Memorandum

2009 SEP 10 AM 10:33

September 10, 2009

Transportation and Environment Committee Members: Linda L. Koop (Chair), Sheffie Kadane (Vice Chair), Jerry Allen, Tennell Atkins, Carolyn R. Davis, Angela Hunt, Delia Jasso, Pauline Medrano, Ron Natinsky, Voncile Jones-Hill

SUBJECT: Transportation and Environment Committee Meeting Agenda

Tuesday, September 15, 2009 at 2:00 p.m. – 4:00 p.m.
City Hall, 1500 Marilla, Room 6ES
Dallas, TX 75201

1. Approval of Minutes for August 11, 2009 and August 25, 2009 (Action / 5 Minutes)

2. RTC Sustainable Development Call for Projects – Project Recommendations
John Brunk, Assistant Director, Public Works and Transportation
PM Summer, Senior Transportation Planner, Public Works and Transportation (Action / 30 Minutes)

3. Taxicab Task Force Status Report – Temporary Modification of Insurance and Age Limit Requirements
John Brunk, Assistant Director, Public Works and Transportation
Gary Titlow, Program Manager, Public Works and Transportation - Regulation (Action / 45 Minutes)

4. Love Field Modernization Program Bond Financing Preparations
Dan Weber, Director, Department of Aviation (Action / 30 Minutes)

Linda L. Koop, Chair
Transportation and Environment Committee
CORRECTED
TRANSPORTATION AND ENVIRONMENT,
COMMITTEE MEETING RECORD

The Transportation and Environment Committee (TEC) meetings are open to the public. Meeting minutes, materials and audiotapes may be reviewed/copied by contacting the Public Works and Transportation TEC Staff Coordinator at 214.670.4147.

Meeting Date: August 11, 2009    Start Time: 2:08 p.m.    Adjournment: 4:08 p.m.

Committee Members Present:
Linda L. Koop (Chair), Sheffie Kadane (Vice Chair), Jerry Allen, Tennell Atkins, Carolyn R. Davis, Angela Hunt, Delia Jasso, Pauline Medrano, Ron Natinsky

Committee Members Absent:
None

Other Council Members Present:
None

City Executive Staff Present:
Forrest Turner, Assistant City Manager

TRANSPORTATION AND ENVIRONMENT COMMITTEE AGENDA

1. Approval of Minutes for June 1, 2009 and June 8, 2009

Action Taken/Committee Recommendation:

Motion was made to approve the minutes for the June 1, 2009 and June 8, 2009 meetings subject to corrections. No corrections were suggested and the minutes were approved as submitted.

Made by:  Kadane    Seconded by: Atkins    Passed unanimously

2. Downtown Dallas Transit Study (D2) Update – LRT Alignment

Presenter: Michael Miles, Dallas Area Rapid Transit

Mr. Miles distributed a map showing the remaining four alternative alignments for a second light rail transit line through the Central Business District.

Action Taken/Committee Recommendation:

Ms. Hunt and Ms. Medrano expressed support for the route that provides the most direct service to the new Convention Center Hotel – identified as the “B4b Lamar-Convention Center Hotel” alignment on the DART map.
Mr. Atkins asked if the Committee was looking at a possible route from the southern sector to downtown. Ms. Koop stated that this fall the Committee will be looking at future transit projects such as a streetcar project that would connect the southern sector with downtown. Ms. Koop stated that a briefing would be provided in the next few weeks on streetcars to bring everyone on the Committee up to speed.

Mr. Natinsky stated that he also favors the line that runs to the new Convention Center Hotel.

Ms. Jasso indicated her interest in pursuing a streetcar project that would connect Oak Cliff to downtown via the Houston Street Viaduct. Ms. Jasso stated that she also supports the line that runs to the new Convention Center Hotel.

Motion was made to approve the "B4b Lamar-Convention Center Hotel" alignment as the City's preferred option for a second light rail transit line through downtown and to forward that recommendation to Dallas Area Rapid Transit. Ms. Koop asked staff to schedule an agenda item for full Council consideration as well.

Made by: Atkins Seconded by: Natinsky Passed unanimously

3. Regulation of Vehicle Immobilization (Booting) on Private Parking Lots

Presenter: John Brunk, Assistant Director, Public Works and Transportation

Mr. Brunk provided an overview of the vehicle booting issue and explained that the Committee agenda materials included two draft ordinances for their consideration. Version 1 would allow booting provided that either a parking fee receipt is provided or a video audit procedure is utilized to document nonpayment. Version 2 is identical to the first version, except that the video audit procedure would expire on April 15, 2010 – from that date forward a parking fee receipt would have to be provided.

Action Taken/Committee Recommendation:

Mr. Atkins made a motion for a third option to adopt Version 1, but bring it back to the Committee for review by April 15, 2010. There was no second to this motion.

Mr. Kadane suggested that Version 2 be modified to require a parking fee receipt for parking lots that charge over a certain amount. However, if a parking lot charged less than the designated amount, a parking fee receipt would not be required, and booting would be allowed with the video audit procedure.

Ms. Hunt stated that she favored Version 2 that requires parking fee receipts after the video audit provision expires on April 15, 2010. Ms. Hunt stated that people who are legitimately paying their parking fees are still having their cars booted, and this is driving business out of Dallas. A receipt gives the person parking their car the proof
that they paid. Ms. Hunt made a motion to recommend approval of Version 2 of the proposed ordinance. There was no second to this motion.

Ms. Davis stated that she favored Version 2 with the addition of Mr. Atkins’ suggestion that the results be reviewed by April 15, 2010 to see if the process was effective.

Mr. Allen made a motion to recommend approval of Version 1 of the ordinance with an addition that the video must be available for viewing at the time that enforcement personnel arrive to remove the boot from the vehicle, and that the Committee is briefed on the performance of the ordinance within six months of its passage.

Made by: Allen  Seconded by: Atkins
4 For/5 Opposed
Failed

Mr. Natinsky made a motion to recommend approval of Version 2 of the ordinance with the modification that the video audit option is eliminated on January 1, 2010.

Made by: Natinsky  Seconded by: Medrano
6 For/3 Against
Passed

4. Adoption of iSWM

Presenter: Elias Sassoon, Assistant Director, Building Inspection

Mr. Sassoon gave the Committee a brief overview of the iSWM Manual as it is currently being proposed as part of the drainage criteria for the City of Dallas. Development of the iSWM Regional Manual was a collaboration between NCTCOG and sixty area cities. The goal of the manual is to manage storm water runoff as close to the development site as possible.

In 2007, a City task force was put together that consisted of citizens, professional groups, developers and staff members to add local criteria to supplement the iSWM Regional Manual that was adopted by NCTCOG in 2006. The task force held four public meetings from October 2008 to January 2009.

Action Taken/Committee Recommendation:

Ms. Koop invited Mr. David Marquis, co-chair of the task force and Mr. Alan Greer, with Freese and Nichols, to talk about the iSWM process. A representative from the development community also spoke, stating that they were not aware of the meetings that occurred during the process of putting this manual together. They indicated that the development community does not support the iSWM Manual as currently proposed.

Ms. Koop stated that she would like to take a few more weeks for the City Staff to engage the development community and get their input. Ms. Koop asked staff to
provide all Committee members a list of the email contacts that were notified of the meetings.

Mr. Atkins asked staff how much it would cost developers to provide the separate site plan. Mr. Sassoon stated that the cost would vary depending on the size of the land. Mr. Atkins expressed his concern about the additional costs that would be borne by the developers and asked Mr. Sassoon to provide a chart illustrating the range of costs based on the size of developments.

Ms. Jasso expressed her concern that developers feel their input has not been incorporated into this proposal. Ms. Jasso agreed with Ms. Koop that more time was needed on this issue.

Ms. Davis asked staff to provide a sign-in sheet of task force participants who attended each meeting.

Ms. Hunt stated her support for this proposal. However, she feels that the development community should be more engaged before moving forward.

Ms. Koop asked staff to follow-up with the development community about their concerns, and requested a letter from the Home Builders Association and Texas Real Estate Council indicating that they were fully engaged in the process. Ms. Koop stated that she would like to be able to move this forward within a month or so, such that it doesn't have any financial implications to the developers, but is more of an educational program to the development community.

A motion was made to defer action on this item, and instruct staff to work with the development community before bringing it back to the Committee.

Made by: Medrano  Seconded by: Hill  Passed unanimously

5. **Greenhouse Gas Emissions**

**Presenter:** Eric Griffin, Interim Director, Office of Environmental Quality

Due to time constraints, this item was not briefed.

[Signature]

Linda L. Koop, Chair
Transportation and Environment Committee
TRANSPORTATION AND ENVIRONMENT
COMMITTEE MEETING RECORD

Meeting Date: August 25, 2009    Start Time: 2:04 p.m.    Adjournment: 3:13 p.m.

Committee Members Present:
Linda L. Koop (Chair), Sheffie Kadane (Vice Chair), Jerry Allen, Tennell Atkins, Carolyn R.
Davis, Angela Hunt, Delia Jasso, Pauline Medrano, Ron Natinsky, Voncile Jones-Hill

Committee Members Absent:
None

Other Council Members Present:
None

City Executive Staff Present:
Jill Jordan, Assistant City Manager

TRANSPORTATION AND ENVIRONMENT COMMITTEE AGENDA

1. Approval of Minutes for August 11, 2009

Action Taken/Committee Recommendation:

Motion was made to approve the minutes for the August 11, 2009 meeting subject to

corrections. No corrections were suggested and the minutes were approved as

submitted.

Made by: Kadane    Seconded by: Allen    Passed unanimously

2. Greenhouse Gas Emissions

Presenter: Eric Griffin, Interim Director, Office of Environmental Quality

Mr. Griffin’s presentation covered the following: (1) greenhouse gases and CO2; (2)

projected impacts/trends of greenhouse gases and climate change; (3) City of Dallas

emissions inventory, and, (4) the next steps and pending federal legislation.

Ralph Garboushian, Legislative Associate with McCall Associates joined the meeting

by conference call. He provided a handout that summarized the pending legislation that is currently before Congress including HR 2454, the American Clean Energy

and Security Act and SB 1462, the American Clean Energy Leadership Act.
Action Taken/Committee Recommendation:

Ms. Koop asked staff to provide a copy of the Carper Bill, SB 575. This bill will allocate money to Metropolitan areas. Mr. Griffin will provide this document.

Ms. Hill stated that she will be going to Washington, September 29, 2009, for a three day trip to talk with various legislators about the House Bill that will impose mandates on local governments, but not direct resources to those governments. She will also be discussing funding for the Energy Efficiency and Conservation Block Grant Program.

Ms. Jasso indicated that the City will be receiving money in the stimulus package for weatherization and asked Mr. Garboushian when he believes that money will be released to local governments. Mr. Garboushian stated that the government doesn’t have the capacity to get that money out fast enough. Releasing this money is a responsibility of the state and will vary from state-to-state. Mr. Griffin stated that the City is still waiting for our award notification of the funds from the Block Grant Program. We should receive that notification within the next few weeks.

No action was taken on this item.

3. Truck Lane Restriction Pilot Study

Presenter: Michael Morris, Director, North Central Texas Council of Governments

Mr. Morris briefed the Committee on the Truck Lane Restriction Expansion Pilot Study conducted by the North Texas Council of Governments. He reported that truck lane restrictions were accepted by the public, that they have positive impacts on crash rates, air quality and travel speed, and that they are obeyed by a majority of drivers with or without active enforcement.

The study recommendations were to: (1) develop a regional system based on facilities; and, (2) work with the state and local communities to perform site specific analysis, implement a complete system of truck lane restrictions, and document air quality credit.

Action Taken/Committee Recommendation:

Mr. Natinsky expressed his support for the truck lane restriction plan. He asked why only a small part of I-635 was on the current plan. Mr. Morris stated that the parts of I-635 that were not on the current plan were either under construction or will be shortly.

Ms. Davis asked about adding a section of roadway on I-30 heading towards Mesquite. Mr. Morris explained that staff was careful to plan truck restrictions on highways that did not have complications such as left exits or specific traffic hazards
such as construction. However, this section of I-30 could be considered in the future.

Mr. Atkins asked if truck turn lanes on Bonnie View would still go into effect. Mr. Morris stated that they would.

Ms. Jasso asked about enforcement. Mr. Morris stated that as a part of the study, police were paid to provide additional enforcement of the lane restrictions. However, the study found that the compliance rate remained the same with or without the additional police presence.

Ms. Medrano asked if this program was similar to the one done in Houston in the late 1990's. Mr. Morris stated that it was similar to the Houston program.

Motion was made to provide the NCTCOG with a letter of support that recommends this effort be moved forward.

Made by: Hunt  Seconded by: Atkins  Passed unanimously

Linda L. Koop, Chair
Transportation and Environment Committee
Memorandum

DATE September 11, 2009

TO Members of the Transportation and Environment Committee:
  Linda L. Koop (Chair), Sheffie Kadane (Vice Chair), Jerry Allen, Carolyn R.
  Davis, Tennell Atkins, Angela Hunt, Pauline Medrano, Delia Jasso and Ron
  Natinsky, Vonciel Jones-Hill

SUBJECT RTC Sustainable Development Call for Projects – Project Recommendations
  Briefing

Attached is the "RTC Sustainable Development Call for Projects – Project
  Recommendations" briefing that will be presented to you September 15, 2009.

Please contact me if you need additional information.

[Signature]

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

c: The Honorable Mayor and Members of the City Council
  Mary K. Suham, City Manager
  Thomas P. Perkins, Jr., City Attorney
  Deborah Watkins, City Secretary
  Craig Kinton, City Auditor
  Judge C. Victor Lander, Administrative Judge
  Ryan S. Evans, First Assistant City Manager
  A.C. Gonzalez, Assistant City Manager
  Forest Turner, Assistant City Manager
  David Cook, Chief Financial Officer
  Jeanne Chipperfield, Director, Budget and Management Services
  Edward Scott, Director, Controller's Office
  Helena Stevens-Thompson, Assistant to the City Manager – Council Office
  Rick Galceran, P.E., Director, Public Works and Transportation
  Theresa O'Donnell, Director, Development Services

"Dallas, The City That Works: Diverse, Vibrant and Progressive"
RTC Sustainable Development
Funding Program Call for Projects
Project Recommendations

Briefing to the Council Transportation and Environment Committee
Prepared by
Public Works and Transportation
Transportation Programs – Planning
September 15, 2009
Purpose of Briefing

- Review the Regional Transportation Council (RTC) Sustainable Development Program call for projects
- Review the City process to identify projects that will be recommended for submission to the RTC
- Review the project selection recommendations and request Committee endorsement
Sustainable Development Overview

RTC Goals of Sustainable Development:

- Land use and transportation practices that promote economic development while using limited resources in an efficient manner
- Transportation decision-making based on impacts to land use, congestion, vehicle miles traveled (VMT), and the viability of alternative transportation modes
- Planning efforts which seek to balance access, finance, mobility, affordability, community cohesion, and environmental quality
Sustainable Development Overview

- The RTC created the Sustainable Development Funding Program to encourage public/private partnerships that positively address existing transportation system capacity, rail access, air quality concerns, and/or mixed land uses.

