**WHEREAS**, Texas Central is seeking to obtain proper federal review and approval of its HSR plans and the City wishes to assist Texas Central in obtaining timely federal review and to begin the City's own independent review and evaluation to ensure that HSR infrastructure is designed, constructed, and operated in a manner that provides a public benefit while not unduly diminishing the City's existing and planned ecological and recreational resources; and

**WHEREAS**, City's participation in this project review and evaluation is not to be presumed to be indicative of the City's support for the proposed HSR project; and

**WHEREAS**, this review will require significant in-house and outside consultant resources, and Texas Central is willing to provide a funding source to assist the City and the federal government in the evaluation necessary to determine the viability of HSR in the City of Dallas; and

August 24, 2016

**WHEREAS**, the City and Texas Central recognize that, a Cooperation Agreement is necessary to address the initial review and evaluation process for the proposed HSR project, and unless rendered unnecessary by the outcome of the review and evaluation process, they would need to negotiate a more comprehensive master agreement or agreements in the future to govern the design, construction, operation and maintenance of HSR in the City of Dallas; and

**WHEREAS**, pursuant to Section 214 of the Water Resources Development Act, an agreement between the City and the U.S. Army Corps of Engineers is needed in order to obtain expedited review of the HSR project; and

**WHEREAS**, City of Dallas will need to hire consultant expertise to provide specialized engineering assistance to the City during the Section 408 Review Process related to the HSR project;

**NOW, THEREFORE,**

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

**Section 1.** That the City Council authorizes the City Manager to execute a professional services contract between the City of Dallas and HNTB Corporation to provide specialized engineering assistance to the City during the Section 408 Review Process related to the HSR project, after it has been approved as to form by the City Attorney.

**Section 2.** That the Chief Financial Officer is hereby authorized to disburse funds from the Dallas High Speed Rail Fund, Fund 0434, Department PNV, Unit 2744, Object 3070, Activity HSR1, Encumbrance PNV0434HNTBHSR, to HNTB Cooperation, Vendor # 352433, in accordance with the terms and conditions of the contract, in an amount not to exceed \$167,972.

**Section 3.** That the Chief Financial Officer is hereby authorized to disburse funds from the Dallas High Speed Rail Fund, Fund 0434, Department PNV, Unit 2744, Object 3090, Activity HSR1 to reimburse the City of Dallas for costs associated with work efforts in accordance with the terms and conditions of the Cooperation Agreement in an amount not to exceed \$332,028.

**Section 4.** 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.

August 24, 2016

**WHEREAS**, Texas Central Rail Holdings, LLC (Texas Central) plans to design, construct and operate a private high-speed passenger rail line (HSR) to provide the citizens of Dallas with another transportation option between the Dallas-Fort Worth Metropolitan Area and the Houston Metropolitan Area; and

**WHEREAS**, the City recognizes that HSR may provide a citywide public benefit by providing a new transportation option that reduces traffic congestion and related air emissions, and through economic development in Dallas; and

**WHEREAS**, the City recognizes that the area of potential HSR-related improvements within Dallas city limits includes the Trinity River, the Great Trinity Forest, and certain wetland areas, which represent valuable and sensitive ecological and recreational resources that the City wishes to protect; and

**WHEREAS**, the City recognizes that the area of proposed HSR-related improvements includes areas of potential impact to private properties and that there is a need to ensure that impacted property owners and the community at large is made aware of this project through appropriate community engagement efforts; and

**WHEREAS**, the City anticipates that a rail corridor and station area assessment will be needed in order to evaluate and identify changes needed to infrastructure, economic development and urban design plans, particularly in the area around the proposed HSR station at Downtown Dallas; and

**WHEREAS**, Texas Central is seeking to obtain proper federal review and approval of its HSR plans and the City wishes to assist Texas Central in obtaining timely federal review and to begin the City's own independent review and evaluation to ensure that HSR infrastructure is designed, constructed, and operated in a manner that provides a public benefit while not unduly diminishing the City's existing and planned ecological and recreational resources; and

**WHEREAS**, City's participation in this project review and evaluation is not to be presumed to be indicative of the City's support for the proposed HSR project; and

**WHEREAS**, this review will require significant in-house and outside consultant resources, and Texas Central is willing to provide a funding source to assist the City and the federal government in the evaluation necessary to determine the viability of HSR in the City of Dallas; and

August 24, 2016

**WHEREAS**, the City and Texas Central recognize that, a Cooperation Agreement is necessary to address the initial review and evaluation process for the proposed HSR project, and unless rendered unnecessary by the outcome of the review and evaluation process, they would need to negotiate a more comprehensive master agreement or agreements in the future to govern the design, construction, operation and maintenance of HSR in the City of Dallas; and

**WHEREAS**, an agreement between the City and the U.S. Army Corps of Engineers is needed in order to obtain expedited review of the HSR project; and

**WHEREAS**, City of Dallas will need to hire consultant expertise to provide specialized engineering assistance to the City during the Section 408 Review Process related to the HSR project;

**NOW, THEREFORE,**

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

**Section 1.** That the City Council authorizes the City Manager to execute an agreement between the City of Dallas and U.S. Army Corps of Engineers in order to obtain expedited review of the HSR project.

**Section 2.** That the Chief Financial Officer is hereby authorized to disburse funds from the Dallas High Speed Rail Fund, Fund 0434, Department PNV, Unit 2743, Object 3070, Activity HSR1, Encumbrance PNV0434USACEHSR, to U.S. Army Corps of Engineers, Vendor # 352290, in accordance with the terms and conditions of the agreement in an amount not to exceed \$1,050,000.

**Section 3.** That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

August 24, 2016

**WHEREAS**, Texas Central Rail Holdings, LLC (Texas Central) plans to design, construct and operate a private high-speed passenger rail line (HSR) to provide the citizens of Dallas with another transportation option between the Dallas-Fort Worth Metropolitan Area and the Houston Metropolitan Area; and

**WHEREAS**, the City recognizes that HSR may provide a citywide public benefit by providing a new transportation option that reduces traffic congestion and related air emissions, and through economic development in Dallas; and

**WHEREAS**, the City recognizes that the area of potential HSR-related improvements within Dallas city limits includes the Trinity River, the Great Trinity Forest, and certain wetland areas, which represent valuable and sensitive ecological and recreational resources that the City wishes to protect; and

**WHEREAS**, the City recognizes that the area of proposed HSR-related improvements includes areas of potential impact to private properties and that there is a need to ensure that impacted property owners and the community at large is made aware of this project through appropriate community engagement efforts; and

**WHEREAS**, the City anticipates that a rail corridor and station area assessment will be needed in order to evaluate and identify changes needed to infrastructure, economic development and urban design plans, particularly in the area around the proposed HSR station at Downtown Dallas; and

**WHEREAS**, Texas Central is seeking to obtain proper federal review and approval of its HSR plans and the City wishes to assist Texas Central in obtaining timely federal review and to begin the City's own independent review and evaluation to ensure that HSR infrastructure is designed, constructed, and operated in a manner that provides a public benefit while not unduly diminishing the City's existing and planned ecological and recreational resources; and

**WHEREAS**, City's participation in this project review and evaluation is not to be presumed to be indicative of the City's support for the proposed HSR project; and

**WHEREAS**, this review will require significant in-house and outside consultant resources, and Texas Central is willing to provide a funding source to assist the City and the federal government in the evaluation necessary to determine the viability of HSR in the City of Dallas; and

August 24, 2016

**WHEREAS**, the City and Texas Central recognize that, a Cooperation Agreement is necessary to address the initial review and evaluation process for the proposed HSR project, and unless rendered unnecessary by the outcome of the review and evaluation process, they would need to negotiate a more comprehensive master agreement or agreements in the future to govern the design, construction, operation and maintenance of HSR in the City of Dallas; and

**WHEREAS**, an agreement between the City and the U.S. Army Corps of Engineers is needed in order to obtain expedited review of the HSR project; and

**WHEREAS**, City of Dallas will need to hire consultant expertise to provide specialized engineering assistance to the City during the Section 408 Review Process related to the HSR project;

**NOW, THEREFORE,**

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

**Section 1.** That the City Council authorizes the City Manager to execute a Cooperation Agreement between the City of Dallas and Texas Central Rail Holdings, LLC regarding the preliminary review and evaluation of plans for High Speed Rail in Dallas.

**Section 2.** That the Chief Financial Officer is hereby authorized to receive and deposit funds from Texas Central Rail Holdings, LLC in the Dallas High Speed Rail Fund, Fund 0434, Department PNV, Unit 2743, Act. HSR1, Revenue Source 8411, in an amount not to exceed \$1,050,000, in accordance with the terms and conditions of the Cooperation Agreement.

**Section 3.** That the City Manager is hereby authorized to establish appropriations in the Dallas High Speed Rail Fund, Fund 0434, Department PNV, Unit 2743, Object 3070, in an amount not to exceed \$1,050,000, subject to receipt of funds in accordance with the terms and conditions of the Cooperation Agreement.

**Section 4.** That the Chief Financial Officer is hereby authorized to receive and deposit funds from Texas Central Rail Holdings, LLC in the Dallas High Speed Rail Fund, Fund 0434, Department PNV, Unit 2744, Act. HSR1, Revenue Source 8411, in an amount not to exceed \$500,000, in accordance with the terms and conditions of the Cooperation Agreement.

**Section 5.** That the City Manager is hereby authorized to establish appropriations in the Dallas High Speed Rail Fund, Fund 0434, Department PNV, Unit 2744, Object 3070, in an amount not to exceed \$500,000, subject to receipt of funds in accordance with the terms and conditions of the Cooperation Agreement.

August 24, 2016

**Section 6.** That the Chief Financial Officer is hereby authorized to return any unused funds to Texas Central Rail Holdings, LLC upon completion of the High Speed Rail project.

**Section 7.** 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.



## BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY

**PROJECT:** Authorize **(1)** a professional services contract with HNTB Corporation to provide specialized engineering assistance to the City of Dallas during the Section 408 review of plans for High Speed Rail in Dallas; **(2)** the disbursement of funds to HNTB Corporation in an amount not to exceed \$167,972; and **(3)** reimbursement for costs incurred by the city for work associated with the project in an amount not to exceed \$332,028 - Total not to exceed \$500,000 - Financing: Dallas High Speed Rail Funds

HNTB Corporation is a local, non-minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use their own workforce.

**PROJECT CATEGORY:** Professional Services

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### LOCAL/NON-LOCAL CONTRACT SUMMARY

	<u>Amount</u>	<u>Percent</u>
Total local contracts	\$167,972.00	100.00%
Total non-local contracts	\$0.00	0.00%
<b>TOTAL CONTRACT</b>	<b>\$167,972.00</b>	<b>100.00%</b>

### LOCAL/NON-LOCAL M/WBE PARTICIPATION

#### Local Contractors / Sub-Contractors

None

#### Non-Local Contractors / Sub-Contractors

None

### TOTAL M/WBE CONTRACT PARTICIPATION

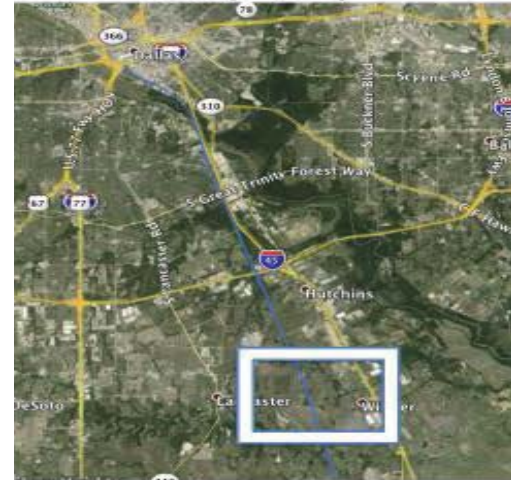
	<u>Local</u>	<u>Percent</u>	<u>Local &amp; Non-Local</u>	<u>Percent</u>
African American	\$0.00	0.00%	\$0.00	0.00%
Hispanic American	\$0.00	0.00%	\$0.00	0.00%
Asian American	\$0.00	0.00%	\$0.00	0.00%
Native American	\$0.00	0.00%	\$0.00	0.00%
WBE	\$0.00	0.00%	\$0.00	0.00%
Total	<u>\$0.00</u>	<u>0.00%</u>	<u>\$0.00</u>	<u>0.00%</u>

# High Speed Rail Alignment

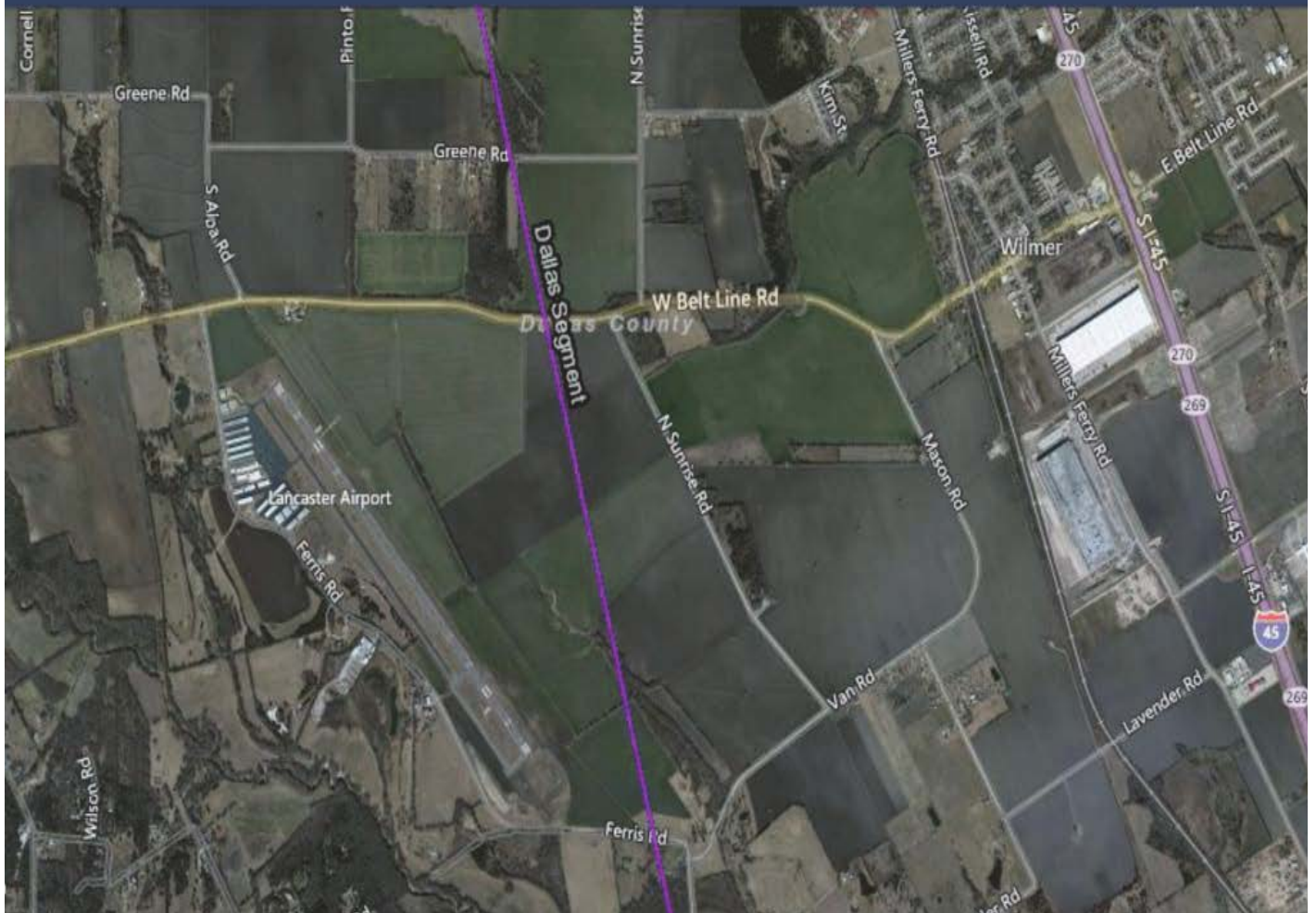
Council District: 1, 4, 7, 8

MAPSCO: Various

Map Key



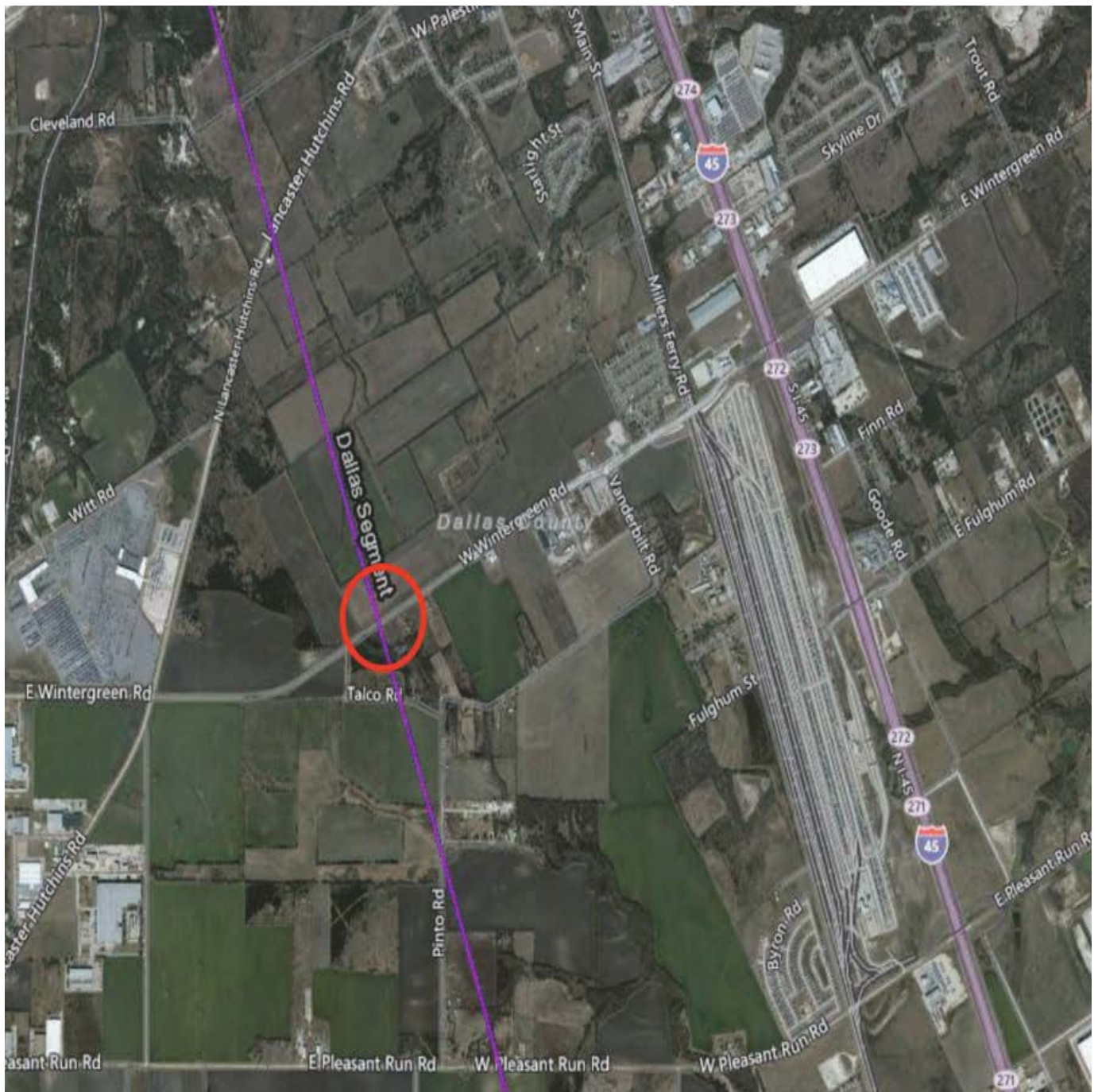
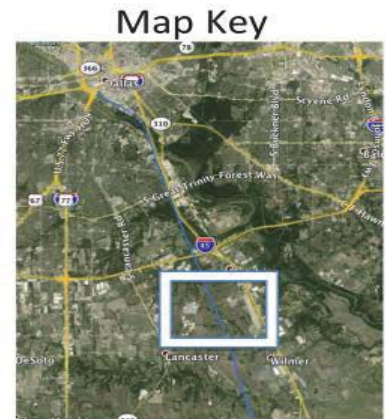
## Key Alignment Sections - City of Dallas



