

Memorandum



CITY OF DALLAS

DATE November 5, 2010

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

SUBJECT Addendum Agenda Item #15 on November 10, 2010 City Council Agenda

SUBJECT

Authorize (1) a professional services contract with BDS Technologies, Inc. for land surveying services to plat the Dallas Love Field Airport in an amount not to exceed \$605,178; and (2) an increase in appropriations in the amount of \$670,178 in the Aviation Capital Construction Fund - Total not to exceed \$670,178 - Financing: Aviation Capital Construction Funds

BACKGROUND

This action will authorize a professional services contract with BDS Technologies, Inc. for land surveying services to plat the Dallas Love Field Airport and an increase in appropriations to include City administration and other owner's costs.

Since 1917, Love Field has expanded from 650 acres to its present land mass of 1300 acres by the accumulation of various parcels of land. The Love Field Modernization program (LFMP) initiated the need to plat these various parcels of land into one block, which will provide the Department of Aviation flexibility in managing the use of the land. The Federal Aviation Administration (FAA) has requested that the Airport Layout Plan of Dallas Love Field be up to date at the completion of the LFMP. The survey information will be used in updating the Airport Layout Plan.

ESTIMATED SCHEDULE OF PROJECT

Begin Survey	November 2010
Final Plat	July 2012

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

This item has no prior actions.

FISCAL INFORMATION

Aviation Capital Construction Funds - \$670,177.50

Work Plan development (AA 10-2248)	\$ 15,000.00
Survey platting (this action)	\$605,177.50
City Administration	<u>\$ 50,000.00(est.)</u>
Total Project Costs	\$670,177.50(est.)



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

- c: The 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
A.C. Gonzalez, Assistant City Manager
Forest E. Turner, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Edward Scott, Director, Controller's Office
Frank Libro, Public Information Office
Rick Galceran, P.E., Director, Public Works and Transportation
Theresa O'Donnell, Director, Sustainable Development and Construction
Daniel T. Weber, A.A.E., Director, Aviation
Helena Stevens-Thompson, Assistant to the City Manager – Council Office

Memorandum



CITY OF DALLAS

DATE November 5, 2010

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

SUBJECT Interlocal Cooperation Agreement for Implementation of Regional Super Bowl Limousine Permits

The Council is scheduled on December 8, 2010 to consider an Interlocal Cooperation Agreement (ILA) between the City of Dallas, regional partner cities, "Dallas/Fort Worth International Airport and the North Central Texas Council of Governments for Implementation of Regional Super Bowl Limousine Permits. The agreement will provide temporary regional operating authority for limousine services from January 24, 2011 until February 11, 2011 to cover the timeframe surrounding Super Bowl XLV.

The intention is to promote better customer service through standardized requirements and expedited permit processing. The proposed ILA facilitates the implementation of a "one-stop" shop for permitting limousine drivers and vehicles for Super Bowl XLV. D/FW Airport would be this "one-stop" shop. Dallas staff would provide training to regional partners in vehicle inspection and enforce permits issued under this agreement within the City of Dallas jurisdiction. These Regional Super Bowl Limousine Permits issued under this agreement would be valid only from January 24, 2011 through February 11, 2011.

City staff including the City Attorney's Office is working with our regional counterparts to finalize the ILA language over the next two weeks. Ordinance revisions are also anticipated in order to authorize regulation other than what is currently provided for by Chapter 10A of the City Code. A draft including the major elements is included for your review. Council will consider this item on its December 8, 2010 agenda.

Please contact me if you need additional information.

