

Memorandum



CITY OF DALLAS

DATE May 27, 2016

TO Honorable Mayor and Members of the City Council

SUBJECT Bond Program Planning

On Wednesday, June 1, 2016, you will be briefed on Bond Program Planning which includes the Summary of Technical Criteria and the Evaluation of the Street Assessment Policy. The street assessment policy pertains to the charges that are levied on property owners along an unimproved street that is being improved to meet current street standards (i.e., curb, gutter, sidewalks). This policy is not related to the assessment of street pavement condition. The briefing materials are attached for your review.

Please feel free to contact me if you have questions or need additional information.

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

Jill A. Jordan P.E.
Assistant City Manager

Attachment

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

Eric D. Campbell, Assistant City Manager
Mark McDaniel, Assistant City Manager
Joey Zapata, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council
Rick Galceran, P.E., Director, Public Works Department

Bond Program Planning

Full Council Briefing

June 1, 2016





A. Summary of Technical Criteria



Purpose

Results of the Technical Criteria and Policy (TC&P) briefings given to Council Committees in April and May, 2016

Next steps to achieve a bond program in May 2017

Briefing Presented at Council Committees

Briefing	Department	Council Committee	Date Presented
Bond Program Policy and Technical Selection Criteria for Prioritizing Street Projects	PBW	TTRP	April 25
2017 Bond Program Technical Criteria for Park & Recreation	NVP & PKR	QOL	April 25
Technical Criteria for Economic Development 2017 Bond Program	ECO	ED	May 2
Street Rating Privatization Alternative	PBW	TTRP	May 2
2017 Bond Program Technical Criteria/Policy for Flood, Drainage, and Erosion Projects	TWM	TTRP	May 9
Facility Projects Bond Program Technical Criteria	PBW	QOL	May 9
Housing Bond Program for 2017	HOU	HOU	May 16
Cultural Facilities and Library Facilities Bond Program Technical Criteria and Policy for Prioritizing	PBW	ACL	May 16
Evaluation of the Street Assessment Policy	PBW	Full Council	June 1
Sidewalk Assessment and Policy	PBW	Full Council	August 3
Fair Park	Fair Park Org	Full Council	TBD

A copy of each briefing can be found in the appendix

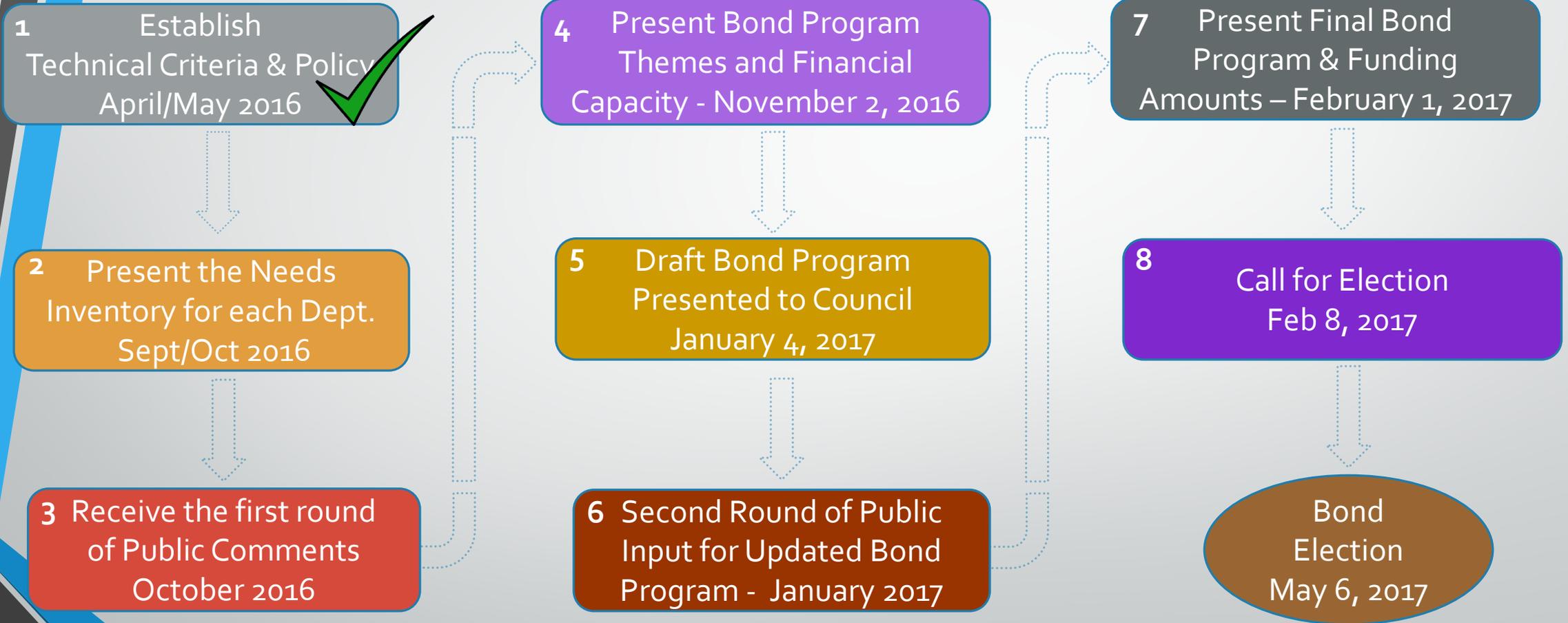
Revisions Requested at Council Committees to the TC & Ps Presented

- TC&P for Streets Projects None
- TC&P for Facilities Projects None
- TC&P Park & Rec and Trail Projects See revisions next slide
- TC&P for Eco Dev Projects None
- TC&P Erosion & Drainage Projects None
- TC&P for Housing Projects None
- TC&P for Cultural Facilities and Libraries None
- TC&P for Property Assessments Streets Determined today
- TC&P for Property Assessments Sidewalks TBD
- Fair Park TBD

Parks' Revisions to the Technical Criteria as Recommended by Council and Parks Board

#	Item	Description	Points
1	Leverage/Funding Match	Project that will leverage funds from other sources such as private donations and other agencies	100 80
2	Revenue Generation	Project that will generate revenue for the City	40
3	Economic Stimulus/ Neighborhood Plus	Project that will increase adjacent property values; stimulate other development	30 40
4	Safety/Code	Project will address safety concerns or resolve code and/or regulatory violations	40
5	Impact on O & M	Project will have impact on operating and maintenance costs. Project with no impact or that reduces O&M costs is awarded points	25 - no impact, or positive impact
6	Existing Master Plan	Project has approved master plan	60
7	Prior Phase Complete	Project is a subsequent phase of another project or initiative	70
8	End of Service Life	Project will replace a facility that has reached its intended service life	50
9	Meet Level of Service Standards	Project will improve adopted level of service standards per 2016 Comprehensive Plan Update	100 80
10	City Council priority		80 20
11	Citizen Priority		20

Major Milestones with Dates to have a May 2017 Bond Program



Next Steps

- Fall- Finalize needs inventory, conduct public input, and select size and goals for the bond program
- Jan '17- Council briefing of staff recommended bond program and second round of public input
- Feb '17- Council finalizes bond program and calls the election for May



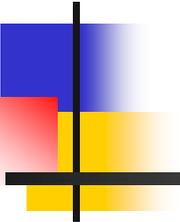
Questions / Comments

Appendix

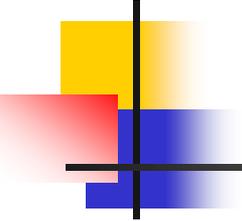
- Bond Program Policy and Technical Criteria for Prioritizing Street Projects
- Housing Bond Program for 2017
- Facilities Projects Bond Program Technical Criteria and Policy for Prioritizing
- 2017 Bond Program Technical Criteria and Policy for Flood Drainage and Erosion Propositions
- Technical Criteria for Economic Development 2017 Bond Program
- 2017 Bond Program Technical Criteria for Park and Recreation

Note: The Building Technical Criteria are the same for all building facilities so only one of the briefing is included here

B. Evaluation of the Streets Assessment Policy

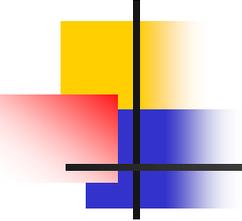


Full Council Briefing



Purpose of Briefing

- Discuss the types of projects where property owners are assessed
- Review current Sidewalk Programs
- Discuss the need for potential changes to the City's policies regarding assessments, sidewalk replacement, and new sidewalk construction

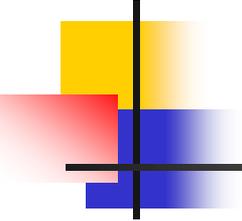


Why We Assess Property Owners

Private property owners can be assessed to help pay for projects that improve public right-of-way:

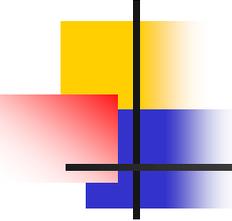
City Charter, Chapter XX. Public Improvements and Assessments

- Section 1 – adopts powers conferred by the State...for street and sidewalk improvements and assessments
- Section 2 – City Council shall have power by resolution...whether or not assessments are to be made for such improvements



Paving Assessment Authorization

- Sets the maximum assessment at:
 - Full cost for sidewalk and curb
 - Cannot exceed 90% of the remaining estimated cost
 - Special benefit may not exceed enhancement to property's value
 - Assessment must be made on the "Front Foot Rule" unless the Council deems this method inequitable

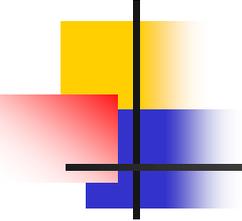


Types of Projects where Property Owners are Assessed

Type of projects that are assessed:

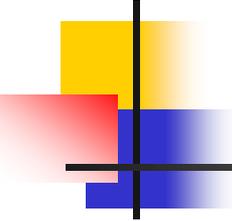
- **Streets:** (unimproved streets that have no curb and gutter where storm drainage is typically handled through bar-ditches)
 - Petitions approved thru the Property Owner Petition Program
 - Thoroughfare Improvements
 - Target Neighborhood
- **Alleys:** (unimproved gravel and/or dirt alleys that have never been paved)
 - Petitions approved thru the Property Owner Petition Program
- **Sidewalks:** (For areas where sidewalks have never been constructed)
 - Petitions approved thru the Property Owner Petition Program
 - Thoroughfare Improvements
 - Target Neighborhood
 - Sidewalk Safety