# High Speed Rail Alignment

Council District: 1, 4, 7, 8

MAPSCO: Various

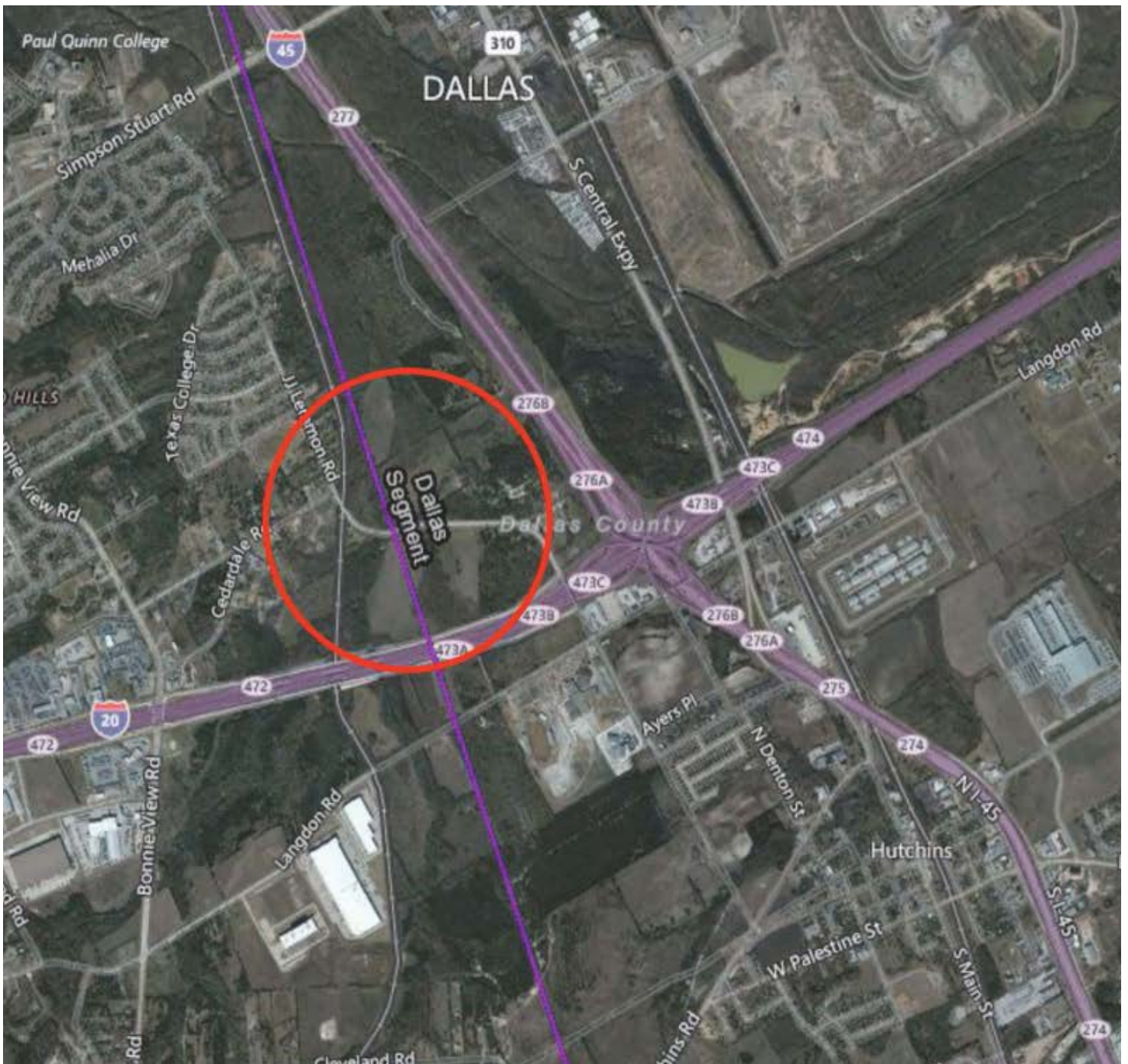


# High Speed Rail Alignment

Council District: 1, 4, 7, 8

MAPSCO: Various

Map Key

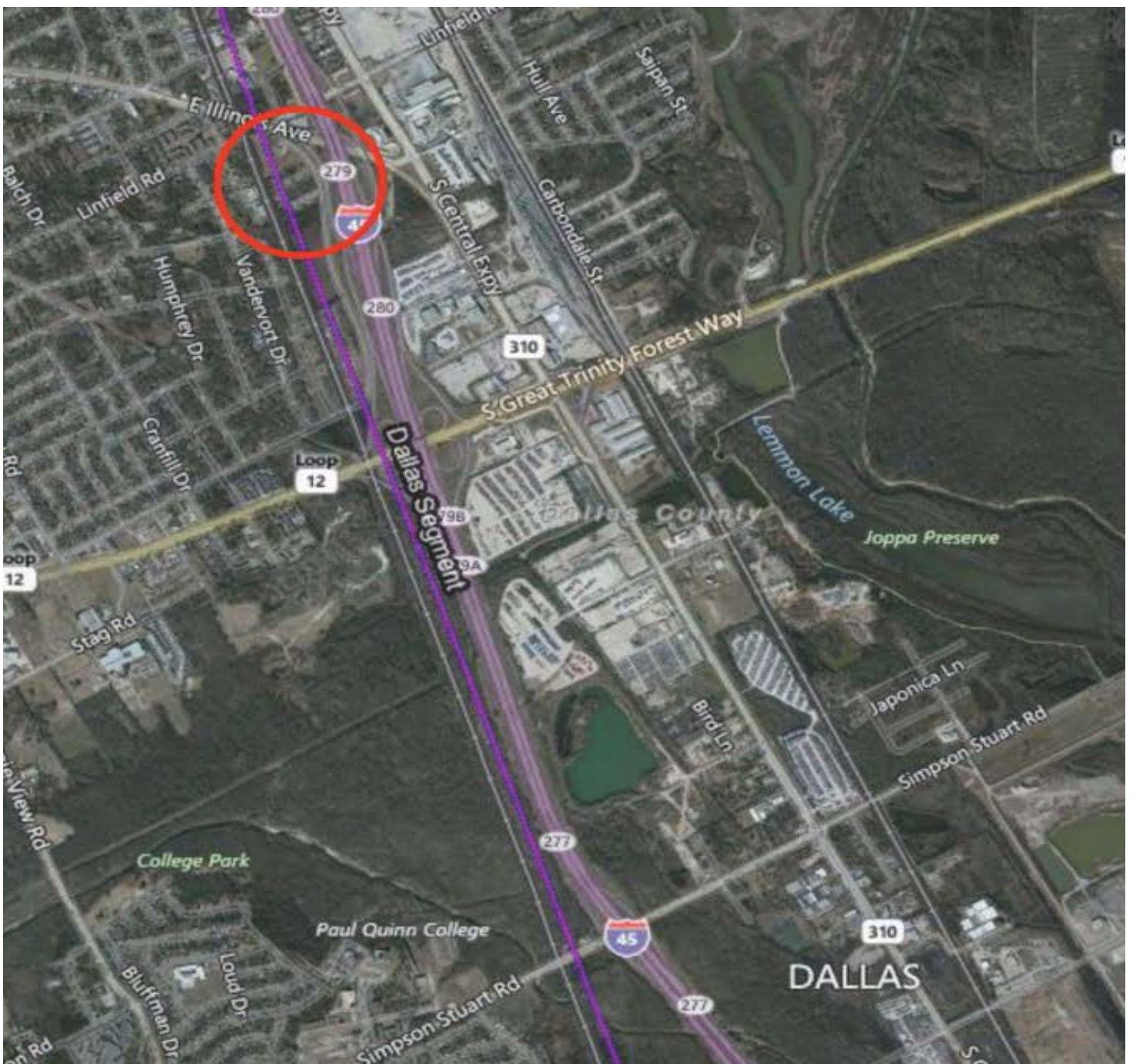


# High Speed Rail Alignment

Council District: 1, 4, 7, 8

MAPSCO: Various

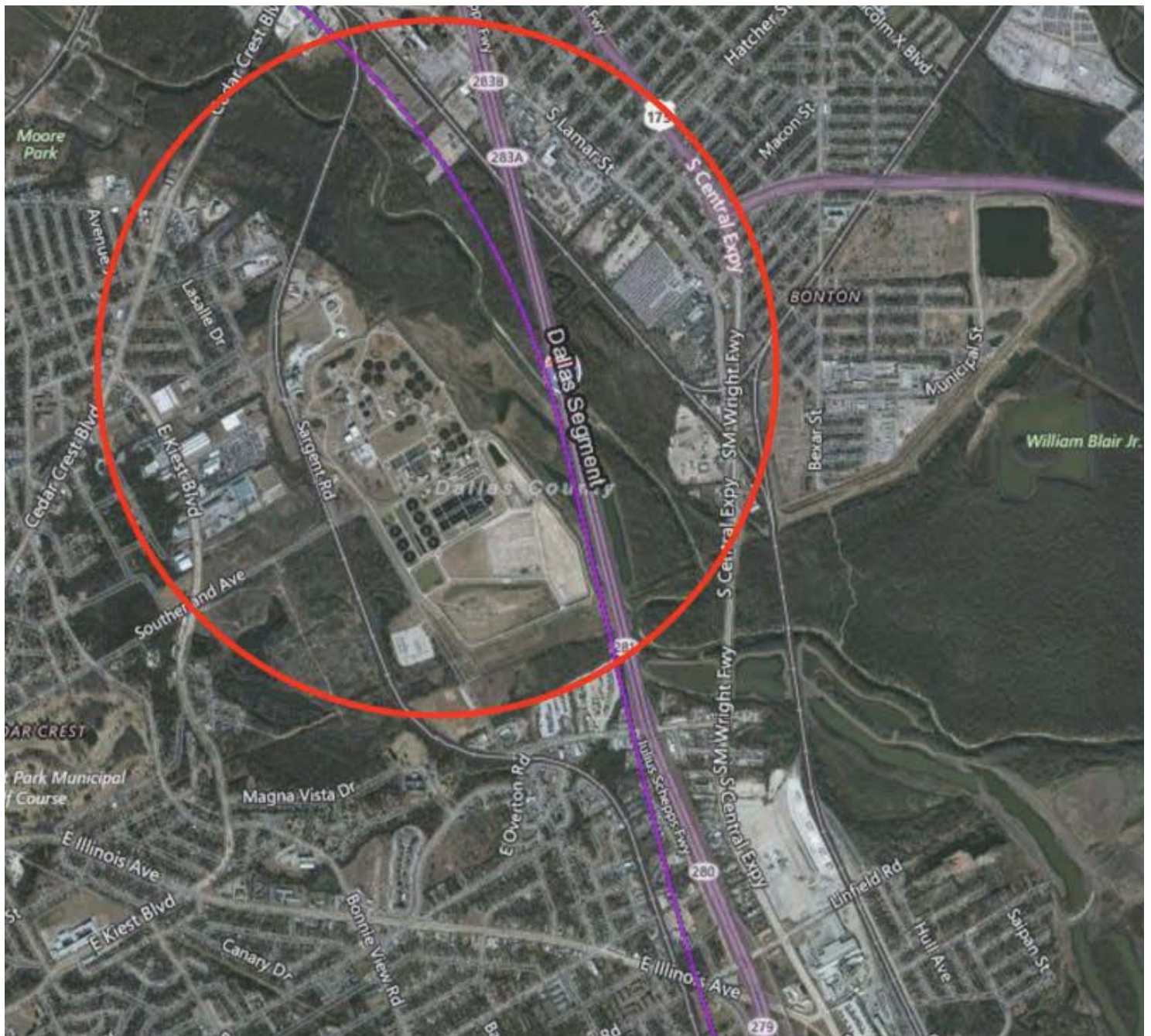
Map Key



# High Speed Rail Alignment

Council District: 1, 4, 7, 8

MAPSCO: Various

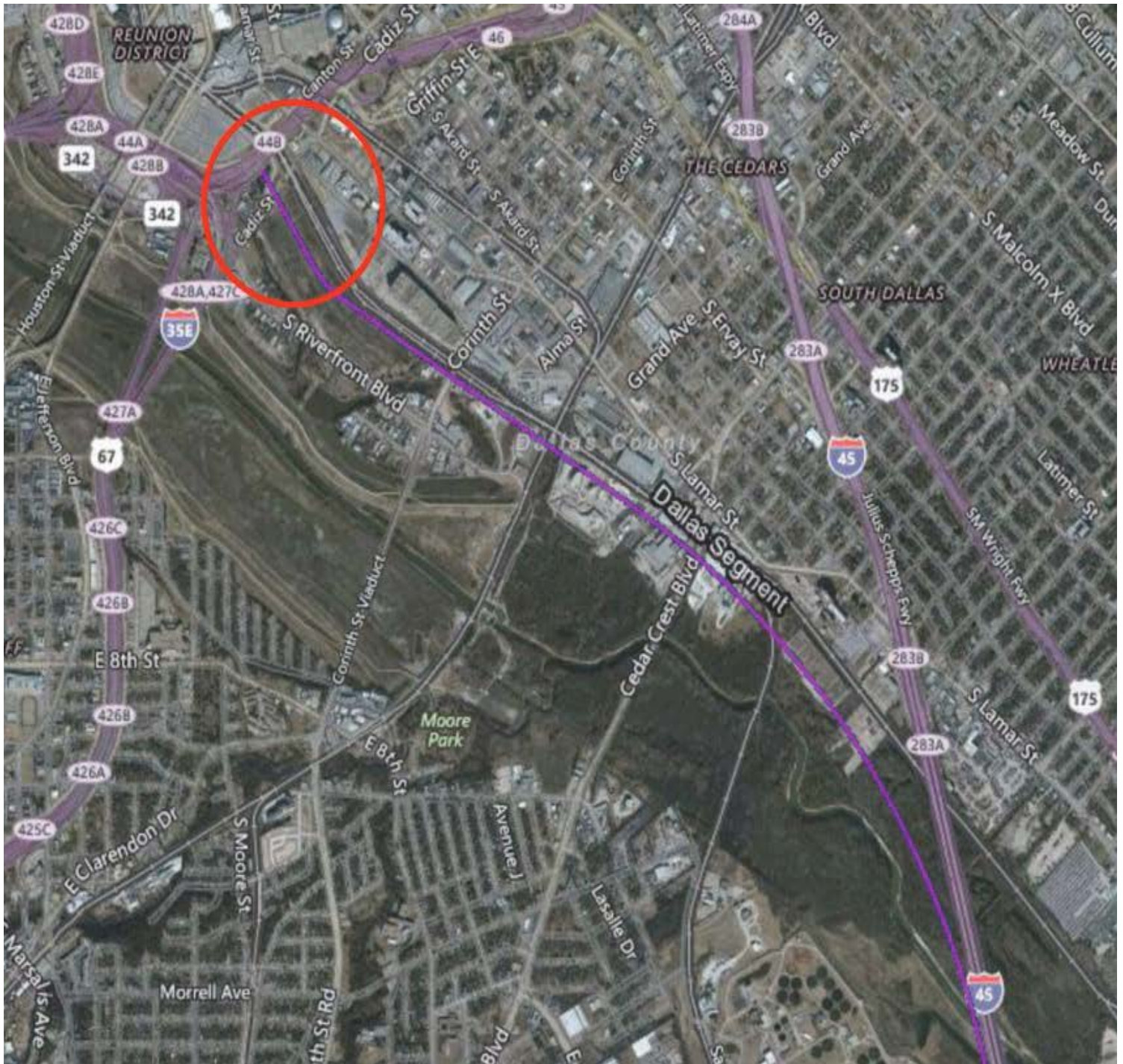
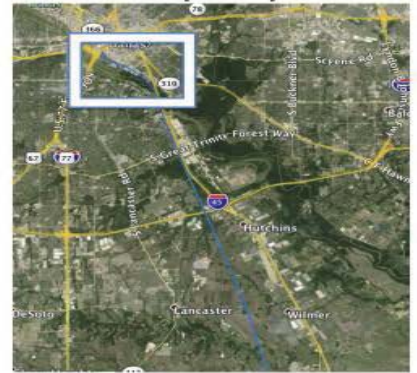


# High Speed Rail Alignment

Council District: 1, 4, 7, 8

MAPSCO: Various

Map Key



**KEY FOCUS AREA:** Economic Vibrancy

**AGENDA DATE:** August 24, 2016

**COUNCIL DISTRICT(S):** 1

**DEPARTMENT:** Public Works Department  
Water Utilities  
Trinity Watershed Management

**CMO:** Jill A. Jordan, P.E., 670-5299  
Mark McDaniel, 670-3256

**MAPSCO:** 54C G

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**SUBJECT**

Authorize a contract with Texas Standard Construction, Ltd., lowest responsible bidder of three, for the reconstruction of street paving, storm drainage, streetscape, and water main improvements for the Bishop Arts Area Street and Drainage Improvements Project - Not to exceed \$6,528,099 - Financing: General Obligation Commercial Paper Funds (\$3,771,094), 2012 Bond Funds (\$425,783), 2006 Bond Funds (\$1,650,000), Stormwater Drainage Management Capital Construction Funds (\$604,171), Water Utilities Capital Improvement Funds (\$73,526) and Water Utilities Capital Construction Funds (\$3,525)

**BACKGROUND**

This project includes the reconstruction of street paving, storm drainage, streetscape, pedestrian lights, enhanced sidewalks, landscaping, and water main improvements for Bishop Avenue from Eighth Street to Tenth Street, Melba Street from Bishop Avenue to Madison Avenue, and Madison Avenue from Tenth Street to Seventh Street. Watershed drainage improvements supporting planned and future Bishop Arts area development will be constructed as part of this project using 2006 Bond Program funds.

The Bishop Avenue, Phase I Project included streetscape improvements for Bishop Avenue from Neely Street to Eighth Street and was completed in May 2001. The Bishop Avenue, Phase II Improvements Project provided complete street improvements for Bishop Avenue between Colorado Boulevard and Neely Street and was completed in December 2012. A professional services contract with Pacheco Koch Consulting Engineers for the Phase II improvements was authorized on May 13, 2009, by Resolution No. 09-1196 for the engineering design of Bishop Avenue from Neely Street to Colorado Boulevard. On August 24, 2011, Resolution No. 11-2198 authorized Supplemental Agreement No. 3 to the professional services contract to include Bishop



**BACKGROUND** (Continued)

Avenue from Eighth Street to Jefferson Boulevard. The Bishop Avenue Complete Street Improvements Project from Eighth Street to Jefferson Boulevard was subsequently included in the 2012 Bond Program.

On February 25, 2015, Resolution No. 15-0412 authorized the City's intent to utilize \$4,100,000 in general obligation bond funds for the design and construction of paving and drainage improvements and related public infrastructure improvements for the Bishop Arts area in conjunction with the proposed development of Bishop Arts Village, LLC. Resolution No. 15-0413 authorized Supplemental Agreement No. 4 to the design contract with Pacheco Koch Consulting Engineers for additional engineering design to add the following streets: Melba Street from Bishop Avenue to Madison Avenue and Madison Avenue from Tenth Street to Seventh Street. On October 28, 2015, Resolution No. 15-1970 authorized Supplemental Agreement No. 5 for additional engineering design for the Bishop Arts area watershed drainage improvements that entailed drainage upgrades to the following streets: Eighth Street from Madison Avenue to Zang Boulevard, Zang Boulevard from Eighth Street to Seventh Street, Seventh Street from Zang Boulevard to Beckley Avenue, and Beckley Avenue from Seventh Street to Davis Street. These streets and watershed drainage improvements have been combined into one construction package called the Bishop Arts Area Street and Drainage Improvements Project.

This action will authorize a construction contract with Texas Standard Construction, Ltd. for the Bishop Arts Area Street and Drainage Improvements project that entails the reconstruction of street paving, storm drainage, streetscape, pedestrian lights, enhanced sidewalks, landscaping, and water main improvements for Bishop Avenue from Eighth Street to Tenth Street, Melba Street from Bishop Avenue to Madison Avenue, and Madison Avenue from Tenth Street to Seventh Street, as well as watershed drainage improvements on Eighth Street from Madison Avenue to Zang Boulevard, Zang Boulevard from Eighth Street to Seventh Street, Seventh Street from Zang Boulevard to Beckley Avenue, and Beckley Avenue from Seventh Street to Davis Street. Funding from the 2006 Bond Program from the Zang Boulevard to Illinois Avenue Drainage Relief System project is being reprogrammed with this item to fund the Bishop Arts Area watershed drainage improvements.

The following chart shows Texas Standard Construction, Ltd.'s completed contractual activities for the past three years:

	<b><u>PBW</u></b>	<b><u>WTR</u></b>	<b><u>PKR</u></b>
Projects Completed	12	0	4
Change Orders	1	0	0
Projects Requiring Liquidated Damages	0	0	0
Projects Completed by Bonding Company	0	0	0

## **ESTIMATED SCHEDULE OF PROJECT**

Began Design	September 2011
Completed Design	May 2016
Begin Construction	September 2016
Complete Construction	October 2017

## **PRIOR ACTION / REVIEW (COUNCIL, BOARDS, COMMISSIONS)**

Authorized a professional services contract with Pacheco Koch Consulting Engineers for engineering services on May 13, 2009, by Resolution No. 09-1196.

Authorized a construction contract with Camino Construction, L.P. on April 27, 2011, by Resolution No. 11-1128.

Authorized Supplemental Agreement No. 3 to the professional services contract with Pacheco Koch Consulting Engineers on August 24, 2011, by Resolution No. 11-2198.

Authorized a resolution confirming the City's intent to utilize general obligation bond funds for the design and construction of paving and drainage improvements for the Bishop Arts area on February 25, 2015, by Resolution No. 15-0412.

Authorized Supplemental Agreement No. 4 to the professional services contract with Pacheco Koch Consulting Engineers on February 25, 2015, by Resolution No. 15-0413.

Authorized Supplemental Agreement No. 5 to the professional services contract with Pacheco Koch Consulting Engineers on October 28, 2015, by Resolution No. 15-1970.

Information about this item will be provided to the Transportation and Trinity River Project Committee on August 22, 2016.

## **FISCAL INFORMATION**

2012 Bond Program (General Obligation Commercial Paper Funds) - \$3,771,094.60

2012 Bond Funds - \$425,782.65

2006 Bond Funds - \$1,650,000.00

Stormwater Drainage Management Capital Construction Funds - \$604,170.75

Water Utilities Capital Improvement Funds - \$73,526.00

Water Utilities Capital Construction Funds - \$3,525.00

**FISCAL INFORMATION** (Continued)

**Bishop Avenue - Neely Street to Colorado Boulevard**

Design - PBW	\$	270,105.00
Design - DWU	\$	44,730.00
Supplemental Agreement No. 1	\$	23,700.00
Supplemental Agreement No. 2	\$	15,500.00

**Bishop Avenue - Eighth Street to Jefferson Boulevard**

Supplemental Agreement No. 3	\$	154,375.00
Supplemental Agreement No. 4	\$	494,885.00
Supplemental Agreement No. 5	\$	208,460.00
Construction (this action)		
Paving & Drainage - PBW	\$	6,451,048.00
Water - DWU	\$	<u>77,051.00</u>
Total	\$	7,739,854.00

**M/WBE INFORMATION**

See attached.

**ETHNIC COMPOSITION**

**Texas Standard Construction, Ltd.**

Hispanic Female	3	Hispanic Male	87
African-American Female	0	African-American Male	3
Other Female	0	Other Male	0
White Female	4	White Male	8

**BID INFORMATION**

The following bids with quotes were received and opened on May 27, 2016:

\*Denotes successful bidder(s)

<b><u>BIDDERS</u></b>	<b><u>BID AMOUNT</u></b>
*Texas Standard Construction, Ltd. P. O. Box 210768 Dallas, Texas 75211	\$6,528,099.00
Rebcon, Inc.	\$7,828,106.00
Tiseo Paving Company	\$8,074,518.75
Engineer's estimate: PBW - \$6,535,342.08 DWU - <u>\$ 118,167.50</u>	
Total	\$6,653,509.58

**OWNER**

**Texas Standard Construction, Ltd.**

Ronald H. Dalton, President

**MAP**

Attached.

## **BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY**

**PROJECT:** Authorize a contract with Texas Standard Construction, Ltd., lowest responsible bidder of three, for the reconstruction of street paving, storm drainage, streetscape, and water main improvements for the Bishop Arts Area Street and Drainage Improvements Project - Not to exceed \$6,528,099 - Financing: General Obligation Commercial Paper Funds (\$3,771,094), 2012 Bond Funds (\$425,783), 2006 Bond Funds (\$1,650,000), Stormwater Drainage Management Capital Construction Funds (\$604,171), Water Utilities Capital Improvement Funds (\$73,526) and Water Utilities Capital Construction Funds (\$3,525)

Texas Standard Construction, Ltd. is a local, non-minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-contractor.

**PROJECT CATEGORY:** Construction

### **LOCAL/NON-LOCAL CONTRACT SUMMARY**

	<u>Amount</u>	<u>Percent</u>
Total local contracts	\$6,528,099.00	100.00%
Total non-local contracts	\$0.00	0.00%
<b>TOTAL CONTRACT</b>	<b>\$6,528,099.00</b>	<b>100.00%</b>

### **LOCAL/NON-LOCAL M/WBE PARTICIPATION**

#### **Local Contractors / Sub-Contractors**

<u>Local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
Kenyatta Sand and Gravel	BMDB62563Y0517	\$1,941,472.75	29.74%
<b>Total Minority - Local</b>		<b>\$1,941,472.75</b>	<b>29.74%</b>

#### **Non-Local Contractors / Sub-Contractors**

None

### **TOTAL M/WBE CONTRACT PARTICIPATION**

	<u>Local</u>	<u>Percent</u>	<u>Local &amp; Non-Local</u>	<u>Percent</u>
African American	\$1,941,472.75	29.74%	\$1,941,472.75	29.74%
Hispanic American	\$0.00	0.00%	\$0.00	0.00%
Asian American	\$0.00	0.00%	\$0.00	0.00%
Native American	\$0.00	0.00%	\$0.00	0.00%
WBE	\$0.00	0.00%	\$0.00	0.00%
<b>Total</b>	<b>\$1,941,472.75</b>	<b>29.74%</b>	<b>\$1,941,472.75</b>	<b>29.74%</b>

August 24, 2016

**WHEREAS**, on May 13, 2009, Resolution No. 09-1196 authorized a professional services contract with Pacheco Koch Consulting Engineers for engineering services for Bishop Avenue from Neely Street to Colorado Boulevard, in the amount of \$314,835.00; and,

**WHEREAS**, on January 20, 2010, Administrative Action No. 10-0637 authorized Supplemental Agreement No. 1 to the professional services contract with Pacheco Koch Consulting Engineers to complete and finalize the survey work related to the horizontal and vertical control surveying and the boundary descriptions needed to proceed with the design of this project, in the amount of \$23,700.00, from \$314,835.00 to \$338,535.00; and,

**WHEREAS**, on November 12, 2010, Administrative Action No. 10-3140 authorized Supplemental Agreement No. 2 to the professional services contract with Pacheco Koch Consulting Engineers to design a proposed storm drainage system and provide drainage related calculations and requirements needed to complete the design of this project, in the amount of \$15,500.00, from \$338,535.00 to \$354,035.00; and,

**WHEREAS**, on April 27, 2011, Resolution No. 11-1128 authorized a construction contract with Camino Construction, L.P. for the construction of paving, drainage and streetscape improvements including sidewalks, curb and gutter, barrier free ramps, water and wastewater mains for North Bishop Avenue from West Neely Street to West Colorado Boulevard, in the amount of \$2,678,103.25; and,

**WHEREAS**, on August 24, 2011, Resolution No. 11-2198 authorized Supplemental Agreement No. 3 to the professional services contract with Pacheco Koch Consulting Engineers for additional streetscape/urban design services for Bishop Avenue from Eighth Street to Jefferson Boulevard, in the amount of \$154,375.00, increasing the contract from \$354,035.00 to \$508,410.00; and,

**WHEREAS**, on February 25, 2015, Resolution No. 15-0412 authorized an intent to utilize an amount not to exceed \$4,100,000 in general obligation bond funds for the design and construction of paving and drainage improvements and related public infrastructure improvements for the Bishop Arts area subject to future City Council approval of the construction contract award for these improvements.

**WHEREAS**, on February 25, 2015, Resolution No. 15-0413 authorized Supplemental Agreement No. 4 to the professional services contract with Pacheco Koch Consulting Engineers for additional engineering services for paving, drainage, streetscape, water and wastewater improvements on Bishop Avenue from Eighth Street to Jefferson Boulevard and other nearby Bishop Arts area streets listed in Exhibit A, in the amount of \$494,885.00, increasing the contract from \$508,410.00 to \$1,003,295.00; and,

August 24, 2016

**WHEREAS**, on October 28, 2015, Resolution No. 15-1970 authorized Supplemental Agreement No. 5 to the professional services contract with Pacheco Koch Consulting Engineers for additional engineering services for drainage improvements to the existing downstream stormwater system for the streetscape and urban design improvements on Bishop Avenue from Eighth Street to Jefferson Boulevard, in the amount of \$208,460.00, increasing the contract from \$1,003,295.00 to \$1,211,755.00; and,

**WHEREAS**, funding from the 2006 Bond Program from the Zang Boulevard to Illinois Avenue Drainage Relief System project is being reprogrammed with this item to fund the Bishop Arts area watershed drainage improvements; and,

**WHEREAS**, bids were received on May 27, 2016, for the reconstruction of street paving, storm drainage, streetscape, and water main improvements for the Bishop Arts Street and Drainage Improvements project as follows:

<b><u>BIDDERS</u></b>	<b><u>BID AMOUNT</u></b>
Texas Standard Construction, Ltd.	\$6,528,099.00
Rebcon, Inc.	\$7,828,106.00
Tiseo Paving Company	\$8,074,518.75

**Now, Therefore,**

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

**Section 1.** That the City Manager is hereby authorized to execute a contract with Texas Standard Construction, Ltd. for the reconstruction of street paving, storm drainage, streetscape, and water main improvements for the Bishop Arts Area Street and Drainage Improvements project in an amount not to exceed \$6,528,099, this being the lowest responsive bid received as indicated by the tabulation of bids, after it has been approved as to form by the City Attorney.

**Section 2.** That the Chief Financial Officer is hereby authorized to disburse funds in accordance with the terms and conditions of the contract from:

Street and Transportation Improvements Fund  
Fund 3U22, Department PBW, Unit S390, Act. THRF  
Obj. 4510, Program #PB12S390, CT PBW12S390L1  
Vendor #508379, in an amount not to exceed \$ 425,782.65

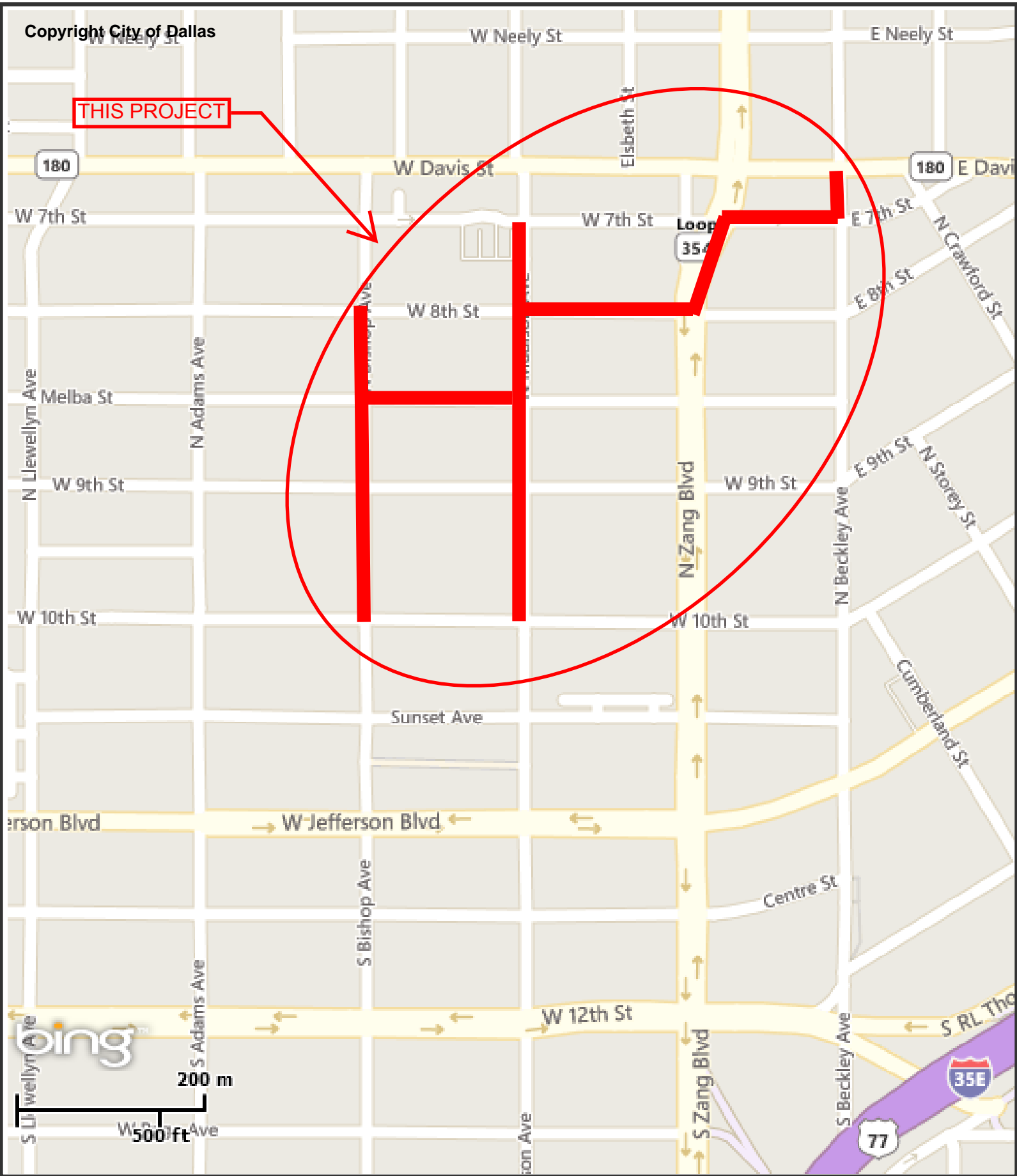
August 24, 2016

Street and Transportation Improvements Fund Fund 4U22, Department PBW, Unit S390, Act. THRF Obj. 4510, Program #PB12S390, CT PBW12S390L1 Vendor #508379, in an amount not to exceed	\$3,771,094.60
Flood Protection and Storm Drainage Facilities Fund 3T23, Department TWM, Unit W065, Act. SDRS Obj. 4540, Program #PB06W065, CT PBW12S390L1 Vendor #508379, in an amount not to exceed	\$1,650,000.00
Stormwater Drainage Management Capital Construction Fund Fund 0063, Department SDM, Unit W065, Act. SDRS Obj. 4540, Program #PB06W065, CT PBW12S390L1 Vendor #508379, in an amount not to exceed	\$ 604,170.75
Water Capital Improvement Fund Fund 2115, Department DWU, Unit PW42 Obj. 4550, Program #716367, CT DWU716367CP Vendor #508379, in an amount not to exceed	\$ 73,526.00
Water Construction Fund Fund 0102, Department DWU, Unit CW42 Obj. 3221, Program #716367X, CT DWU716367EN Vendor #508379, in an amount not to exceed	<u>\$ 3,525.00</u>
Total amount not to exceed	\$6,528,099.00

**Section 3.** That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.



# BISHOP ARTS AREA STREET AND DRAINAGE IMPROVEMENTS



MAPSCO 54C & 54G

**KEY FOCUS AREA:** Economic Vibrancy  
**AGENDA DATE:** August 24, 2016  
**COUNCIL DISTRICT(S):** 2  
**DEPARTMENT:** Public Works Department  
Library  
**CMO:** Jill A. Jordan, P.E., 670-5299  
Joey Zapata, 670-1204  
**MAPSCO:** 45Q

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**SUBJECT**

Authorize an increase in the construction services contract with Thos. S. Byrne, Ltd. dba Byrne Construction Services for seventh floor balcony waterproofing improvements and the replacement of the storefront aluminum doors to complete the 7th Floor Renovation Project at the J. Erik Jonsson Central Library - Not to exceed \$106,771, from \$4,106,478 to \$4,213,249 - Financing: 2006 Bond Funds

**BACKGROUND**

The J. Erik Jonsson Central Library 7<sup>th</sup> Floor Renovation is substantially completed. The Jonsson Central Library has exterior balconies on the upper floors with various degrees of water infiltration issues. The 7<sup>th</sup> floor level has two balconies with four sets of double doors which continue to leak during rain events. The library expressed concern about potential damage to recently installed architectural finishes, client/employee safety, the library’s collection and exhibits. The project architect, Booziotis & Company Architects enlisted the expertise of the waterproofing firm of Arnold & Associates to investigate the problem and design the solution. This change order will provide for the construction of the waterproofing recommendations proposed by Arnold & Associates.

**ESTIMATED SCHEDULE OF PROJECT**

Began Design	April 2008
Completed Design	December 2014
Began Construction	May 2015
Complete Construction	October 2016

**PRIOR ACTION/REVIEW (COUNCIL, BOARD, COMMISSIONS)**

Authorized a construction services contract with Thos. S. Byrne, Ltd. dba Byrne Construction Services for the J. Erik Jonsson Central Library 7th Floor Renovation on April 22, 2015, by Resolution No. 15-0756.

Information about this item will be provided to the Transportation and Trinity River Project Committee on August 22, 2016.

**FISCAL INFORMATION**

2006 Bond Funds - \$106,770.62

**M/WBE INFORMATION**

See attached.

**ETHNIC COMPOSITION**

Thos. S. Byrne, Ltd. dba Byrne Construction Services

Hispanic Female	1	Hispanic Male	24
African American Female	0	African American Male	1
White Female	21	White Male	72
Other Female	0	Other Male	3

**OWNER**

**Thos. S. Byrne, Ltd. dba Byrne Construction Services**

Paul Avila, Senior Vice President

**MAP**

Attached.

August 24, 2016

**WHEREAS**, on April 22, 2015, Resolution No. 15-0756 authorized a construction services contract with Thos. S. Byrne, Ltd. dba Byrne Construction Services for the J. Erik Jonsson Central Library 7th Floor Renovation, located at 1515 Young Street in the amount of \$3,817,930.00; and,

**WHEREAS**, on August 17, 2015, Administrative Action No. 15-1487 authorized an increase in the contract with Thos. S. Byrne, Ltd. dba Byrne Construction Services for Change Order No. 1 for materials and labor required to upgrade the acrylic for the custom light fixtures and other items, including the replacement of all existing fire sprinkler heads on the 7th floor in the amount of \$47,668.16, from \$3,817,930.00 to \$3,865,598.16; and,

**WHEREAS**, on September 16, 2015, Administrative Action No. 15-1635 authorized an increase in the contract with Thos. S. Byrne, Ltd. dba Byrne Construction Services for Change Order No. 2 to remove existing electrical junction boxes and address the lighting issues in the amount of \$34,636.08, from \$3,865,598.16 to \$3,900,234.24; and,

**WHEREAS**, on December 17, 2015, Administrative Action No. 15-2169 authorized an increase in the contract with Thos. S. Byrne, Ltd. dba Byrne Construction Services for Change Order No. 3 for material and labor required for requested electrical modifications in the amount of \$46,249.67, from \$3,900,234.24 to \$3,946,483.91; and,

**WHEREAS**, on January 15, 2016, Administrative Action No. 16-0047 authorized an increase in the contract with Thos. S. Byrne, Ltd. dba Byrne Construction Services for Change Order No. 4 for material and labor required to provide structural support for existing furrdowns, wall framing, and drywall modifications in the amount of \$49,610.42, increasing the contract from \$3,946,483.91 to \$3,996,094.33; and,

**WHEREAS**, on April 6, 2016, Administrative Action No. 16-0251 authorized an increase in the contract with Thos. S. Byrne, Ltd. dba Byrne Construction Services for Change Order No. 5 for material and labor required at the Dallas Museum of Art to water jet an existing 18' diameter storm drain in the amount of \$27,213.00, from \$3,996,094.33 to \$4,023,307.33; and,

**WHEREAS**, on April 13, 2016, Administrative Action No. 16-0256 authorized an increase in the contract with Thos. S. Byrne, Ltd. dba Byrne Construction Services for Change Order No. 6 for material and labor required to relocate existing light controls, refurbish existing furniture and additional work in the amount of \$45,924.92, from \$4,023,307.33 to \$4,069,232.25; and,

August 24, 2016

**WHEREAS**, on July 14, 2016, Administrative Action No. 16-0904 authorized an increase in the contract with Thos. S. Byrne, Ltd. dba Byrne Construction Services for Change Order No. 7 for material and labor required to provide revised hardware on access-controlled doors, modifications resulting from the ADA/TAS inspection, and other modifications in the amount of \$37,245.64, from \$4,069,232.25 to \$4,106,477.89; and,

**WHEREAS**, it is now necessary to authorize an increase in the construction services contract with Thos. S. Byrne, Ltd. dba Byrne Construction Services for Change Order No. 8 for balcony waterproofing improvements and the replacement of the storefront aluminum doors to complete the 7th Floor Renovation Project at the J. Erik Jonsson Central Library in the amount of \$106,770.62, from \$4,106,477.89 to \$4,213,248.51.