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

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

Attachments (2)

c: The 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
A.C. Gonzalez, Assistant City Manager
Forest E. Turner, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer

Regional Super Bowl Limousine Permits
November 5, 2010
Page 2

Edward Scott, Director, Controller's Office
Frank Libro, Public Information Office
Rick Galceran, P.E., Director, Public Works and Transportation
Helena Stevens-Thompson, Assistant to the City Manager – Council Office

DRAFT

INTERLOCAL COOPERATION AGREEMENT FOR IMPLEMENTATION OF REGIONAL SUPER BOWL LIMOUSINE PERMITS

This Agreement is entered into between Dallas/Fort Worth International Airport (DFWIA), the City of Dallas, the City of Fort Worth, and the North Central Texas Council of Governments (NCTCOG). DFWIA, Dallas, Fort Worth, and NCTCOG, may each be referred to as a "Party" and collectively as "Parties" to this Agreement.

WHEREAS, [DFWIA description, authority, and board action]

WHEREAS, [City of Dallas description, authority, and council action]

WHEREAS, [City of Fort Worth description, authority, council action]

WHEREAS, the North Central Texas Council of Governments (NCTCOG) is a regional planning commission organized under Texas Local Government Code Chapter 391 and has been designated as the Metropolitan Planning Organization for the Dallas-Fort Worth Metropolitan Area by the Governor of Texas in accordance with federal law; and,

WHEREAS, on [November 18, 2010] the North Central Texas Council of Governments' Executive Board authorized NCTCOG to enter into an agreement with DFWIA, the City of Dallas, and the City of Fort Worth for the implementation of Regional Super Bowl Limousine Permit Process pursuant to its authority under Texas Local Government Code Section 391.005 to enter into contracts with participating member governments to perform services;

WHEREAS, the Parties desire to enter into a mutually beneficial agreement for the implementation of Regional Super Bowl Limousine Permits for Super Bowl XLV.

WHEREAS, the Interlocal Cooperation Act, Chapter 791 of the Texas Government Code authorizes local governmental units to enter into agreements for the performance of governmental functions and services;

NOW, THEREFORE, for and in consideration of the mutual covenants and conditions contained herein, the Parties agree as follows:

Article 1. Purpose

- 1.1 The purpose of this Agreement is to set out the roles and responsibilities of DFWIA, the City of Dallas, the City of Fort Worth, and NCTCOG to implement Regional Super Bowl Limousine Permits for Super Bowl XLV. "Regional Super Bowl Limousine Permits" as used herein, shall refer to both limousine vehicle permits and limousine driver permits/decals, unless otherwise noted. "Permit" or "permitting" as used herein, shall refer to all aspects of issuing permits, including vehicle inspections, reviewing compliance with standards, etc.
- 1.2 The Parties agree to implement a "one-stop" shop for limousine driver and vehicle permitting for Super Bowl XLV in order to promote high-end customer service through standardized requirements, expedited permit processing, inspections by appointment,

convenient payment processing for large carriers, and a coordinated process for Super Bowl parking permits for the limousine industry. The Parties agree that permits shall be issued beginning no later than December 13, 2010, or as otherwise mutually agreed.

- 1.3 The Parties agree that the implementation of Regional Super Bowl Limousine Permits is intended to be a pilot project to ultimately advance a regional vehicle for hire permitting process.

Article 2. Dallas-Fort Worth International Airport

- 2.1 At the request of the City of Dallas, the City of Fort Worth and NCTCOG, DFWIA agrees to act as the agent of the cities of Dallas and Fort Worth for the limited purpose of issuing regional Super Bowl limousine permits consistent with the terms and conditions of this Agreement and in general conformance with the recommended structure reflected in Attachment A.
- 2.2 DFWIA shall implement a limousine inspection program as a condition of issuing permits pursuant to this Agreement. Within ____ days of execution of this Agreement, DFWIA shall deliver to the Parties a proposed vehicle inspection staffing plan for concurrence by the Parties, which at a minimum shall identify staffing assistance needed from the Parties to carry out the vehicle inspections associated with this Agreement. DFWIA shall provide necessary training for vehicle inspections to be performed by the Parties.
- 2.3 Upon satisfactory completion of a vehicle inspection and compliance with DFWIA's standards and requirements under Article 6, DFWIA shall issue vehicle permits.
- 2.4 DFWIA shall implement a process to issue limousine driver permits/decals as a condition of issuing permits pursuant to this Agreement.
- 2.5 Upon compliance with DFWIA's standards and requirements under Article 6, DFWIA shall issue driver permits/decals.
- 2.6 DFWIA shall collect and receive vehicle and driver permit fees pursuant to this Agreement, subject to the provisions of Article 6 to offset the costs incurred by DFWIA in issuing permits, inspecting vehicles, and other activities necessary to carry out the duties under this Agreement.