How We Assess Property Owners (Approved Petition Projects)



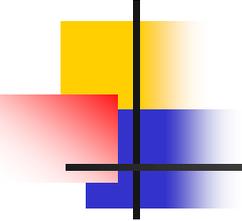
Unimproved Streets, Unimproved Alleys, Missing Sidewalks:

- Abutting property owners petition for a street improvement
 - 2/3rds of the property owners with at least 50% of the property frontage; or
 - 50% of the property owners with 2/3rds of the frontage
- Approved petitions are placed in the Needs Inventory and considered for inclusion in future bond programs
- First-come, first-serve basis as funding allows
- Assessment amount paid is based on the enhanced value to the property
- Grant funds may be available to pay assessment fees for qualifying homeowners



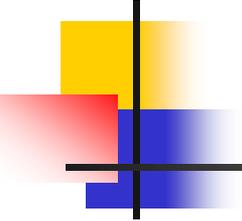
History of Levied Street Assessments

<u>FISCAL YEAR</u>	<u>ASSESSMENTS LEVIED</u>	<u>TOTAL PROJECT COST</u>	<u>PERCENTAGE</u>
FY2014-2015	\$615,580	\$11,958,465	5.15%
FY2013-2014	\$20,739	\$522,705	3.97%
FY2012-2013	\$542,206	\$6,141,158	8.83%
FY2011-2012	\$169,347	\$4,812,557	3.52%
FY2010-2011	\$941,083	\$9,363,087	10.05%
Total	\$2,288,954	\$32,797,972	6.98%



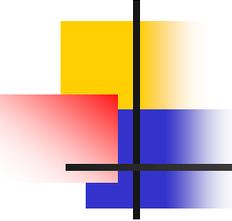
History of Levied Alley Assessments

<u>FISCAL YEAR</u>	<u>ASSESSMENTS LEVIED</u>	<u>TOTAL PROJECT COST</u>	<u>PERCENTAGE</u>
FY2014-2015	\$7,098	\$684,887	1.04%
FY2013-2014	\$0	\$0	0.00%
FY2012-2013	\$0	\$0	0.00%
FY2011-2012	\$0	\$0	0.00%
FY2010-2011	\$24,019	\$224,334	10.71%
Total	\$31,117	\$909,221	3.42%



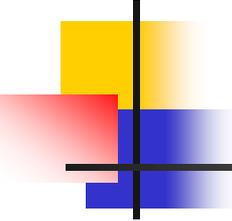
History of Levied Sidewalk Assessments

<u>FISCAL YEAR</u>	<u>ASSESSMENTS LEVIED</u>	<u>TOTAL PROJECT COST</u>	<u>PERCENTAGE</u>
FY2009-2010	\$32,984	\$684,887	4.82%
FY2008-2009	\$66,767	\$1,029,420	6.49%
FY2007-2008	\$0	\$0	0.00%
FY2006-2007	\$68,472	\$1,041,189	6.58%
FY2005-2006	\$34,122	\$546,005	6.25%
Total	\$202,344	\$3,301,501	6.13%



Overview – What are the City's Unimproved Street and Alley Needs?

- Existing Unimproved Streets
 - 789.9 linear lane miles of unimproved streets
- Existing Unimproved Alleys
 - 182.7 linear miles of unimproved alleys
- Funding Needs
 - Construct all unimproved streets - \$1.1 B
 - Construct all unimproved alleys - \$251 M



Overview – What are the City's Sidewalk Assets and Needs?

- Existing Sidewalks

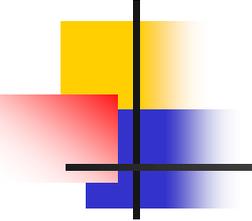
- 5,079 linear miles along improved and unimproved roads
- 670 miles (13.2% of the total) are in unsatisfactory condition
- Assuming average sidewalk life of 30 years...another 81 miles become unsatisfactory each year

- Never Built Sidewalks

- 2,075 linear miles along improved and unimproved roads

- Funding Needs

- Construct all “never-built” sidewalks - \$657 M
- Reconstruct all deteriorated sidewalks - \$212 M

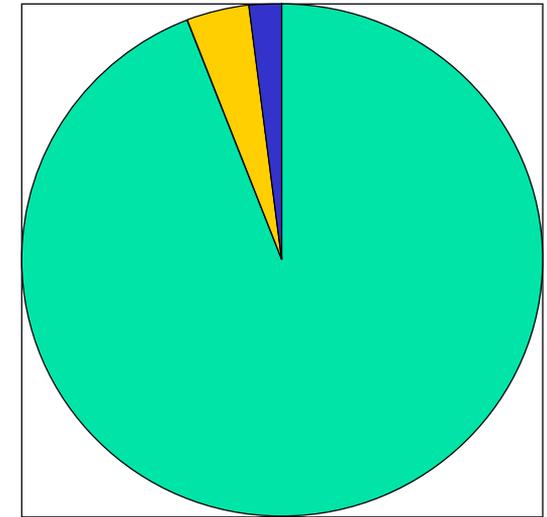


Overview – What City Codes Require Sidewalks?

- Requires sidewalk construction along all newly constructed public and private streets (see Appendix B)
 - Dallas City Code, Section 51A-8.606(a)
- Sidewalk construction is required adjacent to all new private development (see Appendix B)
 - Dallas City Code 51A-8.606(c)
- Repair and maintenance of defective sidewalks are the responsibility of the abutting property owners and are enforced by Code Compliance (see Appendix B)
 - Dallas City Code, Chapter 43, Section 43-63

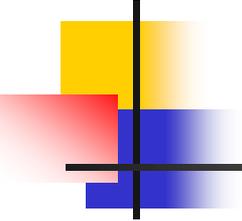
Overview – Who builds and repairs sidewalks in the City?

- Private Developers and Property Owners
 - Build a significant portion of the first time and replacement sidewalks in the City
- Public Works
 - City contracts to build sidewalk
- Street Services
 - Makes temporary asphalt repairs of sidewalks when there are safety issues
 - Builds a small amount of first time sidewalks with City Forces funded by the Neighborhood Investment Program
- Dallas Water Utilities
 - Replaces sidewalks only when impacted by water and sewer construction



95% by Private Developers





Sidewalk Improvement Programs

I. First Time or Never Built Sidewalks

- Sidewalk Petitions
- Sidewalk Safety

II. Replacement Sidewalks

- 50-50 Cost Share
- Sidewalk replacement in CDBG eligible areas – must be more than one block and include ramp improvements at the intersections

Sidewalk Improvement Programs

I. First Time Sidewalks Summary

Program	Who Makes the Request?	How Much Does the Abutting Property Owner Pay?
Sidewalk Petition	Owner	The Lesser of Current Assessment Rate
Sidewalk Safety	Owner, PTA, Concerned Parent, Others	OR Enhanced Value of Property

Sidewalk Improvement Programs

I. First Time Sidewalks Continued

Sidewalk Safety Program

- Projects are requested by local schools, PTAs or citizens
- Improved streets with no existing sidewalks along direct routes to schools are eligible
 - Along unimproved streets only if deemed feasible
- Projects are reviewed and approved by the Public Works Sidewalk Section
- Abutting property owners are notified; however, consent is not required
- Approved projects are placed on the Needs Inventory and considered for inclusion in future bond programs
- Adjacent property owners are assessed a share of the cost of the improvements
 - Grant funds may be available to pay assessment fees for qualifying homeowners

Sidewalk Improvement Programs

II. Replacement Sidewalks Summary

Program	Who Makes the Request?	How Much Does the Owner Pay?
50/50 Cost Share	Owner	50% of Cost
Fast Fix	Owner	100% of Cost
Economic Development	Owner or City Staff	None

Sidewalk Replacement Program –

50/50 Cost Share

II. Replacement Sidewalks Continued

- Projects requested by abutting property owner to repair existing concrete sidewalks
- First-come, first-serve basis as funding allows
- Property owner inquiries logged by date received
- Property owners contacted when funding becomes available
- Program takes:
 - 2 to 3 months from initial inquiry to assess property and provide quote
 - 3 to 9 months from time of payment to construction completion
- Adjacent property owners are responsible for 50% of the cost of the concrete sidewalk removal and replacement in front of their properties
 - City pays 100% of the cost of all miscellaneous items except drive approaches
 - Residents pay 100% of the cost of drive approaches

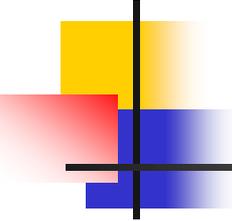
Sidewalk Replacement Program –

“Fast Fix”

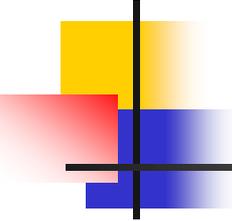
II. Replacement Sidewalks Continued

- Option available to citizens willing to pay 100% of the cost to expedite the process
- Interested citizens referred to a City “price agreement contractor” to replace residential sidewalks
 - Based on contract unit price
 - Low unit cost of \$8.10/s.f. for basic sidewalk removal & replacement
- Insured and Bonded Contractor
 - No required permits from property owners
 - City inspection and one year warranty of work
 - 2-month time frame from request to completion

How Do Other Cities Handle Sidewalk Replacement?

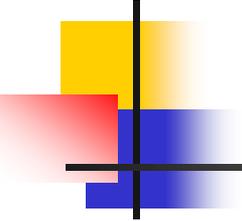


- San Antonio, TX – City provides cost share programs
- Fort Worth, TX – City puts full responsibility on the abutting property owner; City does not offer a cost share program.
- Frisco, TX – City takes full responsibility
- Carrollton, TX – City provides cost share programs
- University Park, TX – Makes sidewalk repairs a condition of all requested building permits when cost of improvements is over \$10,000
- Plano, TX – City takes full responsibility
- Austin, TX – City takes full responsibility
- Portland, OR – City puts full responsibility on the abutting property owner; City does not offer a cost share program.