**Now, Therefore,**

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

**Section 1.** That the City Manager is hereby authorized to increase the construction services contract with Thos. S. Byrne, Ltd. dba Byrne Construction Services for Change Order No. 8 for balcony waterproofing improvements and the replacement of the storefront aluminum doors to complete the 7th Floor Renovation Project at the J. Erik Jonsson Central Library in the amount of \$106,770.62, from \$4,106,477.89 to \$4,213,248.51, after it has been approved as to form by the City Attorney.

**Section 2.** That the Chief Financial Officer is hereby authorized to disburse funds in accordance with the terms and conditions of the contract from:

Library Facilities Fund  
Fund 2T42, Unit P795, Dept PBW, Act. LIBF  
Obj. 4310, Program #PB06P795, CT #PBW06P795G1  
Vendor #VS0000042245 in an amount not to exceed \$106,770.62

**Section 3.** That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

## BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY

**PROJECT:** Authorize an increase in the construction services contract with Thos. S. Byrne, Ltd. dba Byrne Construction Services for seventh floor balcony waterproofing improvements and the replacement of the storefront aluminum doors to complete the 7th Floor Renovation Project at the J. Erik Jonsson Central Library - Not to exceed \$106,771, from \$4,106,478 to \$4,213,249 - Financing: 2006 Bond Funds

Thos. S. Byrne Ltd. dba Byrne Construction Services is a non-local, minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use their own workforce.

**PROJECT CATEGORY:** Construction

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### LOCAL/NON-LOCAL CONTRACT SUMMARY - THIS ACTION ONLY

	<u>Amount</u>	<u>Percent</u>
Local contracts	\$70,323.00	65.86%
Non-local contracts	\$36,447.62	34.14%
<b>TOTAL THIS ACTION</b>	<u>\$106,770.62</u>	<u>100.00%</u>

### LOCAL/NON-LOCAL M/WBE PARTICIPATION THIS ACTION

#### Local Contractors / Sub-Contractors

None

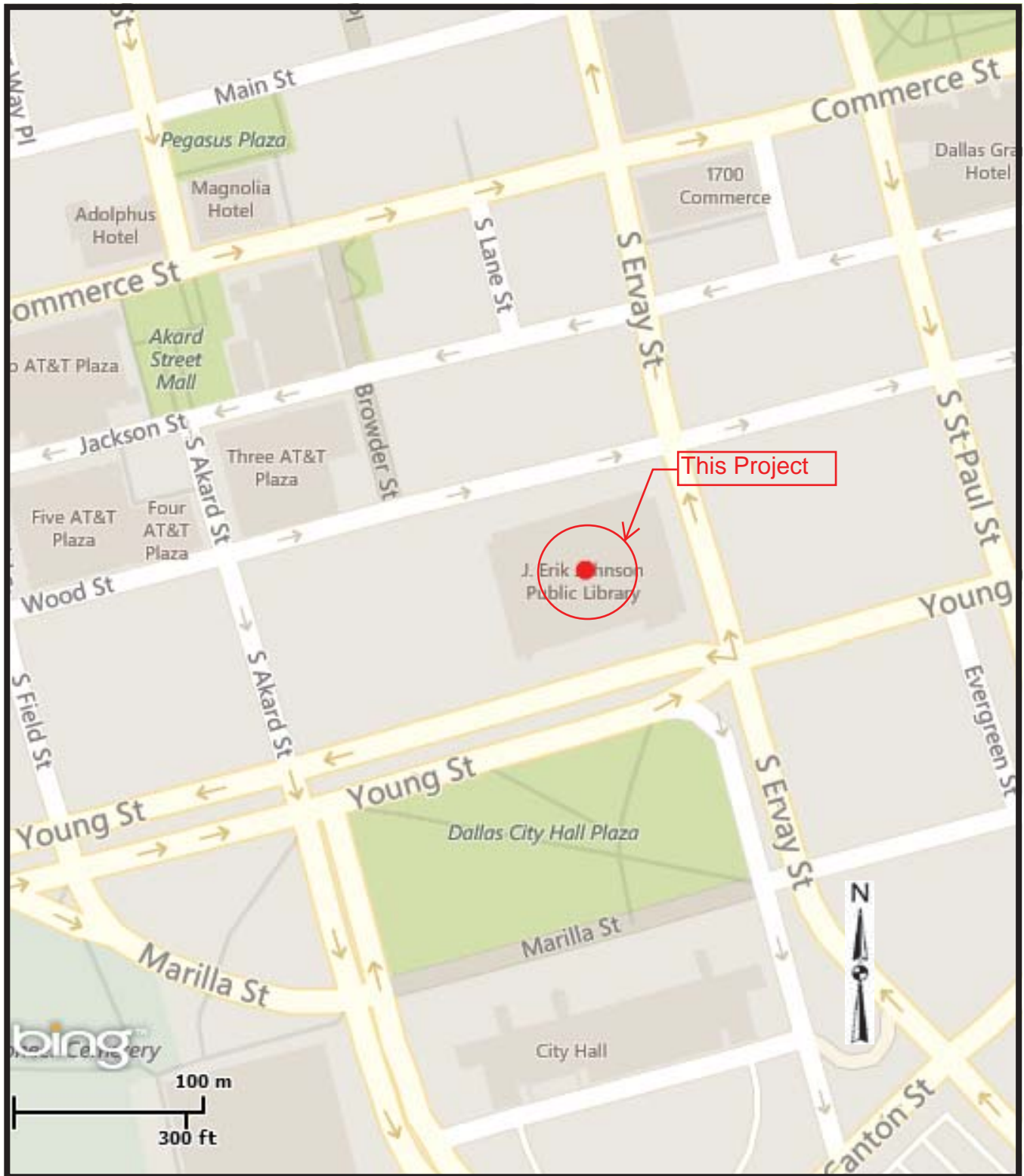
#### Non-Local Contractors / Sub-Contractors

<u>Non-local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
Thos. S. Byrne Ltd.	HMMB61539Y0417	\$36,447.62	100.00%
<b>Total Minority - Non-local</b>		<u>\$36,447.62</u>	<u>100.00%</u>

**TOTAL M/WBE PARTICIPATION**

	<b>This Action</b>		<b>Participation to Date</b>	
	<b><u>Amount</u></b>	<b><u>Percent</u></b>	<b><u>Amount</u></b>	<b><u>Percent</u></b>
African American	\$0.00	0.00%	\$0.00	0.00%
Hispanic American	\$36,447.62	34.14%	\$832,445.29	19.76%
Asian American	\$0.00	0.00%	\$11,500.00	0.27%
Native American	\$0.00	0.00%	\$0.00	0.00%
WBE	\$0.00	0.00%	\$315,082.00	7.48%
Total	<u>\$36,447.62</u>	<u>34.14%</u>	<u>\$1,159,027.29</u>	<u>27.51%</u>

# J Erik Jonsson Central Library 7th Floor Renovation



**J Erik Jonsson Central Library**

**1515 Young  
St.  
45Q**



**KEY FOCUS AREA:** Economic Vibrancy  
**AGENDA DATE:** August 24, 2016  
**COUNCIL DISTRICT(S):** 6  
**DEPARTMENT:** Public Works Department  
**CMO:** Jill A. Jordan, P.E., 670-5299  
**MAPSCO:** 45J N

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**SUBJECT**

Authorize Amendment No. 1 to the Advance Funding Agreement with the Texas Department of Transportation for design, right-of-way acquisition, and construction of improvements on Riverfront Boulevard from Cadiz Street to Continental Avenue to modify the limits from Union Pacific Railroad to North of Continental Avenue – Financing: No cost consideration to the City

**BACKGROUND**

The Riverfront Boulevard project is a joint project between the City, Dallas County and the Texas Department of Transportation (TxDOT) that entails reconstructing the roadway from Cadiz Street to immediately north of Continental Avenue as a six-lane divided roadway with directional bike facilities. On September 26, 2012, Council Resolution No. 12-2372 authorized an Advance Funding Agreement with TxDOT and the acceptance of Regional Toll Revenue (RTR) funds from TxDOT for the design, right-of-way acquisition and construction of these improvements. Due to the increased pedestrian and bicycle traffic resulting from the opening of the Ronald Kirk Bridge, it was subsequently agreed upon to split the project into two segments in order to expedite the section of Riverfront Boulevard from the Union Pacific Railroad tracks to just north of Continental Avenue. This segment which is called Riverfront Boulevard Segment A is currently under construction by the City and scheduled to be complete this coming fall. It was further decided that Dallas County would be better suited to lead the project for the remaining portion of Riverfront Boulevard from the Union Pacific Railroad tracks to Cadiz Street called Segment B, so they can closely coordinate the project with the County-owned Frank Crowley Courts Building. It is now necessary to amend the City's Advance Funding Agreement with TxDOT to reflect these project administrative changes.

**BACKGROUND** (Continued)

This action will authorize Amendment No. 1 to the Advance Funding Agreement with TxDOT which will change the project limits to reflect the City-led Riverfront Boulevard Segment A project from the Union Pacific Railroad tracks to north of Continental Avenue. TxDOT and Dallas County will enter into a similar Advance Funding Agreement for the Riverfront Boulevard Segment B project from the Union Pacific Railroad tracks to Cadiz Street. There is no financial cost consideration to the City for this action. Staff will be bringing a future agenda item to Council for a project agreement with Dallas County to further define each agency's respective roles and project funding responsibilities.

**ESTIMATED SCHEDULE OF PROJECT**

Began Design	June 2009
Completed Design	April 2013
Began Right-of-way Acquisition	June 2012
Completed Right-of-way Acquisition	December 2012
Began Construction on Segment A (City)	May 2014
Complete Construction on Segment A (City)	January 2017
Begin Construction on Segment B (County)	January 2017
Complete Construction on Segment B (County)	July 2019

**PRIOR ACTION / REVIEW (COUNCIL, BOARDS, COMMISSIONS)**

Authorized an Advance Funding Agreement with Texas Department of Transportation on September 26, 2012, by Resolution No. 12-2372.

Authorized a construction contract with Texas Standard Construction, Ltd. for Street Reconstruction Group 06-618 on March 26, 2014, by Resolution No. 14-0513.

Authorized a professional service contract with Kleinfelder Central, Inc. for construction material testing during the construction of Street Reconstruction Group 06-618 on March 26, 2014, by Resolution No. 14-0514.

Authorized Change Order No. 1 for construction of monuments, sidewalks, crosswalks, pedestrian lighting and minor landscape improvements for Martin Luther King, Jr. Boulevard at Atlanta Street, Malcolm X Boulevard and Robert B. Cullum Boulevard on June 11, 2014, by Resolution No. 14-0960.

Authorized Change Order No. 3 for construction of additional water lines and other miscellaneous items for street reconstruction including temporary paving and additional storm drainage items for Street Reconstruction Group 06-618 on April 22, 2015, by Resolution No. 15-0758.

**PRIOR ACTION / REVIEW (COUNCIL, BOARDS, COMMISSIONS)** (Continued)

Authorize Change Order No. 4 for construction of additional storm drainage improvements for Street Reconstruction Group 06-618 on June 17, 2015, by Resolution No. 15-1167.

Information about this item will be provided to the Transportation and Trinity River Project Committee on August 22, 2016.

**MAP**

Attached.

August 24, 2016

**WHEREAS**, the State of Texas has received money from the North Texas Tollway Authority (NTTA) for the SH 121 toll project; and,

**WHEREAS**, pursuant to the Transportation Code, 228.006, the State of Texas shall authorize the use of surplus revenue of a toll project for a transportation project, highway project, or air quality project within the district of the Texas Department of Transportation (TxDOT) in which any part of the toll project is located; and,

**WHEREAS**, the Regional Transportation Council (RTC), which is the transportation policy body of the North Central Texas Council of Governments (NCTCOG) and a federally designated metropolitan planning organization (MPO), was designated by the Texas Transportation Commission on October 26, 2006, to select and oversee projects to be financed using the Regional Toll Revenue Fund (RTR); and,

**WHEREAS**, the 2003 Trinity River Corridor Balanced Vision Plan identified Riverfront Boulevard as a crucial roadway in the corridor to provide access to downtown, the Trinity lakes, bridges and Trinity Parkway; and,

**WHEREAS**, in April 2006, the Riverfront Boulevard from Cadiz Street to Continental Avenue Project was selected by the RTC as a candidate project to be funded with \$15,500,000 from the federal Surface Transportation Program-Metropolitan Mobility (STP-MM) funds; and

**WHEREAS**, in April 2008, the RTC approved an additional \$13,627,713 from the RTR Fund for the project; and

**WHEREAS**, in April 2009, the RTC approved the replacement of the federal STP-MM funds for the project with the RTR funds; and

**WHEREAS**, on September 26, 2012, Resolution No. 12-2372 authorized the Advance Funding Agreement with the Texas Department of Transportation for the design, right-of-way acquisition, and construction of street improvements on Riverfront Boulevard from Cadiz Street to Continental Avenue; and

**WHEREAS**, in November 2012, the Texas Department of Transportation made payment to the City of Dallas in the amount of \$29,127,713 for the Riverfront Boulevard from Cadiz Street to Continental Avenue Project per the terms of the agreement; and

**WHEREAS**, on March 26, 2014, Resolution No. 14-0513 authorized a contract with Texas Standard Construction, Ltd. for the construction of street paving, storm drainage, water and wastewater main improvements for Street Reconstruction Group 06-618, in the amount of \$12,150,166.20; and

August 24, 2016

**WHEREAS**, on March 26, 2014, Resolution No. 14-0514 authorized a professional service contract with Kleinfelder Central, Inc. for construction material testing during the construction of Street Reconstruction Group 06-618, in the amount of \$217,515.25; and,

**WHEREAS**, on June 11, 2014, Resolution No. 14-0960 authorized Change Order No. 1 to the contract with Texas Standard Construction, Ltd. for the construction of monuments, sidewalks, crosswalks, pedestrian lighting and minor landscape improvements for Martin Luther King, Jr. Boulevard at Atlanta Street, Malcolm X Boulevard and Robert B. Cullum Boulevard in the amount of \$879,000.00 increasing the contract from \$12,150,166.20 to \$13,029,166.20; and,

**WHEREAS**, on July 18, 2014, Administrative Change Order No. 14-1116 authorized Change Order No. 2 to the contract with Texas Standard Construction, Ltd. in order to accommodate traffic near Justice Center by adding temporary asphalt concrete paving and other miscellaneous items in the amount of \$49,847.00 increasing the contract from \$13,029,166.20 to \$13,079,013.20; and,

**WHEREAS**, on April 22, 2015, Resolution No. 15-0758 authorized Change Order No. 3 to the contract with Texas Standard Construction, Ltd. for the construction of additional water mains and other miscellaneous paving and drainage items in the amount of \$1,058,409.71 increasing the contract from \$13,079,013.20 to \$14,137,422.91; and,

**WHEREAS**, on June 17, 2015, Resolution No. 15-1167 authorized Change Order No. 4 to the contract with Texas Standard Construction, Ltd. for the construction of street paving, storm drainage, water and wastewater main improvements for Street Reconstruction Group 06-618 in the amount of \$415,736.30 increasing the contract from \$14,137,422.91 to \$14,553,159.21; and,

**WHEREAS**, on April 18, 2016, Administrative Change Order No. 16-0258 authorized Change Order No. 5 to the contract with Texas Standard Construction, Ltd. in order to complete the storm drainage improvements for Street Reconstruction Group 06-618 in the amount of \$49,847.00 increasing the contract from \$14,553,159.21 to \$14,601,962.68; and,

**WHEREAS**, it is now necessary to authorize Amendment No. 1 to the Advance Funding Agreement with Texas Department of Transportation for design, right-of-way acquisition, and construction of improvements on Riverfront Boulevard from Cadiz Street to Continental Avenue to Riverfront Boulevard from Union Pacific Railroad to north of Continental Avenue.

August 24, 2016

**Now, Therefore,**

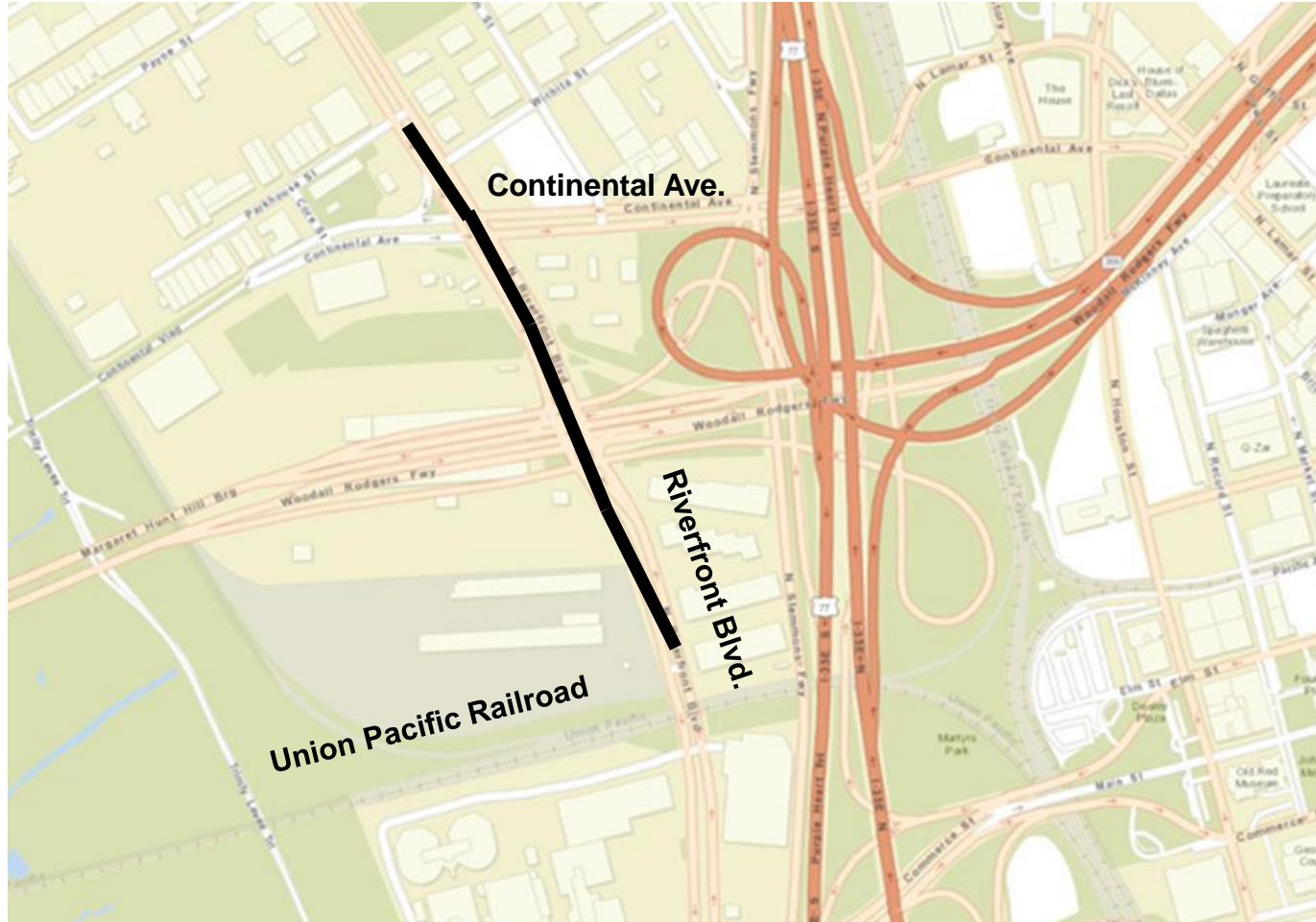
**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:**

**Section 1.** That the City Manager is hereby authorized to execute Amendment No. 1 to the Advance Funding Agreement with the Texas Department of Transportation for design, right-of-way acquisition, and construction of street improvements on Riverfront Boulevard from Union Pacific Railroad to North of Continental Avenue, after it has been approved as to form by the City Attorney.

**Section 2.** 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.

# Advanced Funding Agreement Amendment No. 1

## Council District: 6



MAPSCO: 45J & N

**KEY FOCUS AREA:** Economic Vibrancy  
**AGENDA DATE:** August 24, 2016  
**COUNCIL DISTRICT(S):** All  
**DEPARTMENT:** Street Services  
**CMO:** Jill A. Jordan, P.E., 670-5299  
**MAPSCO:** N/A

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**SUBJECT**

Authorize a professional services contract with Teal Engineering Services, Inc., most advantageous proposer of three, to provide technical support and oversight of the implementation and testing of the City’s new central advanced transportation management system - Not to exceed \$792,196 - Financing: 2006 Bond Funds

**BACKGROUND**

This action authorizes a professional services contract with Teal Engineering Services, Inc., to provide specialized services for the advanced transportation management system (ATMS) project.

The work involved in this contract includes technical support and oversight for implementation and testing of the City’s new central transportation management software system and other related tasks listed below:

- System Integration Oversight
- Technical Requirements Compliance and Technical Document Review
- System Integration Testing
- Communication Planning and Field Implementation Assistance (On-Call)
- Project Administration and Meetings

A four-member committee from the following departments reviewed and evaluated the proposals:

- Streets Services (2)
- Public Works Department (1)
- Dallas Police Department (1)



**BACKGROUND (Continued)**

The successful proposer was selected by the committee on the basis of demonstrated competence and qualifications under the following criteria:

- Quality Assurance and Control 10%
- Business Inclusion and Development Plan 15%
- Experience and Capability 25%
- Responsiveness and Qualifications 50%

As part of the solicitation process and in an effort to increase competition, Business Development and Procurement Services (BDPS) used its procurement system to send out 739 email bid notifications to vendors registered under respective commodities. To further increase competition, BDPS uses historical solicitation information, the internet, and vendor contact information obtained from user departments to contact additional vendors by phone. Additionally, in an effort to secure more bids, notifications were sent by the BDPS' ResourceLINK Team (RLT) to 25 chambers of commerce, the DFW Minority Business Council and the Women's Business Council - Southwest, to ensure maximum vendor outreach.

**PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)**

Authorized a contract with Teal Engineering Services, Inc., to provide specialized services for the preparation of specifications for an upgraded ATMS on May 28, 2014, by Resolution No. 14-0833.

Information about this item will be provided to the Transportation and Trinity River Project Committee on Committee on August 22, 2016.

**FISCAL INFORMATION**

2006 Bond Funds - \$792,195.22

**M/WBE INFORMATION**

See attached.

**ETHNIC COMPOSITION**

Teal Engineering Services, Inc.

White Male	3	White Female	2
Black Male	2	Black Female	0
Hispanic Male	0	Hispanic Female	0
Other Male	0	Other Female	0

**PROPOSAL INFORMATION**

The following proposals were received from solicitation number BHZ1308 and opened on July 11, 2013. This contract is being awarded in its entirety to the most advantageous proposer.

\*Denotes successful proposer

<b><u>Proposers</u></b>	<b><u>Address</u></b>	<b><u>Score</u></b>
*Teal Engineering Services, Inc.	4874 E. Lone Oak Road Valley View, TX 76272	83.50%
AZ & B	11355 McCree Road Dallas, TX 75238	80.75%
AECOM	16000 Dallas Parkway Suite 350 Dallas, TX 75247	52.00%

**OWNER**

**Teal Engineering Services, Inc.**

Kathleen Jost, P.E., President

Gary D Jost, P.E. Vice President

## **BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY**

**PROJECT:** Authorize a professional services contract with Teal Engineering Services, Inc., most advantageous proposer of three, to provide technical support and oversight of the implementation and testing of the City's new central advanced transportation management system - Not to exceed \$792,196 - Financing: 2006 Bond Funds

Teal Engineering Services, Inc., a local, minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-contractors.

**PROJECT CATEGORY:** Architecture & Engineering

### **LOCAL/NON-LOCAL CONTRACT SUMMARY**

	<u>Amount</u>	<u>Percent</u>
Total local contracts	\$792,195.22	100.00%
Total non-local contracts	\$0.00	0.00%
<b>TOTAL CONTRACT</b>	<b>\$792,195.22</b>	<b>100.00%</b>

### **LOCAL/NON-LOCAL M/WBE PARTICIPATION**

#### **Local Contractors / Sub-Contractors**

<u>Local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
Teal Engineering Services, Inc.	WFWB64615N0317	\$577,913.84	72.95%
Kilan Holdings, Inc., dba Kilan Solutions	WFWB62960N0816	\$214,281.38	27.05%
<b>Total Minority - Local</b>		<b>\$792,195.22</b>	<b>100.00%</b>

#### **Non-Local Contractors / Sub-Contractors**

None

### **TOTAL M/WBE CONTRACT PARTICIPATION**

	<u>Local</u>	<u>Percent</u>	<u>Local &amp; Non-Local</u>	<u>Percent</u>
African American	\$0.00	0.00%	\$0.00	0.00%
Hispanic American	\$0.00	0.00%	\$0.00	0.00%
Asian American	\$0.00	0.00%	\$0.00	0.00%
Native American	\$0.00	0.00%	\$0.00	0.00%
WBE	\$792,195.22	100.00%	\$792,195.22	100.00%
<b>Total</b>	<b>\$792,195.22</b>	<b>100.00%</b>	<b>\$792,195.22</b>	<b>100.00%</b>

August 24, 2016

**WHEREAS**, the City operates a centralized traffic signal computer system that improves the efficiency and safety of traffic signal operations using computer and communications technologies to remotely monitor and control traffic signals citywide; and,

**WHEREAS**, the 2003 Bond program authorized funding to upgrade the City's new central management software system; and

**WHEREAS**, on May 28, 2014, the City authorized a contract with Teal Engineering Services, Inc. (518517), most advantageous proposer of three, to provide specialized services for the preparation of specifications for an upgraded advanced transportation management system in the amount of \$237,397.76, by Resolution No. 14-0833; and,

**WHEREAS**, on May 11, 2015, the City authorized a contract extension for time only with Teal Engineering Services, Inc., to provide specialized services for the preparation of specifications for an upgraded advanced transportation management system, by Administrative Action No. 15-5995; and

**WHEREAS**, on May 13, 2016, the City authorized a contract extension for time only with Teal Engineering Services, Inc., to provide traffic signal design services, by Administrative Action No. 16-5906; and

**WHEREAS**, the City desires to enter into a professional services contract with Teal Engineering Services, Inc., to provide technical support and oversight for implementation and testing of the City's new central transportation management software system and other related tasks.

**NOW, THEREFORE,**

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

**Section 1.** That the City Manager is hereby authorized to execute a professional services contract with Teal Engineering Services, Inc., most advantageous proposer of three, to provide technical support and oversight of the implementation and testing of the City's new central advanced transportation management system in an amount not to exceed \$792,195.22, after approval as to form by the City Attorney.

**Section 2.** That the Chief Financial Officer is authorized to disburse, in periodic payments to Teal Engineering Services, Inc., Vendor # 518517, in an amount not to exceed \$792,195.22 from Fund 2T22, Department PBW, Unit R090, Obj. 4111, Activity THRG, Major Program PB03R090, MASC STS STS16TEALG01.

August 24, 2016

**Section 3.** That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

**KEY FOCUS AREA:** Economic Vibrancy  
**AGENDA DATE:** August 24, 2016  
**COUNCIL DISTRICT(S):** 6  
**DEPARTMENT:** Trinity Watershed Management  
**CMO:** Mark McDaniel, 670-3256  
**MAPSCO:** 32Y 42C D 43A B C D 44A F

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**SUBJECT**

Authorize a professional services contract with Freese and Nichols, Inc. to provide engineering design services for the Trinity Skyline Trail Project from Sylvan Avenue to the City of Irving’s Campion Trail - Not to exceed \$556,079 - Financing: Stormwater Drainage Management Capital Construction Funds

**BACKGROUND**

The Transportation Alternatives Program (TAP) was authorized under Section 1122 of Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21). This transportation funding and authorization bill provides funding for programs and projects defined as transportation alternatives including pedestrian and bicycle facilities. The federally-funded Transportation Alternatives Program requires a minimum 20 percent local match. On May 30, 2014, the City of Dallas submitted an application to the North Central Texas Council of Governments for the nomination of the Trinity Skyline Trail Project under the Transportation Alternatives Program Call for Projects. On August 27, 2015, the Texas Transportation Commission passed Minute Order Number 114335 awarding funding for the Project.

As part of North Central Texas Council of Governments Fort Worth to Dallas Regional Trail Corridor that connects the two cities, the Trinity Skyline Trail Project provides dedicated bicycle and pedestrian access from Downtown Dallas to the City of Irving. The Trinity Skyline Trail is included in the City of Dallas’ Trail Network Master Plan that was adopted by the City of Dallas Park and Recreation Board in April 2005 and updated in 2008. This project calls for the design and construction of approximately 4.7 mile, 16-foot wide multi-use trail along the Trinity River Corridor from Sylvan Avenue to the City of Irving’s Campion Trail. The proposed trail will connect to the recently completed Skyline Trail segment between Sylvan Avenue and the Santa Fe Trestle Trail.

**BACKGROUND** (Continued)

The estimated total cost for this project is \$6,036,988, of which \$2,989,994 will be provided by the Transportation Alternatives Program on a reimbursement basis, \$286,999 will be covered by the State, and the remaining \$2,759,995 is the responsibility of the City of Dallas.

This action is necessary to authorize a professional services contract with Freese and Nichols, Inc. to provide design engineering services for the Trinity Skyline Trail from Sylvan Avenue to the City of Irving’s Campion Trail in an amount not to exceed \$556,079.

**ESTIMATED SCHEDULE**

Begin Design	September 2016
Complete Design	October 2017
Begin Construction	December 2017
Complete Construction	March 2019

**PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSION)**

Authorized application to the North Central Texas Council of Governments for the nomination of the Trinity Skyline Trail Project under the Transportation Alternatives Program Call for Projects on May 28, 2014, by Resolution No. 14-0830.

Authorized a Local Transportation Project Advance Funding Agreement with the Texas Department of Transportation for the design and construction of the Trinity Skyline Trail from Sylvan Avenue to the City of Irving’s Campion Trail on January 13, 2016, by Resolution No. 16-0095.

Information about this item will be provided to the Transportation and Trinity River Project Committee on August 22, 2016.

**FISCAL INFORMATION**

Stormwater Drainage Management Capital Construction Funds - \$556,079.00

**Project Estimated Costs:**

Design	\$1,090,000 (est.)
Construction	\$3,909,990 (est.)
Review, Administration and Oversight by State	<u>\$1,036,998</u> (est.)
Total	\$6,036,988 (est.)



**M/WBE INFORMATION**

See attached.

**ETHNIC COMPOSITION**

Freese & Nichols, Inc.

Hispanic Female	2	Hispanic Male	5
African-American Female	1	African-American Male	2
Other Female	1	Other Male	4
White Female	20	White Male	58

**OWNER**

**Freese & Nichols, Inc.**

John Dewar, P.E., Vice President

**MAP**

Attached.

## BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY

**PROJECT:** Authorize a professional services contract with Freese and Nichols, Inc. to provide engineering design services for the Trinity Skyline Trail Project from Sylvan Avenue to the City of Irving's Campion Trail - Not to exceed \$556,079 - Financing: Stormwater Drainage Management Capital Construction Funds

Freese and Nichols, Inc. is a local, non-minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-contractors.