- By allocating transportation funds to land use projects promoting alternative transportation modes or reduced automobile use, the RTC and its regional partners are working to address mounting air quality, congestion and quality of life issues.
Sustainable Development Funding

- The RTC allocated $41 million for the 2009 Sustainable Development call for projects
  - $40 million for Infrastructure Projects
  - $1 million for Planning Projects
- Eastern subregion allocation is $27.6 million – total requests from a public agency cannot exceed this amount
- 80% RTC funds and 20% local match
- No partial funding of projects
- All cost overruns are responsibility of local partner
Sustainable Development

Areas of Interest

- Rail Station – areas within a half mile radius of a current or planned rail station identified in a regional mobility document
- Passenger Rail – areas within a half mile radius of a current or planned passenger rail line identified in a regional mobility document
- Infill: area in a developed central city with a high concentration of unemployed persons, high emitting vehicles, or low income households
- Main Street/Historic District: areas with multiple contiguous street frontages of pedestrian oriented developments and/or located in an historic downtown or Main Street
Sustainable Development
Eligible Project Types

- **Infrastructure Project:**
  A construction project that provides public infrastructure in the public right-of-way to support private vertical development

- **Planning Project:**
  Market, housing and economic analyses, transit station planning, transit oriented development planning, general planning
Infrastructure Project

Rules for Sustainable Development Call for Projects

- No individual infrastructure project can exceed $3 million
- All projects must have a vertical component
- Zoning must be in place at time of application
- Public agency support is required
- Letter of support from active private sector for-profit partner is required
- Improvements must demonstrate an air quality benefit
- Council resolution endorsing selected projects is due within 90 days of RTC selection decision
Planning Project

Rules for Sustainable Development Call for Projects

- The maximum amount of funding that can be allocated to a single planning project is $300,000
- Projects will be funded with RTC local funds
- A city, county, special district, or a transit agency must sponsor each application
- No private sector sponsor or additional sponsor is required but may be included
- Planning projects will be managed by NCTCOG staff
- Projects will require an Interlocal Cooperative Agreement between NCTCOG and the project sponsor
City of Dallas
Project Development Process

- Interdepartmental committee will guide the project development process
- RFP developed for each funding category to solicit proposals from the private sector
- Proposals reviewed and ranked according to established criteria to facilitate selection of recommended projects
- Committee recommendations completed and applicants notified of results
- TEC will be asked to approve list of projects for submission to NCTCOG
The Staff Interdepartmental Committee met 12 times as a team to evaluate the proposals. In addition, the Committee met with each applicant who accepted the invitation, in either a one-on-one or roundtable discussion format, to assist them in refining their proposals to better meet the criteria set by NCTCOG’s definition of a sustainable development.
City of Dallas
Project Development Schedule

- NCTCOG issued call for projects 3/24/09
- TEC briefing on call for projects 4/13/09
- City Request for Proposals released 5/22/09
- City pre-proposal conference 6/16/09
- Proposals due to City 7/6/09
- Revisions Accepted 8/10/09
- Staff recommendations completed 9/08/09
- TEC briefing on recommendations 9/15/09
- NCTCOG application deadline 10/2/09
- RTC project approval 3/2010
Criteria for Evaluation

- An evaluation matrix was used by the team to evaluate each project type – infrastructure and planning.
- Evaluation criteria were based on the RTC Sustainable Development Program requirements.
- RTC criteria were supplemented with additional measures related specifically to the City of Dallas.
- Project applications will be submitted to NCTCOG without preferential ranking or scores.
- Evaluation score sheets for infrastructure and planning projects are included as attachments.
Submittal Locations
Infrastructure Project Proposals

- 20 Infrastructure Project Proposals: $29,576,371
- Average Request: $1,643,132
- Amount Exceeding Maximum ($27.6m): $1,976,371
Planning Project Proposals

- 8 Planning Project Proposals: $1,227,600
- Average Request: $153,450
- Amount Exceeding Maximum ($1.0m): $227,600
# Infrastructure Proposals Submitted

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<thead>
<tr>
<th>Project</th>
<th>Council</th>
<th>Requested</th>
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<tr>
<td><strong>Atmos Lofts</strong> mixed-use</td>
<td>D14</td>
<td>$551,512</td>
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<tr>
<td>Refurbished exterior lighting, security lighting, concrete walk, stair and accessible ramp system, bike racks, motor court, landscaping. Atmos Lofts is composed of 4 buildings covering 2.6 acres. Proposed is mixed use with 233 residential apartment units (46 units workforce affordable), 5,000 sq ft restaurant space, 5,000 sq ft retail space, and 301 structured parking spaces.</td>
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<td><strong>The Butler Development</strong> mixed-use</td>
<td>D2</td>
<td>$1,980,000</td>
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<td>Streetscape improvements, including sidewalk widening and reconstruction, and street furniture for proposed $61 million 4-story mixed use project; 468 apartments, 5,020 sq ft of retail, 5 story structured parking garage located on 7.8 acres of land at the corner of Butler and Redfield Streets.</td>
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<td><strong>Continental Building</strong> mixed-use</td>
<td>D14</td>
<td>$607,740</td>
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<td>Sidewalk replacement, landscaping improvements, crosswalk improvements (across Commerce and at Prather and St. Paul intersection). Proposes mixed use; 212,847 sq ft residential (150 units), 5,572 sq ft retail, 280 space parking garage.</td>
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<td><strong>Courtyards/ Orleans La Reunion</strong> mixed-use</td>
<td>D3</td>
<td>$2,000,000</td>
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<tr>
<td>Ped-friendly sidewalks, new and/or improved crosswalks, benches, shade trees, sidewalk lights, pedestrian plaza, construction of Walter Drive, Anniels Drive, Parkcrest Drive and Rockcrest Drive. 27.9 acre La Reunion Town Center, proposed 220 apartments, 24,433 sq ft retail/office/restaurant space, central parking garage.</td>
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Infrastructure Proposals Submitted

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<tr>
<td><strong>Cypress Waters TOD</strong> mixed-use</td>
<td>D6</td>
<td>$1,500,000</td>
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<td>Proposes funding for the construction of a section of Cypress Waters Boulevard (approx. 1,800 sq ft), at southern part of development; traffic signalization, streetscaping. Cypress Waters at build-out will have 4 million sq ft of office space, 150,000 sq ft of retail and 10,000 residential units.</td>
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<td><strong>Hi-Line Underpass</strong> pedestrian connectivity</td>
<td>D2</td>
<td>$1,164,500</td>
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<td>Pedestrian sidewalk and crosswalk improvements along Edison between Stemmons and Hi Line, pedestrian improvements along southbound Stemmons frontage road and Hi Line as it passes under Stemmons, accessible ramps, traffic warning light at Hi Line, shade trees, way-finding, benches, trash receptacles, lighting and bike parking. Planned development at 1400 Hi Line; 314 unit residential, 29,000 sq ft ground floor retail.</td>
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<td><strong>Imperial Triangle (Frazier)</strong> mixed-use</td>
<td>D7</td>
<td>$2,465,788</td>
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<td>Signalized pedestrian crossing at Monte and Scyene, linear park, recreational greens, nature reserve with walking and jogging paths. Tied to the diMambro Frazier Redevelopment Plan, proposing mixed use residential, retail and office development in the South Dallas/Fair Park area.</td>
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<td><strong>The Kessler Theater</strong> commercial</td>
<td>D1</td>
<td>$179,760</td>
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<td>Streetscape improvements, including sidewalk reconstruction and street furniture, accessible ramps, pedestrian lighting, trees, bike parking. Historic Kessler Theater, located at Clinton and Davis, is being restored for use providing office, retail space, a dance studio, a music academy and a live performance venue.</td>
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<tr>
<td><strong>Lake Highlands Connectivity</strong></td>
<td>D10</td>
<td>$2,775,000</td>
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<td>mixed-use</td>
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<td>Proposing trail extending from south end of Lake Highland Town Center Trail into the White Rock Creek Trail near Skillman Street -- 4,375 lineal feet of 12 foot wide trail. Adding second left hand turn lane at westbound Walnut Hill onto Skillman, pedestrian improvements at the Skillman/Walnut Hill intersection including barrier free ramps and traffic lighting. Lake Highlands Mixed Use Development at the Town Center and adjacent White Rock/Toscana redevelopment projects; 70 acres (20 for public park/lake area), 200,000 sq ft retail, 100,000 sq ft restaurants, 100,000 sq ft office, 2,550,000 sq ft residential.</td>
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<td><strong>Lancaster Road</strong></td>
<td>D4</td>
<td>$2,107,790</td>
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<td>mixed-use</td>
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<td>Sidewalk and crosswalks, pedestrian trails, pocket park and walkways, landscaping, lighting. Proposes mixed use development on Lancaster Road opposite the VA Hospital. Residential Apartments (188,150 sq ft - 185 units), retail, office/job training center (Urban League), assisted care residential (80,598 sq ft - 90 units).</td>
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<td><strong>Museum of Nature &amp; Science</strong></td>
<td>D2</td>
<td>$1,331,000</td>
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<td>commercial</td>
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<td>Streetscape improvements, the extension of River Street from Field Street west towards Houston Street, including sidewalk reconstruction and street furniture. The Museum of Nature and Science will be a world class science museum developed on a site located at the intersection of Woodall Rodgers Freeway and Field Street.</td>
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<td><strong>Project Paseo</strong> pedestrian connectivity</td>
<td>D2</td>
<td>$2,700,000</td>
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<td>Improved sidewalk, landscaping and buried utilities along Lamar between IH-30 and Wood Street. Matthews Southwest was selected in 2008 to develop the downtown Dallas Convention Center Hotel.</td>
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<td><strong>Routh Street Underpass</strong> pedestrian access</td>
<td>D14</td>
<td>$960,000</td>
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<td>Pedestrian-friendly sidewalks, lighting, hike and bike connection from Clark Street to Flora Street, drainage improvements to prevent flooding. Intended to make a more pedestrian-friendly connection between McKinney/Uptown and the Arts District.</td>
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<td><strong>Southern Sector Multi-Use Path</strong> pedestrian</td>
<td>D3</td>
<td>$698,000</td>
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<td>Proposes 3,700 linear foot multi-purpose path through site linking Chalk Hill Trail to proposed Coombs Creek Trail. 5.383 acres in the Pinnacle Park area; 160 residential units, 288 surface parking spaces.</td>
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<td><strong>Texas AgriLife TOD</strong> mixed-use</td>
<td>D12</td>
<td>$2,999,948</td>
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<td>Road development (paving, street lights, 7.5 ft sidewalks, on-street bike markings), transit shelters, landscaping, retention/detention pond, security lighting, kiosks, trail wayfinding. Proposes mixed use TOD with LEED-oriented “Urban Living Laboratory” – 130,000 sq ft retail, 240,000 sq ft office, 250 room hotel, 8500 sq ft treatment plant, 2330 space surface parking.</td>
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<td><strong>Urban Campus IH-30 Ramp</strong></td>
<td>D3</td>
<td>$2,376,333</td>
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<td>commercial</td>
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<td>Ramp relocation and frontage road construction at southwest corner of the IH-30/Westmoreland Road intersection. 10 acre site in the Pinnacle Park area with 135,000 sq ft of retail, 710 space surface parking.</td>
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<td><strong>West Love Market</strong></td>
<td>D2</td>
<td>$1,429,000</td>
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<td>commercial</td>
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<td>Entry drives at Maple, Mockingbird and Forest Park, 4 foot sidewalks along Maple, Mockingbird and Forest Park, landscaping, lighting. Commercial retail center with 11,400 sq ft restaurant space, 309,877 sq ft retail space, 1,499 surface parking spaces.</td>
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<tr>
<td><strong>The Zang Triangle</strong></td>
<td>D3</td>
<td>$1,750,000</td>
</tr>
<tr>
<td>mixed-use</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10 foot sidewalks, curb and gutter, water line relocation, necessary storm sewer relocation, pedestrian crossing improvements, landscaping, lighting, bike parking and lockers. Zang Triangle proposes the development of 260 residential units (about 20% affordable), 3017 sq ft of office, 1170 of &quot;amenity&quot; space, 5.5 level garage with 390 parking spaces.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Planning Proposals Submitted

<table>
<thead>
<tr>
<th>Project</th>
<th>Council</th>
<th>Requested</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Building Blocks Sustainable Growth Dist.</strong></td>
<td>D2/D14</td>
<td>$212,000</td>
</tr>
<tr>
<td>Create a sustainable development district in the Southern Sector of Downtown Dallas, from the Farmers Market to the Trinity, Young Street and IH-30.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Cypress Waters</strong></td>
<td>D6</td>
<td>$150,000</td>
</tr>
<tr>
<td>Planning for new DART Station along the Cotton Belt Line related to the Cypress Waters development. Cypress Waters at built-out will have 4 million sq. ft of office space, 150,000 sq. ft. of retail, 10,000 residential units.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Downtown-to-Trinity River Link</strong></td>
<td>D2</td>
<td>$131,600</td>
</tr>
<tr>
<td>Look at Multimodal connectivity between downtown and the Trinity River area. Originally proposed a study to support a sky tram from the Convention Hotel area and Trinity Lakes Park/Downtown Overlook area.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>LBJ / Skillman UPI</strong></td>
<td>D10</td>
<td>$100,000</td>
</tr>
<tr>
<td>Envisioning a master plan for economic development and infrastructure improvements, facilitating TOD development near the LBJ/Skillman DART Station, and better TOD connectivity in the area.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project</td>
<td>Council</td>
<td>Requested</td>
</tr>
<tr>
<td>----------------------------------------</td>
<td>---------</td>
<td>------------</td>
</tr>
<tr>
<td><strong>Maple Crossing Lofts</strong></td>
<td>D2</td>
<td>$64,000</td>
</tr>
<tr>
<td>The project will help design and plan a proposed TOD mixed use project and linkages to transit and other development.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Project Pegasus Wing</strong></td>
<td>D2</td>
<td>$190,000</td>
</tr>
<tr>
<td>Look at the feasibility of a deck park on the South Lamar/I-30 overpass, directly south of the Convention Center.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Santa Fe Trail</strong></td>
<td>D2/D14</td>
<td>$80,000</td>
</tr>
<tr>
<td>Development of the Santa Fe Trail in East Dallas, connecting Deep Ellum to White Rock Lake.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Texas AgriLife Transportation Plan</strong></td>
<td>D12</td>
<td>$300,000</td>
</tr>
<tr>
<td>Planning related to a proposed mixed use, TOD with LEED-oriented &quot;Urban Living Laboratory&quot;. 130,000 sq ft retail, 240,000 sq ft office, 250 room, 140,000 sq ft hotel, 8,500 sq ft treatment plant, relocation of proposed DART Station to east side of Coit at Cotton Belt, 2,330 space surface parking.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**Recommendations for Submission Infrastructure Project Proposals**