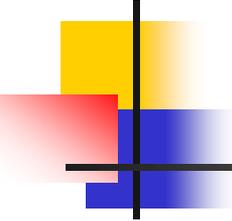


Policy Questions to Consider

1. Should the City continue to assess abutting property owners for the construction of Street Petition, Alley Petition and Sidewalk Petition projects they request?
2. Should the City continue to assess abutting property owners for Street Petition, Alley Petition and Sidewalk Petition projects they did not request and may not want?
3. Should the City develop new criteria for necessary Street Petition, Alley Petition and Sidewalk Petition projects and be prepared to fund them fully or at different levels?
4. Should the City provide more or less assistance for sidewalk replacement for old and deteriorated sidewalks?
5. Should the City discontinue the Fast-Fix sidewalk replacement or the 50/50 Cost Share sidewalk program?

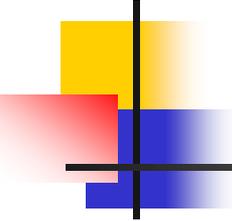


Questions and Discussion



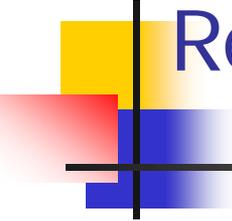
APPENDIX

- Appendix A – How Does the Sidewalk Replacement (50/50) Program Work
- Appendix B: Codes Pertaining to Sidewalks
- Appendix C: Improved vs. Unimproved Street
- Appendix D: Improved vs Unimproved Alley
- Appendix E: Challenges in Sidewalk Construction



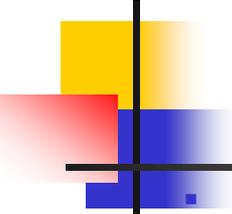
Appendix A: How does the Sidewalk Replacement (50/50) Program work?

- Individual Property Owners or neighborhoods/HOAs express interest in participating in the Program
- Staff adds the new Property Owner's names to the list in order of date received
- Staff sends an authorization letter to the next group of individual property owners on the list to confirm their continued interest in participating (typically half of the listed people elect to continue)
- Staff assesses the condition, determines the recommended limits of replacement and estimates the total cost including homeowner's share of the cost
- City sends letter stating homeowner's share of the cost and a 30-day deadline for reply
- Homeowners that elect to continue will need to send payment
- City staff prepares the contract documents, advertises, awards and manages the construction contract.



Appendix A: How does the Sidewalk Replacement (50/50) Program work? (Cont.)

- The Program is a 50/50 cost Share Program for sidewalk in the front and 25/75 for sidewalk on the side or rear of a property
- The Property Owner share is 50% of the cost of concrete removal and replacement (25% if side or rear).
- Property Owners do not share in the cost of the Barrier Free Ramps, curb replacement and miscellaneous items included in the contracts
- The Property Owners pay 100% of the cost of concrete drive approaches if they elect to replace them with this Program.



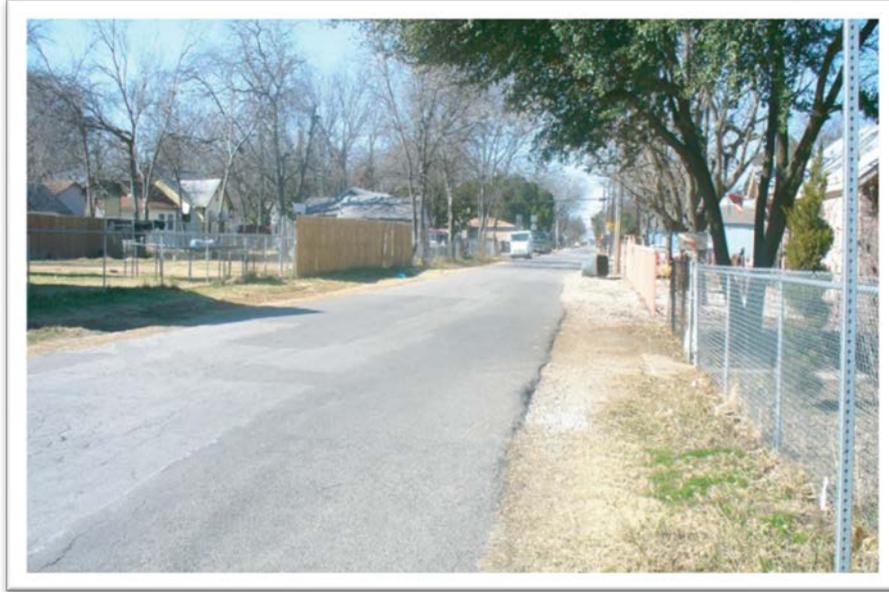
Appendix B: Codes Pertaining to Sidewalks

■ SEC. 51A-8.606. SIDEWALKS.

- (a) Required. Sidewalk construction is required along all public and private streets unless waived by the director of development services.
- (b) Design. All sidewalks must be designed and constructed to be barrier-free to the handicapped, and in accordance with the requirements contained in the Paving Design Manual, the Standard Construction Details, and, in the central business district, the Dallas Central Business District Pedestrian Facilities Plan, as amended. When poles, standards, and fire hydrants must be placed in the proposed sidewalk alignment, the sidewalk must be widened as delineated in the Standard Construction Details to provide a three-foot-wide clear distance between the edge of the obstruction or overhang projection and the edge of the sidewalk. All sidewalks must be constructed of Portland cement concrete having a minimum compressive strength of 3000 pounds per square inch.
- (c) Timing of construction. All sidewalks in the parkways of thoroughfares must be constructed concurrently with the thoroughfare or, if the thoroughfare is already constructed, before the acceptance of any improvements. Construction of sidewalks along improved minor streets must be completed before a certificate of occupancy is issued or before a final inspection of buildings or improvements constructed on the property.
- (d) Waiver of sidewalks. A person desiring a waiver of a sidewalk requirement shall make application to the director of development services. The director of development services shall take into account any specific pedestrian traffic need such as a project recommended by the school children safety committee, transit stops, parks and playgrounds, and other population intensive areas when considering the request for sidewalk waivers. Should the director of development services waive the required sidewalks, the waiver does not preclude the city from installing sidewalks at some later time and assessing the abutting owners for the cost of the installation. A waiver of the sidewalk requirement may be appropriate in the following instances:
 - (1) The potential pedestrian traffic in the area is so minimal that sidewalks are not warranted.
 - (2) In a single family or duplex zoning district, at least 50 percent of the lots located on the same side of the block as the proposed plat have been developed with completed, approved structures without sidewalks.
 - (3) A permanent line and grade cannot be set within the public street right-of-way.
 - (4) It is desirable to preserve natural topography or vegetation preexisting the proposed plat, and pedestrian traffic can be accommodated internally on the property. (Ord. Nos. 20092; 23384; 25047)
- **SEC. 43-63:** When a sidewalk, driveway or any appurtenance to a sidewalk or driveway become defective, unsafe or hazardous, the abutting property owner shall reconstruct or repair the sidewalk, driveway or appurtenance and the expense of such work must be borne by the abutting property owner.

Appendix C:

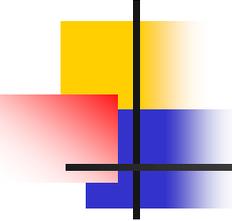
Improved Street vs Unimproved Street



Appendix D:

Improved Alley vs Unimproved Alley





Appendix E: Challenges in Sidewalk Construction

- Lack of right-of-way
- Obstructions in the parkway
 - Trees, shrubs, and fences
 - Utilities such as power poles, water meters, utility vaults and fire hydrants
- Topography
 - Drainage ditches
 - Sloping parkway

Appendix E: Challenges in Sidewalk Construction (cont.)



Lack of right-of-way and obstructing screening wall
Location: McCallum Blvd.

Appendix E: Challenges in Sidewalk Construction (cont.)

Obstructing large tree trunk and roots



Location: Mimosa and Edgemere

Location: Henderson near US 75



Business parking not compatible with sidewalk

Appendix E: Challenges in Sidewalk Construction (cont.)



Inclined parkway and neglected vegetation
Location: Lakeview Dr.

Ditch and drainage inlet and gully

Location: McCallum Blvd.



Fire hydrant, inclined parkway & fence

Location: Ewing Ave.

Appendix E: Challenges in Sidewalk Construction (cont.)

Challenges to constructing sidewalk along unimproved streets

Unimproved asphalt street with side drainage ditches



The best option on most unimproved streets is the Street Petition Program

Appendix E: Challenges in Sidewalk Construction (cont.)

Challenges to maintaining sidewalks when constructed around water meters



Sunken sidewalk around water meters is typically a result of poor soil compaction prior to sidewalk construction by the agent of the original home builder.

Memorandum



CITY OF DALLAS

DATE April 22, 2016

Honorable Members of the Transportation & Trinity River Project Committee:

TO Lee Kleinman (Chair), Eric Wilson (Vice-Chair), Sandy Greyson, Monica R. Alonzo, Adam Medrano, Casey Thomas II

SUBJECT Bond Program Policy and Technical Selection Criteria for Prioritizing Street Projects

On Monday, April 25, 2016, you will be briefed on the Bond Program Policy and Technical Selection Criteria for Prioritizing Streets Projects. The briefing materials are attached for your review.