**PROJECT CATEGORY:** Professional Services

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### LOCAL/NON-LOCAL CONTRACT SUMMARY

	<u>Amount</u>	<u>Percent</u>
Total local contracts	\$547,542.00	98.46%
Total non-local contracts	\$8,537.00	1.54%
<b>TOTAL CONTRACT</b>	<b>\$556,079.00</b>	<b>100.00%</b>

### LOCAL/NON-LOCAL M/WBE PARTICIPATION

#### Local Contractors / Sub-Contractors

<u>Local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
HVJ Associates	BMMB35607N0718	\$29,181.00	5.33%
Gorronzona & Associates, Inc.	HMMB86153Y0718	\$83,340.00	15.22%
2M Associates	IMDB36537Y0716	\$46,400.00	8.47%
Caye Cook & Associates	WFWB56133Y0618	\$9,770.00	1.78%
<b>Total Minority - Local</b>		<b>\$168,691.00</b>	<b>30.81%</b>

#### Non-Local Contractors / Sub-Contractors

<u>Non-local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
Cox-McClain Environmental Consulting, Inc.	WFWB08414N0418	\$7,426.00	86.99%
K & K Associates	WFWB64402N0518	\$1,111.00	13.01%
<b>Total Minority - Non-local</b>		<b>\$8,537.00</b>	<b>100.00%</b>

**TOTAL M/WBE CONTRACT PARTICIPATION**

	<b><u>Local</u></b>	<b><u>Percent</u></b>	<b><u>Local &amp; Non-Local</u></b>	<b><u>Percent</u></b>
African American	\$29,181.00	5.33%	\$29,181.00	5.25%
Hispanic American	\$83,340.00	15.22%	\$83,340.00	14.99%
Asian American	\$46,400.00	8.47%	\$46,400.00	8.34%
Native American	\$0.00	0.00%	\$0.00	0.00%
WBE	\$9,770.00	1.78%	\$18,307.00	3.29%
Total	<u>\$168,691.00</u>	<u>30.81%</u>	<u>\$177,228.00</u>	<u>31.87%</u>

August 24, 2016

**WHEREAS**, the Regional Transportation Council, comprised primarily of local elected officials, is the regional transportation policy board associated with the North Central Texas Council of Governments and the regional forum for cooperative decisions on transportation; and,

**WHEREAS**, the Regional Transportation Council approved approximately \$28 million for the current Transportation Alternatives Program Call for Projects on February 13, 2014; and,

**WHEREAS**, on May 28, 2014, Resolution No. 14-0830 authorized application submission to the North Central Texas Council of Governments for the nomination of the Trinity Skyline Trail Project under the Transportation Alternatives Program Call for Projects; and,

**WHEREAS**, on August 27, 2015, the Texas Transportation Commission awarded funding for the Trinity Skyline Trail Project under the 2014 Transportation Alternatives Program; and,

**WHEREAS**, the Trinity Skyline Trail Project is now approved to receive \$2,989,994 from the Transportation Alternatives Program funds to be matched by \$2,759,995 of local funds; and,

**WHEREAS**, on January 13, 2016, Resolution No. 16-0095 authorized a Local Transportation Project Advance Funding Agreement with the Texas Department of Transportation and receipt of funds for the design and construction of the Trinity Skyline Trail from Sylvan Avenue to the City of Irving's Campion Trail in the amount of \$2,989,994; and,

**WHEREAS**, on January 13, 2016, Resolution No. 16-0095 authorized a payment to the Texas Department of Transportation following the execution of the Local Transportation Project Advance Funding Agreement in an amount not to exceed \$180,000 to cover the City's share of the State's engineering review cost; and,

**WHEREAS**, it is now necessary to authorize a professional services contract with Freese and Nichols, Inc. to provide engineering design services for the Trinity Skyline Trail Project from Sylvan Avenue to the City of Irving's Campion Trail in an amount not to exceed \$556,079.

August 24, 2016

**NOW, THEREFORE,**

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

**Section 1.** That the City Manager is hereby authorized to execute a professional services contract with Freese and Nichols, Inc. to provide engineering design services for the Trinity Skyline Trail Project from Sylvan Avenue to the City of Irving's Champion Trail, in an amount not to exceed \$556,079, after it has been approved as to form by the City Attorney.

**Section 2.** The Chief Financial Officer is hereby authorized to disburse funds in accordance with the terms and conditions of the contract from:

Stormwater Drainage Management Capital Construction Fund	
Fund 0063, Dept. SDM, Unit. W051, Act. SD01	
Obj. 4111, Program PBSWW051, CT SDMPBSWW051	
Vendor # 347200	<u>\$556,079.00</u>

Total not to exceed	\$556,079.00
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**Section 3.** That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

# Trinity Skyline Trail Council District: 6



MAPSCO: 32Y, 42C,D, 43A,B,C,D, 44A, F

**KEY FOCUS AREA:** Economic Vibrancy

**AGENDA DATE:** August 24, 2016

**COUNCIL DISTRICT(S):** 6

**DEPARTMENT:** Trinity Watershed Management

**CMO:** Mark McDaniel, 670-3256

**MAPSCO:** 44F K & L

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**SUBJECT**

Authorize an increase in the construction contract with CD Builders, Inc. for the Pavaho Stormwater Wetland Supplemental Environmental Project for additional excavation, wildlife relocation, slope stabilization and material hauling - Not to exceed \$320,204, from \$2,590,519 to \$2,910,723 - Financing Stormwater Drainage Management Capital Construction Funds

**BACKGROUND**

The Pavaho Wetlands is being constructed downstream of Sylvan Avenue along the west bank of the Trinity River within and near the Dallas Floodway. This work is required by the Consent Decree between the United States of America and State of Texas, Plaintiffs, v. City of Dallas, Defendant, Civil Action No. 3-06-CV-0845-BD.

This action will fund additional excavation, wildlife relocation, wetland cell slope stabilization and material hauling to insure the stormwater quality is improved before discharging into the Trinity River.

**ESTIMATED SCHEDULE OF PROJECT**

Began Design	February 2007
Completed Design	October 2013
Began Construction	March 2014
Complete Construction	September 2016

**PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)**

Authorized a professional services contract with Alan Plummer Associates, Inc., for design of the Pavaho Stormwater Wetland Supplemental Environmental Project (SEP) on March 28, 2007, by Resolution No. 07-1017.

**PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)** (Continued)

Authorized Supplemental Agreement No. 2 to the design contract with Alan Plummer Associates on April 22, 2009, by Resolution No. 09-1077.

Authorized a construction contract with CD Builders, Inc. for the construction of the Pavaho Stormwater Wetland Supplemental Environmental Project on January 8, 2014, by Resolution No. 14-0141.

Information about this item will be provided to the Transportation and Trinity River Project Committee on August 22, 2016.

**FISCAL INFORMATION**

Stormwater Drainage Management Capital Construction Funds - \$320,203.84

Design

Stormwater Funds	\$ 294,885.00
Supplemental Agreement No. 1	\$ 12,628.00
Supplemental Agreement No. 2	\$ 130,772.64
Supplemental Agreement No. 3	\$ 24,950.00
Total Design	\$ 463,235.64

Construction

Stormwater Funds	\$2,368,832.69
Current Funds	\$ 171,764.36
Change Order #1	\$ 49,921.90
Change Order #2 (this action)	\$ 320,203.84
Total Construction	\$2,910,722.79

Total Project Cost \$3,373,958.43

**M/WBE INFORMATION**

See attached.

**ETHNIC COMPOSITION**

CD Builders, Inc.

Hispanic Female	3	Hispanic Male	58
African-American Female	0	African-American Male	0
Other Female	0	Other Male	0
White Female	0	White Male	2



**OWNER**

**CD Builders, Inc.**

Ismael Carrasquillo, President

**MAP**

Attached

August 24, 2016

**WHEREAS**, on March 28, 2007, Resolution No. 07-1017 authorized a professional services contract with Alan Plummer Associates, Inc., for design of the Pavaho Stormwater Wetland Supplemental Environmental Project (SEP) downstream of Sylvan Avenue along the west bank of the Trinity River within and near the Dallas Floodway; and,

**WHEREAS**, on February 25, 2008, Administrative Action No. 08-1015 authorized Supplemental Agreement No. 1 to the engineering contract with Alan Plummer Associates, Inc., for additional surveying work in the amount of \$12,628.00, from \$294,885.00 to \$307,513.00; and,

**WHEREAS**, on April 22, 2009, Resolution No. 09-1077 authorized Supplemental Agreement No. 2 to the contract with Alan Plummer Associates, Inc. for additional engineering design of wetlands associated with the Pavaho Stormwater Wetland Supplemental Environmental Project downstream of Sylvan Avenue along the west bank of the Trinity River within and near the Dallas Floodway in the amount of \$130,772.64, from \$307,513.00 to \$438,285.64; and,

**WHEREAS**, on February 24, 2012, Administrative Action No. 12-0611 authorized Supplemental Agreement No. 3 to the engineering contract with Alan Plummer Associates, Inc., for additional revisions to the existing plans which included more low marsh areas, a water delivery system, wooden boardwalks, and other needed revisions in the amount of \$24,950.00, from \$438,285.64 to \$463,235.64; and,

**WHEREAS**, on January 8, 2014, Resolution No. 14-0141 authorized a construction contract with CD Builder, Inc. for construction services for the Pavaho Stormwater Wetland Supplemental Environmental Project in the amount of \$2,540,597.05; and

**WHEREAS**, on September 24, 2014, Administrative Action 14-1555 authorized Change Order No. 1 to the contract with CD Builders, Inc. for relocation associated with the west pretreatment cell in the amount of \$49,921.90, from \$2,540,597.05 to \$2,590,518.95; and

**WHEREAS**, it is necessary to authorize Change Order No. 2 to the contract with CD Builders, Inc. for additional excavation, wildlife relocation, slope protection and material hauling in the amount of \$320,203.84, from \$2,590,518.95 to 2,910,722.79.

**Now, Therefore,**

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

August 24, 2016

**Section 1.** That the City Manager is hereby authorized to increase the contract with CD Builders, Inc. for the Pavaho Stormwater Wetland Supplemental Environmental Project for additional excavation, wildlife relocation, slope stabilization and material hauling in an amount not to exceed \$320,203.84, from \$2,590,518.95 to \$2,910,722.79.

**Section 2.** That the Chief Financial Officer is hereby authorized to disburse funds in accordance with the terms and conditions of the contract from:

Stormwater Drainage Management Capital Construction Fund  
Fund 0063, Department SDM, Unit 4794, Act. SD01  
Obj. 4599, Program #PBDECRE1, CT SDM4794BM01A  
Vendor #VS0000082219, in an amount not to exceed \$320,203.84

**Section 3.** That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

## **BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY**

**PROJECT:** Authorize an increase in the construction contract with CD Builders, Inc. for the Pavaho Stormwater Wetland Supplemental Environmental Project for additional excavation, wildlife relocation, slope stabilization and material hauling - Not to exceed \$320,204, from \$2,590,519 to \$2,910,723 - Financing Stormwater Drainage Management Capital Construction Funds

CD Builders, Inc. is a non-local, non-minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-contractors.

**PROJECT CATEGORY:** Construction

### **LOCAL/NON-LOCAL CONTRACT SUMMARY - THIS ACTION ONLY**

	<u>Amount</u>	<u>Percent</u>
Local contracts	\$237,220.86	74.08%
Non-local contracts	\$82,982.98	25.92%
<b>TOTAL THIS ACTION</b>	<b>\$320,203.84</b>	<b>100.00%</b>

### **LOCAL/NON-LOCAL M/WBE PARTICIPATION THIS ACTION**

#### **Local Contractors / Sub-Contractors**

<u>Local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
MG Trucking Services, LLC	HMDB58973Y0417	\$181,296.81	76.43%
<b>Total Minority - Local</b>		<b>\$181,296.81</b>	<b>76.43%</b>

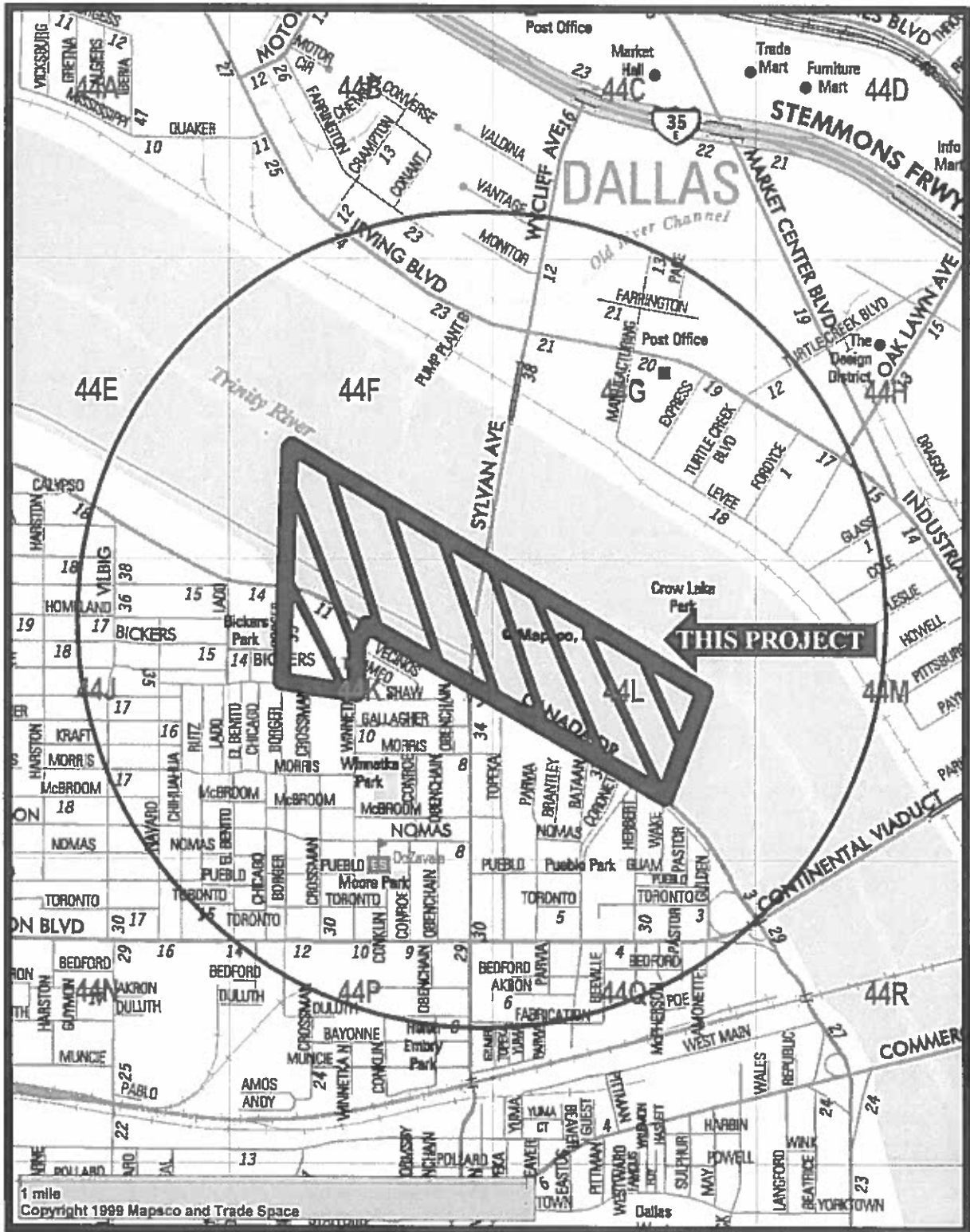
#### **Non-Local Contractors / Sub-Contractors**

<u>Non-local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
C. Green Scaping, LP	HFDB22088Y0716	\$22,860.00	27.55%
<b>Total Minority - Non-local</b>		<b>\$22,860.00</b>	<b>27.55%</b>

### **TOTAL M/WBE PARTICIPATION**

	<u>This Action</u>		<u>Participation to Date</u>	
	<u>Amount</u>	<u>Percent</u>	<u>Amount</u>	<u>Percent</u>
African American	\$0.00	0.00%	\$0.00	0.00%
Hispanic American	\$204,156.81	63.76%	\$2,807,198.74	96.44%
Asian American	\$0.00	0.00%	\$0.00	0.00%
Native American	\$0.00	0.00%	\$0.00	0.00%
WBE	\$0.00	0.00%	\$0.00	0.00%
<b>Total</b>	<b>\$204,156.81</b>	<b>63.76%</b>	<b>\$2,807,198.74</b>	<b>96.44%</b>

# Pavaho Wetland SEP



## Mapsco 44-F,K,L

**KEY FOCUS AREA:** Economic Vibrancy  
**AGENDA DATE:** August 24, 2016  
**COUNCIL DISTRICT(S):** 4  
**DEPARTMENT:** Water Utilities  
**CMO:** Mark McDaniel, 670-3256  
**MAPSCO:** 56 J

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**SUBJECT**

Authorize a contract for the construction of process control system improvements at the Central Wastewater Treatment Plant - Archer Western Construction, LLC, lowest responsible bidder of two - Not to exceed \$11,365,000 - Financing: Water Utilities Capital Improvement Funds

**BACKGROUND**

The existing process control system at the Central Wastewater Treatment Plant (CWWTP) was originally constructed in 1989 and updated in 1999. The control system is used to automate the monitoring and operation of equipment used in the wastewater treatment processes. Due to its age, acquiring spare parts and product support are no longer provided by the original vendor of the system. Additionally, the system has reached its maximum capacity which prevents automation of newly installed and existing facilities which places the plant at risk of violating treatment standards as set for by the EPA. Replacement of the obsolete control system was recommended by the 2010 Wastewater Treatment Facilities Strategic Plan and is necessary to ensure the operational reliability of the CWWTP.

This action consists of the installation of a supervisory control and data acquisition system, including the necessary instrumentation, electrical, heating and ventilation, and security improvements necessary for a complete and functioning process control system. The new system will standardize CWWTP with the City's other water and wastewater treatment plants, thereby increasing efficiencies in operation and maintenance of our facilities. Improved operational and control and flow pacing of the plant's processes will reduce electrical and chemical costs, while improved trending and reporting will reduce maintenance costs by identifying potential problems in equipment before catastrophic failure occurs.

**BACKGROUND** (Continued)

Archer Western Construction, LLC completed contractual activities in the past three years:

	<u>PBW</u>	<u>DWU</u>	<u>PKR</u>
Projects Completed	1	4	1
Change Orders	1	9	1
Projects Requiring Liquidated Damages	0	0	0
Projects Completed by Bonding Company	0	0	0

**ESTIMATED SCHEDULE OF PROJECT**

Began Design	April 2013
Completed Design	May 2016
Begin Construction	October 2016
Complete Construction	October 2018

**PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)**

Authorized a professional services contract with CDM Smith Inc. to provide engineering services associated with process control system improvements at the Central Wastewater Treatment Plant on May 22, 2013, by Resolution No. 13-0860.

Authorized Supplemental Agreement No. 1 to the professional services contract with CDM Smith Inc. for additional engineering services for the design, programming, and construction administration associated with process control system improvements at the Central Wastewater Treatment Plant on August 13, 2014, by Resolution No. 14-1262.

Information about this item will be provided to the Transportation & Trinity River Project Committee on August 22, 2016.

**FISCAL INFORMATION**

\$11,365,000.00 - Water Utilities Capital Improvement Funds

Design	\$ 2,450,976.00
Supplemental Agreement No. 1	\$ 6,194,681.00
Construction (this action)	<u>\$11,365,000.00</u>
Total Project Cost	\$20,010,657.00

**M/WBE INFORMATION**

See attached.

**ETHNIC COMPOSITION**

**Archer Western Construction, LLC**

Hispanic Female	38	Hispanic Male	1,258
Black Female	26	Black Male	219
White Female	38	White Male	575
Other Female	9	Other Male	87

**BID INFORMATION**

The following bids with quotes were opened on June 24, 2016:

\*Denotes successful bidder

<b><u>Bidders</u></b>	<b><u>Bid Amount</u></b>
*Archer Western Construction, LLC 1411 Greenway Drive Irving, Texas 75038	\$11,365,000.00
Winston Electric, Inc. dba Acme Electric Company	\$12,216,000.00

**OWNER**

**Archer Western Construction, LLC**

Daniel P. Walsh, President

**MAP**

Attached



## **BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY**

**PROJECT:** Authorize a contract for the construction of process control system improvements at the Central Wastewater Treatment Plant - Archer Western Construction, LLC, lowest responsible bidder of two - Not to exceed \$11,365,000 - Financing: Water Utilities Capital Improvement Funds

Archer Western Construction, LLC is a local, non-minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-contractors.

**PROJECT CATEGORY:** Construction

### **LOCAL/NON-LOCAL CONTRACT SUMMARY**

	<u>Amount</u>	<u>Percent</u>
Total local contracts	\$2,603,094.00	22.90%
Total non-local contracts	\$8,761,906.00	77.10%
<b>TOTAL CONTRACT</b>	<b>\$11,365,000.00</b>	<b>100.00%</b>

### **LOCAL/NON-LOCAL M/WBE PARTICIPATION**

#### **Local Contractors / Sub-Contractors**

<u>Local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
James C. Paris	NMDB10973Y0717	\$282,316.21	10.85%
<b>Total Minority - Local</b>		<b>\$282,316.21</b>	<b>10.85%</b>

#### **Non-Local Contractors / Sub-Contractors**

<u>Non-local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
JML Distributing, LLC	WFDB72845Y0417	\$2,672,584.00	30.50%
<b>Total Minority - Non-local</b>		<b>\$2,672,584.00</b>	<b>30.50%</b>

### **TOTAL M/WBE CONTRACT PARTICIPATION**

	<u>Local</u>	<u>Percent</u>	<u>Local &amp; Non-Local</u>	<u>Percent</u>
African American	\$0.00	0.00%	\$0.00	0.00%
Hispanic American	\$0.00	0.00%	\$0.00	0.00%
Asian American	\$0.00	0.00%	\$0.00	0.00%
Native American	\$282,316.21	10.85%	\$282,316.21	2.48%
WBE	\$0.00	0.00%	\$2,672,584.00	23.52%
<b>Total</b>	<b>\$282,316.21</b>	<b>10.85%</b>	<b>\$2,954,900.21</b>	<b>26.00%</b>

August 24, 2016

**WHEREAS**, bids were received on June 24, 2016 for the construction of process control system improvements at the Central Wastewater Treatment Plant, Contract No. 15-062, listed as follows:

<u>BIDDERS</u>	<u>BID AMOUNT</u>
Archer Western Construction, LLC	\$11,365,000.00
Winston Electric, Inc. dba Acme Electric Company	\$12,216,000.00

**WHEREAS**, the bid submitted by Archer Western Construction, LLC, 1411 Greenway Drive, Irving, Texas 75038, in the amount of \$11,365,000.00, is the lowest and best of all bids received.

**Now, Therefore,**

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

**Section 1.** That the bid submitted by Archer Western Construction, LLC, in the amount of \$11,365,000.00, for doing the work covered by the plans, specifications, and contract documents, Contract No. 15-062, be accepted.

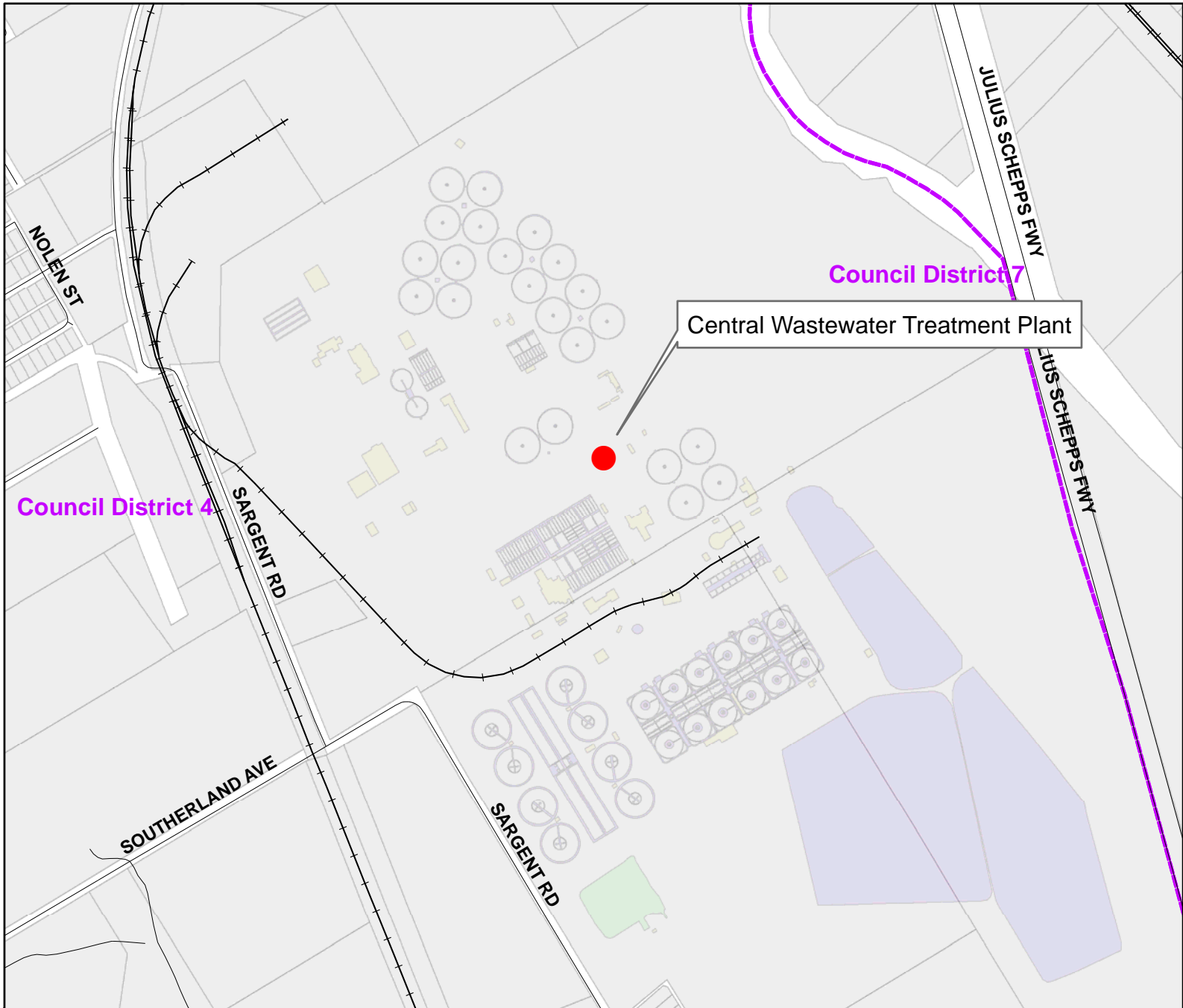
**Section 2.** That the City Manager is hereby authorized to execute a contract with Archer Western Construction, LLC in the amount of \$11,365,000.00, for the construction of process control system improvements at the Central Wastewater Treatment Plant, after approval as to form by the City Attorney.

**Section 3.** That the Chief Financial Officer is hereby authorized to disburse funds in an amount not to exceed \$11,365,000.00 from the Wastewater Capital Improvement Fund as follows:

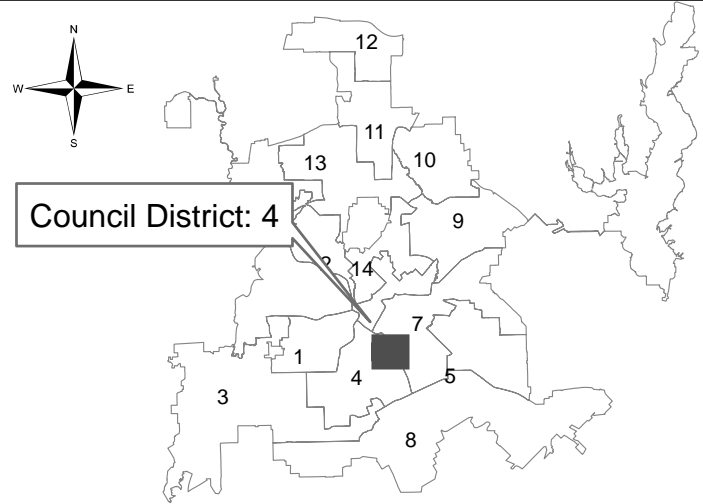
<u>FUND</u>	<u>DEPT</u>	<u>UNIT</u>	<u>OBJ</u>	<u>PRO</u>	<u>ENCUMBRANCE</u>	<u>VENDOR</u>
2116	DWU	PS30	4330	715062	CT-DWU715062CP	VS0000064407

Archer Western Construction, LLC - (Contract No. 15-062) - \$11,365,000.00

**Section 4.** 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.



Mapsc0: 56 J



**Dallas Water Utilities  
 Contract No. 15-062  
 Central Wastewater Treatment Plant  
 Process Control System Improvements**

**KEY FOCUS AREA:** Economic Vibrancy

**AGENDA DATE:** August 24, 2016

**COUNCIL DISTRICT(S):** 1, 2, 3, 4, 6, 7, 13, 14

**DEPARTMENT:** Water Utilities

**CMO:** Mark McDaniel, 670-3256

**MAPSCO:** Various

**SUBJECT**

Authorize a contract for the installation of water and wastewater mains at 14 locations (list attached) - Atkins Bros. Equipment Co., Inc., lowest responsible bidder of four - Not to exceed \$8,481,325 - Financing: Water Utilities Capital Improvement Funds

**BACKGROUND**

This action consists of the installation of approximately 21,340 feet of water and wastewater mains. This includes the installation of approximately 120 feet of 6-inch, 3,220 feet of 8-inch, 3,410 feet of 12-inch, and 270 feet of 16-inch water mains, and approximately 6,160 feet of 8-inch, 2,110 feet of 12-inch, 530 feet of 16-inch, 940 feet of 27-inch, and 4,580 feet of 30-inch wastewater mains.

The existing water and wastewater mains were built between 1923 and 1980. These mains are contributing to an increase in maintenance costs as well as service interruptions. The installation of the proposed segments will improve the capacity of the water and wastewater systems and reduce maintenance costs.

Atkins Bros. Equipment Co., Inc. completed contractual activities in the past three years:

	<b><u>PBW</u></b>	<b><u>DWU</u></b>	<b><u>PKR</u></b>
Projects Completed	0	10	0
Change Orders	0	2	0
Projects Requiring Liquidated Damages	0	0	0
Projects Completed by Bonding Company	0	0	0

## **ESTIMATED SCHEDULE OF PROJECT**

Began Design	July 2012
Completed Design	March 2016
Begin Construction	October 2016
Complete Construction	June 2018

## **PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)**

Authorized a professional services contract with APM & Associates, Inc. to provide engineering design services for the renewal of water and wastewater mains at 33 locations and design and surveying services for water and wastewater main locations in advance of outside agency projects on June 13, 2012, by Resolution No. 12-1558.