<table>
<thead>
<tr>
<th>Project/ Score</th>
<th>Council</th>
<th>Amount Requested</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atmos Lofts mixed-use: <strong>171</strong></td>
<td>D14</td>
<td>$551,512</td>
</tr>
<tr>
<td>Continental Building mixed-use: <strong>168</strong></td>
<td>D14</td>
<td>$607,740</td>
</tr>
<tr>
<td>Lancaster Road mixed-use: <strong>167</strong></td>
<td>D4</td>
<td>$2,107,790</td>
</tr>
<tr>
<td>Lake Highlands Connectivity mixed-use: <strong>165</strong></td>
<td>D10</td>
<td>$2,775,000</td>
</tr>
<tr>
<td>The Butler Development mixed use: <strong>151</strong></td>
<td>D2</td>
<td>$1,980,000</td>
</tr>
<tr>
<td>Project Paseo pedestrian connectivity: <strong>150</strong></td>
<td>D2</td>
<td>$2,700,000</td>
</tr>
<tr>
<td>Courtyards/Orleans La Reunion mixed-use: <strong>146</strong></td>
<td>D3</td>
<td>$2,000,000</td>
</tr>
<tr>
<td>The Zang Triangle residential: <strong>137</strong></td>
<td>D3</td>
<td>$1,750,000</td>
</tr>
<tr>
<td>The Kessler Theater commercial: <strong>133</strong></td>
<td>D1</td>
<td>$179,760</td>
</tr>
<tr>
<td>Hi-Line Underpass pedestrian connectivity: <strong>133</strong></td>
<td>D2</td>
<td>$1,164,500</td>
</tr>
<tr>
<td>Museum of Nature &amp; Science: <strong>132</strong></td>
<td>D2</td>
<td>$1,331,000</td>
</tr>
<tr>
<td>Imperial Triangle (Frazier) mixed-use: <strong>126</strong></td>
<td>D7</td>
<td>$2,465,788</td>
</tr>
<tr>
<td>Southern Sector Multi Use Path ped: <strong>125</strong></td>
<td>D3</td>
<td>$698,000</td>
</tr>
<tr>
<td>Texas AgriLife TOD mixed-use: <strong>123</strong></td>
<td>D12</td>
<td>$2,999,948</td>
</tr>
<tr>
<td>Routh Street Underpass pedestrian connectivity: <strong>122</strong></td>
<td>D14</td>
<td>$960,000</td>
</tr>
<tr>
<td>Urban Campus IH-30 Ramp commercial: <strong>120</strong></td>
<td>D3</td>
<td>$2,376,333</td>
</tr>
</tbody>
</table>

**Not recommended for submission by score:**

- Cypress Waters TOD mixed use: **107**
- West Love Market commercial: **93**

**Note:** Project applications will be submitted to NCTCOG without preferential ranking or scores.
## Recommendations for Submission Planning Project Proposals

<table>
<thead>
<tr>
<th>Project/ Score</th>
<th>Score</th>
<th>Council</th>
<th>Amount Requested</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maple Crossing Lofts</td>
<td>112</td>
<td>D2</td>
<td>$64,000</td>
</tr>
<tr>
<td>LBJ/Skillman UPI</td>
<td>110</td>
<td>D10</td>
<td>$100,000</td>
</tr>
<tr>
<td>Project Pegasus Wing</td>
<td>101</td>
<td>D2</td>
<td>$190,000</td>
</tr>
<tr>
<td>Downtown-to-Trinity River Link Study</td>
<td>96</td>
<td>D2</td>
<td>$131,600</td>
</tr>
<tr>
<td>Santa Fe Trail</td>
<td>91</td>
<td>D2/D14</td>
<td>$80,000</td>
</tr>
<tr>
<td>Building Blocks Sustainable Growth District</td>
<td>84</td>
<td>D2/D14</td>
<td>$212,000</td>
</tr>
<tr>
<td>Cypress Waters</td>
<td>82</td>
<td>D6</td>
<td>$150,000</td>
</tr>
</tbody>
</table>

**Not recommended for submission by score:**

<table>
<thead>
<tr>
<th>Project/ Score</th>
<th>Score</th>
<th>Council</th>
<th>Amount Requested</th>
</tr>
</thead>
<tbody>
<tr>
<td>Texas AgriLife Transportation Plan</td>
<td>79</td>
<td>D12</td>
<td>$300,000</td>
</tr>
</tbody>
</table>

Note: Project applications will be submitted to NCTCOG without preferential ranking or scores.
Next Steps

- Staff requests Committee endorsement of recommended projects
- Deadline for submitting project applications to NCTCOG is 10/2/09
- Staff will work with applicants to prepare and submit applications by the deadline
Attachments

- Attachment A:
  Evaluation Score Sheet for Infrastructure Projects

- Attachment B:
  Evaluation Score Sheet for Planning Projects
Appendix B: Evaluation Score Sheet
Sustainable Development Call for Projects

City of Dallas RFP - Planning Projects

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount Requested</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local Sustainable Devel Planning Program (up to $300,000 per project, 80% or $375,000 total)</td>
<td>Total $ 20% Match 80% Public</td>
</tr>
</tbody>
</table>

Part 1 - All of items must be met
Check (X) Consistent with "areas of interest"

Part 2 - Criteria for Local Sustainable Development Planning Programs (point system)

<table>
<thead>
<tr>
<th>Other considerations (NCTCOG) &amp; additional City items:</th>
<th>Points (Up to and Including)</th>
<th>Project Score</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Which focus area(s) does your project fall under?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Select all that apply - at least one must be selected)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rail Station (Existing = 10 points; Planned = 5 points)</td>
<td></td>
<td>30</td>
<td></td>
</tr>
<tr>
<td>Passenger Rail (Existing = 10 points; Planned = 5 points)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Infill (5 points)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Main Street/Historic District (5 points)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Will the project goal promote or plan for a multimodal transportation connection (bike, pedestrian, transit, and/or automobile) between the surrounding land uses? (up to 10 points)</td>
<td>10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Provide a 1-2 page statement discussing the project’s purpose and overall benefit to the community. (Up to 10 Points)</td>
<td>10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Are there any existing resource protection and enhancement activities associated with the project? (5 Points)</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>In which of the following North Central Texas Council of Governments Communities of Concern is the project located?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community of Highest Concern (10 Points)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community of Moderate Concern (5 Points)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community of Lowest Concern (0 Points)</td>
<td></td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>Is the project site within 1 mile of any major employers? If yes, provide a list of major employers and a map. (0-10 employers -2 Points, 10 or more employers-5 Points)</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Describe the amenities such as schools, parks, libraries, police stations, and other public resources within 1/4 mile of the project area. Upload a map showing project boundaries and the location(s) of amenities. (2 points for each type of amenity – maximum of 10 points)</td>
<td>10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Is the project area within ¼ mile of an existing or future transit stop(s) identified in Mobility 2030: The Metropolitan Transportation Plan for the Dallas-Fort Worth Area, 2009 Amendment or other regional mobility studies or documents? (5 points)</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Do the project goals promote or plan for residential mixed use development (refer to Mixed Use under NCTCOG Grant Definitions)? (5 points)</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Will the project area study or plan further community or comprehensive plan directives that ensure the preservation of historical, cultural, or archeological features? (5 points)</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Question</td>
<td>Points</td>
<td></td>
<td></td>
</tr>
<tr>
<td>------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>--------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Is the project area located in an area that has been identified for redevelopment in the comprehensive plan and has been locally designated as an urban infill, urban redevelopment, or downtown revitalization area?</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Is the project area the existing or future redevelopment of a Brownfield site?</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Does the project’s scope of work plan for or promote connection to the regional Veloweb or a City or County adopted bike and pedestrian access plan route?</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Will the project’s scope of work promote form-based coding (refer to the NCTCOG Grant Definitions)?</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Does the project’s scope of work promote Context-Sensitive Solutions (refer to the NCTCOG Grant Definitions)?</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Does the project’s scope of work promote affordable housing, workforce housing, and/or infill housing (refer to the NCTCOG Grant Definitions)?</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local match funds are from a private source</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local match funds are already available</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project would enhance or expand on other recent public investment (last 5 years) – i.e. City bond funds, Dallas County funds, TIF funds</td>
<td>10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Quality of references and track record of project team</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total possible points</strong></td>
<td><strong>150</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Appendix C: Evaluation Score Sheet
Sustainable Development Call for Projects
City of Dallas RFP - Infrastructure Projects

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount Requested</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation Infrastructure Project Total</td>
<td></td>
</tr>
<tr>
<td>Project Costs (maximum of $3 million per</td>
<td></td>
</tr>
<tr>
<td>individual project, 80% or $3,750,000 total)</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount Requested</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation Infrastructure Project Total</td>
<td></td>
</tr>
<tr>
<td>Project Costs (maximum of $3 million per</td>
<td></td>
</tr>
<tr>
<td>individual project, 80% or $3,750,000 total)</td>
<td></td>
</tr>
</tbody>
</table>

Part 1 Minimum Criteria - All of items must be met

- Consistent with “areas of interest”
- Public/Private Partnership
- Correct zoning in place (or by October 1, 2009)
- All parcels within project site either owned or to be acquired by March 1, 2010
- Request includes eligible items
- Eligible items are either physically located within or along the limits of the proposed develop/redevel zone; located within 1/2 mi walking distance; or directly related to either the roadway or rail access necessary to make the development viable
- Ability to break ground on the project within 1 year of funding approval
- A minimum of $5 million in new investment will occur within 3 years of Federal letter of authorization
- Project follows urban design or historic preservation guidelines or principles
- Project will provide for preferential hiring for neighborhood residents for new jobs created (i.e. holding job fairs or other proactive measures)

Part 2 - Criteria for Transportation Infrastructure Projects (point system)

<table>
<thead>
<tr>
<th>Other considerations (NCTCOG) &amp; additional City items:</th>
<th>Points (Up to and Including)</th>
<th>Project Score</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Which focus area(s) does your project fall under?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Select all that apply - at least one must be selected)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rail Station (Existing = 10 points; Planned = 5 points)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Passenger Rail (Existing = 10 points; Planned = 5 points)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Infill (5 points)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Main Street/Historic District (5 points)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Does the project support or connect to a mixed use development per the 2009 Sustainable Development Call for Projects definition of a mixed use development? (10 points)</td>
<td>10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Will there be a pedestrian friendly block structure by 2013? (5 points)</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>In which of the following categories does the project make a transportation connection? (Select all that apply)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pedestrian (5 points)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transit (5 points)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicycle (5 points)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Automobile (0 points)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Provide a 1-3 page statement discussing the project’s purpose and overall benefit to the community. (Up to 10 Points)</td>
<td>10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Natural or historic resource protection and enhancement activities are associated with the project</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Question</td>
<td>Points</td>
<td></td>
<td></td>
</tr>
<tr>
<td>-------------------------------------------------------------------------</td>
<td>--------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Are any of the following within a ¼ mile radius of the project site?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Schools (5 points)</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parks (5 points)</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Libraries (5 points)</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Police Stations (5 points)</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other - Please Describe (5 points)</td>
<td>25</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Is the project site near any major employers? If yes, provide a list of</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>major employers (5 Points)</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>What is the estimated number of jobs the project will create?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(1 point per 20 jobs for a maximum of 5 points)</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Will there be a workforce housing component to the project?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>If applicable, provide the total number of workforce housing units.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(1 point per 20 workforce housing units for a maximum of 5 points)</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Will the project further community or comprehensive plan directives</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>that ensure the preservation of historical, cultural, or archeological</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>features? If yes, how will the project further community or</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>comprehensive plan directives that ensure the preservation of</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>historical, cultural, or archeological features? (5 points)</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Is the project located in an area that has been identified for</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>redevelopment in the comprehensive plan and has been locally</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>designated as an urban infill, urban redevelopment, or downtown</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>revitalization area? (5 points)</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>In which of the following North Central Texas Council of Governments</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Communities of Concern is the project located?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community of Highest Concern (10 Points)</td>
<td>10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community of Moderate Concern (5 Points)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Community of Lowest Concern (0 Points)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13. Does the development include the following?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(Select all that apply)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Number of Residential units, total sq. ft. (1 point per 20</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>residential units for a maximum of 5 points)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Office Space in total sq. ft. (1 point per 500 sq ft of office space</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>for a maximum of 5 points)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Restaurant Space in total sq. ft. (1 point per 500 sq ft of office</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>space for a maximum of 5 points)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Retail Space in total sq. ft. (1 point per 500 sq ft of office space</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>for a maximum of 5 points)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Open Space in total acres (1 point per half acre of open space for</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a maximum of 5 points)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Is the project located within ½ mile of a built-up commercial or</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>industrial area? (5 points)</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Is the project the redevelopment or future redevelopment of a former</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Brownfield site? (5 points)</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Will the project provide a connection to the regional Veloweb or a city</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>or county adopted bike and pedestrian access planned route? (5 points)</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local match funds are from a private source</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local match funds are already available</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project would enhance or expand on other recent public investment (last</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5 years) - i.e. City bond funds, Dallas County funds, TIF funds</td>
<td>10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>New taxes generated from proposed development would exceed the amount</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>of Sustainable Devel grant</td>
<td>10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Quality of references and track record of development team</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total possible points</td>
<td>210</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

General Comments:
Memorandum

DATE  September 11, 2009

TO  Members of the Transportation and Environment Committee:
Linda L. Koop (Chair), Sheffie Kadane (Vice Chair), Jerry Allen, Carolyn R.
Davis, Tennell Atkins, Angela Hunt, Pauline Medrano, Delia Jasso and Ron
Natinsky, Vonciet Jones-Hill

SUBJECT  Taxicab Task Force Status Report – Temporary Modification of Insurance and
Age Limit Requirements Briefing

Attached is the “Taxicab Task Force Status Report – Temporary Modification of
Insurance and Age Limit Requirements” briefing that will be presented to you
September 15, 2009.

Please contact me if you need additional information.

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

c:  The Honorable Mayor and Members of the City Council
Mary K. Suhrm, City Manager
Thomas P. Perkins, Jr., City Attorney
Deborah Watkins, City Secretary
Craig Kinton, City Auditor
Judge C. Victor Lander, Administrative Judge
Ryan S. Evans, First Assistant City Manager
A.C. Gonzalez, Assistant City Manager
Forest Turner, Assistant City Manager
David Cook, Chief Financial Officer
Jeanne Chipperfield, Director, Budget and Management Services
Edward Scott, Director, Controller’s Office
Helena Stevens-Thompson, Assistant to the City Manager – Council Office
Rick Galceran, P.E., Director, Public Works and Transportation
Theresa O’Donnell, Director, Development Services

“Dallas, The City That Works: Diverse, Vibrant and Progressive”
Taxicab Issues Update: Temporary Modification of Insurance and Age Limit Requirements

Briefing to the Transportation and Environment Committee
Prepared by Transportation Regulation Program Public Works and Transportation
September 15, 2009
Meeting Agenda

- Organization of Taxicab Task Force
- Overview of Work Program – Issue Summary
- Review proposal for a temporary modification of insurance and age limit requirements
Issues Raised by AUTO

- Spokespersons for the Association of United Taxi Operators (AUTO) first addressed the Council on 3-25-2009

- Issues/requests included:
  - Lower insurance requirement to $50,000 Combined Single Limit (CSL)
  - Increase the age limit of taxicabs from 5 to 8 years
  - Remove the limit on the number of taxicabs that can be authorized in Dallas
  - Investigate the “monopolistic practices” of Yellow Cab
  - Ensure equal enforcement of City ordinances regarding different for-hire transportation services
Ongoing Taxicab Initiatives

- Development of a regional regulation approach for taxicabs and other for-hire transportation services
- Conversion of taxicab fleet to "clean "low emission" vehicles
- Implementation of a taxicab limit at DFW International Airport
- Improvements in the overall quality of taxicabs and service
Economic Recession

- Economic recession has adversely affected the taxicab business that is largely dependent on the hospitality industry
  - Airport passengers down
  - Airport taxicab dispatches down
  - Hotel occupancy down
Airport Passengers
DFW International Airport and Love Field

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Average Annual Passengers</th>
<th>Percentage Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1999-2000</td>
<td>67,349,298</td>
<td></td>
</tr>
<tr>
<td>September 11, 2001</td>
<td></td>
<td>-12.92%</td>
</tr>
<tr>
<td>2002-2003</td>
<td>58,646,820</td>
<td></td>
</tr>
<tr>
<td>2006-2007</td>
<td>67,418,847</td>
<td></td>
</tr>
<tr>
<td>Current Economic Recession</td>
<td></td>
<td>-12.46%</td>
</tr>
<tr>
<td>2009</td>
<td>59,019,587*</td>
<td></td>
</tr>
</tbody>
</table>

*Straight line estimate for 2009
## Airport Taxicab Dispatches

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Average Annual Dispatches</th>
<th>Percentage Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1999-2000</td>
<td>980,710</td>
<td></td>
</tr>
<tr>
<td>September 11, 2001</td>
<td></td>
<td>-34.7%</td>
</tr>
<tr>
<td>2002-2003</td>
<td>640,012</td>
<td></td>
</tr>
<tr>
<td>2006-2007</td>
<td>758,112</td>
<td></td>
</tr>
<tr>
<td>Current Economic Recession</td>
<td></td>
<td>-26.6%</td>
</tr>
<tr>
<td>2009</td>
<td>556,328*</td>
<td></td>
</tr>
</tbody>
</table>

*Straight line estimate for 2009*
## Hotel Occupancy

<table>
<thead>
<tr>
<th>Time Period</th>
<th>Average Occupancy</th>
<th>Percentage Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1999-2000</td>
<td>66.5%</td>
<td></td>
</tr>
<tr>
<td>September 11, 2001</td>
<td></td>
<td>-11.6%</td>
</tr>
<tr>
<td>2002-2003</td>
<td>54.9%</td>
<td></td>
</tr>
<tr>
<td>2006-2007</td>
<td>66.5%</td>
<td></td>
</tr>
<tr>
<td>Current Economic Recession</td>
<td></td>
<td>-8.5%</td>
</tr>
<tr>
<td>2009</td>
<td>58.0%*</td>
<td></td>
</tr>
</tbody>
</table>

*Partial year rate for 2009*
Taxicab Task Force

- **Policy Group**
  - The Policy Group meets as needed to provide feedback to the Working Group and determine when recommendations are ready to be carried forward to decision-makers at their respective agencies.