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

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

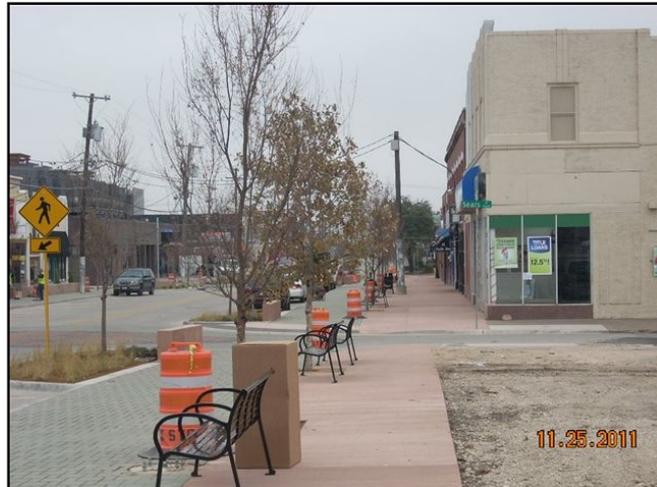
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Bond Program Policy and Technical Selection Criteria for Prioritizing Street Projects

TRANSPORTATION & TRINITY RIVER PROJECT COMMITTEE – APRIL 25, 2016



Purpose

- ❑ Develop policy for the streets portion of the Bond Program
- ❑ Seek feedback on the Prioritizing Improvements (Technical Selection Criteria)

POLICY AND TECHNICAL SELECTION CRITERIA

- Project Selection should advance Council Objectives
- Criteria are used to rank each project
 - Projects that most reflect Council Policy achieve a higher ranking
- Approval is needed for the Technical Ranking Criteria

Street and Transportation Categories of Needs

- Alley Petition
- Alley Reconstruction
- Barrier Free Ramp
- Bridge Repair and Modification
- Dynamic Message Signs
- Intergovernmental Partnership Project
- School Flashers - Communications Upgrade
- Sidewalk Replacement
- Sidewalk Safety Projects
- Street Lighting
- Street Petition
- Street Reconstruction
- Street Resurfacing
- Target Neighborhood
- Thoroughfare
- Traffic Control Signs Upgrade
- Traffic Signal Upgrade
- Traffic Signals - Detectors
- Warranted School Flashers and Traffic Signals

Notes: 1) On-street bicycle facilities are included in the Needs Inventory under the appropriate category such as resurfacing, reconstruction, thoroughfares, etc. 2) Bike trails are included in the Parks and Recreation Needs Inventory, but may be included in a Streets proposition.

Street and Transportation Categories of Needs - Continued

- All Street Projects will now comply with:
 - Thoroughfare Plan
 - Complete Street Design Guide (adopted Jan. 2016)

- The “Streetscape/Complete Street” category is no longer needed

Alley Petition Category

- ❑ Improves unpaved alleys
- ❑ Property owners petition to improve their unpaved alley
 - Agree to dedicate any necessary right-of-way
 - Pay an assessment based on the enhanced value of property
 - Grant funds may be available to pay assessment cost for qualifying homeowners
- ❑ Alleys are ranked by date petition is approved
- ❑ Policy questions for Full Council Briefing on May 18th
 - Should City pave unpaved alleys?
 - Should Alley Petition program continue?

Alley Reconstruction Category

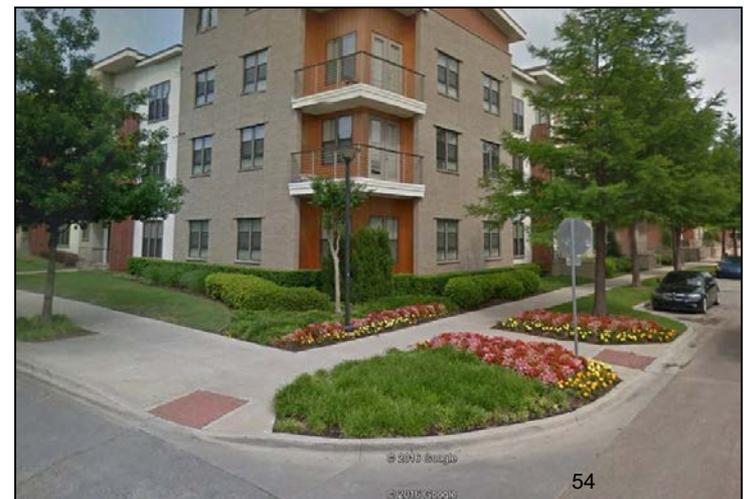
- Reconstructs paved alleys in poor condition
- Technical Selection Criteria:
 - Pavement Condition Index
 - Time in unsatisfactory condition
 - Needed for rear entry access
 - Needed for garbage pickup
 - Needed for drainage
 - Right-of-way availability

Alley Reconstruction Category

#	Criteria	Maximum Points
1	Percentage of Defect	30
2	Time in Unsatisfactory Condition	20
3	Alley Used for Rear Entry Access	20
4	Alley Used for Garbage Pickup	15
5	Availability of Existing Right-of-Way	10
6	Needed for Drainage	5
	Total Maximum Score	100

Barrier Free Ramp Category

- ❑ Constructs new barrier-free ramps (BFRs)
- ❑ Required to comply with Americans with Disabilities Act (ADA)
 - City must have a 10-year transition plan illustrating how it plans to address ADA deficiencies
- ❑ Technical Selection Criteria:
 - Serves High Demand Areas
 - ❑ Government Offices and Facilities
 - ❑ Health Care Facilities
 - ❑ Transit Stops (bus and rail)
 - ❑ Commercial Districts
 - ❑ Schools
 - Posted speed of street
 - Date request was made
 - Number of affected users



Barrier Free Ramp Category

#	Criteria	Maximum Points
1	Places of Public Accommodation (Schools, Gov't Offices, Transit Stops, CBD, Hospitals)	70
2	Posted Speeds	10
3	Date Request Was Made	10
4	Number of Physically Challenged Users	10
	Total Maximum Score	100

Policy questions:

How much should be funded?

What should be the funding source (General Fund, GO Bond)?

Need flexibility to respond to Barrier Free Ramp requests

Bridge Repair and Modification Category

□ Repairs deficient City bridges

#	Technical Selection Criteria	Maximum Points
1	Condition of components (channel, substructure, superstructure, approaches, deck, culverts, etc.)	40
2	Critical structural element evaluation	20
3	Existing capacity vs. traffic volume	10
4	Whether project leverages funding	10
5	Addresses drainage/flooding issues	20
	Total Maximum Score	100

Dynamic Message Signs (New)

- Upgrade Message Signs
 - 37 total signs
 - 21 Signs at Fair Park
 - 16 others throughout City
- Note: About half are not functioning
- Policy Question: Do the benefits warrant high replacement costs?
- Staff Recommendation: Discontinue program except for Fair Park.



Dynamic Message Signs

#	Criteria	Maximum Points
1	Outside funding	50
2	Sign around Fair Park	25
3	Sign in working condition	25
	Total Maximum Score	100

Intergovernmental Partnership Project Category

- ❑ Partners with other agencies on improvements (funding and construction)
 - Streets and bridges
 - Trails
 - Intersections
- ❑ Other agencies prioritize projects based on the Council's agreement to fund the City's share
- ❑ No projects are kept in this category between bond programs
- ❑ Projects move into this category when other agencies have their funding

Railroad Quiet Zones (New)

- Provide crossing improvements that mitigate the need for train horns
 - Quad gates
 - Road medians



- Technical Selection Criteria:
 - Number of accidents
 - Number of noise complaints
 - Cost for improvements

Railroad Grade Separations (New)

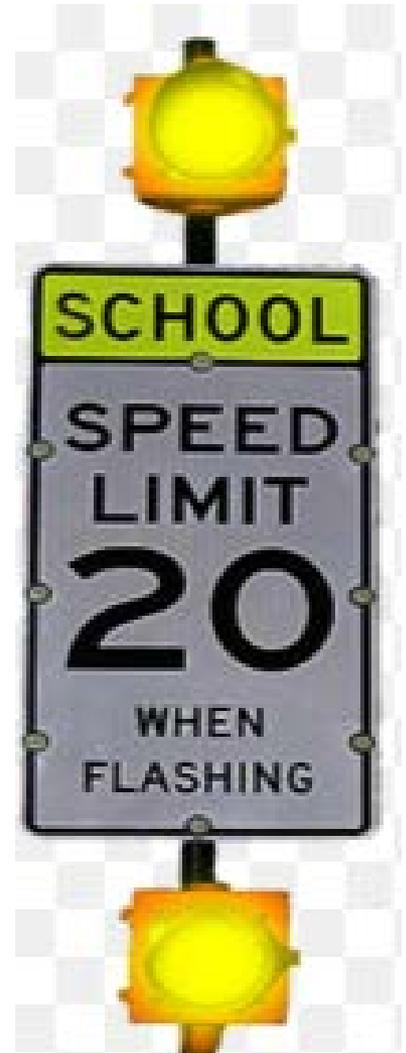
- ❑ Separates Street Traffic from Train Traffic
 - Road Bridge over RR Track
 - RR Bridge over Street
- ❑ Technical Selection Criteria:
 - Number of accidents
 - Volume of street traffic
 - Volume of train traffic
 - Minutes/day crossing is blocked



School Flashers Communications Upgrade (New)

- ❑ Over 1,300 school flashers
- ❑ Activated by a failing antiquated “pager” system
- ❑ Upgrade to modern two-way communications

- ❑ Policy questions:
 - Should funding come from operating or bond funds?



Sidewalk Replacement Category

- ❑ Replacement of deteriorated sidewalks for homeowners
- ❑ Assists property owners with 50/50 cost sharing
- ❑ Prioritized by date of request



- ❑ Policy questions for Full Council Briefing on May 18th
 - Should City continue to share 50/50 cost?
 - Whose cost should it be to rebuild sidewalks?

Sidewalk Safety Project Category

- Constructs new sidewalks

- Policy questions for Full Council Briefing on May 18th:
 - Limit program to schools or transit services?
 - Seek cost sharing with ISD's or DART?



#	Technical Selection Criteria	Maximum Points
1	Construction Feasibility	50
2	Type of Pedestrian	25
3	Pedestrian Count	10
4	Traffic Speed	10
5	Date of Request	5
	Total Maximum Score	100

Street Lighting – Existing Thoroughfares (Criteria Modified)

- ❑ Installs new street lights on major thoroughfares
- ❑ Technical Selection Criteria:
 - Type of existing lighting
 - Traffic volumes
 - Pedestrian volumes
 - Width of street
 - Length of roadway without standard lighting
 - Number of requests for street lights
- ❑ 2012 Technical Criteria deleted:
 - Existing illumination levels



Street Lighting

#	Criteria	Maximum Points
1	Type of Existing Lighting	20
2	Traffic Volumes	20
3	Pedestrian Volumes	20
4	Width of Street	10
5	Length of Roadway Without Standard Lighting	20
6	Number of Requests for Street lights	10
	Total Maximum Score	100

Street Petition Category

- ❑ Improves gravel or asphalt streets with bar-ditches to be concrete, curb and gutter streets with storm sewers and sidewalks
- ❑ Property owners petition to improve their street
 - Agree to dedicate necessary right-of-way
 - Pay an assessment based on the enhanced value of property
 - Grant funds may be available to pay assessment cost for qualifying homeowners
- ❑ Ranked by date petition was approved
- ❑ Policy questions for Full Council Briefing on May 18th
 - Should petitions and assessments continue?