Authorized a professional services contract with Black & Veatch Corporation to provide engineering services for the replacement and rehabilitation of water mains and wastewater mains at 13 locations on September 11, 2013, by Resolution No. 13-1582.

Information about this item will be provided to the Transportation & Trinity River Project Committee on August 22, 2016.

## **FISCAL INFORMATION**

\$8,481,325.00 - Water Utilities Capital Improvement Funds

Design	\$ 566,550.00
Construction (this action)	<u>\$8,481,325.00</u>
Total Project Cost	\$9,047,875.00

<b><u>Council District</u></b>	<b><u>Amount</u></b>
1	\$ 560,785.00
2	\$ 278,405.00
3	\$ 48,090.00
4	\$ 200,110.00
6	\$6,647,547.00
7	\$ 186,000.00
13	\$ 92,802.00
14	<u>\$ 467,586.00</u>
Total	\$8,481,325.00

**M/WBE INFORMATION**

See attached.

**ETHNIC COMPOSITION**

Atkins Bros. Equipment Co., Inc.

Hispanic Female	0	Hispanic Male	9
Black Female	0	Black Male	2
White Female	3	White Male	2
Other Female	0	Other Male	0

**BID INFORMATION**

The following bids with quotes were opened on April 22, 2016:

\*Denotes successful bidder

<b><u>Bidders</u></b>	<b><u>Bid Amount</u></b>
*Atkins Bros. Equipment Co., Inc. 3516 Old Fort Worth Road Midlothian, Texas 76065	\$8,481,325.00
Ark Contracting Services, LLC	\$8,677,220.00
RKM Utility Services, Inc.	\$8,843,420.00
John Burns Construction Company of Texas, Inc.	\$8,879,610.00

**OWNER**

**Atkins Bros. Equipment Co., Inc.**

Mike Atkins, Chief Executive Officer

**MAPS**

Attached

## **Installation of Water and Wastewater Mains**

### **District 1**

Alley between Waverly Drive and Rosemont Avenue from Burlington Boulevard  
to Clarendon Drive  
Colorado Boulevard from Zang Boulevard east  
Zang Boulevard from Colorado Boulevard to Oakenwald Street

### **District 2**

Easement northwest of Butler Street from west of Maple Avenue southwest

### **District 3**

Easement between Cliffridge Drive and Mountain Hollow Drive from south of Vista Hill  
Lane southwest

### **District 4**

Michigan Avenue from Ohio Avenue to Illinois Avenue

### **District 6**

Goodnight Lane from Joe Field Road to Southwell Road  
Joe Field Road from Newkirk Street east  
Southwell Road from Goodnight Lane to Ables Lane

### **District 7**

Alley between South Boulevard and Park Row Avenue from Edgewood Street  
to Atlanta Street

### **District 13**

Easement west of Lakemont Drive from Shorecrest Drive north

### **District 14**

Alley between Rawlins Street and Lemmon Avenue from Wycliff Avenue to Hawthorne  
Avenue  
McMillan Avenue from Goodwin Avenue south  
McMillan Avenue from Richard Avenue south

August 24, 2016

**WHEREAS**, bids were received on April 22, 2016 for the installation of water and wastewater mains at 14 locations, Contract No. 16-041/042, listed as follows:

<u>BIDDERS</u>	<u>BID AMOUNT</u>
Atkins Bros. Equipment Co., Inc.	\$8,481,325.00
Ark Contracting Services, LLC	\$8,677,220.00
RKM Utility Services, Inc.	\$8,843,420.00
John Burns Construction Company of Texas, Inc.	\$8,879,610.00

**WHEREAS**, the bid submitted by Atkins Bros. Equipment Co., Inc, 3516 Old Fort Worth Road, Midlothian, Texas 76065, in the amount of \$8,481,325.00, is the lowest and best of all bids received.

**Now, Therefore,**

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

**Section 1.** That the bid submitted by Atkins Bros. Equipment Co., Inc., in the amount of \$8,481,325.00, for doing the work covered by the plans, specifications, and contract documents, Contract No. 16-041/042, be accepted.

**Section 2.** That the City Manager is hereby authorized to execute a contract with Atkins Bros. Equipment Co., Inc. in the amount of \$8,481,325.00, for the installation of water and wastewater mains at 14 locations, after approval as to form by the City Attorney.

**Section 3.** That the Chief Financial Officer is hereby authorized to disburse funds in an amount not to exceed \$8,481,325.00 from the Water Capital Improvement Fund and Wastewater Capital Improvement Fund as follows:

<u>FUND</u>	<u>DEPT</u>	<u>UNIT</u>	<u>OBJ</u>	<u>PRO</u>	<u>ENCUMBRANCE</u>	<u>VENDOR</u>
3115	DWU	PW40	4550	716041	CT-DWU716041CP	268610

Atkins Bros. Equipment Co., Inc. - (Contract No. 16-041) - \$3,844,455.00

<u>FUND</u>	<u>DEPT</u>	<u>UNIT</u>	<u>OBJ</u>	<u>PRO</u>	<u>ENCUMBRANCE</u>	<u>VENDOR</u>
2116	DWU	PS40	4560	716042	CT-DWU716042CP	268610

Atkins Bros. Equipment Co., Inc. - (Contract No. 16-042) - \$4,636,870.00

**Section 4.** 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.



## **BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY**

**PROJECT:** Authorize a contract for the installation of water and wastewater mains at 14 locations (list attached) - Atkins Bros. Equipment Co., Inc., lowest responsible bidder of four - Not to exceed \$8,481,325 - Financing: Water Utilities Capital Improvement Funds

Atkins Bros. Equipment Co is a local, non-minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-contractors.

**PROJECT CATEGORY:** Construction

### **LOCAL/NON-LOCAL CONTRACT SUMMARY**

	<u>Amount</u>	<u>Percent</u>
Total local contracts	\$5,274,325.00	62.19%
Total non-local contracts	\$3,207,000.00	37.81%
<b>TOTAL CONTRACT</b>	<b>\$8,481,325.00</b>	<b>100.00%</b>

### **LOCAL/NON-LOCAL M/WBE PARTICIPATION**

#### **Local Contractors / Sub-Contractors**

<u>Local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
Reginald Loftin Photographer	BMDB11783Y0816	\$10,000.00	0.19%
Ted Alvarez Trucking, Inc.	HMDB78089Y0717	\$550,000.00	10.43%
Reyes Group	HMMB62815Y0816	\$123,300.00	2.34%
GHR Concrete, Inc.	HMMB62540N0716	\$75,000.00	1.42%
Magnum Manhole & Underground Company	WFDB06880Y0617	\$56,000.00	1.06%
<b>Total Minority - Local</b>		<b>\$814,300.00</b>	<b>15.44%</b>

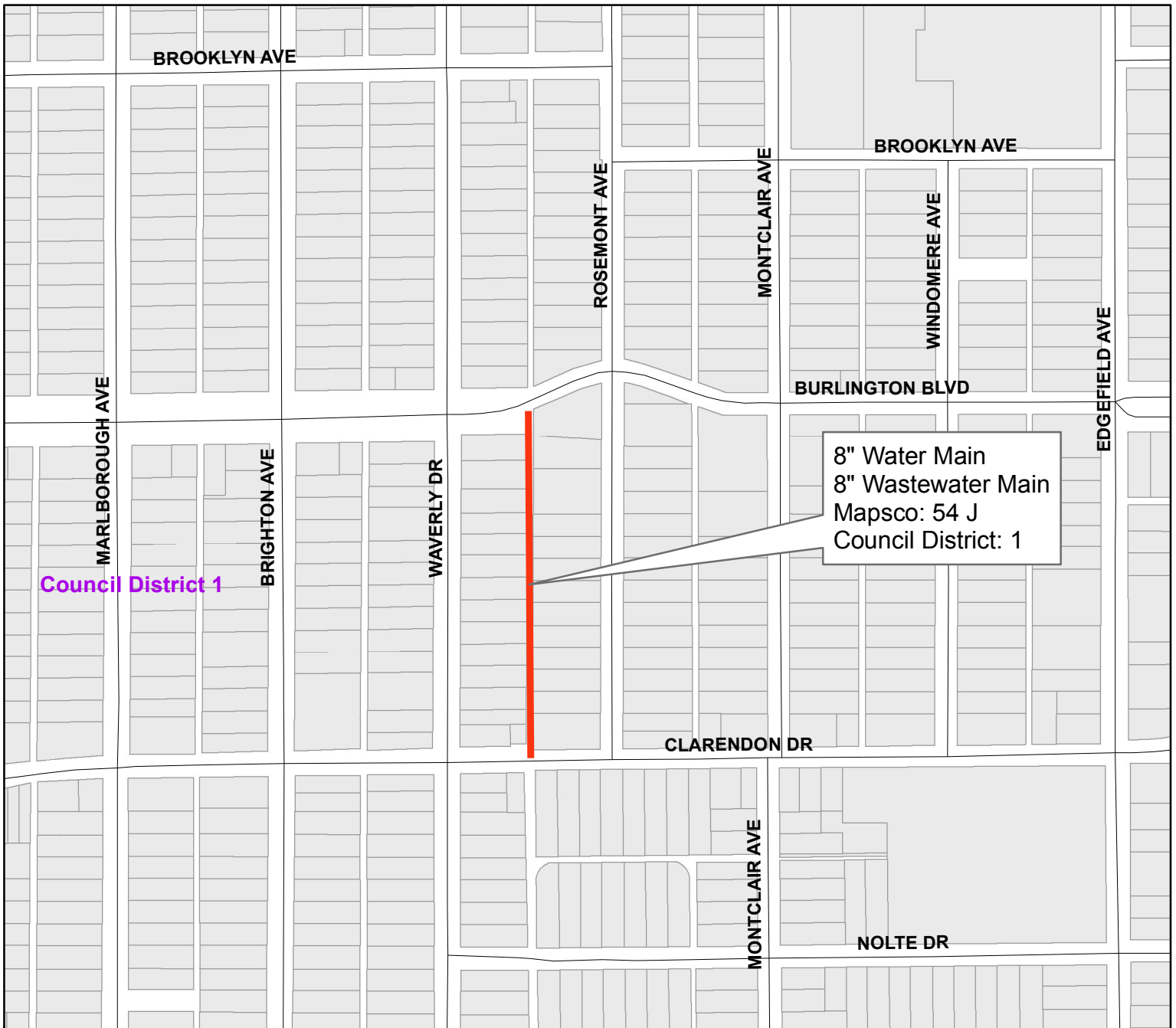
#### **Non-Local Contractors / Sub-Contractors**

<u>Non-local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
RSC Construction, Ltd.	HMMB63452Y1016	\$1,012,000.00	31.56%
LB Transportation	WFWB63580N1116	\$295,000.00	9.20%
<b>Total Minority - Non-local</b>		<b>\$1,307,000.00</b>	<b>40.75%</b>

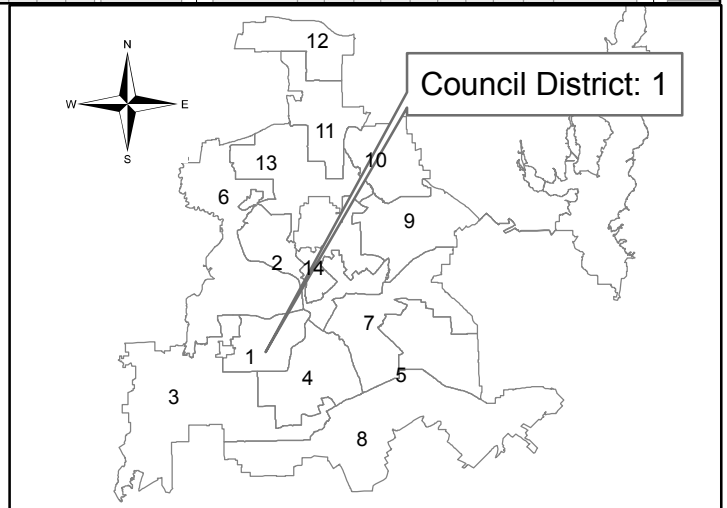
**BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY**  
**Page 2**

**TOTAL M/WBE CONTRACT PARTICIPATION**

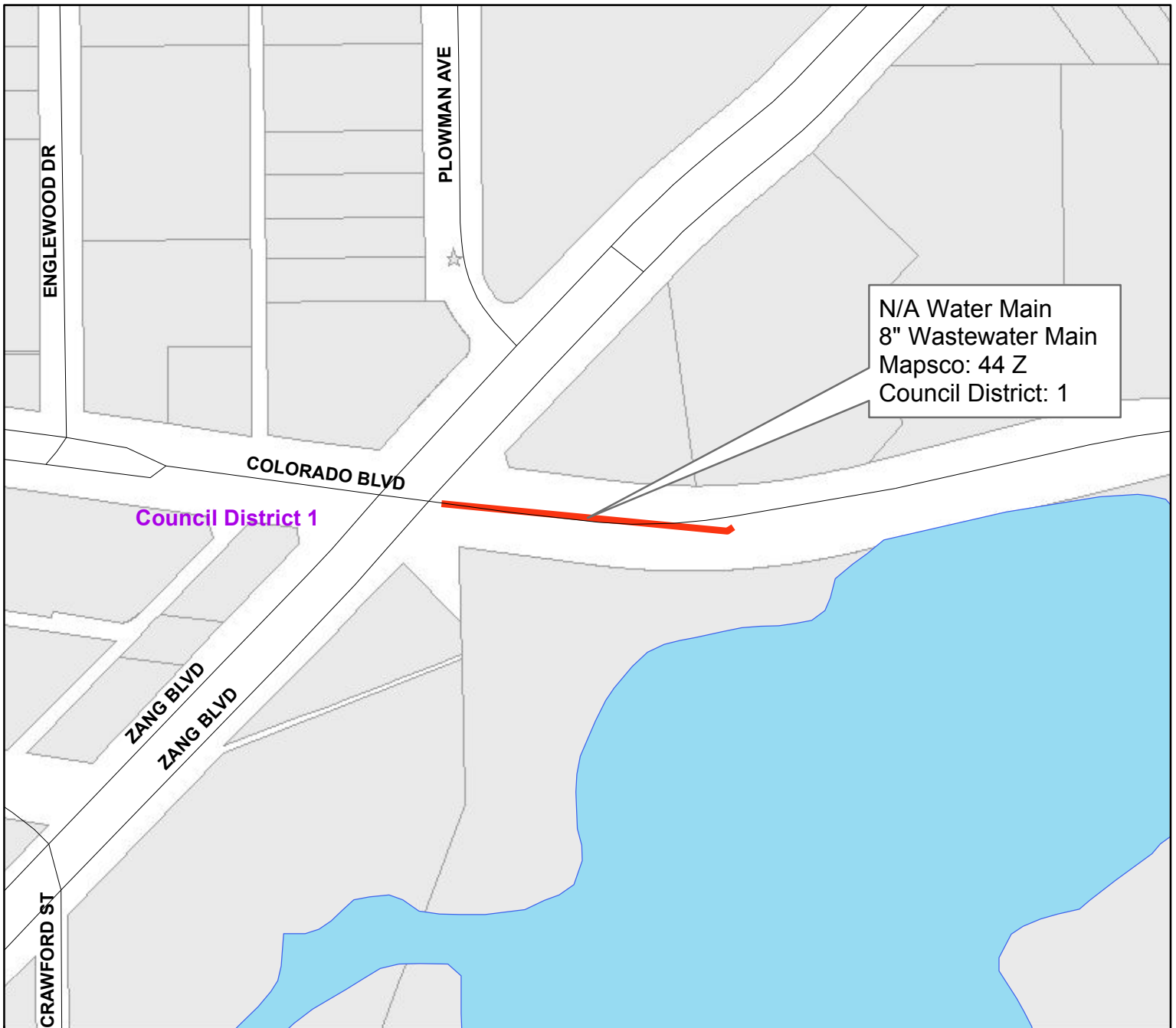
	<u>Local</u>	<u>Percent</u>	<u>Local &amp; Non-Local</u>	<u>Percent</u>
African American	\$10,000.00	0.19%	\$10,000.00	0.12%
Hispanic American	\$748,300.00	14.19%	\$1,760,300.00	20.76%
Asian American	\$0.00	0.00%	\$0.00	0.00%
Native American	\$0.00	0.00%	\$0.00	0.00%
WBE	\$56,000.00	1.06%	\$351,000.00	4.14%
Total	<u>\$814,300.00</u>	<u>15.44%</u>	<u>\$2,121,300.00</u>	<u>25.01%</u>



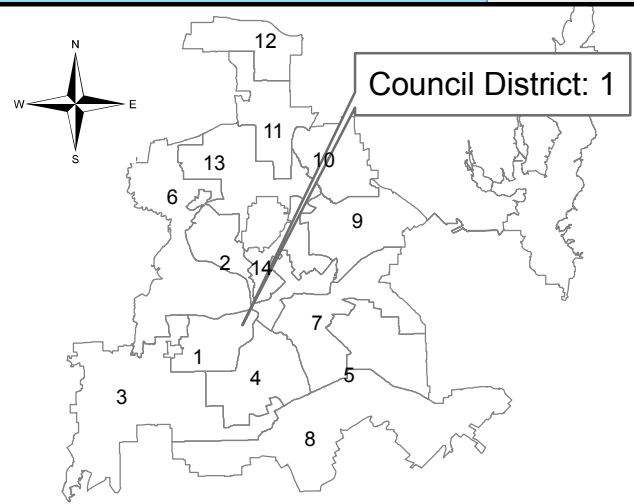
Alley between Waverly Drive and Rosemont Avenue  
 from Burlington Boulevard to Clarendon Drive



**Dallas Water Utilities**  
**Contract No. 16-041/042**  
**Water and Wastewater Main Installations**  
**at 14 Locations**



Colorado Boulevard  
from Zang Boulevard east



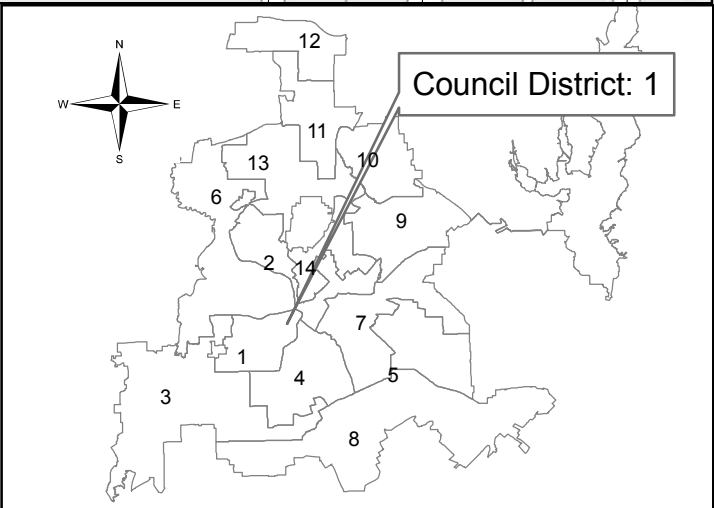
**Dallas Water Utilities  
Contract No. 16-041/042  
Water and Wastewater Main Installations  
at 14 Locations**



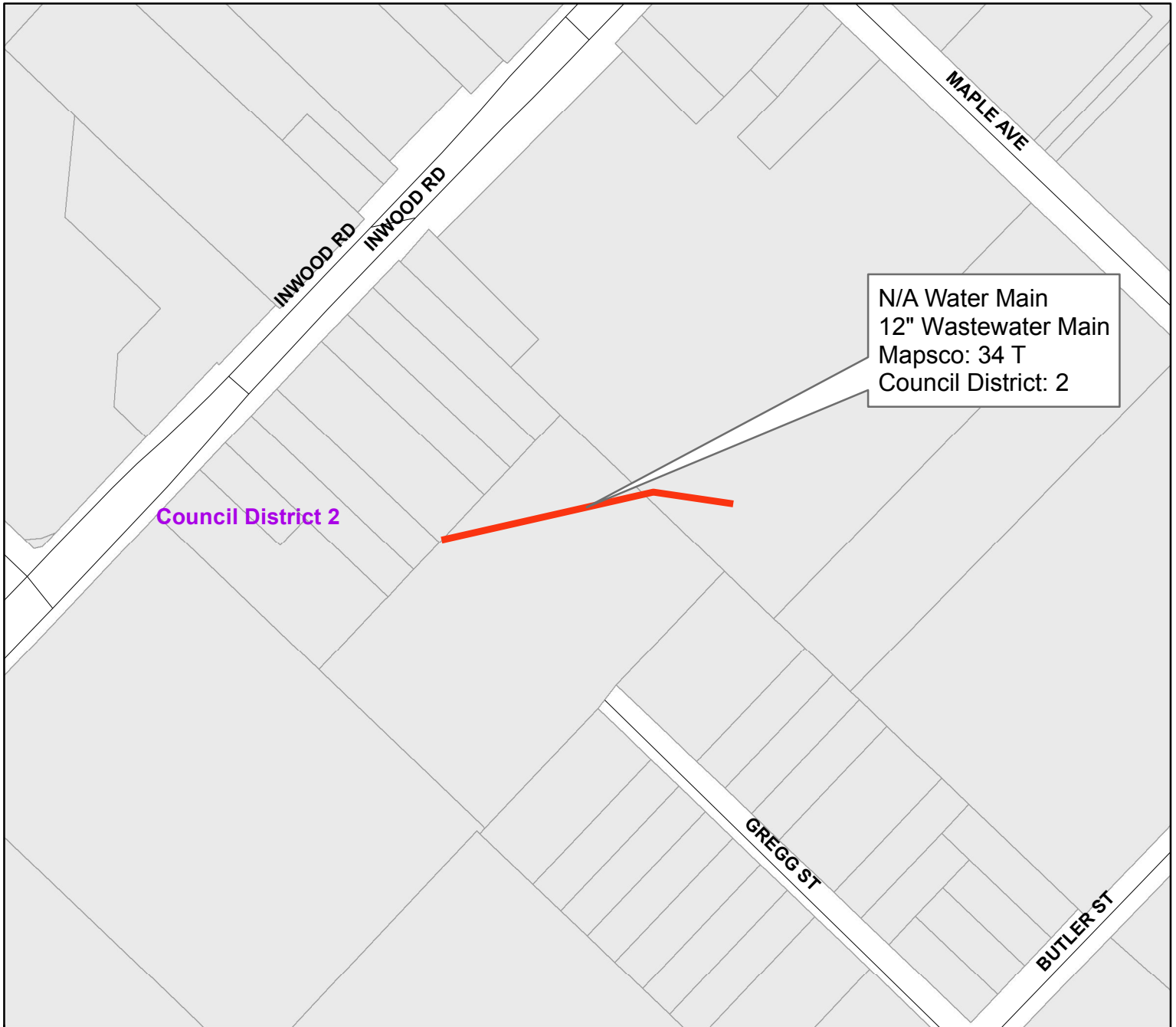
N/A Water Main  
 27" Wastewater Main  
 Mapsco: 44 Z  
 Council District: 1

Council District 1

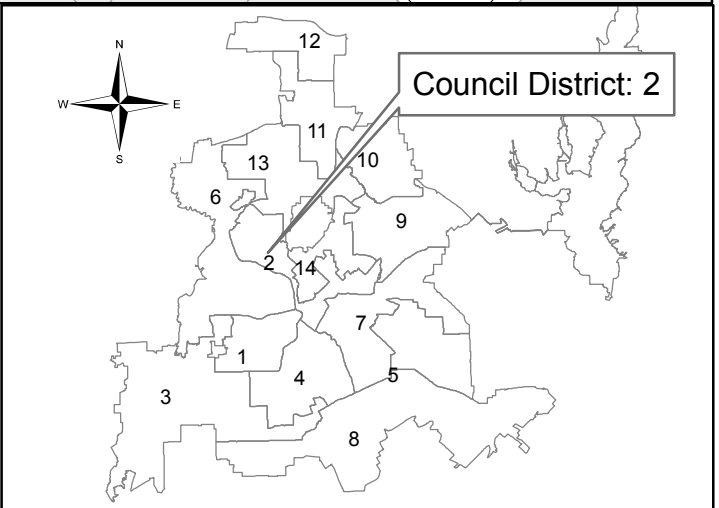
Zang Boulevard  
 from Colorado Boulevard to Oakenwald Street



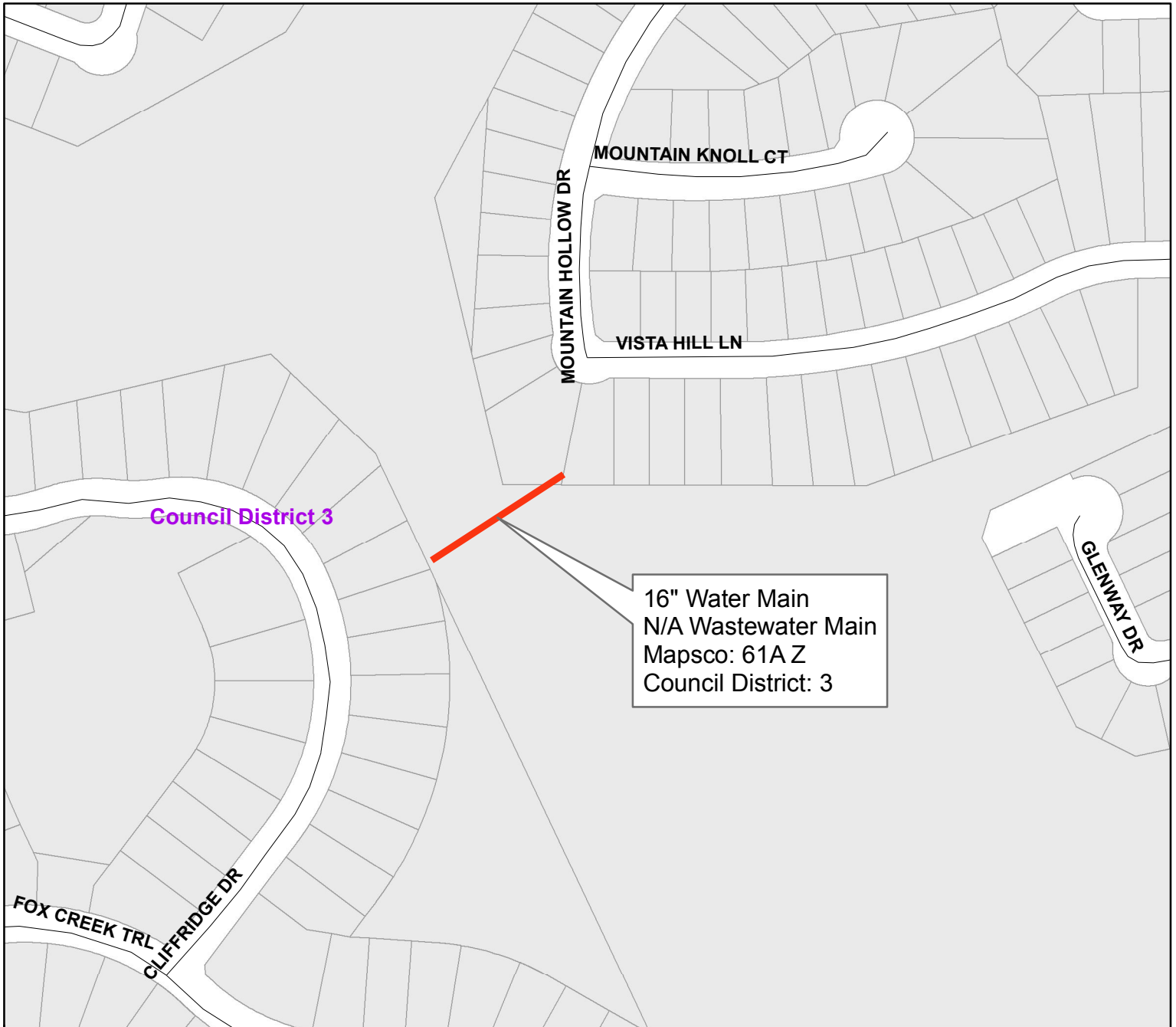
**Dallas Water Utilities**  
**Contract No. 16-041/042**  
**Water and Wastewater Main Installations**  
**at 14 Locations**



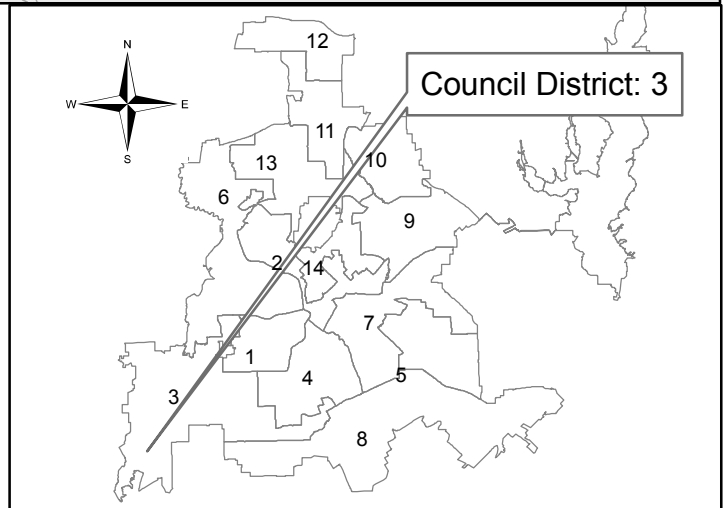
Easement northwest of Butler Street  
 from west of Maple Avenue southwest