- **Work Group**
  - The Working Group meets to debate the issues, develop supporting information and work to achieve consensus on recommendations. It is anticipated that the Working Group will meet twice a month. Recommendations from the Working Group will be presented to the Policy Group as they are developed.
Participants – Policy Group

- City of Dallas
  - Sheffie Kadane – Chair (Councilmember)
  - Tennell Atkins – Vice Chair (Councilmember)

- City of Fort Worth
  - Jungus Jordan (Councilmember)
  - Joel Burns (Councilmember)

- DFW International Airport
  - Bernice Washington (Board Representative)
  - Jim Crites (Executive Vice President for Airport Operations)

- North Central Texas Council of Governments
  - Michael Morris (Director of Transportation)
Participants – Working Group

- Taxicab Industry Representatives (17)
  - Dallas/Fort Worth Companies (13)
  - Non-Dallas/Fort Worth Companies (1)
  - Association of United Taxi Operators - AUTO (3)
- Hospitality Industry (2)
  - Brooke Dieterlen (Hotel Association)
  - Casandra Matej (Convention and Visitors Bureau)
- City of Dallas (2)
  - John Brunk (Assistant Director)
  - Gary Titlow (Program Manager)
- City of Fort Worth (2)
  - Mike Robinson (Business Manager)
  - Gerald Taylor (Ground Transportation Coordinator)
- DFW International Airport (2)
  - Jeff Clevenger (Senior Ground Transportation Manager)
  - David Galloway (Ground Transportation Regulatory Manager)
- North Central Texas Council of Governments (2)
  - Michelle Bloomer (Program Manager)
  - Jesse Huddleston (Transportation Planner)
Work Program - Categories

- Taxicab Quality
- Service Quality
- Air Quality
- Regionalization
- Other Issues
Taxicab Quality
Work Program Issue Summary

- Age limit
- Replacement vehicles
  - Age of vehicle when put on stand
  - Salvage title vehicles
- Inspections
  - Safety
  - Vehicle condition
Service Quality
Work Program Issue Summary

- Insurance
- Secure credit card transactions
- Driver training – customer service
- GPS tracking
- Computerized dispatch and record keeping
- Cameras
- Vehicle size
- ADA vehicles
Air Quality

Work Program Issue Summary

- Conversion of taxicab fleets to "clean" low emission vehicles
- Reduction in deadheading to and from DFW Airport
- GPS tracking and computerized dispatch to efficiently dispatch taxicabs
Regionalization
Work Program Issue Summary

- Consolidation of regulatory responsibility in the region through Dallas, Fort Worth and DFW Airport under a common set of requirements providing one-stop permitting and inspection
- Strategy to implement access limitation at DFW Airport
- Methodology to determine number of taxicabs needed to serve a regional market – procedure to approve market access / open the Dallas market
Other Issues
Work Program Issue Summary

- Review of regulation and enforcement of taxicabs relative to other for-hire transportation services
- "Monopolistic practices" of Yellow Cab
- Responsibilities of taxicab companies
- Review of taxicab rates of fare
Temporary Modification: Insurance and Age Limit

- City of Dallas staff briefed the Council Transportation and Environment Committee on a proposal for a temporary modification of insurance and age limit requirements on 6/8/2009

- The Committee asked staff to brief the Task Force on this proposal and return to the Committee within 90 days
Insurance – History
City of Dallas

- Prior to 1991 – $500,000 Combined Single Limit (CSL)
- 1991 – Reduced to $300,000 CSL – taxicab company request to increase number of insurance carriers willing to provide coverage for taxicabs
- 1996 – Increased to $500,000 CSL – DFW Airport regulation operation transferred from City to DFW Airport – Airport had $500,000 CSL
- 2003 – Reduced to $100,000 CSL for six months – taxicab company request to increase number of insurance carriers willing to provide coverage for taxicabs
- Current – $500,000 CSL
Insurance Proposal

- Reduce minimum liability insurance requirement for taxicabs from $500,000 CSL to $100,000 CSL for a period of one year effective upon approval
Minimum Liability Insurance
Texas Cities

<table>
<thead>
<tr>
<th>City</th>
<th>Liability Insurance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dallas-Fort Worth</td>
<td>$500,000 CSL</td>
</tr>
<tr>
<td>Austin</td>
<td>$100,000/$300,000/$25,000</td>
</tr>
<tr>
<td>Houston</td>
<td>$25,000/$50,000/$25,000</td>
</tr>
<tr>
<td>San Antonio</td>
<td>$25,000/$50,000/$25,000</td>
</tr>
<tr>
<td>El Paso</td>
<td>$25,000/$50,000/$25,000</td>
</tr>
</tbody>
</table>

CSL stands for Combined Single Limits, the maximum that will be paid out for any one accident for liability and/or property damage. A $25,000/$50,000/$25,000 insurance requirement stands for limiting the insurance liability to $25,000 for any one person or $50,000 for all people in any one accident, and $25,000 for property damage.
## Minimum Liability Insurance
### Top 20 Most Populous Cities

<table>
<thead>
<tr>
<th>City (Rank)</th>
<th>Liability Insurance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dallas (9) – Fort Worth (19)</td>
<td>$500,000 CSL</td>
</tr>
<tr>
<td>San Francisco (14)</td>
<td>$500,000 CSL</td>
</tr>
<tr>
<td>Los Angeles (2)</td>
<td>$350,000 CSL or $100,000/$300,000/$50,000</td>
</tr>
<tr>
<td>Chicago (3)</td>
<td>$350,000 CSL</td>
</tr>
<tr>
<td>New York (1)</td>
<td>$300,000 CSL</td>
</tr>
<tr>
<td>San Diego (8)</td>
<td>$300,000 CSL</td>
</tr>
<tr>
<td>Detroit (11)</td>
<td>$300,000 CSL</td>
</tr>
<tr>
<td>Jacksonville (13)</td>
<td>$300,000 or $125,000/$250,000/$50,000</td>
</tr>
<tr>
<td>Austin (16)</td>
<td>$100,000/$300,000/$25,000</td>
</tr>
<tr>
<td>Indianapolis (12)</td>
<td>$100,000 CSL</td>
</tr>
<tr>
<td>Columbus (15)</td>
<td>$100,000 CSL</td>
</tr>
<tr>
<td>Memphis (17)</td>
<td>$50,000 CSL or $20,000/$40,000/$10,000</td>
</tr>
<tr>
<td>Charlotte (20)</td>
<td>$30,000/$60,000/$25,000</td>
</tr>
<tr>
<td>Houston (4)</td>
<td>$25,000/$50,000/$25,000</td>
</tr>
<tr>
<td>San Antonio (7)</td>
<td>$25,000/$50,000/$25,000</td>
</tr>
<tr>
<td>Baltimore (18)</td>
<td>$25,000/$50,000/$15,000</td>
</tr>
<tr>
<td>Philadelphia (5)</td>
<td>$15,000/$30,000/$5,000</td>
</tr>
<tr>
<td>Phoenix (6)</td>
<td>$15,000/$30,000/$10,000</td>
</tr>
<tr>
<td>San Jose (10)</td>
<td>$15,000/$30,000/$5,000</td>
</tr>
</tbody>
</table>
## Claim History
### Sample of Small Companies

<table>
<thead>
<tr>
<th>Company</th>
<th>Time Period</th>
<th>Number of Claims</th>
<th>Average Loss per Claim</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alamo (60)</td>
<td>2005-06</td>
<td>2</td>
<td>$5,695</td>
</tr>
<tr>
<td></td>
<td>2006-07</td>
<td>4</td>
<td>$2,925</td>
</tr>
<tr>
<td></td>
<td>2007-08</td>
<td>4</td>
<td>$3,551</td>
</tr>
<tr>
<td></td>
<td>2008-09</td>
<td>4</td>
<td>$0</td>
</tr>
<tr>
<td>Ambassador (193)</td>
<td>2005-06</td>
<td>19</td>
<td>$4,323</td>
</tr>
<tr>
<td></td>
<td>2006-07</td>
<td>28</td>
<td>$3,119</td>
</tr>
<tr>
<td></td>
<td>2007-08</td>
<td>27</td>
<td>$3,738</td>
</tr>
<tr>
<td></td>
<td>2008-09</td>
<td>17</td>
<td>$31,455</td>
</tr>
<tr>
<td>Star (87)</td>
<td>2005-06</td>
<td>20</td>
<td>$3,677</td>
</tr>
<tr>
<td></td>
<td>2006-07</td>
<td>22</td>
<td>$6,343</td>
</tr>
<tr>
<td></td>
<td>2007-08</td>
<td>21</td>
<td>$2,590</td>
</tr>
<tr>
<td></td>
<td>2008-09</td>
<td>10</td>
<td>$2,585</td>
</tr>
</tbody>
</table>
Potential Savings

- Information on potential savings associated with lower insurance requirements were submitted by Cowboy/Ranger, Executive Group, Yellow Cab, and Fort Worth staff.

- Estimates do not take into account the impact of varying deductibles or discounts associated with larger fleets.
## Potential Savings

Percentage premium reduction associated with lowering liability insurance requirement from $500,000 CSL

<table>
<thead>
<tr>
<th></th>
<th>Cowboy-Ranger</th>
<th>Executive Group</th>
<th>Yellow Cab</th>
<th>Fort Worth</th>
</tr>
</thead>
<tbody>
<tr>
<td>$500,000 CSL lowered to $300,000 CSL</td>
<td>-7.5%</td>
<td>-5%</td>
<td>-9.3%</td>
<td>-9.3%</td>
</tr>
<tr>
<td>$500,000 CSL lowered to $100,000 CSL</td>
<td>-28.9%</td>
<td>-10%</td>
<td>-28.6%</td>
<td>-28.6%</td>
</tr>
</tbody>
</table>
# Potential Savings

## Annual savings for various premiums and fleet sizes

<table>
<thead>
<tr>
<th>Annual Premium/Car</th>
<th>50 cab fleet</th>
<th>100 cab fleet</th>
<th>150 cab fleet</th>
<th>200 cab fleet</th>
</tr>
</thead>
<tbody>
<tr>
<td>$2000</td>
<td>$9,300</td>
<td>$18,600</td>
<td>$27,900</td>
<td>$37,200</td>
</tr>
<tr>
<td>$2500</td>
<td>$11,625</td>
<td>$23,250</td>
<td>$34,875</td>
<td>$46,500</td>
</tr>
<tr>
<td>$3000</td>
<td>$13,950</td>
<td>$27,900</td>
<td>$41,850</td>
<td>$55,800</td>
</tr>
<tr>
<td>Reduction from $500,000 CSL to $300,000 CSL (-9.3%)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Annual Premium/Car</th>
<th>50 cab fleet</th>
<th>100 cab fleet</th>
<th>150 cab fleet</th>
<th>200 cab fleet</th>
</tr>
</thead>
<tbody>
<tr>
<td>$2000</td>
<td>$28,600</td>
<td>$57,200</td>
<td>$85,800</td>
<td>$114,400</td>
</tr>
<tr>
<td>$2500</td>
<td>$35,750</td>
<td>$71,500</td>
<td>$107,250</td>
<td>$143,000</td>
</tr>
<tr>
<td>$3000</td>
<td>$42,900</td>
<td>$85,800</td>
<td>$128,700</td>
<td>$171,600</td>
</tr>
<tr>
<td>Reduction from $500,000 CSL to $100,000 CSL (-28.6%)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Premiums shown are for illustration purposes and do not take into account the impact of varying deductibles or other discounts (e.g., based on fleet size) would have on premiums.
### Potential Savings

#### Savings per taxicab for various premiums

<table>
<thead>
<tr>
<th>Annual Premium/Car</th>
<th>Daily Savings/Taxicab</th>
<th>Annual Savings/Taxicab</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Reduction from $500,000 CSL to $300,000 CSL (-9.3%)</td>
<td></td>
</tr>
<tr>
<td>$2000</td>
<td>$0.62</td>
<td>$186</td>
</tr>
<tr>
<td>$2500</td>
<td>$0.78</td>
<td>$233</td>
</tr>
<tr>
<td>$3000</td>
<td>$0.93</td>
<td>$279</td>
</tr>
<tr>
<td></td>
<td>Reduction from $500,000 CSL to $100,000 CSL (-28.6%)</td>
<td></td>
</tr>
<tr>
<td>$2000</td>
<td>$1.91</td>
<td>$572</td>
</tr>
<tr>
<td>$2500</td>
<td>$2.38</td>
<td>$715</td>
</tr>
<tr>
<td>$3000</td>
<td>$2.86</td>
<td>$858</td>
</tr>
</tbody>
</table>

Assumes drivers working six days a week for fifty weeks a year.
Pros

Lower the insurance requirement

- Dallas’ insurance requirement is at the high end among both Texas cities and nationally indicating that some risk associated with a lower insurance requirement can be tolerated in the marketplace
- Insurance costs are a significant part of a small company’s cost structure – reducing minimum liability requirement provides some immediate relief in a depressed economy
- It tests the insurance market to see if additional insurance companies will enter the market to provide additional competition and to see how much insurance premiums can be lowered – this could reveal how much capital could be freed up for taxicab companies to invest in improved service
- Some companies will choose to maintain higher insurance levels so that the risk to the general public from lowering the mandated amount is lessened
Cons