Street Reconstruction Categories

Arterial, Collector and Local Streets

- ❑ Provides for the design and reconstruction of streets ranked “E” (failed condition) that have deteriorated beyond repair
- ❑ Technical Criteria include:
 - Pavement Condition Index
 - Time in Unsatisfactory Condition
 - Zoning (traffic generators)
 - Street Classification and Use
 - Economic Development Initiatives
 - DWU Work Plan (concurrent project)
- ❑ Policy questions:
 - Prioritize high demand streets over low demand streets?
 - Prioritize commercial streets over residential streets?
 - Prioritize streets in Neighborhood Plus areas?

Street Reconstruction Categories

Arterial, Collector and Local Streets

#	Criteria	Maximum Points
1	Pavement Condition Index	50
2	Time in Unsatisfactory Condition	10
3	Zoning	10
4	Street Classification	15
5	Economic Development	10
6	DWU Work Plan Project	5
	Total Maximum Score	100

Street Resurfacing Category

- ❑ Resurfacing asphalt streets ranked “D” (poor condition) with mostly adequate sub-base material
- ❑ Technical Selection Criteria:
 - Pavement Condition Index
 - Time in Unsatisfactory Condition
 - Street Classification and Use
 - Economic Development Initiatives
 - DWU Work Plan (concurrent project)
- ❑ Policy questions:
 - Prioritize high demand streets over low demand streets?
 - Prioritize commercial streets over residential streets?
 - Prioritize streets in Neighborhood Plus areas?
 - Should this category be funded in the Operating Budget?

Street Resurfacing Category

#	Criteria	Maximum Points
1	Pavement Condition Index	50
2	Time in Unsatisfactory Condition	20
3	Street Classification	15
4	Economic Development	10
5	DWU Work Plan Project	5
	Total Maximum Score	100

Target Neighborhood Category

- ❑ This category is used to upgrade unimproved residential streets when we don't have a street petition
- ❑ Typically streets with previous failed petition
- ❑ If selected, adjacent property owners are assessed for part of the cost
 - Assistance may be available for qualifying residents
- ❑ No projects are kept in this category between bond programs
- ❑ Policy questions:
 - Continue with program?
 - Should criteria be developed to address unimproved streets?

Thoroughfare Category

- ❑ Thoroughfare Projects
 - Encourages economic development
 - Applies to new or refurbished streets
 - Provides for multi-modal and streetscape improvements
 - Consistent with Thoroughfare Plan and Complete Street Design Standards



Thoroughfare Category

- Technical criteria includes:
 - Mobility
 - Safety
 - Economic Development

Criteria	Score
Mobility (30 points)	
Capacity Deficiency	10
System Continuity	10
Multimodal	10
Safety (30 points)	
Bicycle/Pedestrian Accident Rate (NEW)	5
Vehicle Accidents (NEW)	5
Proximity to Schools and Parks	10
Existing Street Condition	10
Economic Development (40 points)	
Economic Development Support	15
Distressed/Underutilized Area Support	15
Previous Project Commitment/Coordination	10
Total Score (maximum)	100

Traffic Control Signs Upgrade (New)

- ❑ Implements a Traffic Sign Replacement Program
 - Signs have a ten year (night) life expectancy
 - 10% of the signs will be replaced each year
 - All signs will be replaced every ten years

- ❑ Technical Selection Criteria:
 - By “Blanket Replacement” area
 - All signs within an area are replaced together
- ❑ Policy Question:
 - Should this category be paid for with operating funds or included in bond program?



Traffic Signals Upgrade (Criteria Modified)

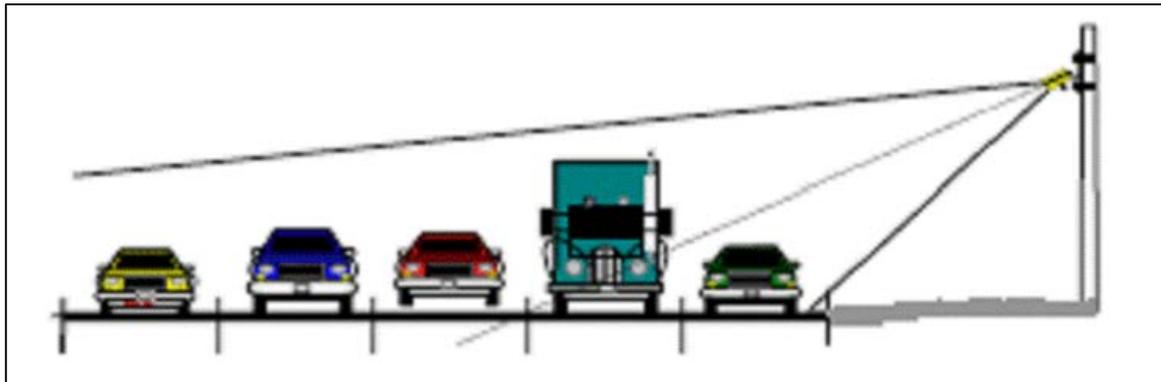
- ❑ Replace 60 obsolete Traffic Signals each year
 - Replace each signal every 25 years
 - Upgrade to current standards
- ❑ Technical Selection Criteria:
 - Number of Correctible Accidents in three years
 - Age of Signal Hardware
 - Type of Signal Hardware
 - Number of Service Requests in three years
- ❑ Technical Criteria (~~deleted~~):
 - ~~Age of hardware and type of mounting~~
 - ~~Potential for hardware damage~~
 - ~~Need for operational improvements~~
- ❑ Policy Question:
 - Should this category be paid for with operating funds or included in bond program?

Traffic Signals Upgrade

#	Criteria	Maximum Points
1	Number of Correctible Accidents in 3 years	30
2	Age of Hardware	25
3	Type of Hardware	25
4	Number of Service Requests in 3 years	20
	Total Maximum Score	100

Traffic Signals – Detectors (New)

- ❑ Upgrades Traffic Signal Detection
- ❑ Uses Radar Technology
- ❑ Technical Selection Criteria:
 - Number of “Correctible Accidents in Past 3 Years”
 - Traffic Volumes
 - Number of Service Requests
- ❑ Policy Question:
 - Should this category be paid for with operating funds or included in bond program?



Traffic Signals - Detectors

#	Criteria	Maximum Points
1	Number of Correctible Accidents in 3 Years	50
2	Traffic Volumes at Intersection	25
3	Number of Service Requests	25
	Total Maximum Score	100

Warranted Traffic Signals and School Flashers (New)

- ❑ Installs new school flashers and traffic signals
- ❑ Technical Ranking Criteria (traffic signals only):
 - Number of Correctible Accidents in 12 months
 - Pedestrian/School Issues
 - Traffic Volumes
 - Number of Traffic Signal Warrants Met
 - How long signal has been justified
- ❑ Warranted school flashers will be funded with this category
- ❑ Policy questions:
 - Should program costs be shared with the ISD or the private development that triggers the need?
 - ❑ If so, should this outside funding lead to a higher prioritization for these projects?



Warranted Traffic Signals/School Flashers

#	Criteria	Maximum Points
1	Number of Correctible Accidents in 12 months	30
2	Pedestrian/School Issues	20
3	Traffic Volumes	20
4	Number of Traffic Signal Warrants met	15
5	How long signal has been justified	15
	Total Maximum Score	100

Summary: Policy Questions

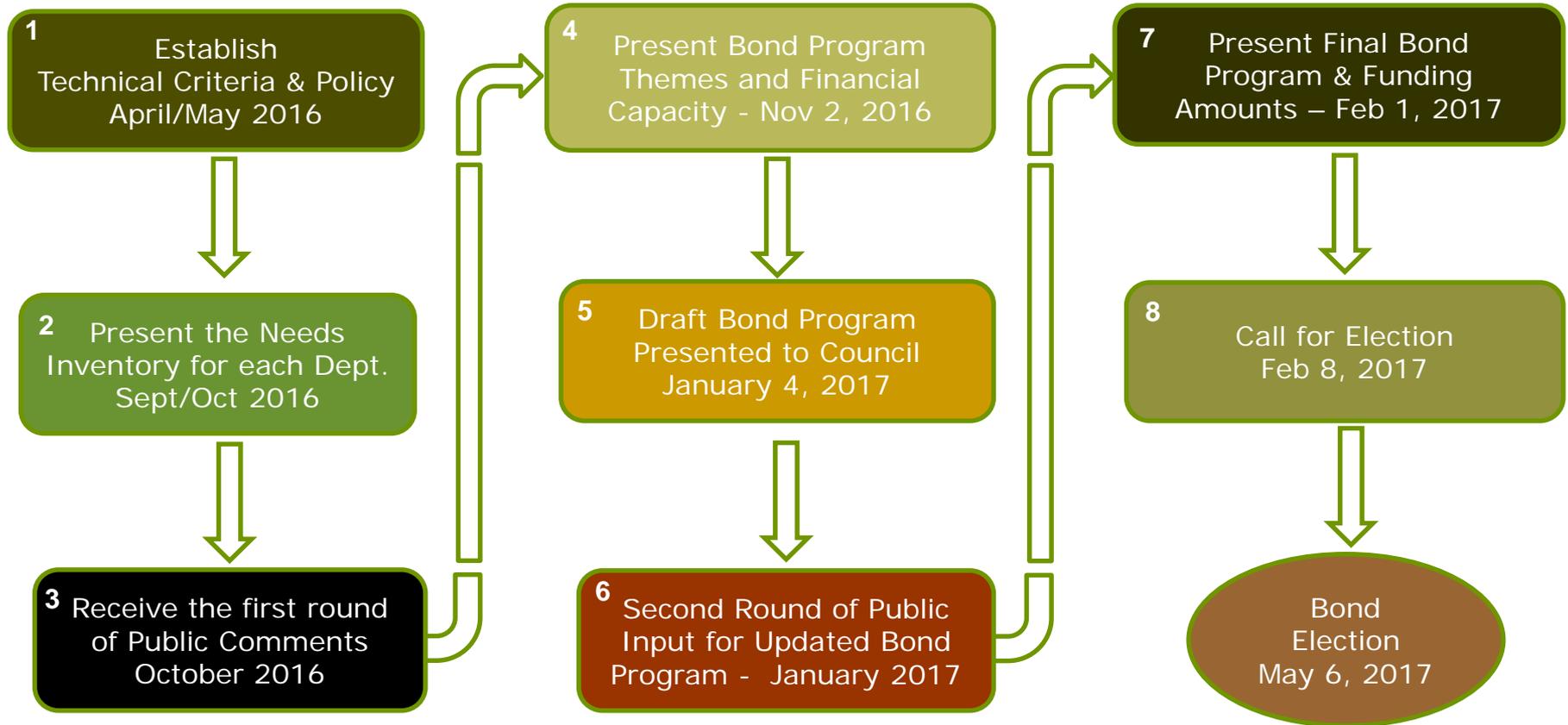
- ❑ Should the technical selection criteria presented today be adopted?
- ❑ Should additional priority be given to projects that are associated with Neighborhood Plus (Ex. Slides 23, 25, and 27)?
- ❑ Should additional priority be given to projects that encourage economic development (Ex. Slides 24, 26, 28, 29)?
- ❑ With respect to street reconstruction and resurfacing:
 - Should commercial streets be given priority over residential streets?
 - Should higher volume streets be given priority over lower volume streets?