Article 3. City of Dallas

- 3.1 The City of Dallas by [council action] authorizes DFWIA to act as its agent for the limited purpose of issuing Regional Super Bowl Limousine Permits consistent with the terms and conditions of this Agreement and in general conformance with the recommended structure reflected in Attachment A.
- 3.2 The City of Dallas agrees to assist DFWIA in performing vehicle inspections consistent with the vehicle inspection staffing plan mutually agreed upon by the Parties pursuant to Article 2.2.
- 3.3 The City of Dallas shall recognize Regional Super Bowl Limousine Permits issued by DFWIA under this Agreement.

- 3.4 The City of Dallas shall enforce permits issued under this Agreement within the City of Dallas's jurisdiction.

Article 4. City of Fort Worth

- 4.1 The City of Fort Worth by [council action] authorizes DFWIA to act as its agent for the limited purpose of issuing Regional Super Bowl Limousine Permits consistent with the terms and conditions of this Agreement and in general conformance with the recommended structure reflected in Attachment A.
- 4.2 The City of Fort Worth agrees to assist DFWIA in performing limousine inspections consistent with the vehicle inspection staffing plan mutually agreed upon by the Parties pursuant to Article 2.2.
- 4.3 The City of Fort Worth shall recognize Regional Super Bowl Limousine Permits issued by DFWIA under this Agreement.
- 4.4 The City of Fort Worth shall enforce permits issued under this Agreement within the City of Fort Worth's jurisdiction.

Article 5. North Central Texas Council of Governments

- 5.1 NCTCOG shall provide DFWIA with Regional Super Bowl Limousine Permits in sufficient number to satisfy DFWIA's requirements. The form of the permits shall be mutually agreed upon by the Parties.
- 5.2 NCTCOG agrees to assist DFWIA in performing limousine inspections consistent with the vehicle inspection staffing plan mutually agreed upon by the Parties pursuant to Article 2.2.
- 5.3 NCTCOG shall coordinate with the Super Bowl Host Committee and other entities as necessary to make Super Bowl Parking Permits reserved and purchased by limousine companies available to DFWIA to distribute as part of the driver and vehicle permit process.

Article 6. Regional Super Bowl Limousine Permit Standards, Permit Term and Fees

- 6.1 The Parties agree that regional Super Bowl limousine permits issued pursuant to this Agreement will conform to the existing standards and requirements of DFWIA related to limousines with the following exceptions:
- A. Minimum Vehicles Required: DFWIA's requirements related to the minimum number of vehicles shall not apply.
 - B. Defensive Driving: DFWIA shall permit self-certification by a limousine company as evidence that it's drivers have satisfactorily completed DFWIA's requirements related to defensive driving in lieu of a State-issued certificate or other State-issued indicia of completion. DFWIA, in its sole discretion, shall determine whether such self-certification is in compliance

with DFWIA's requirements. This exception does not preclude DFWIA from accepting State-issued certificates or other indicia of completion.

- C. Drug and Alcohol Testing: DFWIA shall permit self-certification by a limousine company as evidence that its drivers satisfactorily meet DFWIA's requirements related to alcohol and drug testing. DFWIA, in its sole discretion, shall determine whether such self-certification is in compliance with DFWIA's requirements.
- D. Exam of Traffic Laws, Geography, etc.: DFWIA shall permit self-certification by a limousine company as evidence that its drivers satisfactorily meet DFWIA's requirements related to exams for traffic laws, geography, etc. DFWIA, in its sole discretion, shall determine whether such self-certification is in compliance with DFWIA's requirements.