Don’t lower the insurance requirement

- The $500,000 CSL limit is needed to protect the general public in the event of a significant accident.
- Accident claims periodically exceed the proposed $100,000 CSL and occasionally meet or exceed the current $500,000 CSL – any savings could be wiped out by one or two large claims.
- Savings associated with lower insurance requirements are not significant enough to risk the loss of protection – any savings will be returned to the drivers via lower stand fees instead of invested to improve the business.
- Current insurance and age limit requirements were already in place when most of these companies went into business.
- Reducing insurance requirements lowers quality standards and puts the region in a reactive instead of a proactive approach to maintaining quality – this is the wrong position to be in as we approach the Super Bowl in 2011.
Age Limit - Purpose

- Age limit is a measure used in combination with inspections to help ensure the quality of vehicles that are licensed for use as taxicabs.
- Current regulations establish the age limit of taxicabs at 5 years (7 years for low emission vehicles).
Age Limit – History
City of Dallas

- 1976 – 5 year age limit rule adopted
- 1979 – exception allowed for vehicle in exceptional condition
- 1984 – age limit changed to 8 years
- 1985 – age limit changed back to 5 years
- 1992 – cabs on stand were grandfathered
- 1996 – schedule to remove cabs older than 5 years
- 1996 – alternative fuel cabs allowed 2 extra years
- 1997 – all cabs older than 5 years removed from fleet
- 2002 – one year extension approved for all vehicles on fleet in response to economic impact of 9/11
Age Limit Proposal

- Provide a one year extension from five years to six years for all vehicles on the taxicab fleet effective upon approval

Note: The age limit modification is time sensitive because owners whose vehicles are scheduled to be removed from the taxicab fleet at the end of the year need time to make decisions on purchasing new vehicles.
# Maximum Age Limit

## Texas Cities

<table>
<thead>
<tr>
<th>City</th>
<th>Age Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>El Paso</td>
<td>9 years</td>
</tr>
<tr>
<td>Austin</td>
<td>8 years / 10 years for &quot;accessible&quot; taxicab</td>
</tr>
<tr>
<td>San Antonio</td>
<td>8 years / 7 years for &quot;airport&quot; taxicab</td>
</tr>
<tr>
<td>Houston</td>
<td>6 years</td>
</tr>
<tr>
<td>Dallas-Fort Worth</td>
<td>5 years / 7 years for &quot;clean&quot; taxicab</td>
</tr>
</tbody>
</table>
# Maximum Age Limit

## Top 20 Most Populous Cities

<table>
<thead>
<tr>
<th>City (Rank)</th>
<th>Age Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Diego (8)</td>
<td>None</td>
</tr>
<tr>
<td>Detroit (11)</td>
<td>None</td>
</tr>
<tr>
<td>Jacksonville (13)</td>
<td>None</td>
</tr>
<tr>
<td>Columbus (15)</td>
<td>None (proposal going to council July 2009 for 10 year age limit)</td>
</tr>
<tr>
<td>Memphis (17)</td>
<td>10 years or 400,000 miles</td>
</tr>
<tr>
<td>San Jose (10)</td>
<td>10 years</td>
</tr>
<tr>
<td>Indianapolis (12)</td>
<td>10 years or 400,000 miles</td>
</tr>
<tr>
<td>Baltimore (18)</td>
<td>9 years / 10 years for &quot;accessible&quot; taxicab</td>
</tr>
<tr>
<td>Charlotte (20)</td>
<td>8 years / $250,000 miles</td>
</tr>
<tr>
<td>Los Angeles (2)</td>
<td>8 years / 7 years for &quot;airport&quot; taxicab</td>
</tr>
<tr>
<td>Philadelphia (5)</td>
<td>8 years / 350,000 miles (on 1-1-10&gt;7 years and on 1-1-11&gt;6 years)</td>
</tr>
<tr>
<td>San Antonio (7)</td>
<td>8 years / 10 years for &quot;accessible&quot; taxicab</td>
</tr>
<tr>
<td>San Francisco (14)</td>
<td>6 years</td>
</tr>
<tr>
<td>Austin (16)</td>
<td>6 years</td>
</tr>
<tr>
<td>Houston (4)</td>
<td>6 years</td>
</tr>
<tr>
<td>Phoenix (6)</td>
<td>5 years / 7 years for &quot;clean&quot; taxicab</td>
</tr>
<tr>
<td>New York (1)</td>
<td>5 years / Option for 1 year extension</td>
</tr>
<tr>
<td>Chicago (3)</td>
<td>5 years / 7 years for &quot;clean&quot; taxicab</td>
</tr>
<tr>
<td>Dallas (9) – Fort Worth (19)</td>
<td>5 years / 7 years for &quot;clean&quot; taxicab</td>
</tr>
</tbody>
</table>
# Age of Dallas Taxicabs

<table>
<thead>
<tr>
<th>Company</th>
<th>Number of Taxicabs</th>
<th>Model Year 2009</th>
<th>Model Year 2008</th>
<th>Model Year 2007</th>
<th>Model Year 2006</th>
<th>Model Year 2005</th>
<th>Average Age</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alamo</td>
<td>44</td>
<td>0</td>
<td>1</td>
<td>10</td>
<td>12</td>
<td>21</td>
<td>4.2</td>
</tr>
<tr>
<td>Ambassador</td>
<td>122</td>
<td>0</td>
<td>6</td>
<td>32</td>
<td>37</td>
<td>47</td>
<td>4.0</td>
</tr>
<tr>
<td>Cowboy</td>
<td>154</td>
<td>0</td>
<td>9</td>
<td>27</td>
<td>49</td>
<td>69</td>
<td>4.2</td>
</tr>
<tr>
<td>Eagle</td>
<td>45</td>
<td>1</td>
<td>0</td>
<td>8</td>
<td>10</td>
<td>26</td>
<td>4.3</td>
</tr>
<tr>
<td>Executive</td>
<td>184</td>
<td>0</td>
<td>7</td>
<td>38</td>
<td>53</td>
<td>86</td>
<td>4.2</td>
</tr>
<tr>
<td>Freedom</td>
<td>41</td>
<td>0</td>
<td>0</td>
<td>8</td>
<td>13</td>
<td>20</td>
<td>4.3</td>
</tr>
<tr>
<td>Golden</td>
<td>63</td>
<td>0</td>
<td>4</td>
<td>12</td>
<td>27</td>
<td>20</td>
<td>4.0</td>
</tr>
<tr>
<td>Jet</td>
<td>72</td>
<td>0</td>
<td>3</td>
<td>26</td>
<td>20</td>
<td>23</td>
<td>3.9</td>
</tr>
<tr>
<td>Ranger</td>
<td>91</td>
<td>1</td>
<td>3</td>
<td>19</td>
<td>26</td>
<td>42</td>
<td>4.2</td>
</tr>
<tr>
<td>Star</td>
<td>86</td>
<td>1</td>
<td>5</td>
<td>15</td>
<td>32</td>
<td>33</td>
<td>4.1</td>
</tr>
<tr>
<td>State</td>
<td>30</td>
<td>0</td>
<td>0</td>
<td>6</td>
<td>15</td>
<td>9</td>
<td>4.1</td>
</tr>
<tr>
<td>Taxi Dallas</td>
<td>99</td>
<td>0</td>
<td>2</td>
<td>21</td>
<td>43</td>
<td>33</td>
<td>4.1</td>
</tr>
<tr>
<td>Yellow</td>
<td>798</td>
<td>16</td>
<td>28</td>
<td>227</td>
<td>230</td>
<td>297</td>
<td>4.0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1829</strong></td>
<td><strong>19</strong></td>
<td><strong>68</strong></td>
<td><strong>449</strong></td>
<td><strong>567</strong></td>
<td><strong>726</strong></td>
<td><strong>4.1</strong></td>
</tr>
</tbody>
</table>
Pros

Raise the age limit

- An age limit extension will help taxicab owners get through a period when credit markets are tight making it difficult to obtain loans for new taxicabs
- Dallas Council action after 9/11/01 indicated a policy recognition that economic recession puts a hardship on taxicab companies and drivers
- One year extension in 2002 did not result in any measureable increase in complaints about taxicab quality
- Current City Code provides for a 7 year age limit for low emission vehicles indicating some level of acceptance for the quality of vehicles over 5 years
Cons

Don’t raise the age limit

- Adoption and enforcement of the five year age limit has been instrumental in improving the overall quality of taxicabs in the region
- Older vehicles increase the risk of mechanical breakdown that could put the public and drivers at greater risk
- Increasing the age limit requirement lowers quality standards and puts the region in a reactive instead of a proactive approach to maintaining quality – this is the wrong position to be in as we approach the Super Bowl in 2011
Consensus?
Task Force Working Group

■ Based on discussion at the 7/30/09 and 8/27/09 meetings there is not a consensus position among task force members

■ Taxicab industry representatives (companies and drivers) were split approximately 50/50 with larger companies and their affiliated companies supporting existing levels and smaller independent companies and driver representatives supporting the proposed changes

■ Hospitality industry representatives sent letters after the 8/27/09 meeting supporting existing insurance and age limit standards
Consensus?
Task Force Policy Group

- Policy Group met on 8/31/09 to review the work plan and proposals for insurance and age limit modifications
- Policy Group did not endorse the temporary modifications
- Concerns were expressed that if the City of Dallas unilaterally implemented the temporary modifications that it would be a move away from the regional approach that we have been working toward
- Suggestion was made that if the City of Dallas were to extend the age limit that additional inspections be required
Action Requested

Committee action is requested to either:

- Endorse the proposed temporary modifications to insurance and age limit requirements and send the proposal forward for full Council consideration

- Reject the temporary modifications and request that the Task Force continue to look at insurance and age limit requirements within the context of their Work Program
Attachments

- Group A: Correspondence supporting the temporary modification of the liability and age limit requirements

- Group B: Correspondence objecting to the temporary modification of the liability and age limit requirements (i.e., supporting existing standards)
Group A Correspondence

- Correspondence supporting the temporary modification of the liability and age limit requirements

- City of Dallas Transportation Regulation received a petition signed by approximately 870 taxicab drivers (letter attached)
April 6, 2009

Ms. Linda Koop
District 11
Dallas City Council

Dear Ms. Koop,

Subject: Formation of a Task Force on Taxicab issues as instructed by Dallas City Council on March 25th 2009

On the March 25th City Council meeting, the Honorable Mayor Leppert, on behalf of the Dallas City Council, instructed that a taskforce be formed to study the issues of the Ground Transportation Industry and bring the findings back to the city council for consideration.

The issues to be studied are the following:

1. **Code Enforcement** – The selective enforcements of Ground Transportation codes of the City of Dallas has become of great concern to the drivers and it is a burning issue that requires a thorough investigation and immediate attention of the Taskforce. While there is a very heavy-handed enforcement of the taxicab codes, other modes of ground transportation are left unchecked. Improprieties in relation to transportation of customers are rampant among Shuttles, Limos and Buses, Hotel Managements, Doormen, Concierge and Supervisors.

Other concerns, but not limited to the following are:
- Reduction plan of Taxicab fleet at DFW Airport. i.e. Overflow problems;
- Airport Dispatchers and Starters soliciting customers for Limos and Shuttles who queue up and wait when they are supposed to pick up their own customers;
- Super Shuttle Employees & Limo drivers serving as doormen soliciting customers at hotels especially at the Sheraton Downtown Hotel;
- Payment for preferential placement of passengers;
- Service on pre-arranged basis, trip manifests;
- Unrestricted mobility of Drivers from one company to another if he/she so desires;
- Testing for renewal of driving permits;
- Shortage of Taxi stands, Metered Parking and No Parking Zone restrictions
  - Shortage of Taxi stands at Office buildings and hotels;
  - Ticketed for parking at metered parking with time on the meter;
  - Going beyond 25 feet while on a Taxi stand;
  - Loading and unloading at no parking zones;
  - Ticketed $30.00 by parking controllers for stopping in no parking zone, ticketed $200.00 by City Inspectors for the same offence.

✓ **Action:** A Taskforce authorized with a subpoena power be formed to investigate the improprieties.
It is our hope that these issues be addressed and brought before the Council within 30 days. In order to facilitate these urgent matters, we suggest that the taskforce include the following:

a) Councilman Tennell Atkins  
b) Councilwoman Linda Koop  
c) A DFW Board Member  
d) Assistant City Manager  
e) Assistant City Attorney  
f) Hotel Association – Ms. Brooks  
g) Taxi Association 3 people  
h) Company Representatives – 6 people.

2. **Moratorium** – The moratorium imposed on the Taxicab Industry in 2003 is unfair and has created an undue burden on the smaller taxicab companies while allowing an unfair advantage for the larger taxicab companies like Yellow Cab Company.

   ✓ **Action: Immediate Lifting of the Moratorium of 2003.**  
   Lifting the moratorium will enable all taxicab companies, especially the smaller companies to provide better services and employment opportunities.

3. **Independent Investigation** – The purchase of smaller taxicab companies by Yellow Cab Company under the cover of “Management Contract”, and its ownership of 60% of the taxicab industry created unrivaled monopoly that is strangling the smaller taxicab companies. This company illegally bought out nine other companies under the cover “Management Contract”. These companies are now equipped with the Yellow cab Co. computer MDT systems and are run under the same Yellow Cab dispatch center.
   
   - Yellow Cab dropped the Stand Fees of those bought out companies too far below the market rate to destroy and eliminate owner operator small cab companies.  
   - Currently Yellow Cab represents almost 60% of the taxicab market share in the City of Dallas, while the 2nd largest company represents only 9%. This is apparently against the rules and laws of the free market competition.  
   - The City of Dallas taxicab Ordinance chapter 45-4.4(1) prohibits taxicab companies from having any interest, whether directly or indirectly in any insurance company. But the insurance giant AIG is one of the shareholders and investors in the Yellow Cab Company among other investors listed under the “North Texas Opportunity Fund”, who also has invested in the Yellow Checker Cab Company of DFW. Please visit [www.ntofund.com](http://www.ntofund.com) to see the list of all of the investors.

   ✓ **Action: An Independent Investigation Should Be Conducted.**  
   An independent investigation should be conducted to determine the effect of Yellow Cab Company’s monopolistic practices on the taxicab industry, smaller cab companies and a possible violation of anti-trust laws.
4. **Insurance** – According to City of Dallas Taxicab Codes 45-4.4, the Liability Insurance for each occurrence is $500,000. Most comparable cities have far less requirements than Dallas. For Example, New York requires $300,000, Chicago $100,000, Atlanta $50,000, Houston $50,000, San Antonio $50,000, and Austin $50,000.

✓ **Action: Lower the Liability Insurance Requirement.**
As most of the bigger cities that have more traffic and business such as New York, Chicago and Atlanta all have far less requirements than Dallas, we request that the Insurance Liability requirement in Dallas be lowered to $50,000 which is what the sister Texas cities listed above are requiring.

5. **Age Limit** – The age limit that was arbitrarily imposed on taxicabs is 5 years, while shuttles have 7 years and Limos have none. Other cities such as Washington DC have 7 years, Boston 10 years, Denver 10 years and cities like Los Angeles, Atlanta and New York have no age limit at all. It is the maintenance and inspection of vehicles that determines the safety and quality of a vehicle not the age. Contrary to speculations, Dallas taxicabs travel a lot less mileage per year than the figures presented to the council in previous studies.

✓ **Action: Increase Taxicab Age Limit To 8 years.**
Considering the recession in the country, the high cost of fuel and the depressed economy that translated into cancellation of conventions and conferences; it is proper and necessary to review and increase the taxicab age limit.