Summary: Policy Questions Continued

- ❑ Should DART, local ISD's, and adjacent property owners participate in funding these street infrastructure elements (Slides 17-19 and 35)?
- ❑ Should the City continue a 50/50 sidewalk cost share program or require adjacent property owners to pay full cost (Slide 18)?
- ❑ Should petition and assessment programs continue (Slides 6, 22, and 27)?

*There will be a full council briefing on sidewalk & assessment policies on May 18th.

Streets Projects – Next Steps



Streets Projects

Questions/Comments?

Appendix

Alley Reconstruction Category

#	Criteria	Maximum Points
1	Percentage of Defect	30
2	Time in Unsatisfactory Condition	20
3	Alley Used for Rear Entry Access	20
4	Alley Used for Garbage Pickup	15
5	Availability of Existing Right-of-Way	10
6	Needed for Drainage	5
	Total Maximum Score	100

1. Percentage of Defect

(____% x 0.3)

2. Time in Unsatisfactory Condition

Two points per year up to 20 points for 10 or more years

3. Alley used for Rear Entry

20 – Yes
0 – No

4. Alley used for Garbage Collection

15 – Yes current collection
10 – Potential collection
0 – Not used for collection

5. Availability of Existing Right-of-Way

10 – 15 ft. existing ROW or citizens are willing to dedicate all necessary ROW
5 – Inadequate ROW but some citizens are willing to dedicate necessary ROW
0 – Inadequate ROW throughout

6. Needed for Drainage

5 – Alley and property flooding
3 – Additional drainage capacities needed
0 – No drainage concern

Barrier Free Ramp Category

#	Criteria	Maximum Points
1	Places of Public Accommodation	70
2	Posted Speeds	10
3	Date Request Was Made	10
4	Number of Physically Challenged Users	10
	Total Maximum Score	100

1. Places of Public Accommodation (Maximum Score: 70 points)

a. City Facilities	70
b. Other Governmental Facilities (Court Houses, Tax Offices, and Schools)	50
c. Major Health Care Facilities (Baylor, Parkland, Methodist, etc.)	50
d. Retirement Centers	40
e. Minor Health Care Facilities (Clinics, Doctor offices, etc.)	40
f. Commercial Districts	30
g. Bus Stops & Transportation Centers	40
h. Residential District	10

2. Posted Traffic Speed

0 to 30 MPH	0
30 to 45 MPH	5
Over 45 MPH	10

3. Date Request was Made

1 year	1
2 years	2
-	-
-	-
10 years or longer	10

4. Number of physically challenged users (provided by requestor)

1 user	1
2 users	2
-	-
-	-
9 users	9
10 or more users	10

Bridge Repair & Modification Category

#	Criteria	Maximum Points
1	Condition of components (channel, substructure, superstructure, approaches, deck, culverts, etc.)	40
2	Critical structural element evaluation	20
3	Existing capacity vs. traffic volume	10
4	Whether project leverages funding	10
5	Addresses drainage/flooding issues	20
Total Maximum Score		100

1. Condition of Components: deck, superstructure, substructure, channel, culverts, approaches
 Points for this factor are the sum of (9-n) where n is the rating for the worst element of each component and has a value of 5 or less (maximum points are 48, for a bridge with six components rated "1")

2. Critical structural element evaluation
 Points for this factor range from 0-20 based on severity of the condition of a particular component

3. Existing capacity compared to current traffic volume

<u>Comparison</u>	<u>Points</u>
capacity exceeded	10
at capacity	5
under capacity	0

4. Whether project leverages other funds

<u>Leverages</u>	<u>Points</u>
yes	10
no	0

5. Addresses drainage/flooding issues caused by bridge being too low or small (i.e., it backs up water)
 yes=20 points; no=0 points

<u>Component</u>	<u>(9-n)</u>
Deck:	
Superstructure:	
Substructure:	
Channel:	
Culverts:	
Approaches:	
Misc.:	
TOTAL:	
(n is lowest element rating)	

Dynamic Message Signs

#	Criteria	Maximum Points
1	Outside funding	50
2	Sign around Fair Park	25
3	Sign in working condition	25
Total Maximum Score		100

Outside Funding

- 0 0-10%
- 1 11-30%
- 2 31-50%
- 3 Greater than 50%

Sign Around Fair Park

- 0 Not around Fair Park
- 3 Around Fair Park

Sign in Working Condiiton

- 0 Yes
- 3 No

Project Category: Dynamic Message Signs			Date: <u>April 22, 2016</u>	
#	Criteria	Rating (0-3)	Weight	Weighted Total
1	Outside Funding		50	
2	Signs around fair Park?		25	
3	Sign in working condition?		25	
Items 1-3			TOTAL WEIGHTED	
RATING/3 =				

Sidewalk Safety Project Category

#	Criteria	Maximum Points
1	Construction Feasibility	50
2	Type of Pedestrian	25
3	Pedestrian Count	10
4	Traffic Speed	10
5	Date of Request	5
	Total Maximum Score	100

1. Construction Feasibility: Score:

< \$50 per linear foot	50
\$50 to \$100 per linear foot	30
\$101 to \$150 per linear foot	10
>\$150 per linear foot	1

2. Type of Pedestrian

Elementary/Preschool Student	25
Middle School Student, Senior Citizens	20
High School Student, Parent with Strollers	15
Other	10

3. Pedestrian Count: (School children will be counted before and after school hours: other – peak hours)

1	1
2	2
3	3
-	-
9	9
10 or more	10

4. Posted Traffic Speed:

0 to 30 MPH	0
30 to 45 MPH	5
>45 MPH	10

5. Date of Request

1 Year	1
2 Years	2
3 Years	3
4 Years	4
5 Years or Longer	5

Street Lighting

#	Criteria	Maximum Points
1	Type of Existing Lighting	20
2	Traffic Volumes	20
3	Pedestrian Volumes	20
4	Width of Street	10
5	Length of Roadway Without Standard Lighting	20
6	Number of Requests for Street lights	10
	Total Maximum Score	100

#	Criteria	Rating (0-3)	Weight	Weighted Total
1	Type of Existing Lighting		20	
2	Traffic Volumes		20	
3	Pedestrian Volumes		20	
4	Width of Street		10	
5	Length of Roadway Without Standard Lighting		20	
6	Number of Requests for Street Lighting		10	
Items 1-6			TOTAL WEIGHTED	
RATING/3 =				

47

Type of Existing Lighting

- 1 Existing street lights are mounted on wood poles
- 3 There are no existing street lights

Width of Street

- 0 Street has one lane of traffic in each direction
- 2 Street has two lanes of traffic in each direction
- 3 Street has 3 or more lanes of traffic in each direction

Traffic Volumes

- 0 Average daily traffic is less than 5,000 vehicles per day
- 1 Average daily traffic is between 5,000 and 10,000 vehicles per day
- 2 Average daily traffic is between 10,000 and 20,000 vehicles per day
- 3 Average daily traffic is over 20,000 vehicles per day

Length of Roadway Without Standard Lighting

- 0 Length of roadway without standard lighting is less than 500 feet
- 1 Length of roadway without standard lighting is between 500 and 1000 feet
- 2 Length of roadway without standard lighting is between 1000 and 2000 feet
- 3 Length of roadway without standard lighting is greater than 2000 feet

Pedestrian Volumes

- 0 Less than 5 pedestrians per hour use the adjacent sidewalks
- 1 Between 6 and 20 pedestrians per hour use the adjacent sidewalks
- 2 Between 21 and 50 pedestrians per hour use the adjacent sidewalks
- 3 More than 50 pedestrians per hour use the adjacent sidewalks

Number of Requests for Street Lighting

- 0 Received no requests for street lighting on this stretch of roadway in the last 5 years
- 1 Received 1 request for street lighting on this stretch of roadway in the last 5 years
- 2 Received 2 requests for street lighting on this stretch of roadway in the last 5 years
- 3 Received 3 or more requests for street lighting on this stretch of roadway in the last 5 years

Street Reconstruction Categories

Arterial, Collector and Local Streets

#	Criteria	Maximum Points
1	Pavement Condition Index	50
2	Time in Unsatisfactory Condition	10
3	Zoning	10
4	Street Classification	15
5	Economic Development	10
6	DWU Work Plan Project	5
	Total Maximum Score	100