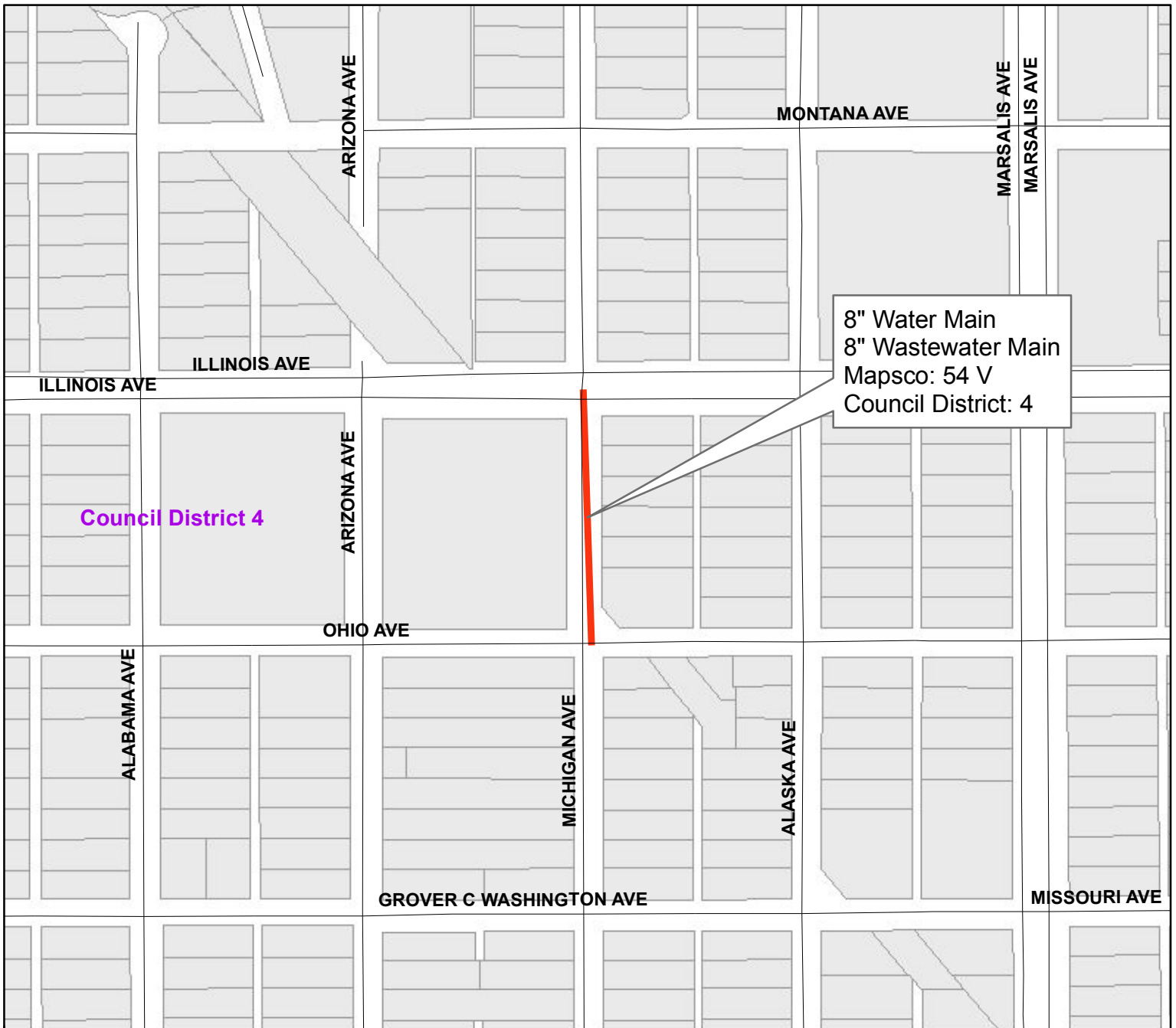
**Dallas Water Utilities**  
**Contract No. 16-041/042**  
**Water and Wastewater Main Installations**  
**at 14 Locations**



Easement between Cliffridge Drive and Mountain Hollow Drive from south of Vista Hill Lane southwest



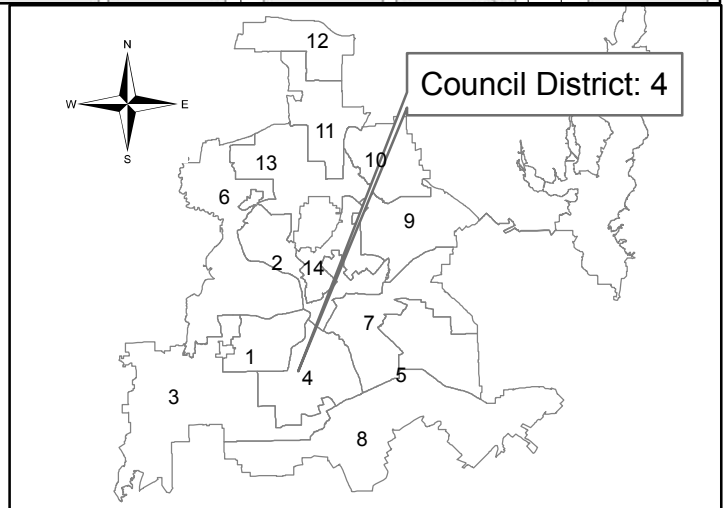
**Dallas Water Utilities  
 Contract No. 16-041/042  
 Water and Wastewater Main Installations  
 at 14 Locations**



Council District 4

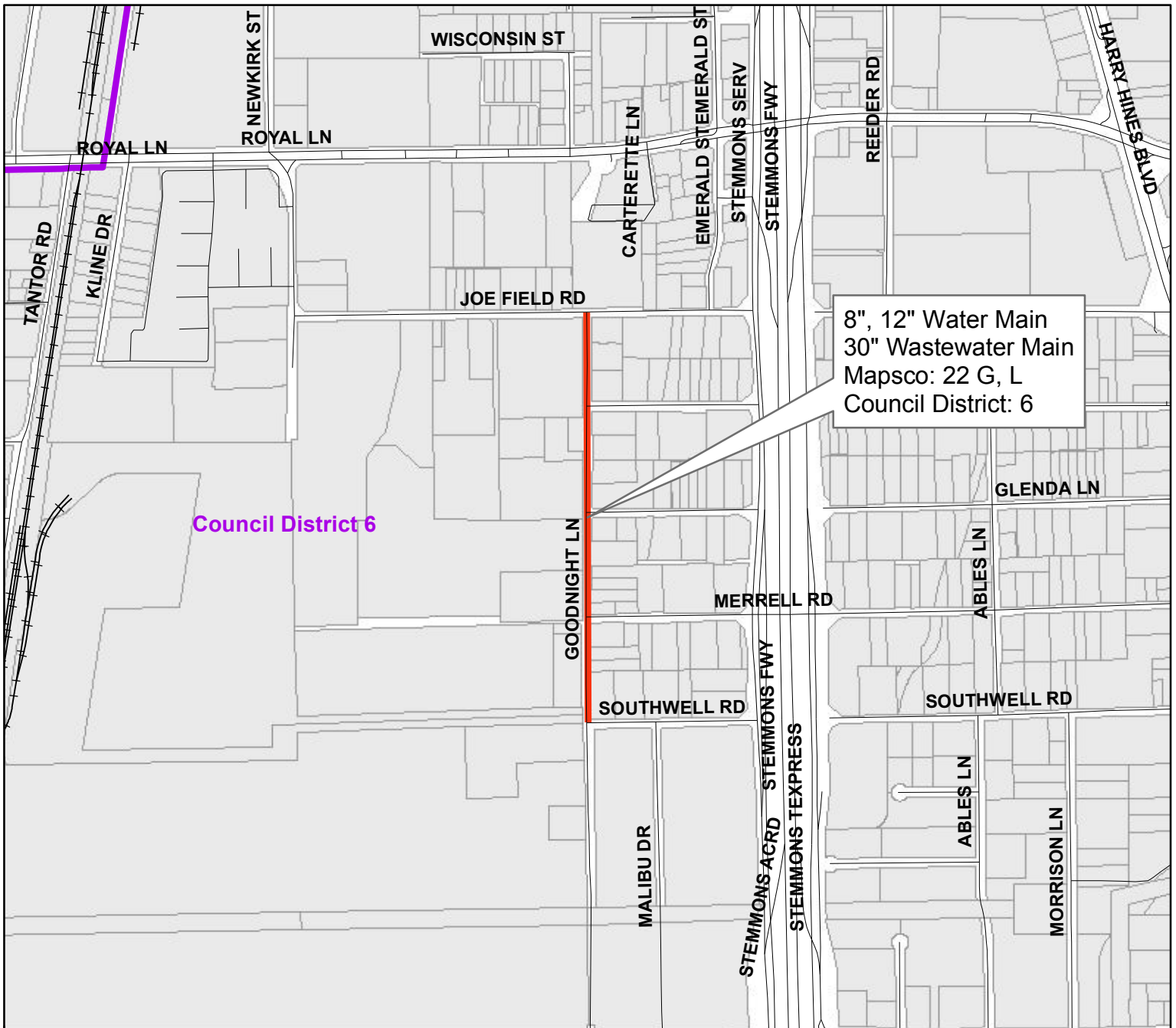
8" Water Main  
 8" Wastewater Main  
 Mapsco: 54 V  
 Council District: 4

Michigan Avenue  
 from Ohio Avenue to Illinois Avenue

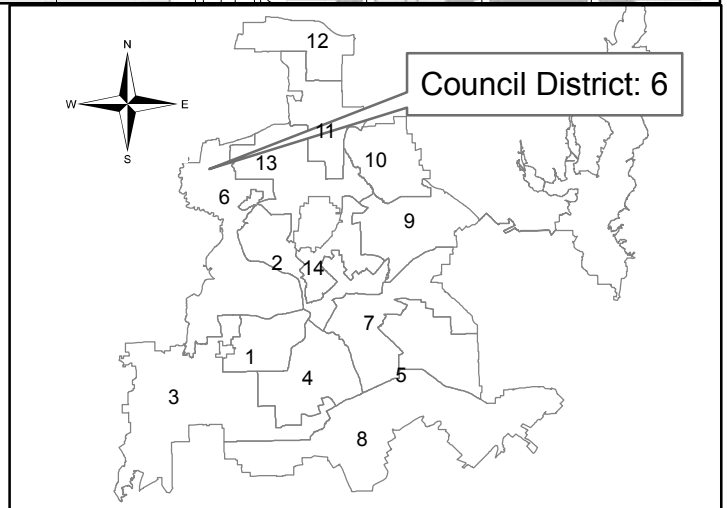


**Dallas Water Utilities**  
**Contract No. 16-041/042**  
**Water and Wastewater Main Installations**  
**at 14 Locations**





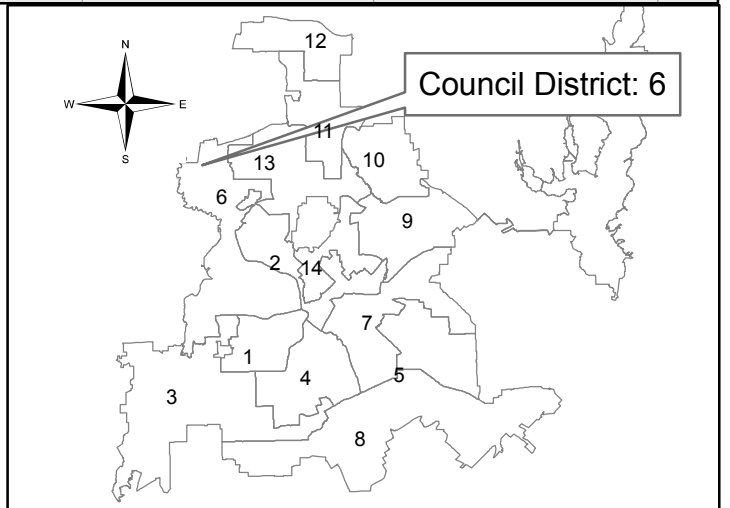
Goodnight Lane  
from Joe Field Road to Southwell Road



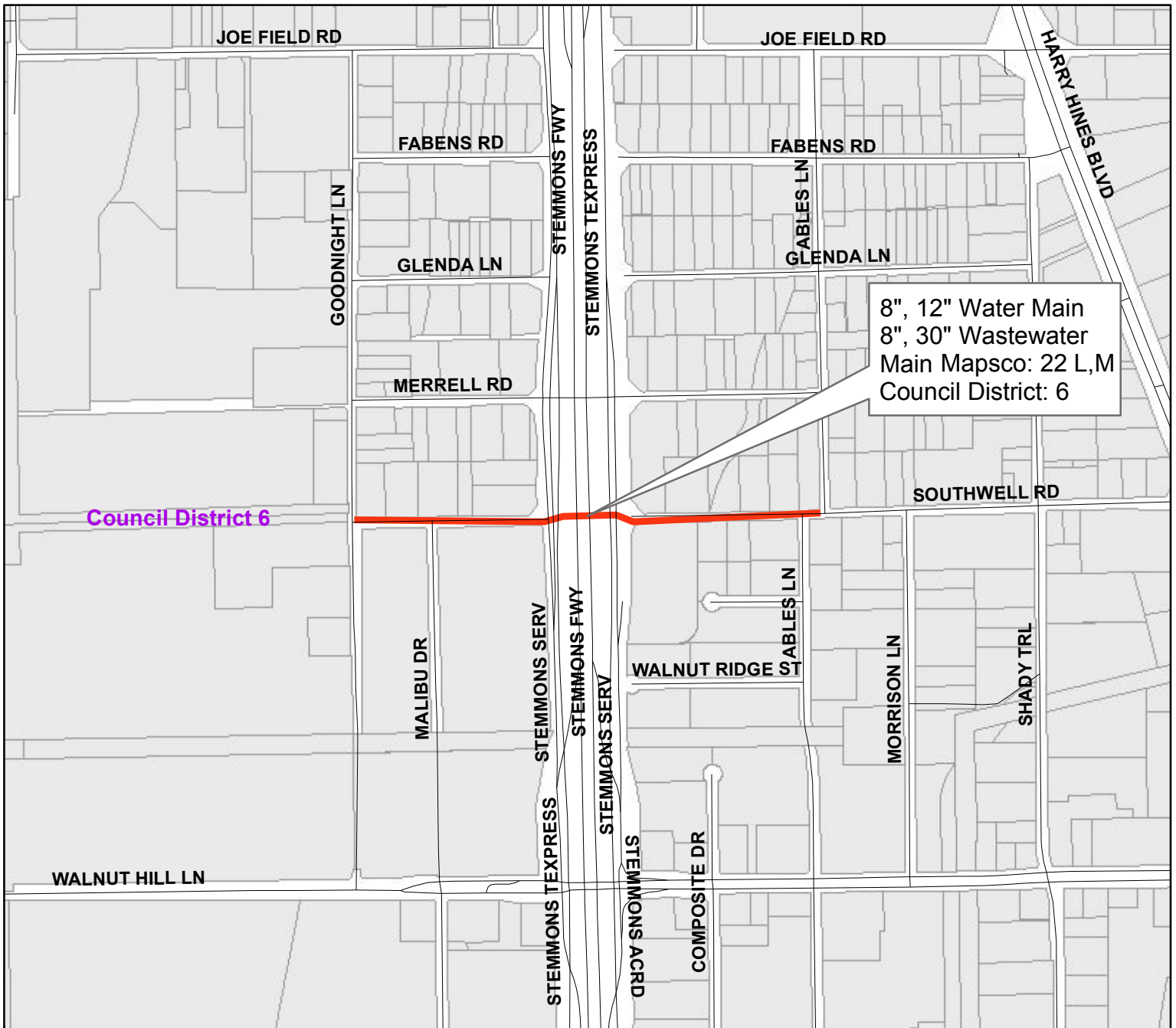
**Dallas Water Utilities**  
**Contract No. 16-041/042**  
**Water and Wastewater Main Installations**  
**at 14 Locations**



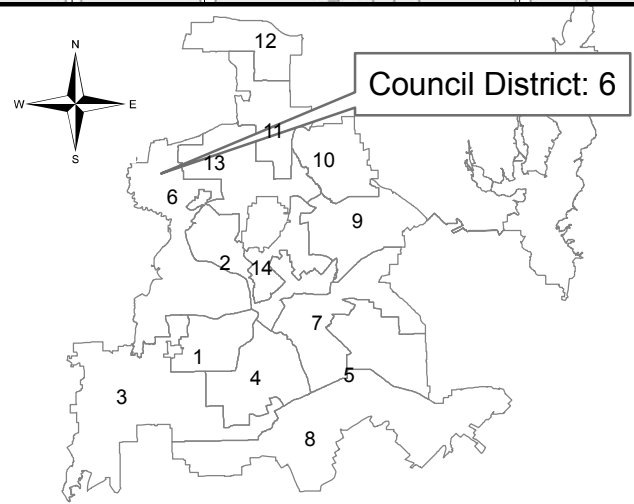
Joe Field Road  
 from Newark Street east



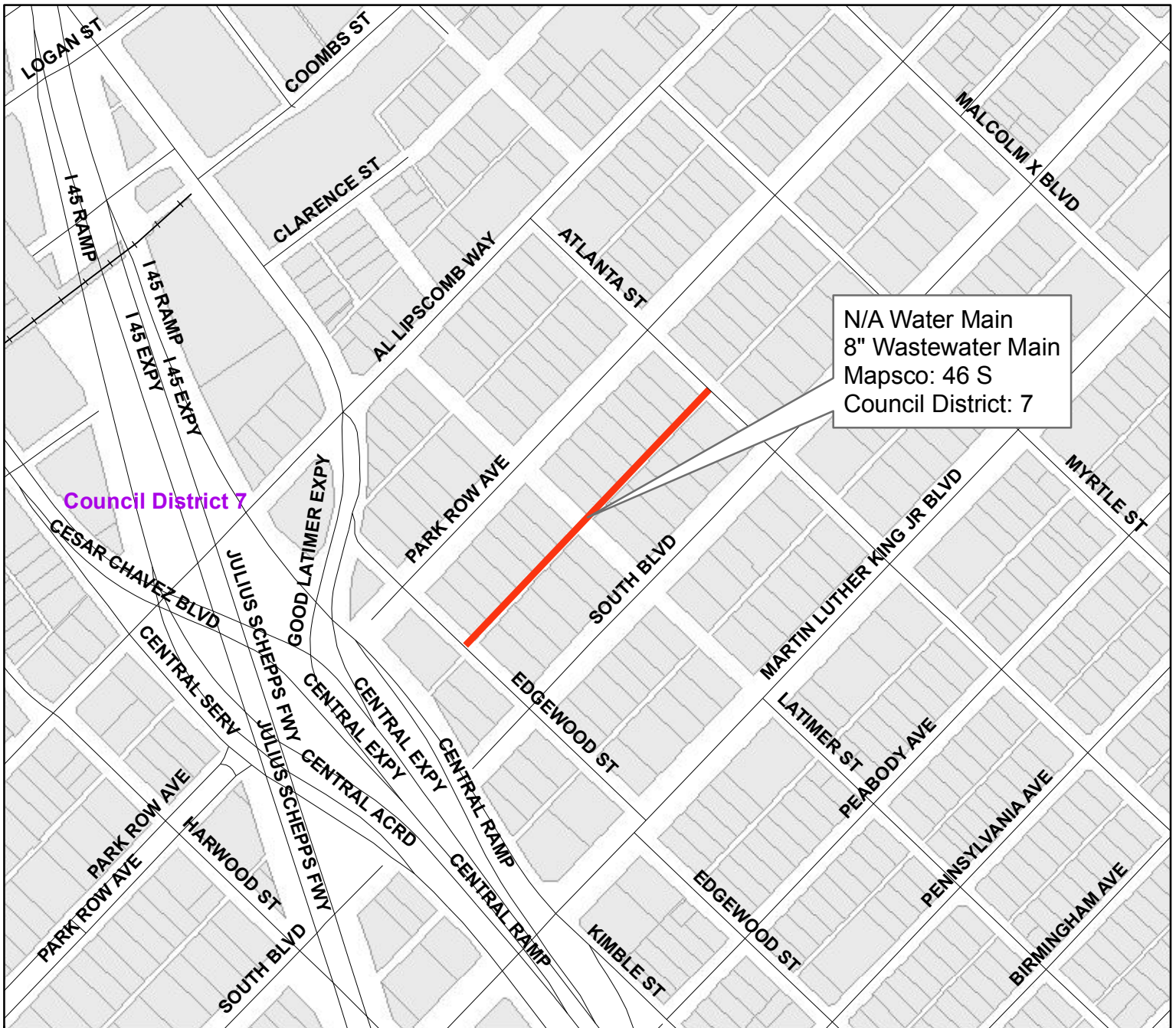
**Dallas Water Utilities  
 Contract No. 16-041/042  
 Water and Wastewater Main Installations  
 at 14 Locations**



Southwell Road  
from Goodnight Lane to Ables Lane



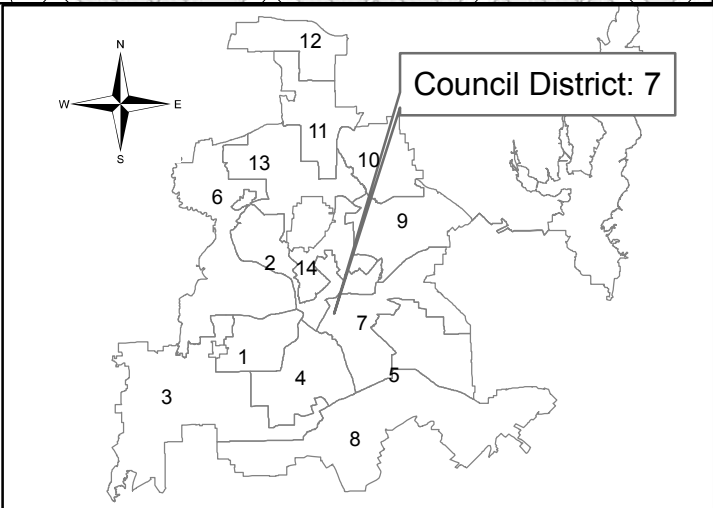
**Dallas Water Utilities**  
**Contract No. 16-041/042**  
**Water and Wastewater Main Installations**  
**at 14 Locations**



N/A Water Main  
 8" Wastewater Main  
 Mapsco: 46 S  
 Council District: 7

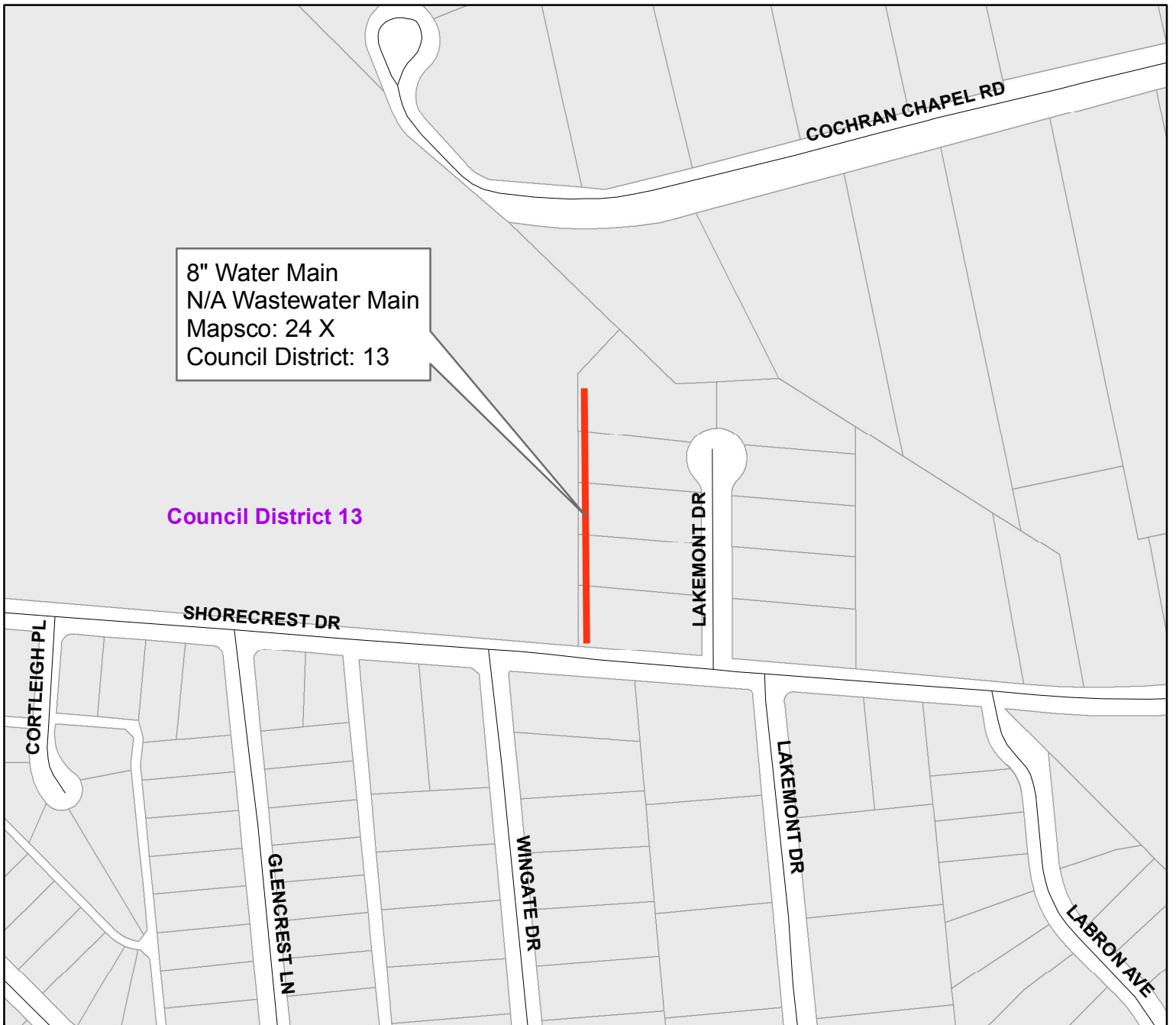
Council District 7

Alley between South Boulevard and Park Row Avenue  
 from Edgewood Street to Atlanta Street

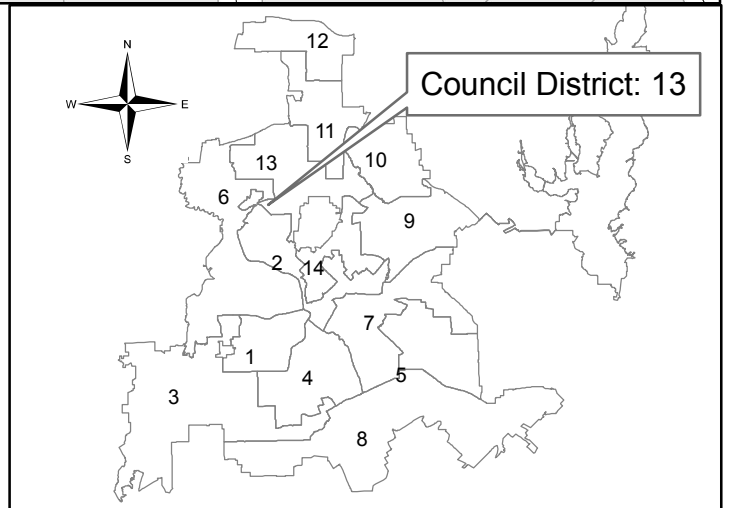


Council District: 7

**Dallas Water Utilities**  
**Contract No. 16-041/042**  
**Water and Wastewater Main Installations**  
**at 14 Locations**



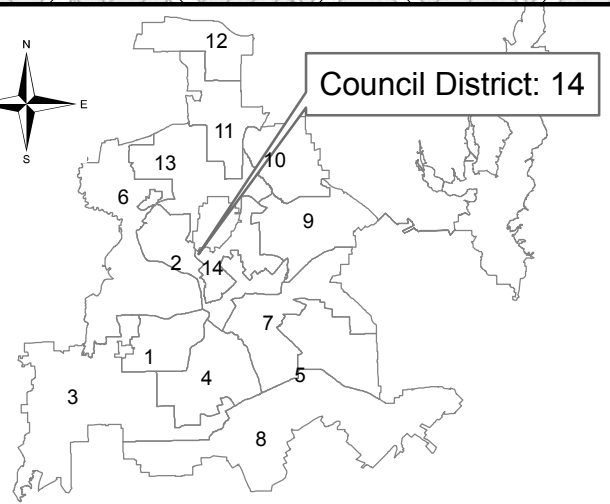
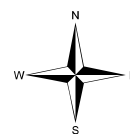
Easement west of Lakemont Drive  
from Shorecrest Drive north



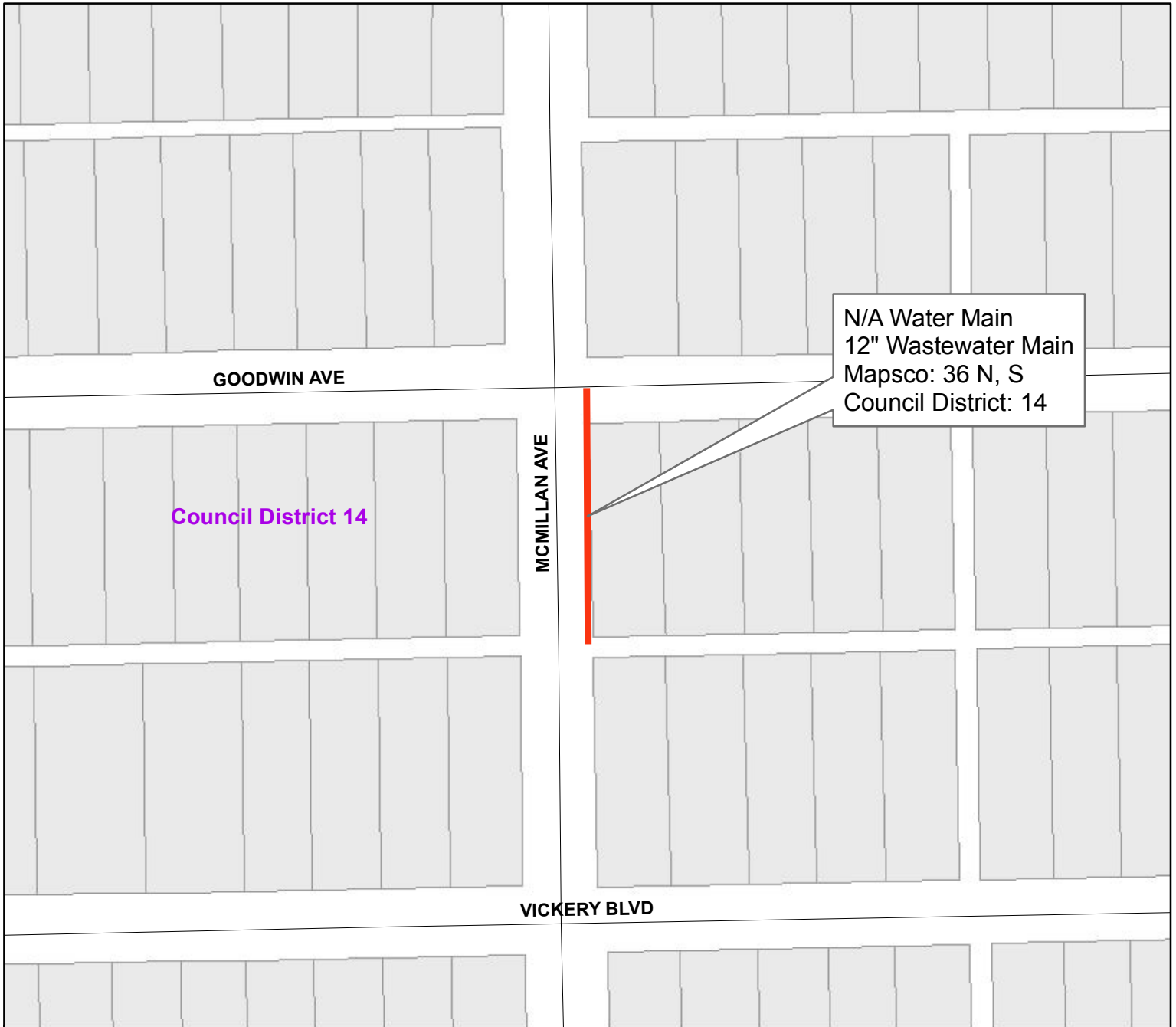
**Dallas Water Utilities**  
**Contract No. 16-041/042**  
**Water and Wastewater Main Installations**  
**at 14 Locations**