- 6.2 Regional Super Bowl Limousine Permits issued pursuant to this Agreement shall be valid from 12:00 a.m. January 24, 2011 through 11:59 p.m. February 11, 2011.
- 6.3 Driver and Vehicle Permit fees shall be set at a rate to approximate the costs associated with issuing permits, inspecting vehicles, and other activities necessary to implement this Agreement. Fees assessed shall be in general conformance with Attachment A and mutually agreed upon by the Parties.

Article 7. Term

- 7.1 This Agreement shall take effect on the date executed by the Parties and shall remain in effect until it is terminated.
- 7.2 Any Party may terminate this Agreement by giving 30 days written notice to the other Parties. The Parties may terminate this Agreement by mutual written concurrence.
- 7.3 This Agreement shall terminate on February 28, 2011.

Article 8. Modification, Waiver and Severability

- 8.1 This Agreement and any exhibits, which may be attached, constitute the entire agreement among the Parties. No waiver or modification of this Agreement shall be valid unless in writing and signed by all Parties. Failure of the Parties to enforce or insist upon compliance with any of the terms and conditions of this Agreement shall not constitute a waiver or relinquishment of any such terms and conditions.
- 8.2 In the event that any one or more of the provisions of this Agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other provisions thereof, and this Agreement shall be construed as if such invalid, illegal or unenforceable provision had never been contained herein.
- 8.3 This Agreement may be executed in any number of counterparts, each of which shall be deemed an original.

Signed on the _____ day of _____ 2010.

CITY OF DALLAS

Signature

Printed Name

Title

CITY OF FORT WORTH

Signature

Printed Name

Title

**DALLAS FORT WORTH
INTERNATIONAL AIRPORT**

Signature

Printed Name

Title

**NORTH CENTRAL TEXAS COUNCIL OF
GOVERNMENTS**

R. Michael Eastland
Executive Director

Limousine Pilot Project

Recommended Structure for Permitting and Inspecting

	New to the Region	Currently Permitted by D/FW Airport	Currently Permitted by a City
<u>Regional Vehicle</u>	<p>Get regional vehicle decal and inspection at the airport</p> <p>Get a toll tag to serve the airport</p> <p>\$50</p>	<p>Get regional vehicle decal and abbreviated inspection at airport</p> <p>\$25</p>	<p>Get regional vehicle decal and abbreviated inspection at the airport</p> <p>Get a toll tag to serve the airport</p> <p>\$50</p>
<u>Regional Limousine Driver</u>	<p>D/FW Airport issues driver permits on behalf of cities</p> <p>Request regional driver sticker from the airport</p> <p>\$50</p>	<p>Request regional driver sticker from the airport</p> <p>\$0</p>	<p>Bring current city-issued driver permit, drug test and defensive driving paperwork to the airport and request regional driver sticker</p> <p>\$25</p>
<u>Local (not regional) Vehicles and Drivers</u>	<p>Get city-issued permits</p>	<p>Do nothing (serve airport only)</p>	<p>Do nothing (serve city only)</p>

Memorandum



CITY OF DALLAS

DATE November 5, 2010

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

SUBJECT Unnumbered Agenda Item on December 8, 2010 City Council Agenda

SUBJECT

A resolution supporting (1) the proposed TxDOT design for I-35E from I-635 to U.S. 380 which includes managed toll lanes, (2) the use of innovative financing mechanisms, including public private-partnerships, to complete the I-35E improvements in five to seven years, (3) statutory authority for TxDOT to enter into public-private partnerships for the purpose of seeking competitive proposals and awarding the construction of the planned improvements for I-35E, and (4) expedited approval of authorization for TxDOT to enter into public-private partnerships with an effective date in the first quarter of calendar year 2011.