1. Pavement Condition Index

(100-PCI) x 0.5

2. Time in Unsatisfactory Condition

1 point per year up to 10 points for 10 or more years

3. Zoning

10 - Commercial

8 - General Retail and Offices

6 - Multifamily Residential

2 - Residential

4. Street Classification

15 - Major Thoroughfare

10 - Secondary Thoroughfare

5 - Collector

0 - Residential

5. Economic Development

10 - Yes

0 - No

6. DWU Work Plan Project

5 - Yes

0 - No

Street Resurfacing Category

#	Criteria	Maximum Points
1	Pavement Condition Index	50
2	Time in Unsatisfactory Condition	20
3	Street Classification	15
4	Economic Development	10
5	DWU Work Plan Project	5
	Total Maximum Score	100

1. Pavement Condition Index

$(100 - \text{PCI}) \times 0.50$

2. Time in Unsatisfactory Condition

- 1 - 1 year
- 2 - 2 years
- 3 - 3 years
- * *
- * *
- 20 - 20 years and over

3. Street Classification

- 15 - Principal Arterial (Freeway, Thoroughfare, Major Couplet, and Divided Secondary)
- 10 - Minor Arterial/Community Collector (non-divided Secondary and Commercial/Collector)
- 5 - Local (Residential)

4. Economic Development

- 10 - Yes
- 0 - No

5. DWU Work Plan Project

- 5 - Yes
- 0 - No

Thoroughfare Category

MOBILITY (30 points)

1. Capacity Deficiency

- a. Maximum score: 10 points
- b. Current volume to capacity ratio
- c. A project will receive up to 10 points based on the ration of existing daily traffic volume to existing roadway capacity (V/C ratio).
- d. Scoring:

Capacity Deficiency Criteria	Points
V/C ratio less than 0.7	0
V/C ratio 0.7 to 0.8	3
V/C ratio 0.8 to 0.9	6
V/C ratio 0.9 to 1.0	9
V/C ratio greater than 1.0	10

Thoroughfare Category

2. System Continuity

- a. Maximum score: 10 points
- b. A project will receive 10 points if it provides lane continuity across an intersection or provides lane balance for a section of roadway connecting to existing roadway sections.

3. Intermodal/Multimodal

- a. Maximum score: 10 points
- b. Scoring:

Intermodal/Multimodal Criteria	Points
Bus Route/Rail Station	3
Bicycle Route	3
Truck Route	3
No Existing Sidewalks	1

Thoroughfare Category

SAFTEY (30 points)

4. Bicycle/Pedestrian Accident Rate

a. Maximum score: 5 points

b. Scoring:

Accident Rate Criteria	Points
No Accident	0
1-5 Bicycle/Pedestrian Accident	3
6+ Bicycle/Pedestrian Accident	5

c. 2009-2015 years of data

5. Vehicle Accident

a. Maximum score: 5 points

b. Scoring:

Accident Rate Criteria	Points
No Accident	0
1-2 Vehicle Accident	3
3+ Vehicle Accident	5

c. 2013-2015 years of data

Thoroughfare Category

6. Proximity to Schools and Parks

- a. Maximum score: 10 points
- b. A project will receive 10 points if it provides direct access to park or school, i.e., within 0.25 miles of Thoroughfare.

7. Existing Street Condition

- a. Maximum score: 10 points
- b. Scoring:

Existing Street Condition Criteria	Score
Street Surface Condition Rating A-C	0
Street Surface Condition Rating D	5
Street Surface Condition Rating E	10

- c. Based on Public Works Pavement Management Program (PMP) data

Thoroughfare Category

ECONOMIC DEVELOPMENT (40 points)

8. Economic Development Support

- a. Maximum score: 15 points
- b. A project will receive up to 15 points based on an assessment by Economic Development that identifies whether a project supports Council-endorsed economic development projects/programs.
- c. Scoring

Economic Development Support Criteria	Points
No Initiative	0
Low Priority	5
Medium Priority	10
High Priority	15

9. Distressed/Underutilized Area Support

- a. Maximum Score: 15 points
- b. A project will receive up to 15 points based on the most recent Dallas County's Tax Abatement Policy, Census tract classification: priority, strategic, and other.
- c. Scoring:

Distressed/Underutilized Area Support Criteria	Points
Other	0
Strategic Area	5
Combination of areas	10
Priority Area	15

Thoroughfare Category

10. Previous Project Commitment/Coordination

- a. **Maximum Score: 10 points**
- b. **A project will receive 10 points based on a prior Council action supporting the project for funding through a partnership program and/or existing funding commitment in a prior bond program.**

Traffic Signals - Detectors

#	Criteria	Maximum Points
1	Number of Correctible Accidents in 3 Years	50
2	Traffic Volumes at Intersection	25
3	Number of Service Requests	25
Total Maximum Score		100

#	Criteria	Rating (0-3)	Weight	Weighted Total
1	Number of correctible Accidents in 3 years		50	
2	Traffic Volumes at Intersection		25	
3	Number of Service Requests		25	
Items 1-3			TOTAL WEIGHTED	
RATING/3 =				

1. Number of correctible Accidents in 3 Years

- 0 No crashes
- 1 1-5
- 2 6-10
- 3 10 Or Greater

3. Number of Service Requests

- 0 No SRs
- 1 0-30 SRs
- 2 30-60 SRs
- 3 60 < SRs

2. Traffic Volumes at Intersection

- 0 Total vehicles entering intersection less than 15,000 / day
- 1 Total vehicles entering intersection between 15,000 and 20,000 / day
- 2 Total vehicles entering intersection between 20,000 and 30,000 / day
- 3 Total vehicles entering intersection greater than 30,000 / day

Traffic Signals Upgrade

#	Criteria	Maximum Points
1	Number of Correctable Accidents in 3 years	30
2	Age of Hardware	25
3	Type of Hardware	25
4	Number of Service Requests in 3 years	20
Total Maximum Score		100

#	Criteria	Rating (0-3)	Weight	Weighted Total
1	Number of Correctable Accidents in 3 Years		30	
2	Age of Hardware		25	
3	Type of Hardware		25	
4	Number of Service Requests in 3 Years		20	
Items 1-4				
RATING/3 =				TOTAL WEIGHTED

1. Number of Correctable Accidents in 3 years

- 0 No Crashes
- 1 1-5
- 2 5-10
- 3 10 <

2. Age of Hardware

- 0 Hardware is less than 10 years old
- 1 Hardware is 10 to 20 years old
- 2 Hardware is 20 to 30 years old
- 3 Hardware is over 30 years old

3. Type of Hardware

- 0 Mast arm covers all lanes
- 1 Mast arm is short or absent
- 2 Mast arm is short and there are left-turn signal requests
- 3 Spanwire signal

4. Number of Service Requests (SRs) in 3 years

- 0 No SRs
- 1 0-30 SRs
- 2 30-60 SRs
- 3 60 < SRs

Warranted Traffic Signals/School Flashers

#	Criteria	Rating (0-3)	Weight	Weighted Total
1	Number of Correctable Accidents in 12 Months		30	
2	Pedestrian / School Issue		20	
3	Traffic Volumes		20	
4	Number of Signal Warrants Met		15	
5	How Long Signal has been Justified		15	
Items 1-5		RATING/3 =	TOTAL WEIGHTED	

Number of Correctable Accidents in 12 Months

- 0 Zero reported correctable crashes within 12 month period
- 1 Between 1 and 2 reported correctable crashes within 12 month period
- 2 Between 3 and 4 reported correctable crashes within 12 month period
- 3 5 or more reported correctable crashes within 12 month period

Pedestrian / School Issues

- 0 Does not meet pedestrian or school warrant
- 1 Meets pedestrian warrant
- 2 Meets school warrant
- 3 Meets both pedestrian and school warrant

Traffic Volumes

- 0 Total vehicles entering intersection < 15,000 / day
- 1 Total vehicles entering intersection between 15,000 and 20,000 / day
- 2 Total vehicles entering intersection between 20,000 and 30,000 / day
- 3 Total vehicles entering intersection greater than 30,000 / day

Number of Signal Warrants Met

- 0 Zero signal warrants met
- 1 Meets only 1 signal warrant
- 2 Meets 2 signal warrants
- 3 Meets 3 or more signal warrants

How Long Signal has been Justified

- 0 Signal has been justified between 0-3 months
- 1 Signal has been justified between 3-12 months
- 2 Signal has been justified between 1-2 years
- 3 Signal has been justified for more than 2 years

Memorandum



CITY OF DALLAS

DATE May 13, 2016

TO Housing Committee Members: Scott Griggs, Chair, Carolyn King Arnold, Vice-Chair, Mayor Pro-Tem Monica R. Alonzo, Tiffinni A. Young, Mark Clayton, and Casey Thomas, II

SUBJECT Housing Bond Program for 2017

On Monday, May 16, 2016, you will be briefed on the Housing Bond Program for 2017. A copy of the briefing is attached.

Please let me know if you have any questions.

A handwritten signature in blue ink, appearing to read 'Alan E. Sims'.