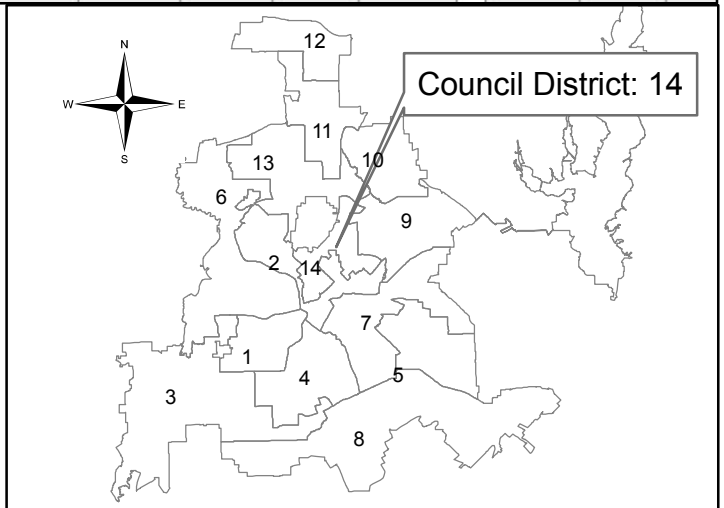
Alley between Rawlins Street and Lemmon Avenue  
 from Wycliff Avenue to Hawthorne Avenue



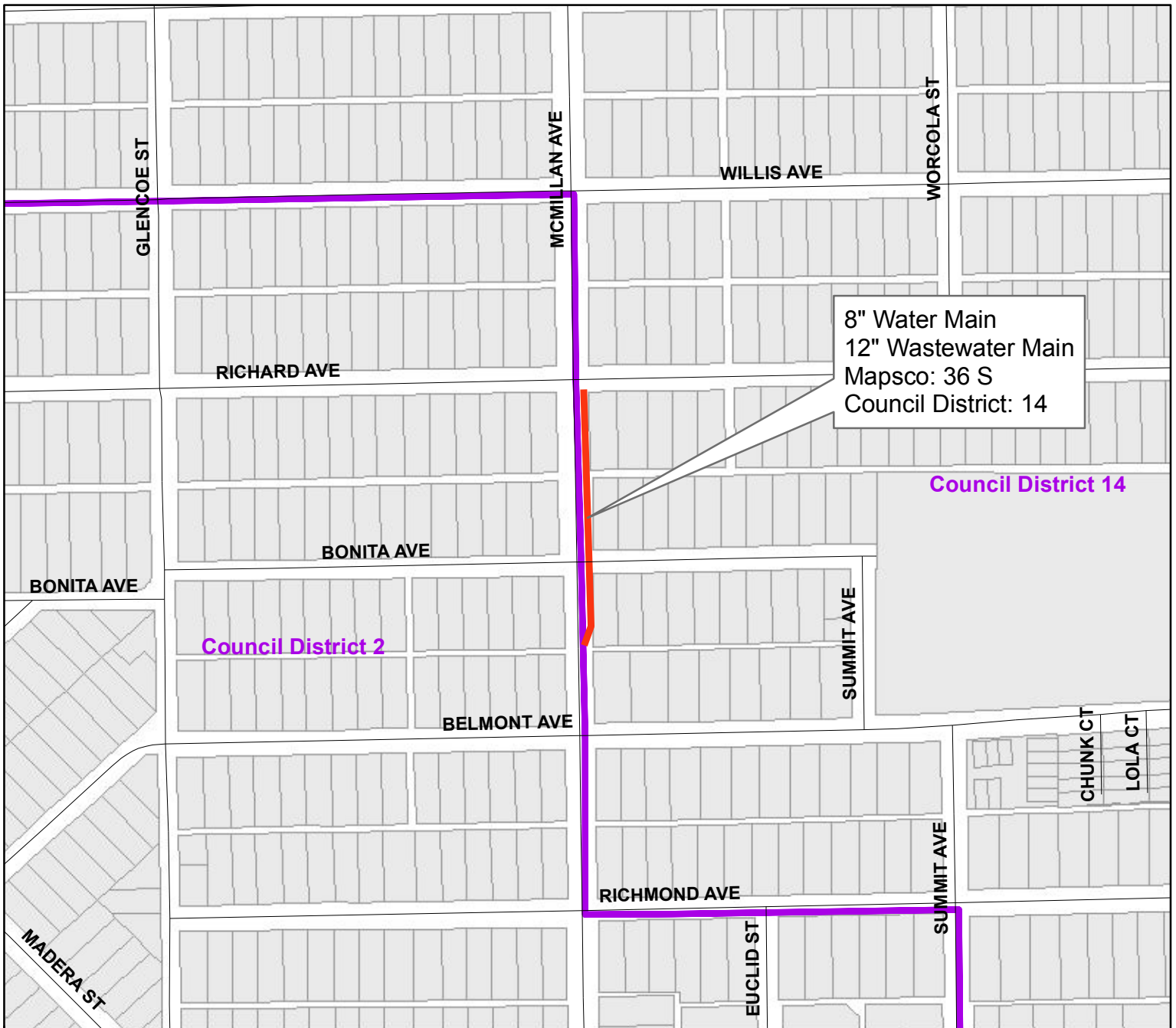
**Dallas Water Utilities**  
**Contract No. 16-041/042**  
**Water and Wastewater Main Installations**  
**at 14 Locations**



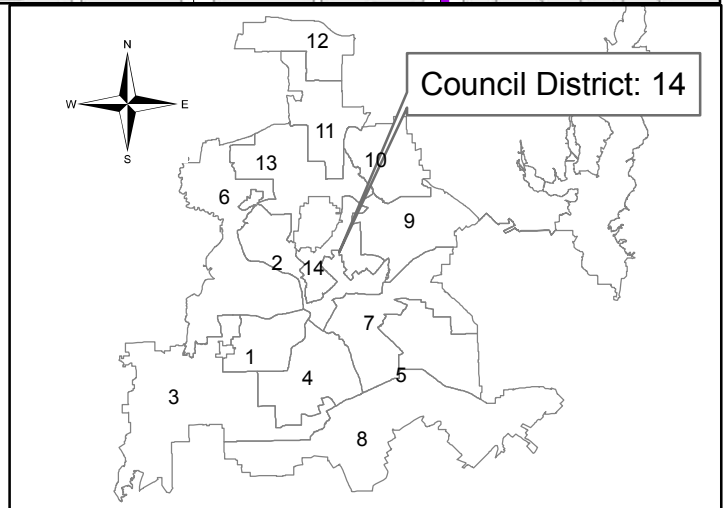
McMillan Avenue  
from Goodwin Avenue south



**Dallas Water Utilities**  
**Contract No. 16-041/042**  
**Water and Wastewater Main Installations**  
**at 14 Locations**



McMillan Avenue  
from Richard Avenue south



**Dallas Water Utilities**  
**Contract No. 16-041/042**  
**Water and Wastewater Main Installations**  
**at 14 Locations**



**KEY FOCUS AREA:** Economic Vibrancy  
**AGENDA DATE:** August 24, 2016  
**COUNCIL DISTRICT(S):** 4  
**DEPARTMENT:** Water Utilities  
**CMO:** Mark McDaniel, 670-3256  
**MAPSCO:** 55 B

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**SUBJECT**

Authorize Supplemental Agreement No. 1 to the engineering services contract with DAL-TECH Engineering, Inc. for additional design services for paving, drainage, and water and wastewater main improvements in The Bottom area - Not to exceed \$678,548, from \$928,166 to \$1,606,714 - Financing: Water Utilities Capital Construction Funds (\$45,130), Water Utilities Capital Improvement Funds (\$67,695) and 2012 Bond Funds (\$565,723)

**BACKGROUND**

This action is for additional design services necessary to accommodate paving, drainage, water and wastewater main improvements for The Bottom area. This is an area of approximately 110 acres bounded by south R.L. Thornton Freeway to the west, Corinth Street to the east, Hutchins Avenue to the south, and the Trinity River levee to the north. These improvements will support infill housing development and neighborhood beautification efforts proposed by the Housing and Community Services Department. Under the original contract, DAL-TECH Engineering, Inc. was tasked with engineering services to replace some of the water and wastewater mains in this area. Based on DAL-TECH Engineering, Inc.'s familiarity with the area and previous design work they were requested to provide a proposal for additional engineering services for infrastructure upgrades to the entire Bottom area.

The majority of the existing infrastructure in this area is substandard due to age, material, or condition and is not sufficient to support the proposed development of existing single family residential lots and minor mixed use development. The water and wastewater mains targeted for design were built between 1956 and 1961.

**BACKGROUND** (Continued)

These mains contribute to water quality issues, in addition to excessive maintenance and service interruptions. The renewal of the proposed segments will increase the quality and capacity of the water and wastewater systems and reduce overall maintenance costs.

**ESTIMATED SCHEDULE OF PROJECT**

Begin Design	September 2016
Complete Design	April 2017
Begin Construction	May 2017
Complete Construction	May 2018

**PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)**

Authorized a professional services contract with DAL-TECH Engineering, Inc. to provide engineering design services for the renewal of water and wastewater mains at 34 locations on January 12, 2011, by Resolution No. 11-0187.

Information about this item will be provided to the Transportation & Trinity River Project Committee on August 22, 2016.

**FISCAL INFORMATION**

\$45,130.00 - Water Utilities Capital Construction Funds  
 \$67,695.00 - Water Utilities Capital Improvement Funds  
 \$565,722.50 - 2012 Bond Funds

Design	\$ 928,166.00
Supplemental Agreement No. 1 (this action)	<u>\$ 678,547.50</u>
Total Project Cost	\$1,606,713.50

**M/WBE INFORMATION**

See attached.

**ETHNIC COMPOSITION**

**DAL-TECH Engineering, Inc.**

Hispanic Female	0	Hispanic Male	1
Black Female	4	Black Male	3
White Female	4	White Male	10
Other Female	1	Other Male	1

**OWNER**

**DAL-TECH Engineering, Inc.**

Sedi Toumani, P.E., President

**MAP**

Attached

## **BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY**

**PROJECT:** Authorize Supplemental Agreement No. 1 to the engineering services contract with DAL-TECH Engineering, Inc. for additional design services for paving, drainage, and water and wastewater main improvements in The Bottom area - Not to exceed \$678,548, from \$928,166 to \$1,606,714 - Financing: Water Utilities Capital Construction Funds (\$45,130), Water Utilities Capital Improvement Funds (\$67,695) and 2012 Bond Funds (\$565,723)

DAL-TECH Engineering, Inc. is a local, minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-consultants.

**PROJECT CATEGORY:** Architecture & Engineering

### **LOCAL/NON-LOCAL CONTRACT SUMMARY - THIS ACTION ONLY**

	<u>Amount</u>	<u>Percent</u>
Local contracts	\$668,547.50	98.53%
Non-local contracts	\$10,000.00	1.47%
<b>TOTAL THIS ACTION</b>	<b>\$678,547.50</b>	<b>100.00%</b>

### **LOCAL/NON-LOCAL M/WBE PARTICIPATION THIS ACTION**

#### **Local Contractors / Sub-Contractors**

<u>Local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
Iconic Consulting Group, Inc.	BMDB32474Y0317	\$56,000.00	8.38%
Urban Engineers Group, Inc.	HFDB10630Y0716	\$41,000.00	6.13%
Chelliah Consultants, Inc.	IMDB60714N0617	\$8,000.00	1.20%
Lim & Associates, Inc.	PMDB90825Y0617	\$25,500.00	3.81%
DAL-TECH Engineering, Inc.	WFWB63908Y0017	\$495,547.50	74.12%
Caye Cook & Associates	WFWB56133Y0618	\$25,000.00	3.74%
MEP Consulting Engineers, Inc.	WFWB63490Y1116	\$13,500.00	2.02%
MS Dallas	WFWB64722Y0417	\$4,000.00	0.60%
<b>Total Minority - Local</b>		<b>\$668,547.50</b>	<b>100.00%</b>

#### **Non-Local Contractors / Sub-Contractors**

<u>Non-local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
The Rios Group, Inc.	HFDB27179Y0717	\$10,000.00	100.00%
<b>Total Minority - Non-local</b>		<b>\$10,000.00</b>	<b>100.00%</b>

**BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY**  
**Page 2**

**TOTAL M/WBE PARTICIPATION**

	<b>This Action</b>		<b>Participation to Date</b>	
	<b><u>Amount</u></b>	<b><u>Percent</u></b>	<b><u>Amount</u></b>	<b><u>Percent</u></b>
African American	\$56,000.00	8.25%	\$130,253.28	8.11%
Hispanic American	\$51,000.00	7.52%	\$143,816.60	8.95%
Asian American	\$33,500.00	4.94%	\$89,189.96	5.55%
Native American	\$0.00	0.00%	\$0.00	0.00%
WBE	\$538,047.50	79.29%	\$1,215,608.68	75.66%
Total	\$678,547.50	100.00%	\$1,578,868.52	98.27%

August 24, 2016

**WHEREAS**, on January 12, 2011, the City Council awarded Contract No. 10-207/208E in the amount of \$928,166.00, by Resolution No. 11-0187, to DAL-TECH Engineering, Inc., to provide engineering design services for the renewal of water and wastewater mains at 34 locations; and,

**WHEREAS**, additional engineering services are required for paving, drainage, and water and wastewater main improvements for The Bottom area; and,

**WHEREAS**, DAL-TECH Engineering, Inc., 17400 Dallas Parkway, Suite 110, Dallas, Texas 75287, has submitted an acceptable proposal to provide these engineering services; and,

**WHEREAS**, Dallas Water Utilities recommends that Contract No. 10-207/208E be increased by \$678,547.50, from \$928,166.00 to \$1,606,713.50.

**Now, Therefore,**

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

**Section 1.** That the proposed Supplemental Agreement No. 1 be accepted and that Contract No. 10-207/208E with DAL-TECH Engineering, Inc., be revised accordingly.

**Section 2.** That the City Manager is hereby authorized to execute the contract with DAL-TECH Engineering, Inc. in the amount of \$678,547.50, after it has been approved as to form by the City Attorney.

**Section 3.** That the Chief Financial Officer is hereby authorized to disburse funds in an amount not to exceed \$678,547.50 from the Water Construction Fund, Wastewater Capital Improvement Fund, Housing Development Fund, and Economic Development and Housing Development Fund as follows:

<u>FUND</u>	<u>DEPT</u>	<u>UNIT</u>	<u>OBJ</u>	<u>PRO</u>	<u>ENCUMBRANCE</u>	<u>VENDOR</u>
0102	DWU	CW40	4111	710207	CT-DWU710207CP	262063

DAL-TECH Engineering, Inc. - (Contract No. 10-207E) - \$45,130.00

<u>FUND</u>	<u>DEPT</u>	<u>UNIT</u>	<u>OBJ</u>	<u>PRO</u>	<u>ENCUMBRANCE</u>	<u>VENDOR</u>
2116	DWU	PS40	4111	710208	CT-DWU710208CP	262063

DAL-TECH Engineering, Inc. - (Contract No. 10-208E) - \$67,695.00

August 24, 2016

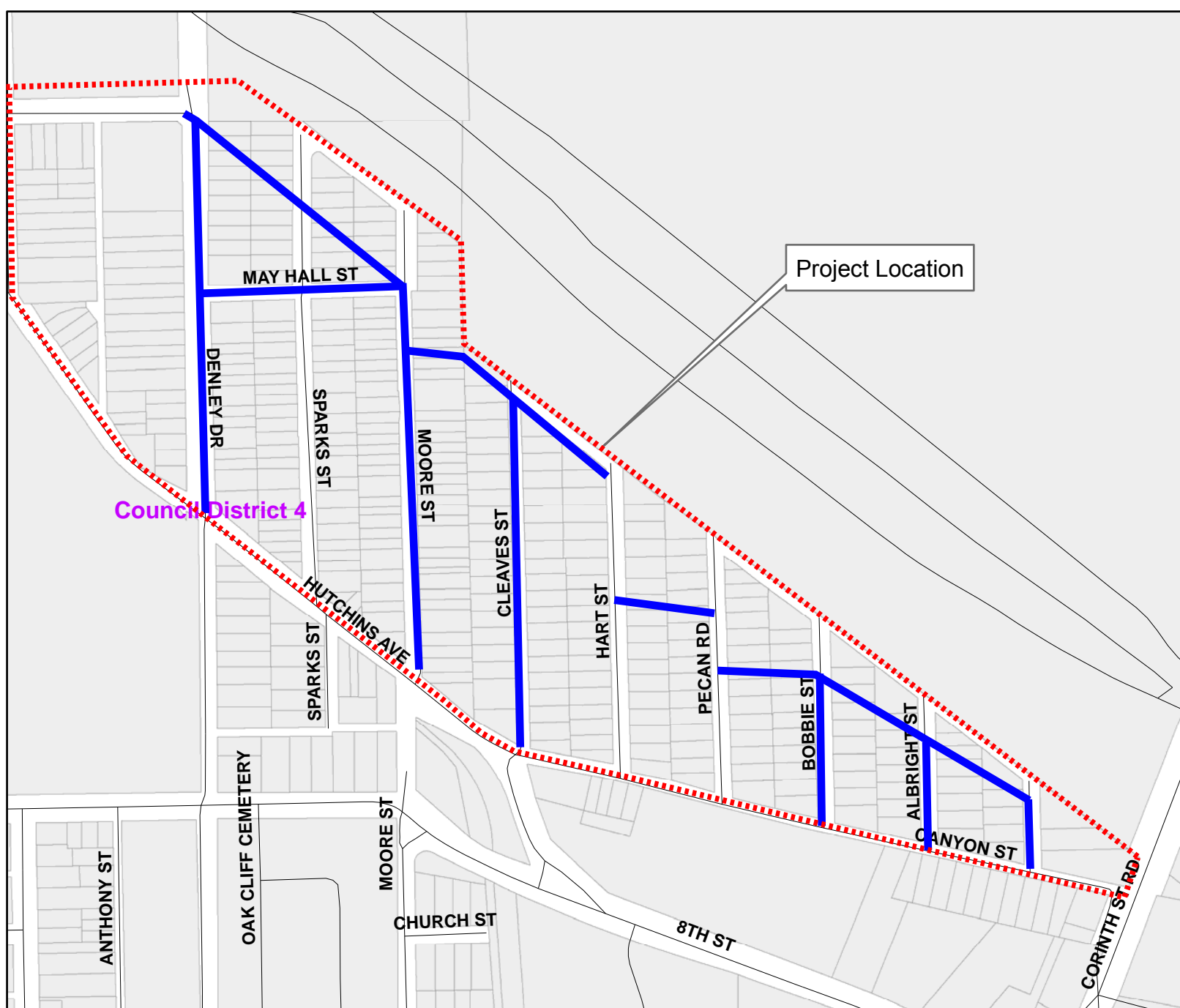
<u>FUND</u>	<u>DEPT</u>	<u>UNIT</u>	<u>ACT</u>	<u>OBJ</u>	<u>PRO</u>	<u>ENCUMBRANCE</u>	<u>VENDOR</u>
2U53	HOU	W137	NERI	4111	PBHOU001	PBWHOU001K1	262063

DAL-TECH Engineering, Inc. - (Contract No. 10-207/208E) - \$488,995.00

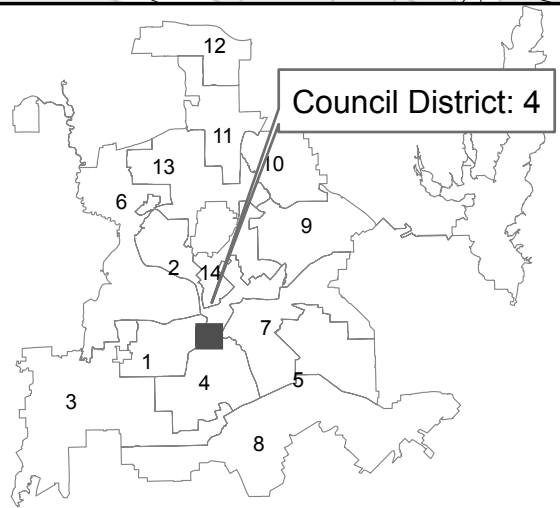
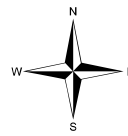
<u>FUND</u>	<u>DEPT</u>	<u>UNIT</u>	<u>ACT</u>	<u>OBJ</u>	<u>PRO</u>	<u>ENCUMBRANCE</u>	<u>VENDOR</u>
3U53	HOU	W138	NERI	4111	PBHOU001	PBWHOU001K1	262063

DAL-TECH Engineering, Inc. - (Contract No. 10-207/208E) - \$76,727.50

**Section 4.** 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.



Mapsc0: 55 B



**Dallas Water Utilities**  
**Contract No. 10-207/208E, Supplemental Agreement No. 1**  
**The Bottom - Paving, Drainage, and Water and Wastewater Main Improvements**



**KEY FOCUS AREA:** Economic Vibrancy

**AGENDA DATE:** August 24, 2016

**COUNCIL DISTRICT(S):** 4, 7, 8

**DEPARTMENT:** Public Works Department  
Water Utilities

**CMO:** Jill A. Jordan, P.E., 670-5299  
Mark McDaniel, 670-3256

**MAPSCO:** 47D 65A 66P Q

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**SUBJECT**

Authorize a benefit assessment hearing to receive comments on street paving, water and wastewater main improvements, and alley paving for Project Group 12-3003; and at the close of the hearing, authorize an ordinance levying benefit assessments, and a construction contract with Camino Construction, L.P., lowest responsible bidder of five (list attached) - Not to exceed \$1,443,519 - Financing: 2012 Bond Funds (\$1,027,882), Water Utilities Capital Construction Funds (\$11,900) and Water Utilities Capital Improvement Funds (\$403,737)

**BACKGROUND**

Longhorn Street from Ferguson Road to Bar X Street was requested by property owner petition and accepted on December 22, 2009. The alley between Bluffman Drive, Castle Hills Drive and Lovingood Drive from Lovingood Drive to Loud Drive was requested by property owner petition and accepted on May 10, 2006. The alley between Idaho Avenue and Maryland Avenue from Holden Avenue to an estimated 250 feet south to the Dallas Power and Light Property was requested by property owner petition and accepted on August 24, 2009. All of these projects were subsequently funded in the 2012 Bond Program. A professional services contract for the design was authorized by City Council on September 25, 2013, by Resolution No. 13-1731 and on December 11, 2013, by Resolution No. 13-2072. This action will allow the public hearing to be held and will authorize the levying of assessments and contract for construction. The street improvements will consist of upgrading the existing unimproved two-lane asphalt streets with 26-foot wide concrete pavement with curbs, sidewalks, drive approaches, water and wastewater main improvements. The alley improvements will consist of upgrading the unimproved gravel and dirt alleys with 10-foot wide concrete pavement.

**BACKGROUND** (Continued)

The paving assessment process requires the following three steps:

1. Authorize paving improvements
2. Authorize a benefit assessment hearing
3. Benefit assessment hearing, ordinance levying assessments and authorize contract for construction

This is the 3rd and final step in the process.

The following chart shows Camino Construction, L.P., completed contractual activities for the past three years.

	<u>PBW</u>	<u>WTR</u>	<u>PKR</u>
Projects Completed	2	1	0
Change Orders	3	1	0
Projects Requiring Liquidated Damages	0	0	0
Projects Completed by Bonding Company	0	0	0

**ESTIMATED SCHEDULE OF PROJECT**

Began Design	December 2013
Completed Design	August 2015
Begin Construction	November 2016
Complete Construction	November 2017

**PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)**

Authorized a professional services contract for engineering services on December 11, 2013, by Resolution No. 13-2072.

Authorized a professional services contract for engineering services on September 25, 2013, by Resolution No. 13-1731.

Authorized street paving improvements and a benefit assessment hearing on June 22, 2016, by Resolution No. 16-1071.

Information about this item will be provided to the Transportation and Trinity River Project Committee on August 22, 2016.

**FISCAL INFORMATION**

2012 Bond Funds - \$1,027,881.35  
Water Utilities Capital Construction Funds - \$11,900.00

Water Utilities Capital Improvement Funds - \$403,737.00

**FISCAL INFORMATION** (Continued)

Design	\$ 99,239.25
Construction	
Paving (PBW)	\$1,027,881.35
Water & Wastewater (WTR)	<u>\$ 415,637.00</u>
Total Project Cost	\$1,542,757.60

<b><u>Council District</u></b>	<b><u>Amount</u></b>
4	\$ 74,644.00
7	\$ 212,592.00
8	<u>\$1,156,282.35</u>
Total	\$1,443,518.35

This project does involve assessments.

**M/WBE INFORMATION**

See attached.

**ETHNIC COMPOSITION**

Hispanic Female	2	Hispanic Male	34
African-American Female	0	African-American Male	2
Other Female	0	Other Male	0
White Female	1	White Male	2

**BID INFORMATION**

The following bids with quotes were received and opened on June 3, 2016

\*Denotes successful bidder

<b><u>BIDDERS</u></b>	<b><u>BID AMOUNT</u></b>
* Camino Construction, L.P. 1208 Metro Park Lewisville, TX 75057	\$1,443,518.35
Jeske Construction Co.	\$1,643,541.00
MACVAL Associates LLC	\$1,660,065.00
Vescorp Construction LL	\$1,974,871.95
Contracting Services	\$2,402,091.00

**BID INFORMATION** (Continued)

Original estimate: PBW	\$ 973,165.00
WTR	<u>\$ 363,464.84</u>
Total Project	\$1,336,629.84

**OWNER**

**Camino Construction, L.P.**

Roy Ayala, General Manager

**MAPS**

Attached.

**Project Group 12-3003**

<b><u>Project</u></b>	<b><u>Limits</u></b>	<b><u>Council District</u></b>
Longhorn Street	from Ferguson Road to Bar X Street	7
Alley between Bluffman Drive, Castle Hills Drive and Lovingood Drive	from Lovingood Drive to Loud Drive	8
Alley between Idaho Avenue and Maryland Avenue	from Holden Avenue to an estimated 250 feet south to the Dallas Power and Light Property	4

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE LEVYING ASSESSMENTS AGAINST VARIOUS PERSONS AND THEIR PROPERTY FOR THE PAYMENT OF A PART OF THE COST OF IMPROVING AND PAVING PORTIONS OF THE FOLLOWING STREET AND ALLEYS IN THE CITY OF DALLAS, TEXAS, TO WIT:

**Project Group 12-3003**

**Street:**

1. Longhorn Street from Ferguson Road to Bar X Street

**Alleys:**

2. Alley between Bluffman Drive, Castle Hills Drive and Lovingood Drive from Lovingood Drive to Loud Drive
3. Alley between Idaho Avenue and Maryland Avenue from Holden Avenue to an estimated 250 feet south to the Dallas Power and Light Property

PROVIDING FOR THE TIME WHEN SUCH ASSESSMENTS BECOME DUE AND PAYABLE, THE RATE OF INTEREST, AND FIXING A CHARGE AND LIEN AGAINST SAID PROPERTY AND MAKING SAID CHARGE A PERSONAL LIABILITY OF THE PROPERTY OWNERS OWNING PROPERTY ABUTTING ON SAID STREET AND ALLEYS, AND PROVIDING FOR THE COLLECTION THEREOF; AND DECLARING AN EMERGENCY.

**WHEREAS**, heretofore a resolution was duly adopted by the City Council ordering the improvements of

**Project Group 12-3003**

**Street:**

1. Longhorn Street from Ferguson Road to Bar X Street

**Alleys:**

2. Alley between Bluffman Drive, Castle Hills Drive and Lovingood Drive from Lovingood Drive to Loud Drive
3. Alley between Idaho Avenue and Maryland Avenue from Holden Avenue to an estimated 250 feet south to the Dallas Power and Light Property

by filling, raising, grading, and paving same; and,

**WHEREAS**, pursuant to said resolution, specifications and an estimate of the cost of such improvements were prepared for said work by the Director of Public Works (City Engineer), filed with said Council, examined, approved, and adopted by it, all as required by applicable law; and,

**WHEREAS**, in compliance with the law the City Engineer prepared his statements or lists showing the names of property owners upon said street and alleys the description of their property, the total cost of the said improvements, the cost there of per front foot and cost to each property owner, said statements possessing all the other requisites required by law; and,

**WHEREAS**, thereafter the said statements were filed with the City Council and by them examined and approved and a resolution was passed by said Council determining the necessity of making an assessment for part of the cost of said pavement against property owners and their property, and fixing a time and providing for a hearing to such property owners, all in accordance with the terms of applicable law, at which hearing to such property owners were to be heard as to the benefits of the said improvements to their property, as to any error or invalidity in said proceedings, or to any matter or thing connected with the said improvements; and,

**WHEREAS**, the said resolution in connection with the improvement of said street and alleys was duly adopted in compliance with the law on the 22nd day of June, 2016; and,

**WHEREAS**, in accordance with the terms of the law, the City of Dallas gave notice to the property owners on said street and alleys of said hearing, by publishing a copy of said notice in the Dallas Morning News, a daily paper of general circulation in the City of Dallas, for three successive days prior to the days set for the hearing, to wit, the 24th day of August, 2016; and the City also gave notice of said hearing by mailing letters containing the same to said property owners at least fourteen (14) days before the said hearing; provided, however, that any failure of the property owners to receive said notices shall not invalidate these proceedings; and,

**WHEREAS**, said hearing was held at the time and place mentioned in the said resolution and notice, to wit, on the 24th day of August, 2016 at 1:00 o'clock P.M. at the Council Chamber in the City Hall of the City of Dallas, Texas, which hearing was then closed; and,

**WHEREAS**, at said hearing, all desiring to contest the said assessments, correct the same, or in any manner be heard concerning the benefits thereof, or in any related matter, were heard, and errors and all matters of error or mistake or inequalities or other matters requiring rectification which were called to the attention of the Council were rectified and corrected.

**Now, Therefore,**

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DALLAS, TEXAS:**



**SECTION 1.** That the action of the City Council closing the hearing and overruling the protests at the public hearing on the 24th day of August, 2016, in these proceedings is hereby ratified and confirmed by this ordinance. That the City Council, from the evidence, finds that the assessments herein levied should be made and levied against the respective parcels of property abutting upon the street and alleys herein below mentioned and against the owners thereof; that such assessments and charges are right and proper, and are substantially in proportion to the benefits to the respective parcels of property by means of the improvement in the unit or district for which such assessments are levied, and establish substantial justice, equality, and uniformity between the respective owners of the respective properties between all parties concerned, considering the benefits received and burdens imposed. The Council further finds that in each case the abutting property assessed is specially benefited in enhanced value to the said properties by means of the said improvements in the unit or district upon which the particular property abuts, and for which assessment is levied and charge made, in a sum in excess of the said assessment and charge made against the same by this ordinance. The Council further finds that the apportionment of the cost of the improvements is in accordance with the law in force in this City and that the proceedings of the City heretofore had with reference to said improvements are in all respects valid and regular.