Signed by the coalition of Taxicab Drivers’ Associations and Small Cab Companies:

1. Association of United Taxicab Operators
2. Association of Taxicab Operators
3. Alamo Cab Company
4. Ambassador Cab Company
5. Star Cab Company
6. United Cab Services, and
7. Mr. Roy Williams

We highly appreciate your time and kind efforts in helping us with this arduous task.

CC: Mayor Leppert
City Council
City Manager
City Attorney
August 6, 2009

Mr. Gary W. Titlow, Manager  
Transportation Regulation  
Public Works & Transportation  
Dallas City Hall  
Dallas, Texas 75210

Dear Mr. Titlow:

We, the undersigned licensed taxicab drivers, have serious concerns over the monopolistic practices of the large taxicab companies and their overwhelming power on the Task Force.

Any reasonable person with knowledge of the taxicab industry can readily understand their ulterior motives for opposing the Dallas City Staff’s original recommendations to the Transportation and Environment Committee on June 8, 2009. It is nothing more than an effort to put us out of business and continuing there monopolistic practices and forcing us to operate under their ruthless and barbaric driver treatment, all for their monetary gain. The only reason Yellow Cab is operating nine (9) cab companies, under some, unknown to us, arrangement with the City of Dallas and The Dallas/Fort Worth International Airport is because they could not get the required $500,000.00 insurance. We would also like to bring to your attention that Yellow Cab is dispatching Yellow Cab telephone request for service to these other cab companies under their control and totally confusing the public.

The taxicab industry and all its drivers are under enormous financial stress and need the immediate and temporary relief as proposed by Dallas City Staff on June 8, 2009. All the other issues such as service quality, technology, insurance, green cabs, age limits, regional regulation, industry efficiency, etc. can be debated and resolved by the Taxicab Task Force during future meetings as mandated by our elected officials and policy makers.

We respectfully request that you move forth with staff’s original recommendations on “Insurance” and “Age Limit Extension” immediately so as to give us the financial relief we need to survive these times of economic hardships and frozen credit markets. Don’t let these big cab companies with paid political lobbyist put us out of business.

Sincerely,
Taxicab Drivers Listed – See attached.
July 28, 2009

Attn: Taxicab Taxi Force
Attn: Policy Group

To Whom It May Concern:

We are an owner operator cab company. As you may be aware, we are struggling to make a living given the current economic recession. During this recession, the age limit on taxis has been extended by a period of one year. The times now are even worse than after 9-11. We are asking that you would extend the age limit on taxis by one more year.

It is dire that a decision be made regarding this matter as soon as possible. Otherwise, many drivers will be forced to stop driving because they are not able to replace their cars and will not be able to support their families. This will force many of them to turn to the government for assistance which only furthers the economy crisis in the country.

In the past, when the taxi business was booming the majority of taxicabs were driven 40,000-50,000 miles per year. Now, with the business having slowed to a crawl, the majority are only driven 25,000-30,000 miles per year.

We recommend that the 5 year age limit on taxis be revised to 7 years or 350,000 miles. We believe that this will help the drivers and is a more economical solution for the small owner operator cab companies. This revision of the age limit would be in accordance with most other major U.S. cities. The largest two cities New York and Los Angeles have no age limit at all. Dallas is the 9th ranked city in terms of population, so we question the legitimacy of the 5 year age limit.

For example, if a driver was able to purchase a 2005 vehicle with only 20,000 miles a totally dependable taxi would have to come off of the stand at the end of 2009 with only 30,000 miles on it. In all fairness it does not seem wise to take this vehicle off of the stand. This is why we say the emphasis should be placed on mileage instead of years.

Humbly Submitted,

Tesfai Sbahtu
Alamo Cab Inc.
Group B Correspondence

- Correspondence **objecting to the temporary modification** of the liability and age limit requirements (i.e., supporting existing standards)
August 27, 2009

Mr. John C. Brunk, P.E.
Assistant Director
City of Dallas Transportation Planning
Dallas City Hall
Dallas, Texas 75201

Dear Mr. Brunk:

Our organization has been pleased to serve on the Regional Taxicab Task Force.

As the meetings and deliberations continue, we wanted to commit in writing our concerns regarding retreating from the long sought after improvements to taxicab regulations that have improved both the quality and service provided by the industry in the DFW Metroplex.

As you know, the NBA All Star Game as well as Super Bowl XLV will be coming to the North Texas region soon. We must ensure, with so much national exposure, that we’re putting our best foot forward and not placing the traveling public at risk. It appears that the task force is seriously considering a retreat, not only on ensuring quality cabs by allowing an extension of the 5 year age limit, but also on protecting the public by reducing reasonable insurance requirement levels. Changing these requirements are both detrimental and unacceptable.

We appreciate and support the goals of improving taxicab service and taxicab quality. We will continue to work for improvements as the task force continues. We would be troubled by any decision that would negatively impact the visitors’ experience.

Sincerely,

Casandra B. Matej
Sr. Vice President, Sales & Services

cc: Phillip Jones, President & CEO, Dallas Convention & Visitors Bureau
August 28, 2009

Mr. John C. Brunk, P.E.
Assistant Director
City of Dallas Transportation Planning
Dallas City Hall
Dallas, Texas 75201

Dear Mr. Brunk:

Our organization has been pleased to serve on the Regional Taxicab Task Force.

As the meetings and deliberations continue, we wanted to again commit to writing our concerns over retreating from the long sought after improvements to taxicab regulations that have improved both the quality and service provided by the industry in the DFW Metroplex.

As you know, the NBA All Star Game as well as Super Bowl XLV will be coming to the North Texas region soon. We must insure, with so much national exposure, that we’re putting our best foot forward and not placing the traveling public at risk. It appears that the task force is seriously considering a retreat, not only on ensuring quality cabs by allowing an extension of the 5 year age limit, but also on protecting the public by reducing reasonable insurance requirement levels. Changing these requirements is both detrimental and unacceptable. After listening to both sides of the quality issues, it was made clear reducing insurance to only $100,000 would only save the drivers less then two dollars a day. This is not the solution to the driver needs. It was also discussed studies commissioned by Dallas, Fort Worth and DFW Airport all indicated the over supply of cabs is what is hurting the drivers income. It would seem logical to fix the problem the experts discussed to generate more daily income for the drivers and not reduce quality standards to save the drivers two dollars a day.

We appreciate and support the goals of improving taxicab service and taxicab quality. We will continue to work for improvements as the task force continues. We are, however, troubled by the discussions of reducing quality standards and consumer protections. As such, please consider this our formal notice of opposition to these suggested retreats in taxicab standards.

Sincerely,

Brooke Dieterlen
Executive Director
Hotel Association of North Texas
June 2, 2009

Mr. John C. Brunk, P.E.
Assistant Director
City of Dallas Transportation Planning
Dallas City Hall
Dallas, Texas 75201

Dear Mr. Brunk:

I am writing in regard to the Regional Taxicab Task Force that is being organized by the City of Dallas.

As you and others embark on this task, I wanted to express the initial concerns of the Stemmons Corridor Business Association (SCBA) as they relate to the Task Force’s charges and agenda items.

The issues surrounding taxicab regulations and operations have been repeatedly studied in-depth in recent years by the Cities of Dallas and Fort Worth, as well as by DFW International Airport. These studies have led to many positive improvements in taxicab service and quality. While each of these studies found a variety of shared concerns among the individual governmental entities, the most predominant finding in each was that there is a surplus of taxicab supply versus the needed demand. In each case this has led to the respective governmental entities capping the number of taxicabs authorized to operate in their jurisdiction. These caps must remain in place, or even potentially be further reduced, if we are to continue to see a healthy and viable taxicab industry.

SCBA is also very concerned about any potential reduction of quality standards and public and consumer protections that have been achieved by all three governmental entities through the current five-year age limits on vehicles as well as uniformly adopted minimum insurance requirements. Under no circumstances do we see any positive position to reduce the age limit temporarily or permanently. Regarding the insurance, it is our understanding that over the last 20 years taxicab insurance requirements have never been upgraded; only downgraded. These are basic quality standards and consumer protections that must remain in place and/or be increased.

Once the Task Force is finally created and deliberations begin we look forward to sharing with you our concerns and proposals for other related issues such as: defining both quality of taxicabs and quality of taxicab service; transitioning to “clean” vehicles; and implementation of regional regulation strategies. From the outset, however, we feel that it is vitally important to share our concern about retreating from current standards either temporarily or long-term. We, the Stemmons Corridor Business Association, will oppose any compromise in the standards that have brought these improvements to bear.

We appreciate your consideration, and look forward to working with you on this endeavor.

Sincerely,

[Signature]

Chairman, Stemmons Corridor Business Association

C: Dallas City Council
   Jeff Finkel, Yellow Cab
July 20, 2009

Mr. John C. Brunk, P.E.
Assistant Director
City of Dallas Transportation Planning
Dallas City Hall
Dallas, Texas 75201

Dear Mr. Brunk:

I am writing in regard to the Regional Taxicab Task Force that is being organized by the City of Dallas.

The Oak Cliff Chamber of Commerce, by a vote of its Board of Directors, has determined that any lowering or relaxing of standards that regulate the quality of the taxi industry would be detrimental to the economic interests of this entire region, and consequently that of Oak Cliff. Additionally, there are some very real safety concerns that arise any time we lower our standards.

Let us explain.

Much of the economy of the City of Dallas is related to the hospitality industry. With the construction of the new convention center hotel, it is our hope that this industry increases its economic impact on the region. It cannot do so if there is a lessening of standards in the taxi industry.

Taxis are often the first face and impression that a visitor to this region has of the area. As you know, that first impression is extremely important. Our current taxi standards regarding the maximum age of a cab to be no more than five years old were enacted to ensure that the quality of vehicle that transports visitors and regional residents, alike, is both safe and in good repair. Relaxing the age limit to allow older vehicles is not in our best interest.

Regarding the insurance, it is our understanding that over the last 20 years taxicab insurance requirements have never been upgraded; only downgraded. These are basic quality standards and consumer protections that must remain in place.

We, the Oak Cliff Chamber of Commerce, will oppose any compromise in the standards of taxi age or the insurance limits.

Sincerely,

Bob Stimson
President
August 20, 2009

Mr. Gary Titlow  
City of Dallas Transportation Planning  
Dallas City Hall  
Dallas, Texas 75201  

Dear Gary:

This letter reiterates our position and the results expected from a proposed insurance requirement reduction.

In each year going back as far as 2002, Yellow Cab or affiliated companies have experienced at least one insurance claim that far exceeded $100,000. Most years there have been multiple insurance claims that far exceeded $100,000. In that time frame, numerous insurance claims have even met the $500,000 minimum limit.

Lowering the City of Dallas’ current $500,000 minimum insurance requirement will not only take Dallas out of the current regionally adopted standard, but place the public and taxicab operating companies at significant risk. The public will be put at risk by not being able to recoup out-of-pocket damages resulting from accidents that occur with taxicabs that exceed $100,000 (of which there will be multiple per year). Operating companies will be put at risk because they will have to either use cash reserves to pay for the balance in resulting damages or be put out of business.

For example, use the case of an accident involving a $50K vehicle and 3 passengers (which is very common running around DFW). The taxicab hits this vehicle and is clearly at fault. The vehicle is totaled and all 3 people are injured. Immediately, the $100,000 limit is reduced to $50K as that is what it will cost to replace the vehicle. Then there is $50K left to cover the 3 passengers. The remaining $50K would have no chance of covering even a fraction of attorney fees, plus medical, plus any other damages awarded. The city would be putting the public at great risk if liability limits are lowered to this irresponsible level.

The chart below outlines costs Yellow Cab was quoted for limits of insurance with no deductible or schedule credits.

<table>
<thead>
<tr>
<th>Coverage Limit</th>
<th>Premium at increased limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>$100,000</td>
<td>$1,565</td>
</tr>
<tr>
<td>$150,000</td>
<td>$1,706</td>
</tr>
<tr>
<td>$200,000</td>
<td>$1,815</td>
</tr>
<tr>
<td>$250,000</td>
<td>$1,909</td>
</tr>
<tr>
<td>$300,000</td>
<td>$1,987</td>
</tr>
<tr>
<td>$350,000</td>
<td>$2,050</td>
</tr>
<tr>
<td>$500,000</td>
<td>$2,191</td>
</tr>
</tbody>
</table>

This chart makes plain that a reduction in the insurance requirement from $500,000 to $100,000 would equal a savings in premium costs of $626.00 per year. Viewed another way that equates to a savings of $1.72 a day.

Under the lower limit, if an accident occurs (and many will) in which there are damages of $150,000, the operating company is going to be responsible for paying the $50,000 balance. That amount far exceeds the minimal costs incurred to maintain a higher and reasonable coverage limit.

Sincerely,

Jack Bewley
August 24, 2009

Mr. Gary Titlow
Public Works and Transportation
Transportation Regulation Division
Dallas City Hall Room 2BS
Dallas, Texas 75201

Dear Mr. Titlow,

Please accept this correspondence in regards to the Regional Taxicab Task Force. Executive Taxi respectfully submits the following recommendations with regards to the current proposal to change the insurance requirement for taxicabs operating in the City of Dallas. Both representatives from Golden Cab and Taxi Dallas have reviewed these recommendations and are in agreement with them.

The proposal being considered is a reduction of the minimum liability insurance requirement for taxicabs from $500,000 CSL to $100,000 CSL for a period of one year effective upon Council approval. Executive Taxi submits the following reasons as to why a reduction should not be approved and Golden Cab and Taxi Dallas agree and concur with the reasons.

The proposal being considered includes the minimum liability insurance from other Texas cities and states that Dallas is at the high end among Texas cities. What is not included in the proposal is that some of these other cities have additional insurance requirements that Dallas does not currently have in place. (i.e. Austin requires Personal Injury Protection (PIP) in the amount of $2,500 per passenger in addition to the $100,000/$300,000/$25,000)

We feel that the task force must be careful when comparing Dallas to other cities and to take into consideration all aspects of these other cities taxi regulation, if a recommendation based on these other cities is to be presented to the Dallas City Council.

The current requirement of $500,000 CSL should be maintained and should not be lowered. The primary reason that the City of Dallas has this requirement is for public safety. In the discussions that took place at the last Task Force meeting, we heard a lot of talking by various members of the Task Force, yet no one emphasized this point clearly.

Above everything else, including any economic relief to taxicab companies and taxicab drivers, public safety must come first. The current requirement of $500,000 CSL ensures that the general public and our passengers are protected in the event of an accident. The public safety first rationale must be preserved throughout any discussions about changing the regulation in the taxicab industry.

The majority of the taxicabs that operate in the City of Dallas are vans, which can be occupied by 6-7 people. In 2003, an accident where all people inside the vehicle are
injured from an accident, the average medical cost could be between $6,000-$9,000 per person, and totally $42,000-$63,000.¹ This number does not include property damage, pain and suffering, loss of wages, mental or emotional stress, or court costs. As we all know, the cost of healthcare has increased and the average accident now costs an average of $12,000-$15,000 per person, which would total $72,000-$105,000 again not including property damage, pain and suffering, loss of wages, mental or emotional stress, or court costs. This clearly would place it above the proposed $100,000 CSL.