BACKGROUND

The Dallas Regional Mobility Coalition (DRMC) has formed an I-35E Stakeholder Coalition comprised of cities and counties along I-35E between I-635 (LBJ Freeway) and U.S. 380 to advocate for funding to reconstruct this section of interstate freeway.

I-35E currently has six general purpose lanes and two-lane service roads, and carries about 200,000 vehicles per day. The design developed by the Texas Department of Transportation (TxDOT) would provide eight general purpose lanes, four managed toll lanes, and three-lane service roads. It is anticipated that traffic volumes will increase to 330,000 vehicles per day by 2030. The schematic design has been approved and environmental approvals are expected in early 2011. Only a small portion, less than one-half mile of this 28.2 mile, \$4.4 billion project, is located in the City of Dallas. Denton County has already pledged \$590 million towards the I-35E project from S.H. 121 regional toll revenues and a voter-approved bond program.

The City of Dallas has been asked to approve a Council resolution supporting the proposed design of I-35E and advocating for TxDOT to be given statutory authority by the state legislature to enter into a public-private partnership to fund and construct the project in an expedited timeframe. The proposed resolution was briefed to the Council Transportation and Environment Committee on November 8, 2010.

PRIOR ACTION / REVIEW (COUNCIL, BOARDS, COMMISSIONS)

On November 8, 2010 – Transportation and Environment Committee was briefed.

FISCAL INFORMATION

No cost consideration to the City.



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

- c: The 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
 A.C. Gonzalez, Assistant City Manager
 Forest Turner, Assistant City Manager
 Jeanne Chipperfield, Chief Financial Officer
 Edward Scott, Director, Controller's Office
 Frank Libro, Public Information Office
 Rick Galceran, P.E., Director, Public Works and Transportation
 Theresa O'Donnell, Director, Sustainable Development and Construction
 Helena Stevens-Thompson, Assistant to the City Manager – Council Office

December 8, 2010

WHEREAS, Interstate Highway 35 (I-35) was an original Interstate Highway that was approved by the Texas State Highway Commission in 1962; and,

WHEREAS, the Interstate Highway System in Texas has had a positive economic impact and I-35, in particular, has become one of the nation's most important interstate routes due to international trade and commerce; and,

WHEREAS, traffic volumes have increased geometrically as cities along I-35 have grown and become economic centers of national importance; and,

WHEREAS, I-35 has been designated by the United States Congress as a High Priority Corridor on the National Highway System; and,

WHEREAS, I-35 has been designated as an international trade route for commerce, known as the NAFTA Superhighway; and,

WHEREAS, the segment of I-35 East (I-35E) from Interstate Highway 635 (I-635) in Dallas to U.S. Highway 380 (U.S. 380) in Denton is approximately 28 miles in length with traffic counts between 175,000 and 200,000 vehicles per day; and,

WHEREAS, the 2030 traffic projections show traffic will exceed 330,000 vehicles per day in the most congested areas of I-35E; and,

WHEREAS, the use of managed toll lanes on I-35E has already been authorized by the Federal Highway Administration (FHWA) through approval of an Express Lane Demonstration Program entered into between TxDOT and FHWA on September 30, 2009; and,

WHEREAS, the design schematics and interstate access justification for I-35E were approved by FHWA on October 28, 2009; and,

WHEREAS, the design schematic for I-35E calls for the construction of four general purpose lanes and three service road lanes in each direction, providing a total of fourteen lanes for which no toll will be assessed; and,

WHEREAS, the capacity for the I-35E general purpose lanes and service road lanes will be enhanced by the inclusion of two managed toll lanes in each direction, and the managed toll lanes are a critical component to obtain financing necessary to complete development of the project; and,

WHEREAS, there has been significant public involvement during the I-35E design process, including multiple public meetings and forums; and,