**SECTION 2.** That there shall be and is hereby levied and assessed against the parcels of property hereinbelow mentioned, and against the real and true owners thereof (whether such owners be correctly named herein or not), the sums of money below mentioned and itemized shown opposite the description of the respective parcels of property, and the several amounts assessed against the same and the owners thereof, as far as such owners are known, being as follows:

**Project Group 12-3003**

**Street:**

1. Longhorn Street from Ferguson Road to Bar X Street

**Alleys:**

2. Alley between Bluffman Drive, Castle Hills Drive and Lovingood Drive from Lovingood Drive to Loud Drive
3. Alley between Idaho Avenue and Maryland Avenue from Holden Avenue to an estimated 250 feet south to the Dallas Power and Light Property

Grand Total Property Owners' Cost - Assessments	\$200,693.77	
Adjustments Per Enhancement Evaluation	\$124,476.00	
Grand Net Due by Owner		\$76,217.77
Grand Total City of Dallas' Cost - Paving	\$886,123.58	
Grand Total City of Dallas' Cost - Drainage	\$65,540.00	
Grand Total Water Utilities Department Cost Water and Wastewater Mains	\$415,637.00	
Grand Total City of Dallas' Cost		\$1,367,300.58
Grand Total Cost of Improvements		\$1,443,518.35

**SECTION 3.** That where more than one person, firm or corporation owns an interest in any property above described, each said person, firm or corporation shall be personally liable for its, his or her pro rata of the total assessment against such property in proportion as its, his or her respective interest bears to the total ownership of such property, and its, his or her respective interest in such property may be released from the assessment lien upon payment of such proportionate sum.

**SECTION 4.** That the several sums above mentioned and assessed against the said parcels of property and the owners thereof, and interest thereon at the rate of eight per centum (8.00%) per annum, together with reasonable attorney's fees and costs of collection, if incurred, are hereby declared to be and are made a lien upon the respective parcels of property against which the same are assessed, and a personal liability and charge against the real and true owners of such property, whether such owners be named herein or not, and the said liens shall be and constitute the first enforceable lien and claim against the property on which such assessments are levied, and shall be a first paramount lien thereon, superior to all other liens and claims except State, County, School District and City ad valorem taxes.

That the cost shall be assessed against said owners and their property respectively, in accordance with what is known as the "Front-Foot Plan", in proportion as the frontage of the property of each owner is to the whole frontage improved and shall be payable in monthly installments not to exceed one hundred twenty (120) in number, the first of which shall be payable within thirty (30) days from the date of the completion of said improvements and their acceptance by the City of Dallas, and one installment each month thereafter until paid, together with interest thereon at the current rate established and adopted by the City Council applicable to Public Improvement Assessment Accounts being paid by installments and not to exceed the statutory rate, with the provision that any of said installments may be paid at any time before maturity by the payment of the principal and the accrued interest thereon. Any property owner against whom and whose property assessment has been levied may pay the whole assessment chargeable to him without interest within thirty (30) days after the acceptance and completion of said improvements.

**SECTION 5.** That if default be made in the payment of any of the said sums hereby assessed against said property owners and their property, collection thereof shall be enforced either by suit in any court having jurisdiction or by lien foreclosure.

**SECTION 6.** That for the purpose of evidencing the several sums payable by said property owners and the time and terms of payment, and to aid in the enforcement thereof, assignable certificates may be issued by the City of Dallas upon the completion and acceptance of the said work of improvement, which shall be executed by the Mayor, signing the same or by his facsimile signature impressed thereon, attested by the City Secretary, under the impress of the corporate seal, and shall be payable to the City of Dallas, or its assigns, which certificate shall declare the said amounts and the time and terms of payment thereof, and the said rate of interest payable thereof, and shall contain the name of the owner and the description of his property by Lot or Block Number of front feet thereof, or such description as may otherwise identify the same by reference to any other fact, and if said property shall be owned by an estate, then the description thereof as so owned shall be sufficient.

And that the said certificates shall further provide that if default shall be made in the payment of any installment of principal or interest thereon, when due then at the option of the said City of Dallas being the owner and holder thereof, the whole of the said assessment shall at once become due and payable and shall be collectible with reasonable attorney's fees and costs if incurred.

And that the said certificates shall further set forth and evidence the said personal liability of the owner and the lien upon his premises and shall provide that if default shall be made in the payment thereof, the same may be enforced as above provided.

And the said certificates shall further recite that the proceedings with reference to making said improvements have been regularly in compliance with the terms of the applicable law, and that all prerequisites to the fixing of the lien and claims of personal liability evidenced by such certificates have been performed, which recitals shall be prima facie evidence of the facts so recited and no further proof thereof shall be required.

That the said certificates shall also provide that the amounts payable thereunder shall be paid to the City Controller of the City of Dallas, who shall credit said payments upon the said certificates, and shall immediately deposit the amounts so collected with the City Treasurer of the City of Dallas, to be kept and held by him in a special fund, which is hereby designated as Capital Assessments Fund and which payments shall be by the Treasurer paid to the said City of Dallas or other holder of the said certificates, on presentation thereof to him, duly credited by the City Controller the said credit by said City Controller being the Treasurer's Warranty for making such payment and the said City of Dallas or other holder of said certificate, shall receipt in writing to said Treasurer when paid in full, together with all costs of collection.

**SECTION 6.** (Continued)

And that the said certificates shall further provide that the City of Dallas shall exercise all legal power, when requested so to do by the holder of said certificate, to aid in the collection thereof; but the City of Dallas shall in nowise be liable to the holder of said certificates in any manner for payment of the amount evidenced by the said certificates or for any costs or expense in the premises, or for any failure of the said City Council or any of its officers in connection therewith.

Full power to make and levy reassessments, and to correct mistakes, errors, invalidates or irregularities, either in the assessments or in the certificates issued in evidence thereof, is in accordance with the law in force in this City, vested in the City.

**SECTION 7.** That all assessments levied are a personal liability and charged against the real and true owners of the premises described, notwithstanding such owners may not be named, or may be incorrectly named.

**SECTION 8.** That the assessments herein levied are made and levied under and by virtue of the terms, powers and provisions of an Act passed at the First Called Session of the Fortieth Legislature of the State of Texas, known as Chapter 106 of the Acts of said Session, with amendments thereto, now shown as Texas Transportation Code Annotated Section 311 and 313 (Vernon's 1996), which said law has been adopted as an alternative method for the construction of street and alleys improvements in the City of Dallas, Texas, by Chapter XX of the Charter of the City of Dallas.

**SECTION 9.** That the assessments so levied are for the improvements in the particular unit or district upon which the property described abuts, and the assessments for the improvements in one unit or district are in nowise related to or connected with the improvements in any other unit or district, and in making assessments and in holding said hearing, the amounts assessed for improvements in one unit or district have been in nowise affected by any fact in anywise connected with the improvements or the assessments therefore in any other unit or district.

**SECTION 10.** That the City Manager, or his designee, is hereby authorized to execute releases of any paving assessment liens herein levied and assessed against the parcels of property and owners thereof, if same are fully paid, such releases to be approved as to form by the City Attorney and attested by the City Secretary.

**SECTION 11.** That this Ordinance shall take effect immediately from and after its passage and publication in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly ordained.

APPROVED AS TO FORM:  
Christopher D. Bowers, Interim City Attorney

BY \_\_\_\_\_  
Assistant City Attorney

Prepared by \_\_\_\_\_  
Project Coordinator

Approved by \_\_\_\_\_  
Director, Public Works Department

## BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY

**PROJECT:** Authorize a benefit assessment hearing to receive comments on street paving, water and wastewater main improvements, and alley paving for Project Group 12-3003; and at the close of the hearing, authorize an ordinance levying benefit assessments, and a construction contract with Camino Construction, L.P., lowest responsible bidder of five (list attached) - Not to exceed \$1,443,519 - Financing: 2012 Bond Funds (\$1,027,882), Water Utilities Capital Construction Funds (\$11,900) and Water Utilities Capital Improvement Funds (\$403,737)

Camino Construction, L.P., is a non-local, minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-contractors.

**PROJECT CATEGORY:** Construction

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### LOCAL/NON-LOCAL CONTRACT SUMMARY

	<u>Amount</u>	<u>Percent</u>
Total local contracts	\$730,499.00	50.61%
Total non-local contracts	\$713,019.35	49.39%
<b>TOTAL CONTRACT</b>	<b>\$1,443,518.35</b>	<b>100.00%</b>

### LOCAL/NON-LOCAL M/WBE PARTICIPATION

#### Local Contractors / Sub-Contractors

<u>Local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
Muniz Construction	HMMB62532N0716	\$347,821.00	47.61%
<b>Total Minority - Local</b>		<b>\$347,821.00</b>	<b>47.61%</b>

#### Non-Local Contractors / Sub-Contractors

<u>Non-local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
Camino Construction	HMDB53968Y1016	\$672,357.35	94.30%
Miller Surveying	WFWB64425N0317	\$16,000.00	2.24%
<b>Total Minority - Non-local</b>		<b>\$688,357.35</b>	<b>96.54%</b>

**TOTAL M/WBE CONTRACT PARTICIPATION**

	<b><u>Local</u></b>	<b><u>Percent</u></b>	<b><u>Local &amp; Non-Local</u></b>	<b><u>Percent</u></b>
African American	\$0.00	0.00%	\$0.00	0.00%
Hispanic American	\$347,821.00	47.61%	\$1,020,178.35	70.67%
Asian American	\$0.00	0.00%	\$0.00	0.00%
Native American	\$0.00	0.00%	\$0.00	0.00%
WBE	\$0.00	0.00%	\$16,000.00	1.11%
Total	<u>\$347,821.00</u>	<u>47.61%</u>	<u>\$1,036,178.35</u>	<u>71.78%</u>



August 24, 2016

**WHEREAS**, heretofore, a resolution was duly adopted by the City Council of the City of Dallas for the improvement of the following street and alleys between the limits set forth, out of materials specified, ordering that bids be taken for the construction, and ordering that an estimate of the cost of such improvements be prepared, to wit:

**Project Group 12-3003**

**Street:**

1. Longhorn Street from Ferguson Road to Bar X Street

**Alleys:**

2. Alley between Bluffman Drive, Castle Hills Drive and Lovingood Drive from Lovingood Drive to Loud Drive
3. Alley between Idaho Avenue and Maryland Avenue from Holden Avenue to an estimated 250 feet south to the Dallas Power and Light Property; and

**WHEREAS**, by resolution such estimate and specifications were duly adopted therefore, and the Purchasing Agent was authorized to advertise for bids for such construction; and,

**WHEREAS**, by resolution the City Council determined the necessity for assessing a portion of the cost of such improvements against the property abutting such improvements, and the owners thereof, and duly and legally set a time and place for a public hearing thereon, and provided for notice to be given to such owners, as provided by law; and,

**WHEREAS**, the said hearing was duly held at said time and place; and,

**WHEREAS**, the City Council, after fully considering said proposed assessments, and fully considering the benefits that each property owner and his property receive from making said improvements, is of the opinion that the said proposed assessments determined to be levied are fair and equitable, and in accordance with the enhancement report submitted by Con-Real, LP, an independent appraiser, representing the benefits that the said property receives in enhanced values from the making of the said improvements, and that the said assessments should be made; and,

**WHEREAS**, the Council having no further protest, remonstrance, or objection before it, is of the opinion that the said hearing should be closed.

August 24, 2016

**Now, Therefore,**

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

**SECTION 1.** That the said hearing held on the 24th day of August A.D. 2016 be and the same is hereby ordered closed.

**SECTION 2.** That the City Attorney is hereby directed to prepare an ordinance assessing against the several owners of the abutting property, and against their property abutting upon the street and alleys hereinabove mentioned, the proportionate part of said cost herein adjudged against the said respective owners and their property, such assessments to be in accordance with the attached enhancement report. That the said ordinance shall fix a lien upon said property, and shall declare said respective owners thereof to be respectively liable for the amounts so adjudged against them. Said ordinance shall in all respects comply with the applicable law in such cases made and provided.

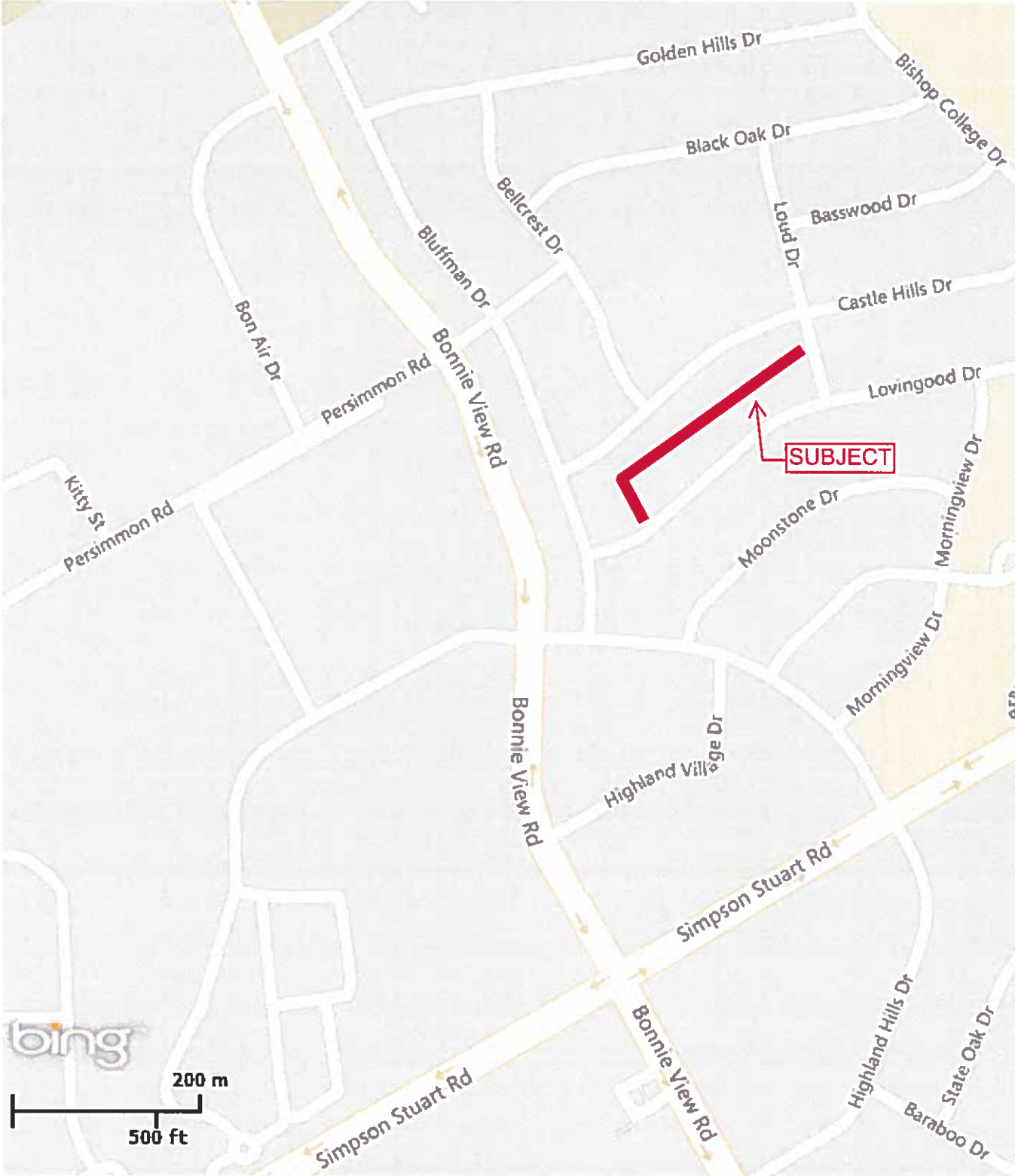
**SECTION 3.** That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

**PROJECT GROUP 12-3003**



**MAPSCO 47D**

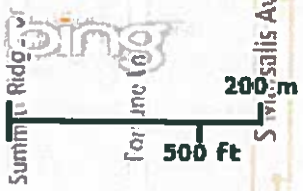
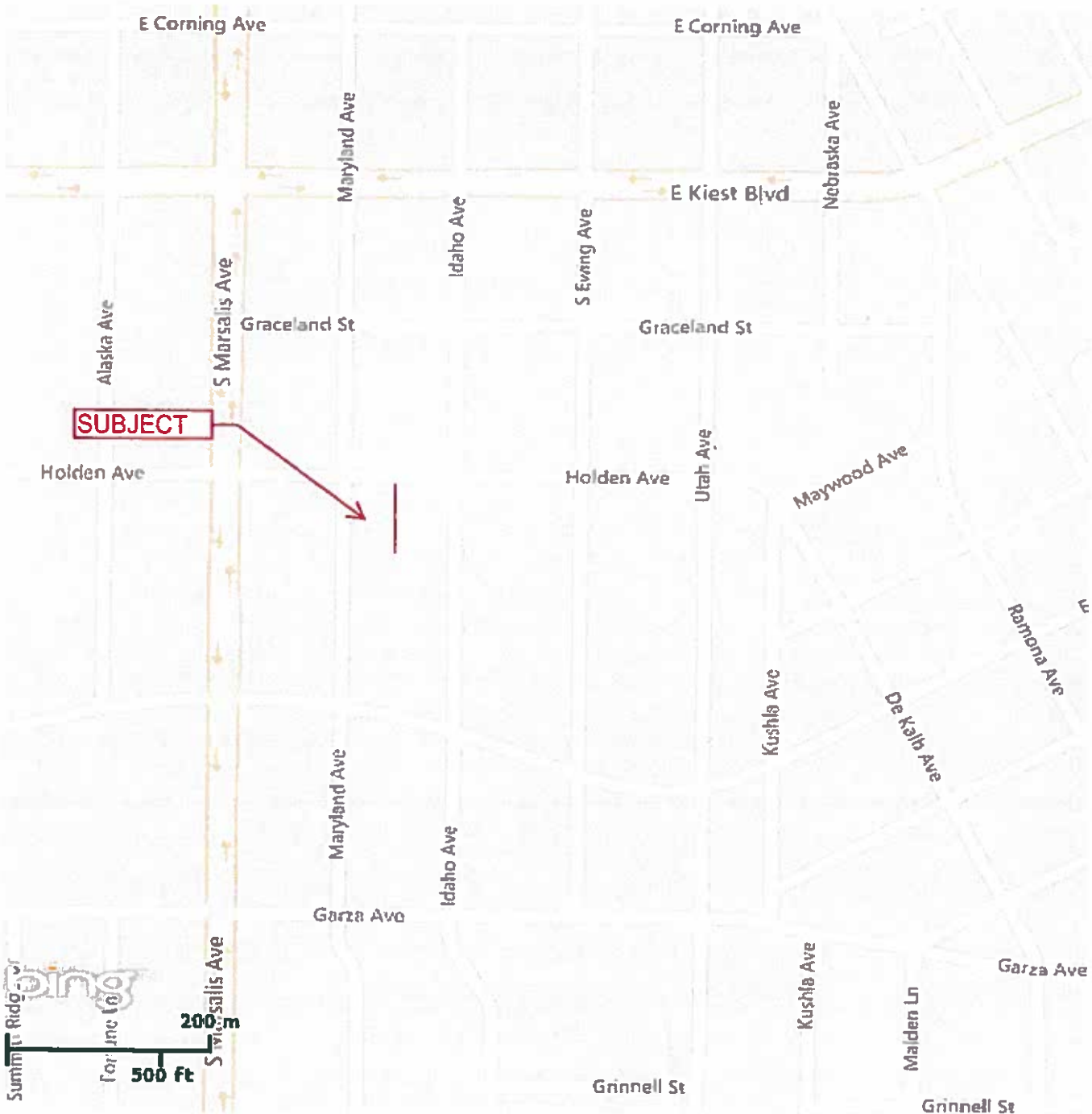
**PROJECT GROUP 12-3003**



**MAPSCO 66P, Q**



**PROJECT GROUP 12-3003**



**MAPSCO 65A**



**KEY FOCUS AREA:** Economic Vibrancy  
**AGENDA DATE:** August 24, 2016  
**COUNCIL DISTRICT(S):** 9  
**DEPARTMENT:** Trinity Watershed Management  
**CMO:** Mark McDaniel, 670-3256  
**MAPSCO:** 38 S

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**SUBJECT**

A public hearing to receive comments regarding the application for and approval of the fill permit and removal of the floodplain (FP) prefix from approximately .041 acres of the current .166 acres of land, located at 8702 Eustis Avenue, within the floodplain of Ash Creek, Fill Permit 16-06 - Financing: No cost consideration to the City

**BACKGROUND**

This request is to fill approximately .041 acres of the current .166 acre tract, all of which is in the floodplain, to be used for single-family residential. The proposed fill is located at 8702 Eustis Avenue, within the floodplain of Ash Creek.

A neighborhood meeting was held at the Harry Stone Recreation Center on August 5, 2016. Attendees included the property owners and two engineers, six City staff members, and five citizens from the neighborhood. Staff met with these homeowners following the meeting and agreed to monitor the fill closely to ensure no problems were created.

The fill permit application meets all engineering requirements for filling in the floodplain as specified in Part II of the Dallas Development Code, Section 51A-5.105(h). The applicant has not requested a waiver of any criteria. Accordingly, the City Council should approve this application; or, it may pass a resolution to authorize acquisition of the property under the laws of eminent domain and may then deny the application in order to preserve the status quo until acquisition.

**PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)**

This item has no prior action.

**FISCAL INFORMATION**

No cost consideration to the City.

**OWNER/APPLICANT**

Janet Cook  
116 Mapleridge Drive  
Rockwall, Texas 75032

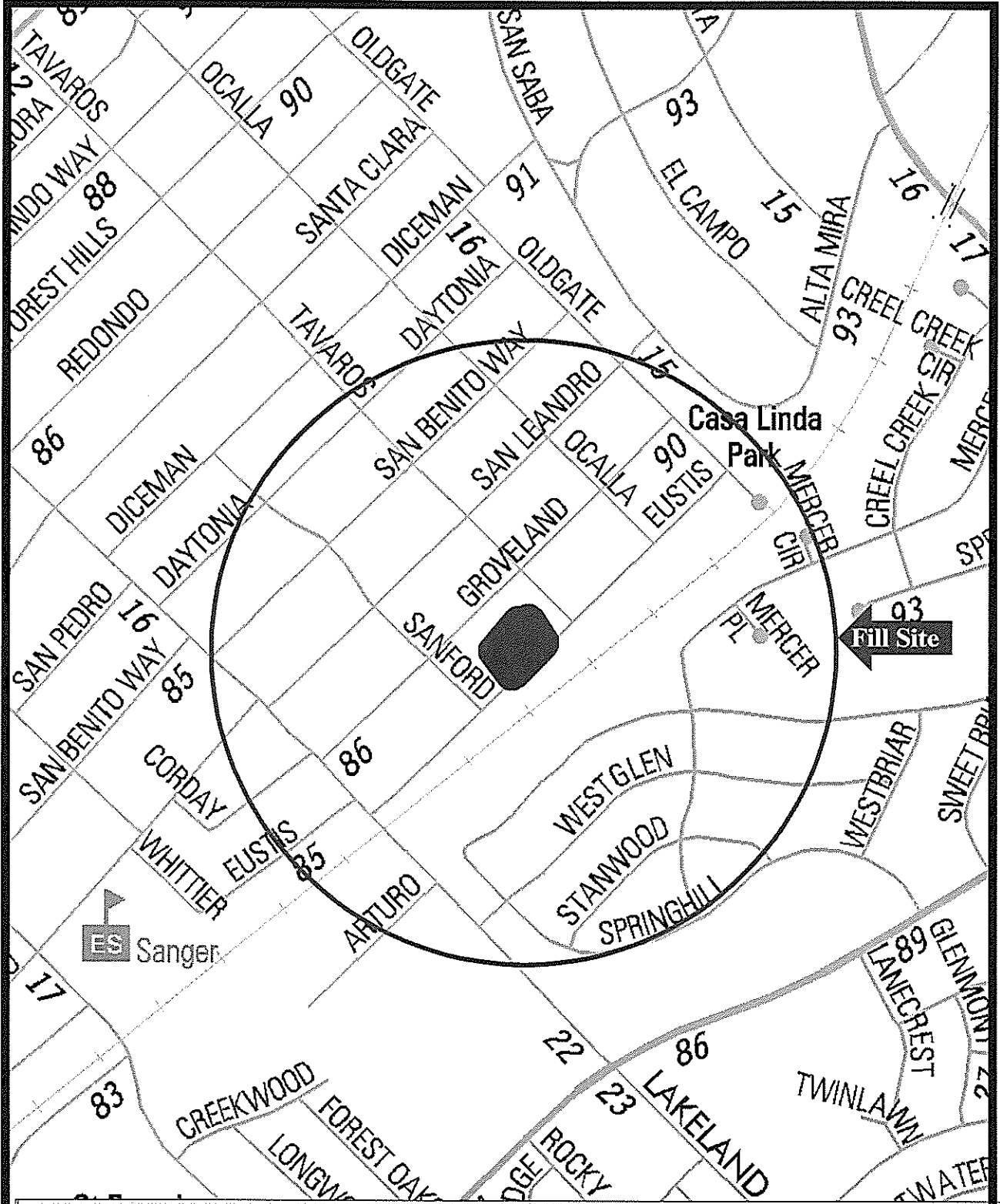
**ENGINEER**

George "Hank" Amen, P.E, C.F.M.  
Hayden Consultants, Inc.  
5005 Greenville Ave. Suite 100A  
Dallas, Texas 75206

**MAP**

Attached.

FILL PERMIT 16-06



1 mile  
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Mapsco 38-S



**KEY FOCUS AREA:** Public Safety  
**AGENDA DATE:** August 24, 2016  
**COUNCIL DISTRICT(S):** 14  
**DEPARTMENT:** Planning and Urban Design  
**CMO:** A. C. Gonzalez, 670-3297  
**MAPSCO:** 35Q R V

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**SUBJECT**

An amendment to the City of Dallas Thoroughfare Plan to change the dimensional classification of Knox Street from Travis Street to McKinney Avenue from a four-lane undivided (M-4-U) roadway within 60 feet of right-of-way to a special three-lane undivided (SPCL 3U) roadway; within 60 feet of right-of-way; and at the close of the hearing, authorize an ordinance implementing the change - Financing: No cost consideration to the City

**BACKGROUND**

The City of Dallas' Planning and Urban Design and Public Works Departments are requesting an amendment to the City of Dallas Thoroughfare Plan to change the dimensional classification of Knox Street from Travis Street to McKinney Avenue. This complete streets project will be funded with 2012 Bond Funds.

This complete streets project will create a multi-modal sustainable design that will improve walkability and enhance the pedestrian experience on the south side of the street by widening the sidewalk from Travis Street to McKinney Avenue and by adding a landscape buffer. It will improve safety in the area by adding pedestrian lighting. The project will convert the head-in parking to angled parking and two mid-block crosswalks will be added. The reduced cross section can accommodate existing and projected traffic volumes.

**PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)**

The City Plan Commission Transportation Committee acted on this item on January 21, 2016, and followed staff recommendation of approval.

The City Plan Commission acted on this item on February 4, 2016, held under advisement; March 4, 2016, held under advisement; May 19, 2016, held under advisement; and July 21, 2016, and followed staff recommendation of approval.

**FISCAL INFORMATION**

No cost consideration to the City

**MAP**

Attached

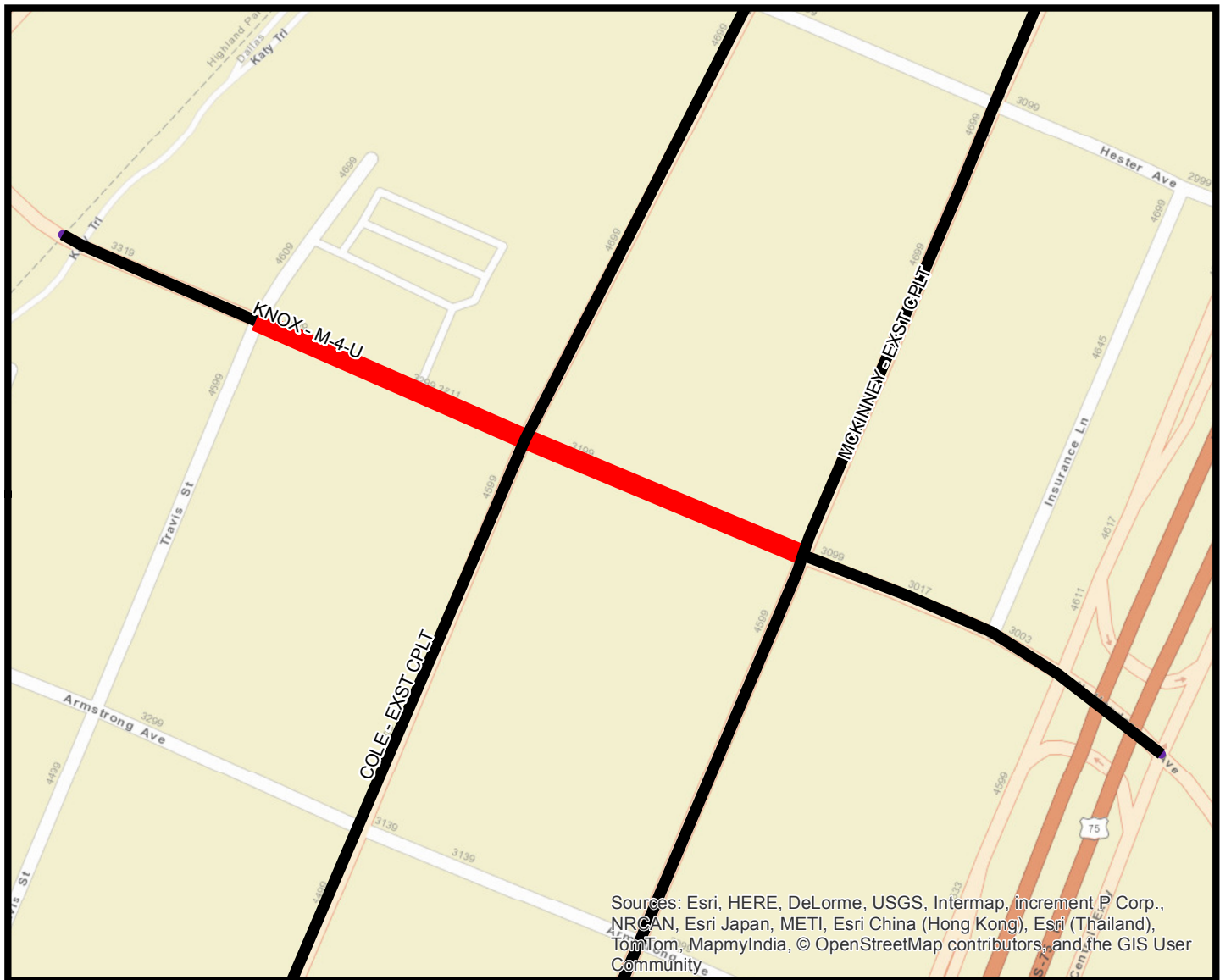
# Knox

Travis Street to McKinney Avenue

Council District: 14  
MAPSCO: 35Q,R,V



Thoroughfare Plan Amendment Map



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community.