Our companies have seen a steady increase in the amount of healthcare claims from minor accidents. In the past a minor bumper accident whose property damage is less than $1,000 would result in no injury claim being submitted. We are now seeing injury claims above and beyond $10,000 from these same small accidents. The cost of investigating and defending from these frivolous claims has also increased. The protection provided from a $500,000 CSL policy ensures that coverage exists for both minor and major accidents.

In addition to the healthcare costs and property damage considerations, there is also the concern over loss of life. The loss of a person’s life as a result of an accident is extremely traffic and will cause a lawsuit to be filed against the driver, the owner of the vehicle, the taxicab company, and quite possibly the City of Dallas. It would be nearly impossible to put the price on an individual’s life, however, maintaining the insurance coverage at $500,000 CSL will provide some assurance that some compensation would be provided. Lowering the insurance coverage would place a taxicab company and driver in financial jeopardy and could open up the City of Dallas to exposure and liability for changing the coverage's.

According to the Fatality Analysis Reporting System², for the past decade, the State of Texas has consistently been the state with the second largest number of accident fatalities. On average, Texas has over 3,000 accident fatalities each year. This number stresses the importance of having adequate insurance coverage to protect the taxicab driver, taxicab companies, and City of Dallas. It is a given fact that the longer a person drives on the road the more likely they are to have an accident and every accident has a risk of becoming a fatality.

Throughout the past few years, our companies have seen multiple claims that exceed a $100,000 CSL threshold. In fact, we have seen several that could meet and exceed a $500,000 CSL coverage limit. Throughout all of these claims, our companies have had peace of mind because we maintained a $500,000 CSL insurance policy.

We must also look at the financial structure of the taxicab companies to see if they could survive a judgment beyond the insurance coverage. Obtaining the current $500,000 CSL is not an easy task. Insurance companies and their re-insurers want to look at a taxicab companies financial statements for the past five years, their driver’s lists, the vehicle lists,

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and lastly their loss runs from the past three years. Insurance companies request this information to ensure that the taxicab company is solid and can afford the insurance premiums and deductibles. Lowering the insurance coverage would allow some of the safeguards in place to ensure financial stability to be waived or ignored completely.

Reducing the insurance requirement should not be considered at this time. The City of Dallas and the region will be experiencing higher than normal traffic as we approach upcoming high profile events such as the Super Bowl. We should maintain and be proud of the high $500,000 CSL limit we have because it protects the general public and demonstrates that the general public comes first.

In conclusion, we feel that the insurance coverage should not be lowered because the savings associated with lowering the coverage is so minimal that it does not translate to significant savings. According to our insurance agent, the savings associated with lowering the insurance coverage from $500,000 CSL to $300,000 CSL is 5%. The savings associated with lowering the insurance coverage from $500,000 CSL to $100,000 CSL is 10%.

A savings of 10% is not worth the risk to the General Public, the City of Dallas, taxicab drivers, or taxicab companies. However, the benefits of maintaining the coverage at current levels are well worth the price.

Sincerely,

Allen Mansourian
June 23, 2009

Mr. John C. Brunk, P.E.
Assistant Director
City of Dallas Transportation Planning
Dallas City Hall
Dallas, Texas 75201

Dear Mr. Brunk:

I am writing regarding the Regional Taxicab Task Force that is being organized by the City of Dallas.

As you and others embark to form a Regional Taxicab Task Force, I wanted to express our organization’s initial concerns as they relate to the Task Force’s charges and agenda items.

The issues surrounding taxicab regulations and operations have been studied in-depth in recent years by the Cities of Dallas and Fort Worth, as well as by DFW International Airport. The studies have led to many positive improvements in taxicab service and quality in the entire region. The Arlington Convention & Visitors Bureau will oppose any retreat in the standards that have brought these improvements to bear and will encourage our city to not follow your example in this effort.

The result of these studies is that there is a surplus of taxicab supply versus the needed demand. This has led to the respective governmental entities capping the number of taxicabs authorized to operate in their jurisdiction. These caps must remain in place, and possibly further reduced, if we are to continue to see not only a healthy and viable taxicab industry, but also to continue the much needed improvements in taxicab quality and service.

Our organization is also very concerned about any potential retreat on quality standards and public and consumer protections that have been achieved by all three governmental entities through the current five-year age limits on vehicles as well as uniformly adopted minimum insurance requirements. These are basic quality standards and consumer protections that must remain in place and/or be increased. The Arlington Convention & Visitors Bureau opposes any retreat in these standards for our city and the region.

Once the Task Force is created and deliberations begin we look forward to sharing with you our concerns and proposals for other related issues such as: defining both quality of taxicabs and quality of taxicab service; transitioning to “clean” vehicles; and implementation of regional regulation strategies.

We appreciate your consideration, and look forward to working with you on this endeavor.

Sincerely,

[Signature]

Jay Burrell
President & CEO
Arlington Convention & Visitors Bureau
June 24, 2009

Mr. John C. Brunk, P.E.
Assistant Director
City of Dallas Transportation Planning
Dallas City Hall
Dallas, Texas 75201

Dear Mr. Brunk:

I am writing on behalf of the Dallas Regional Chamber, in regard to the Regional Taxicab Task Force that is being organized by the City of Dallas.

The Cities of Dallas and Fort Worth, as well as DFW International Airport have done an excellent job of investigating taxicab issues in years past and their work has led to many positive improvements in taxicab service and quality. In each study the common finding was a surplus of taxicab supply versus demand. The caps that were put into place due to these findings must remain in place if we are to continue to see much needed improvements in taxicab quality and service.

The Chamber would also like to see quality standards and public and consumer protections preserved. The current five-year age limits on vehicles as well as uniformly adopted minimum insurance requirements are basic quality standards and consumer protections that must remain in place and/or be increased.

The Dallas Regional Chamber also has concerns about air quality issues arising from increasing vehicle age limits. It is imperative for the North Texas region to continue the successful reduction of NOx emissions from older high emitting vehicles.

We appreciate your consideration, and look forward to working with you on this endeavor.

Sincerely,

[Signature]

Amy James C. Oberwetter, President
Dallas Regional Chamber

cc: Mayor Tom Leppert and Dallas City Council
June 25, 2009

Mr. John C. Brunk, P.E.
City of Dallas
Assistant Director – Transportation Planning
Dallas City Hall
Dallas, TX 75201

Dear Mr. Brunk:

I am writing regarding the Regional Taxicab Task Force that is being organized by the City of Dallas.

As the Regional Taxicab Task Force is formed, I want to express my organization’s initial concerns as they relate to the Task Force’s charges and agenda items.

The issues surrounding taxicab regulations and operations have been studied in-depth in recent years by the cities of Dallas and Fort Worth, as well as by DFW International Airport. The studies have led to many positive improvements in taxicab service and quality in the entire region. The Irving Convention and Visitors Bureau will oppose any retreat in the standards that have brought these much needed improvements to bear, and will encourage our city strongly to not follow your example in this effort.

The result of these studies is that there is a surplus of taxicab supply versus the needed demand. This has led to the respective governmental entities capping the number of taxicabs authorized to operate in their respective jurisdictions. These caps must remain in place, and possibly be further reduced, if we are to continue to see a healthy and viable taxicab industry, but also to see the much needed consistent and continued improvements in taxicab quality and service.

The Irving Convention and Visitors Bureau is also very concerned about any potential retreat on quality standards and public and consumer protections that have been achieved by all three governmental entities through the current five-year age limits on vehicles, as well as uniformly adopted minimum insurance requirements. These are basic quality standards and consumer protections that must at a minimum remain in place, or be increased. The Irving Convention and Visitors Bureau opposes any retreat in these standards for our city and the region.

Once the Task Force is created and deliberations begin, we look forward to sharing with you our concerns and proposals for other related issues, including but not limited to: defining both quality of taxicabs, and quality of taxicab service; transitioning to “clean” vehicles; and implementation of regional regulation strategies.

We appreciate your consideration and look forward to working with you on this important customer issue.

Sincerely,

Maura Allen Gast, JDME
Executive Director
June 25, 2009

Mr. John C. Brunk, P.E.
Assistant Director
City of Dallas Transportation Planning
Dallas City Hall
1500 Marilla
Dallas, Texas 75201

Dear John:

As we’ve discussed, the work of your Regional Taxicab Task Force will be important to all of us involved in economic development and employment growth. The availability of clean, comfortable and safe taxicab service is one of the key first impressions for visitors and business travelers to North Texas.

With that thought in mind, we respectfully ask that your Task Force members keep at the forefront of your discussions the important cab quality and consumer protections that the City of Dallas has instituted in recent years. The Dallas City Council and its transportation staff have played the key leadership role needed to make these standards apply equally in all the relevant jurisdictions, and our City and the North Texas region have benefitted handsomely as a result.

I know that your Task Force intends to present a comprehensive recommendation to the City Council this September. We would appreciate being included in the regular communications on this matter and would also like the opportunity to comment further as this process unfolds.

Thanks, John.

Sincerely,

[Signature]

Stephen E. Taylor
June 26, 2009

Mr. John C. Brunk, P.E.
City of Dallas
Assistant Director – Transportation Planning
Dallas City Hall
Dallas, Texas 75201

Dear Mr. Brunk:

We are writing regarding the Regional Taxicab Force that is being organized by the City of Dallas.

The issues surrounding the taxicab regulations and operations have been studied in-depth in recent years by the cities of Dallas and Fort Worth, as well as the DFW International Airport. The studies have led to many positive improvements in taxicab quality and service in the entire region. The Grapevine Convention and Visitors Bureau encourages the City of Dallas to not only hold the current standards, but to continue to bring continued improvements to taxicab quality and service.

The surplus of taxicab supply versus demand has led to the respective governmental entities capping the number of taxicabs authorized to operate in their respective jurisdictions. We feel these caps should remain in place and possibly be further reduced, if we are to continue to see a healthy and viable taxicab industry.

We are also concerned about any potential retreat on quality standards and public and consumer protections that have been achieved by all three governmental entities through the current five year age limits on vehicles, as well as uniformly adopted minimum insurance requirements. These minimum quality standards are consumer protections and must remain in place.

We appreciate your consideration and look to following the good works of the Regional Taxicab Task Force.

Sincerely,

[Signature]

Paul W. McCallum
Executive Director
June 3, 2009

Mr. John C. Brunk, P.E.
Assistant Director
City of Dallas Transportation Planning
Dallas City Hall
Dallas, Texas 75201

RE: Regional Taxicab Task Force

Dear Mr. Brunk:

I am writing in regard to the Regional Taxicab Task Force that is being organized by the City of Dallas.

As you and others embark on this task, I wanted to express our organization’s initial concerns as they relate to the Task Force’s charges and agenda items. In addition to this initial letter, our organization would appreciate the opportunity to address the Task Force (either by written communication or in-person testimony) as the need may occur during the task force ongoing deliberations.

The issues surrounding taxicab regulations and operations have been repeatedly studied in-depth in recent years by the Cities of Dallas and Fort Worth, as well as by DFW International Airport. These studies have led to many positive improvements in taxicab service and quality. The Dallas Black Chamber will strongly oppose any retreat in the standards that have brought these improvements to bear.

While each of these studies found a variety of shared concerns among the individual governmental entities, the most predominate finding in each was that there is a surplus of taxicab supply versus the needed demand. In each case this has led to the respective governmental entities capping the number of taxicabs authorized to operate in their jurisdiction. These caps must remain in place, or even potentially be further reduced, to help facilitate a healthy and viable taxicab industry, that continue to make the much needed investments to ensure continuous improvements in taxicab quality and service.
Letter to Mr. John C. Brunk, P.E.
June 3, 2009
Page 2 of 2

Our organization is also very concerned about any potential retreat on quality standards and public and consumer protections that have been achieved by all three governmental entities through the current five-year age limits on vehicles as well as uniformly adopted minimum insurance requirements. These are basic quality standards and consumer protections that must remain in place and/or be increased. Know that the Dallas Black Chamber strongly oppose any retreat in these standards.

Once the Task Force is finally created and deliberations begin we look forward to sharing with you our concerns and proposals for other related issues such as: defining both quality of taxicabs and quality of taxicab service; transitioning to "clean" vehicles; and implementation of regional regulation strategies. We wanted to share our organization's concern about retreating from current standards either temporarily or long-term during the early stages of the task force formation and deliberations.

We appreciate your consideration and look forward to working with you on this very important issue.

Sincerely,

[Signature]

Reginald C. Gates
President

RCG/cjh

cc: Mayor, Councilmembers & City Manager
June 9, 2009

Mr. John C. Brunk, P.E.
Assistant Director
Public Works and Transportation
City of Dallas
1500 Marilla Street, Room L18S
Dallas, Texas 75201

Dear Mr. Brunk:

DOWNTOWNDALLAS is the primary advocate, champion and steward for the City’s urban center, striving every day to ensure the area becomes an international destination for living, business, entertainment, culture, tourism and investment. It is with this mission in mind that I am writing in regard to the Regional Taxicab Task Force that is being organized by the City of Dallas.

"Transportation" is one of DOWNTOWNDALLAS' core program areas. From issues ranging from DART to public parking, it is our goal to ensure patrons of Downtown are able to travel throughout Downtown with ease, efficiency and in a cost effective manner. Taxicab service certainly falls within this realm of doing business.

As the Regional Taxicab Task Force is formed, I would like to take the opportunity to share with you some initial concerns.

The first concern is related to standards for regulations and operations. While it is critical to Downtown development that we provide a business-friendly environment for taxicab operators (thus providing greater service for consumers), the standards currently in place are the result of in-depth study in recent years by Dallas and Fort Worth, as well as DFW airport. They are in place so that we ensure a safe and prosperous environment for all; therefore we oppose any loosening of these standards.

While each of the recent studies found a variety of shared concerns among the individual governmental entities, the most predominate finding in each was that there is a surplus of taxicab supply versus the needed demand. In each case this has led to the related governmental entities capping the number of taxicabs authorized to operate in their jurisdiction. These caps must remain in place, or even potentially be further reduced, if we are to continue to see not only a healthy and viable taxicab industry, but also to continue the much needed improvements in taxicab quality and service.

Our organization is also very concerned about any potential retreat on quality standards and public and consumer protections that have been achieved by all three governmental entities through the current five-year age limits on vehicles as well as uniformly adopted minimum insurance requirements. These are basic quality standards and consumer protections that must remain in place and/or be increased.
Once the Task Force begins its work, we look forward to sharing with you our concerns and proposals for other related issues such as: defining both quality of taxicabs and quality of taxicab service; transitioning to “clean” vehicles; and new and creative fee structures for the intown area, marketing and other issues that relate specifically to Downtown taxi service.

We appreciate your consideration, and look forward to working with you.

Sincerely,

John F. Crawford
President & CEO
DOWNTOWNDALLAS

cc: Council Member Angela Hunt
    Council Member Linda Koop
    Council Member Pauline Medrano
June 24, 2009

Mr. John C. Brunk, P. E.
Assistant Director
Public Works and Transportation
City of Dallas
Dallas City Hall
1500 Marilla Street, Room LIBS
Dallas, TX 75201

Dear Mr. Brunk:

I am writing on behalf of the North Texas Super Bowl XLV Host Committee regarding the Regional Taxicab Task Force that we understand is being organized by the City of Dallas.

Super Bowl XLV will be the biggest and most impactful event in the region’s history. The game is expected to attract several hundred thousand people to Dallas and North Texas, many of whom have not been to our city and region before and all of whom will judge us by the quality of hospitality, convenience and professionalism they experience while they are with us. It is in this context that the Host Committee wishes to express its interest in the mission of the Task Force regarding decisions the Task Force might render that might alter the high standards already in place regarding taxicab services for the region.

Super Bowl fans will be staying in hotels and attending events throughout North Texas. The National Football League estimates that sixty-five percent of all travelers coming to Dallas and the region for the game and its other experiences are corporate decision-makers. As such, the Super Bowl provides Dallas and the region with a remarkable marketing opportunity. With this understanding, it’s very important that all of us ensure that our guests have a safe and enjoyable experience so that they will desire to return to Dallas and the region in the future for business meetings and leisure travel. Providing high quality and readily available taxicab service will be critical to achieving this objective.

NORTH TEXAS SUPER BOWL XLV HOST COMMITTEE

DALLAS OFFICE: 2911 Turtle Creek Boulevard, Suite 1000, Dallas, Texas 75219
FORT WORTH OFFICE: 777 Taylor Street, Suite 1124, Fort Worth, Texas 76102
TELEPHONE: 214-252-5100  WEBSITE: www.northteassuperbowl.com
The issues surrounding taxicab regulations and operations have been repeatedly studied in recent years by Dallas and Fort Worth as well as DFW International Airport. These studies have led to many positive improvements in taxicab service and quality. The North Texas Super Bowl XLV Host Committee recognizes the impact of these improvements and opposes any retreat, temporary or permanent, in the new standards.

The North Texas Super Bowl XLV Host Committee also strongly endorses no compromise in the quality standards and public consumer protections that have been achieved by all three governmental entities through the implementation of the current five-year age limit on vehicles, as well as, uniformly adopted minimum insurance requirements. These are important quality standards and consumer protections that we believe must remain in place and/or be increased.

Once the regional Taxicab Task Force is activated and begins its discussions, the Host Committee looks forward to meeting with you and the Task Force to engage in an informed discussion of how best to address the opportunity of ensuring that the visitors to Dallas and North Texas for the Super Bowl will have access to high-quality, clean taxicabs and high-quality taxicab services assured by a regional regulation strategy. We appreciate your consideration and we look forward to meeting with the Task Force when it is appointed and activated.

Sincerely,

[Signature]

William H. Lively
President and CEO

c: Tara Green, Vice President and Chief Operating Officer
June 5, 2009

Mr. John C. Brunk, P.E.
Assistant Director
City of Dallas Transportation Planning
Dallas City Hall
Dallas, Texas 75201

Dear Mr. Brunk:

I am writing in regard to the Regional Taxicab Task Force that is being organized by the City of Dallas.

As an industry that is impacted by tourism and travel, we have concerns when decisions are made that might possibly change the high standards already in place regarding taxicab services in our city. Many patrons of restaurants in Dallas and surrounding areas call on taxicabs to make their dining experience more enjoyable and safe; therefore, we want them to have the best experience possible when using these services.

The issues surrounding taxicab regulations and operations have been repeatedly studied in-depth in recent years by the cities of Dallas and Fort Worth, as well as by DFW International Airport. These studies have led to many positive improvements in taxicab service and quality. The Greater Dallas Restaurant Association opposes any retreat, either temporarily or permanently, in the standards that have brought great improvements in this area.

While each of these studies found a variety of shared concerns among the individual governmental entities, the most predominate finding in each was that there is a surplus of taxicabs supply versus the needed demand. In each case this has led to the respective governmental entities capping the number of taxicabs authorized to operate in their jurisdiction. It has been suggested that these caps must remain in place, or even potentially be further reduced, if we are to continue to see not only a healthy and viable taxicab industry, but also to continue the much needed improvements in taxicab quality and service. It is also not in the best interest of the traveling public to extend age limits on vehicles and allow for aging fleets. Current limits are suffice and encourage more modern fleets with energy efficient vehicles – an important issue when you think about the air quality in North Texas and the number of taxicabs on the roadways.

It is our understanding over the last 20 years taxicab insurance requirements have never been upgraded; only downgraded. Let’s stop that trend and protect those standards that are already in place. The standard is achievable and obtainable for reputable businesses and necessary to protect the public.
Once the Task Force is created and discussions begin we look forward to sharing with you our feedback on these issues, as well as issues such as: defining both quality of taxicabs and quality of taxicab service; transitioning to “clean” vehicles; and implementation of regional regulation strategies.

We appreciate your consideration, and look forward to working with you on this endeavor.

Sincerely,

Jamee Green
Executive Director, Greater Dallas Restaurant Association

Cc: The Honorable Tom Leppert
Councilman Jerry Allen
Councilman Tennell Atkins
Deputy Mayor Pro Tem, Dewaine Caraway
Councilwoman Carolyn Davis
Mayor Pro Tem, Elba Garcia
Councilwoman Vonciel Jones Hill
Councilwoman Angela Hunt
Councilman Sheffie Kadane
Councilwoman Linda Koop
Councilwoman Pauline Medrano
Councilman Ron Natinsky
Councilman David Neumann
Councilwoman Mitchell Rasansky
Councilman Steve Salazar
Memorandum

DATE       September 11, 2009

TO          Members of the Transportation and Environment Committee: Linda Koop, Chair; Sheffie Kadane, Vice-Chair; Jerry R. Allen; Tennell Atkins; Carolyn R. Davis; Vonciel Jones Hill; Angela Hunt; Delia Jasso; Pauline Medrano; Ron Natinsky

SUBJECT    Love Field Modernization Program – Bond Financing Preparations

Attached is the briefing entitled, "Love Field Modernization Program—Bond Financing Preparations" that will be presented to you on September 15, 2009.

Please contact me if you need additional information.

[Signature]

A.C. González
Assistant City Manager

C: Honorable Mayor and Members of the City Council
    Mary K. Suhm, City Manager
    Thomas P. Perkins, Jr., City Attorney
    Deborah Watkins, City Secretary
    Craig Kinton, City Auditor
    Judge C. Victor Lander, Administrative Judge
    Ryan S. Evans, First Assistant City Manager
    Jill A. Jordan, P.E., Assistant City Manager
    Forest E. Turner, Assistant City Manager
    David K. Cook, Chief Financial Officer
    Jeanne Chipperfield, Director, Budget and Management Services
    Edward Scott, Director, Controller’s Office
    Helena Stevens-Thompson, Assistant to the City Manager - Council Office
    Daniel T. Weber, Director, Department of Aviation

"Dallas, The City That Works: Diverse, Vibrant And Progressive."
Love Field Modernization Program
Bond Financing Preparations

Briefing to the
Transportation and Environment Committee

Department of Aviation
September 15, 2009
Briefing Objectives

• Love Field Modernization Program (LFMP) General Status Update

• Review & Update Funding/Financing Plan for Proposed Bond Sale in Dec 09 – Feb 10 Time Frame

• Next Steps & Recommendation
LFMP General Update

- LFMP Major Objectives
  - Update Love Field facilities
  - Collaborate with Southwest Airlines to develop program

- Project overview
  - Terminal Facilities
    • 20 gates in a single 455,000 SF concourse
    • 887,000 SF overall terminal size
    • Concession space to approximately double in size
    • Improve passenger experience, processing, walking distances
  - Apron & Fuel System
    • Improved aircraft circulation efficiency
  - Terminal Roadway
    • Improved capacity and efficiency
LFMP General Update

• This briefing does **NOT** include:
  – People Mover connector to DART Green Line (Love Field Station)
    • Currently in Schematic Design Phase for Automated People Mover (APM)
      – Based on $250M budget option briefed Dec 2008
      – Anticipated funding – Passenger Facility Charge (PFC), Airport Revenues (airline rate base)
    • Update briefing based on Schematic Design in Dec 2009
  – Rolling CIP (Capital Improvement Program)
    • On-going program of upgrades, rehabs, reconstructions of various runway, taxiway, apron pavements and other facilities at all 3 AVI facilities
    • Major capital equipment acquisitions, replacements
    • Potential upgrade of Cedar Springs-Mockingbird intersection (2001 Master Plan recommendation)
    • Potential Consolidated Car Rental (CONRAC) facility
    • Potential employee / remote public parking facility
    • Briefings as needed
Near-Term Activities

- North Concourse Demolition Oct/Nov
- East Satellite Bldg (ESB) Nearly Complete
- General Use Bldg. (GUB) Nearly Complete
- Cargo Facility Demolition March 2010
- Ticket Wing Demolition March 2010
New Facilities Design Progress

- Apron & Fuel System Design 20% complete
- Terminal Design Development @ 60%
- Terminal Roadway Design 15% complete
Upcoming Milestones

– Construction Manager Pre-construction Report – Sept 2009
  • Input on construction **Cost**, **Phasing** and **Schedule** for Design Team consideration

  • Update Budget, Schedule, Scope
    – Any material changes to budget, schedule or scope, as presented in approved Term Sheet, require City Council approval
Other Program Aspirations

• Business Inclusion & Development (BID) Plan
  – Objectives
    • Involve M/WBE firms through outreach efforts
    • Assist M/WBE firms in bidding requirements
    • Encourage growth & development of M/WBE firms
  – Managed for the LFMP by K Strategies, coordinating with BDPS
  – Current Initiatives
    • Outreach single point of contact
    • Educational Outreach Workshops & Vendor Training Classes
    • One-on-one support to vendors
    • Resource database of area M/WBEs & DBEs
    • Assist with M/WBE & DBE certification process
    • M/WEB & DBE website management
    • Newsletters
Other Program Aspirations

– Other planned Initiatives
  • Insurance assistance programs (CCIP)
  • Bonding assistance programs (Subguard)
  • Financial assistance (investigating bridge financing opportunities with local banks)

• BID (M/WBE) Participation through approx 9% of budget

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<th>M/W/DBE Contracts</th>
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Other Program Aspirations

• LEED Silver Certification
  – Registered LEED-NC Version 2.2 April 21, 2009
  – Preliminary estimated point total – 69
    • Silver certificate requires 33-38 points
  – Independent Commissioning Agent selected
Funding/Financing Plan

• Objectives
  – Provide sufficient funding for terminal improvements
  – Create multiple funding sources
  – Share risks with airport partners

• Love Field Airport Modernization Corporation (LFAMC) Local Government Corporation
  – Created by City Council June 2008
  – Enables Southwest to manage LFMP
  – Provides financing using Southwest credit
Funding/Financing Plan

• Funding Strategy – 4 Elements
  – Maximize federal grants
  – PFC to match grants and supplement debt service requirements
  – Aviation Capital Fund supported by revenues from airline rates & charges
  – Finance remaining program cost with Special Facility Bonds
    • Issued by LFAMC, with City Council approval
    • Southwest contractually obligated to pay all debt service
# Preliminary Program Funding

## SUMMARY OF LFMP PROGRAM FUNDING
Dallas Love Field

<table>
<thead>
<tr>
<th>Project</th>
<th>PROGRAM COSTS</th>
<th>PROGRAM FUNDING</th>
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<td></td>
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<td>Funding</td>
</tr>
<tr>
<td>Southwest Enabling Projects</td>
<td>$23,350,000</td>
<td>$23,350,000</td>
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<tr>
<td>Relocations</td>
<td>560,000</td>
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<td>Demolitions</td>
<td>19,892,000</td>
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<td>Airfield Lighting Vaults</td>
<td>3,001,000</td>
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<td>Terminal Building</td>
<td>307,578,000</td>
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<tr>
<td>Central Plant Expansion</td>
<td>15,134,000</td>
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<td>Apron Reconstruction (including Water Main)</td>
<td>85,071,000</td>
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<td>Fuel System</td>
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<tr>
<td>Roadway Infrastructure</td>
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<tr>
<td>Remote Central Receiving Facility</td>
<td>14,509,000</td>
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</tr>
</tbody>
</table>


**Status:**

- **Airline Rates & Charges** implemented with Use & Lease Agreement – **approved Dec 2008**
- **FAA AIP Grant** – Letter of Intent (LOI) Application – **filed Apr 2009**
- **PFC Application 3** – $32 M project funding & up to $10 M annual debt service – **filed Jun 2009**
- **TSA Grant application** – $20M – **filed Jul 2009**
- **Special Facility Bonds** – agreements and documents negotiation underway
Funding/Financing Plan

• Special Facility Bonds
  – Issued by LFAMC, approved by City Council
  – Backed 100% by Southwest Airlines credit
  – PFC contributions to debt service paid directly to Trustee
  – Southwest *pays 100%* of net debt service to Trustee
  – City *reimburses* Southwest for debt service paid by Southwest
    • Sources for reimbursement: rent, concessions, debt service component of airport rates & charges
Funding/Financing Structure

• Agreements Supporting Special Facility Bonds

  – *Special Facilities Agreement*
  
  • Parties: City – LFAMC – Southwest
  
  • Southwest agrees to:
    • Construct Facilities in accordance with Program Development Agreement approved by Council Nov 2008
    • Make Facilities Payments to Trustee to fund 100% of net debt service after applying available PFC revenues throughout term of bond
  
  • City agrees to:
    • Authorize bond issue on Southwest credit
    • Own & operate facilities

• LFAMC issues the bonds
Funding/Financing Structure

– Revenue Credit Agreement
  • Parties: City – Southwest
  • Provides for transfer from Aviation Fund to Southwest
    • Debt service paid by others through rent payments
    • Other Aviation Fund revenues applied to debt service as defined in Use & Lease Agreement approved by Council Dec 2008
  • Provides for transfer to Trustee
    • Grant & PFC funds applied to LFMP construction
    • PFC funds authorized for debt service
Funding/Financing Structure

– **Trust Indenture**
  - Parties: LFAMC – Trustee
  - Addresses:
    - transfer of bond proceeds to Trustee
    - payment of LFMP contractors
    - debt service payments received
    - payment of bondholders

– **Guaranty**
  - Parties: Southwest - Trustee
  - Trustee recourse in event of default by Southwest under Special Facilities Agreement
Funding/Financing Structure

• Actions for Issuance of Special Facility Bonds
  – LFAMC Bond Resolution
    • Board consideration in Oct/Nov 2009
  – City Council Resolution Approving the Bond Sale
    • Council consideration in Oct/Nov 2009
Funding/Financing Structure

- Preparations for Proposed Bond Sale
  - Preliminary Official Statement
    - Prepared by Financing Team
    - Requires Airport Bond Feasibility Study
      - Critical for Dec 09 – Feb 10 Bond Sale
      - Unison Consulting Group
        » Conducted Airport Rates & Charges Study
        » Developed LFMP Funding/Financing Plan
        » Prepared Benefit-Cost Analysis & financial analyses in support of FAA grant and PFC applications for LFMP
Funding/Financing Structure

• Airport Bond Feasibility Study
  • Scope of Services
    – Economic and Air Traffic Analysis
      » Demographic and Economic Profile
      » Historical Air Traffic Analysis
      » Air Traffic Projections
    – Comparison & analysis of airline service at comparable airports
      » Service trends
      » Passenger yield trends
    – Capital Programs
    – Revenue & Financial Analysis / Stress Tests
  • Fee – based on time & materials, not to exceed $150,000
Next Steps & Recommendation

• Preparations for Bond Issue during Dec ’09 - Feb ’10 period
  – Complete development of Special Facilities Agreement, Revenue Credit Agreement, Trust Indenture & Guaranty for Council consideration in Oct 2009
  – Present Council Resolution Approving Bond Sale & LFAMC Bond Resolution for consideration in Oct/Nov 2009

• Recommendation
  – Authorize City Manager to execute supplemental agreement with Unison Consulting Group to conduct Bond Feasibility Study – Sept 23 City Council Agenda