Alan E. Sims
Chief of Neighborhood Plus

c: The Honorable Mayor and Members of the City Council
A. C. Gonzalez, City Manager
Rosa A. Rios, City Secretary
Christopher D. Bowers, Interim City Attorney
Craig Kinton, City Auditor
Daniel F. Solis, Administrative Judge
Ryan S. Evans, First Assistant City Manager
Eric D. Campbell, Assistant City Manager
Jill A. Jordan, P. E., Assistant City Manager
Mark McDaniel, Assistant City Manager
Joey Zapata, Assistant City Manager
Jeanne Chipperfield, Chief Financial Officer
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor and Council

Housing Bond Program for 2017

A Briefing to the Housing Committee

May 16, 2016



Purpose

- Review prior year Bond Programs
- Discuss priority areas for a 2017 Housing Bond

Prior Year Bond Programs

2003- Infrastructure Bond Program \$2.8M

2003- Land Bank Bond Program \$3M

2006- Land Bank Bond Program \$1.5M

2006- ECO/Housing Bond Program for Southern Dallas and TOD priority projects \$41M split evenly with ECO

2012- ECO/Housing Bond Program for Southern Dallas and TOD priority projects \$41M split evenly with ECO

Accomplishments

- Infrastructure Bond
 - 5 projects funded for development of 738 lots with 317 affordable homes
 - Build out with private financing, approximately \$100,000 per unit or \$73,800,000 leverage

- Land Bank Bonds
 - 1,242 lots recovered
 - 653 lots sold to developer/builder
 - 373 homes built and sold, approximately \$100,000 per unit or \$37,300,000 leverage

Accomplishments

- ECO/Housing Bond
 - Projects tied to Neighborhood Investment Program Areas
 - Single Family Development – infrastructure and gap funding
 - Multifamily Development- Permanent Supportive Housing & Family Housing
 - Land Purchased for mixed use development (e.g. Hatcher Station Health Center & Lancaster Urban Village)

“Technical Criteria”

- A set of measuring tools that city staff uses to rate a project from a technical standpoint
- It allows staff to categorize and prioritize projects objectively
- Projects in the needs inventory undergo a technical criteria review
- Needs inventory projects are compared within categories

Housing Propositions

- Criteria for project funding with Housing propositions differs from the typical needs inventory technical criteria
 - Projects are not necessarily known in advance
 - Projects not scored and compared based on point accumulation basis
 - Availability of bond funding allows City to capitalize on moments of opportunity as they arise
 - Provides for flexibility of utilization in order to achieve City goals

Project Evaluation Criteria

- Accomplishes/advances an established City Council priority or plan
- Meets parameters outlined in the approved Proposition
- Council adopted programs/policies
- Ability to leverage direct and indirect private and public investment
- Impact Analysis

Possible Priority Needs

- Ownership Housing
 - Acquisition, Infrastructure, Development, Sale
 - Home Repairs

- Rental Housing
 - Permanent Supportive Housing
 - Affordable Rental Housing
 - Mixed Use with Transit-Oriented Development

Next Steps

- Integrate Housing Committee suggestions in evaluation method
- Prepare for October 3, 2016 presentation of needs

Memorandum



CITY OF DALLAS

DATE May 6, 2016

TO Honorable Members of the Quality of Life & Environment Committee: Sandy Greyson (Chair),
Tiffinni A. Young (Vice Chair), Rickey D. Callahan, Mark Clayton, Philip T. Kingston, B. Adam McGough

SUBJECT Facility Projects Bond Program Technical Criteria and Policy for Prioritizing

On Monday, May 9, 2016, the Quality of Life & Environment Committee will be briefed on the Facility Projects Bond Program Technical Criteria and Policy for Prioritizing proposed for the 2017 Bond Program. The briefing materials are attached for your review.

Please feel free to contact me if you have questions or need additional information.

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

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

Attachment

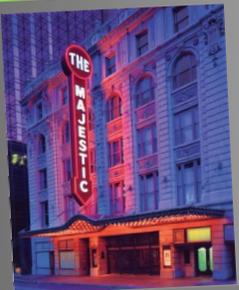
c: Honorable Mayor and Members of the City Council
A.C. Gonzalez, City Manager
Christopher D. Bowers, Interim City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
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Elsa Cantu, Assistant to the City Manager – Mayor & Council



FACILITY PROJECTS

BOND PROGRAM *TECHNICAL CRITERIA AND POLICY FOR PRIORITIZING*
QUALITY OF LIFE AND ENVIRONMENT COMMITTEE – MAY 9, 2016



PURPOSE

- PROVIDE INFORMATION ON THE PROPOSED **TECHNICAL CRITERIA AND POLICY FOR PRIORITIZING FACILITY PROJECTS** FOR THE 2017 BOND PROGRAM
- THE SAME TECHNICAL CRITERIA WILL BE UTILIZED FOR ALL CAPITAL PROJECTS BY:
 - PUBLIC WORKS
 - EQUIPMENT AND BUILDING SERVICES
 - PARK AND RECREATION



2



TECHNICAL CRITERIA AND POLICY

The technical criteria serve as a tool to assist in evaluating the priority for:

- Performing Major Maintenance and Repairs
- Renovating or replacing existing facilities
- Constructing New Facilities

The prioritization process is **a two-step process and includes** the operating department, Public Works or Park and Recreation, and Equipment and Building Services



3



TECHNICAL CRITERIA AND POLICY

Two-step process:

1. Identify potential projects with help of operating departments through reviews of:
 - Existing Master Plan
 - Current operational needs to deliver services
 - Maintenance work orders
2. Rank projects using proposed Technical Criteria and input from the operating department



4



GENERAL POLICY BY CATEGORY

“MAJOR MAINTENANCE AND REPAIR”

Capital expenditures needed beyond the **regular, normal building upkeep operating expenses of a building to ensure a facility operates as intended including:**

- Repairs or replacements of failed or failing building systems
- Improvements to comply with regulations, codes, and standards (such as accessibility)
- Projects to address health, safety, and environment-related issues



Photo #47: Water damaged finishes at theatre concourse



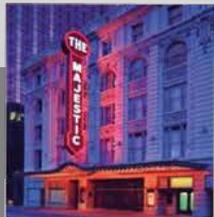
Photo #48: Water damaged finishes in theatre



Photo #36: Clean and re-point exterior brick veneer mortar and paint tube steel structure



Photo #27: Curtain Wall sealant damage



5



FACILITY & SYSTEMS CONDITION GRADING

- Facility and systems deficiencies are categorized in one of five priorities:
 - Priority 1 -Currently Critical (Immediate)
 - Priority 2- Potentially Critical (Year 1)
 - Priority 3- Necessary/Not Yet Critical (Years 2-5)
 - Priority 4 - Recommended (Years 6-10)
 - Priority 5- Long Term Requirement (Beyond 10 years)
- Only projects in Priorities 1-3 are ranked and included in Needs Inventory



6



GRADING PRIORITIES POLICY

- **Priority 1:** Building System failure/currently critical
 - The facility is closed or facing imminent closure, and closure impacts service delivery
 - Repairs needed to address cited life safety concerns/code issues
- **Priority 2 :** High risk of Building System failure/Opportunities for Reducing O+M Expenses
 - Probable failures, obsolete system, or requires extreme O+M expenses to keep system functional
 - Code violation/update required with potential life safety concerns
 - Energy efficiency retrofits or other measures to reduce O+M costs
- **Priority 3:** Moderate risk of Building System failure
 - Approaching end of useful life with 2 – 5 years

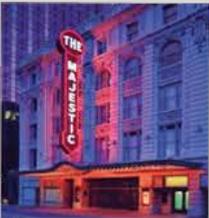


7



GENERAL POLICY BY CATEGORY

- Renovation or replacement involves:
 - Renovation-
 - Major remodeling of a building involving replacement of multiple systems
 - Extends useful life by 20 years
 - Replacement-
 - Complete new building to replace an existing one
 - Renovation cost exceeds 75% of replacement cost (not applicable to historic structures)
- New Construction involves:
 - New programs or services
 - New service boundary
 - Relocation from existing lease space



8



TECHNICAL CRITERIA

#	Criteria summary- not all criteria apply to all facilities	Major Maintenance	Renovation/ Replacement	New Construction	Max. Points
1	Priority level (1=100 pts, 2=50 pts or 3=25 pts)	X	X		100
2	Improves/reduce O+M costs	X	X		50
3	Design Status	X	X	X	25
4	Impact on Facility Condition Index (FCI)	X	X		50
5	Functionality of Facility		X		50
6	Location Characteristics		X		25
7	Current Master Plan		X	X	25
8	Leverage Funds / Funding Match		X	X	25
9	Economic Stimulant / Neighborhood Plus		X	X	25
10	Site Acquisition Status		X	X	25
11	Service Demand		X	X	25
12	Prior Phase Complete			X	25
	Total Maximum Points	225	425	175	



9



CRITERIA DESCRIPTION- CONT.

2. Improves O+M

- Such as energy or water efficiency updates

3. Design Status:

- Project consultant selected, project in design, or project is ready for bids

4. Impact on FCI

- **Facility Condition Index (FCI)** is compiled for each building and represents a ratio of the cumulative costs of identified deficiencies to the replacement cost of the building



10



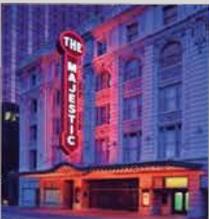
CRITERIA DESCRIPTION- CONT.

5. Functionality of Facility:

- Meets Service delivery criteria (i.e. adequate layout, technology)
- Can be modified to meet service delivery needs
- Has adequate capacity

6. Location Characteristics:

- Centrally located for services delivery
- Compatible land use
- Adequate site for expansion/parking
- Co-location opportunities (ex. Library/Cultural facility, Library/DISD School)



11



CRITERIA DESCRIPTION- CONT.

7. Facilities Master Plans:

- Provide a comprehensive evaluation of the existing facilities and identify future needs
- Require annual review to reaffirm needs and priorities:
 - Citizen priorities
 - Change in physical condition of facilities
 - Shifts in demographics or service demand boundaries
 - Need to maintain current cost estimates
 - Policy or program changes
 - Funding opportunities
 - Technological or operational changes
 - Major maintenance priorities
- **New permanent facilities are planned to meet program needs for a projected 30-40 years, or longer**



12



CRITERIA DESCRIPTION- CONT.

8. Leverage Funds / Funding Match:

- Project leverages other funds such as grants
- Project has matching funds (i.e. Friends of the Library matching funds for Central Library)

9. Economic Stimulant / Neighborhood Plus:

- Project will promote economic growth
- Project fills a service gap

10. Site Acquisition Status:

- Site identified, in negotiation or acquired

11. Service Demand:

- Shifts in demographics or service demand boundaries
- Customer input

12. Prior Phase Complete



13



NEXT STEPS

- Obtain approval of Technical Criteria
- Prioritize and rank capital needs
- Receive first round of public comment in October 2016



14



Memorandum



CITY OF DALLAS

DATE May 5, 2016

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

SUBJECT 2017 Bond Program Technical Criteria/Policy for Flood, Drainage, and Erosion Propositions

On Monday, May 9, 2016, you will be briefed on 2017 Bond Program Technical Criteria/Policy for Flood, Drainage and Erosion Propositions. The briefing materials are attached for your review.

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

A handwritten signature in black ink, appearing to read 'Mark McDaniel'.

Mark McDaniel
Assistant City Manager

c: Honorable Mayor and Members of the City Council
A.C. Gonzalez, City Manager
Christopher D. Bowers, Interim City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
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2017 Bond Program

Technical Criteria/Policy for Flood, Drainage and Erosion Propositions

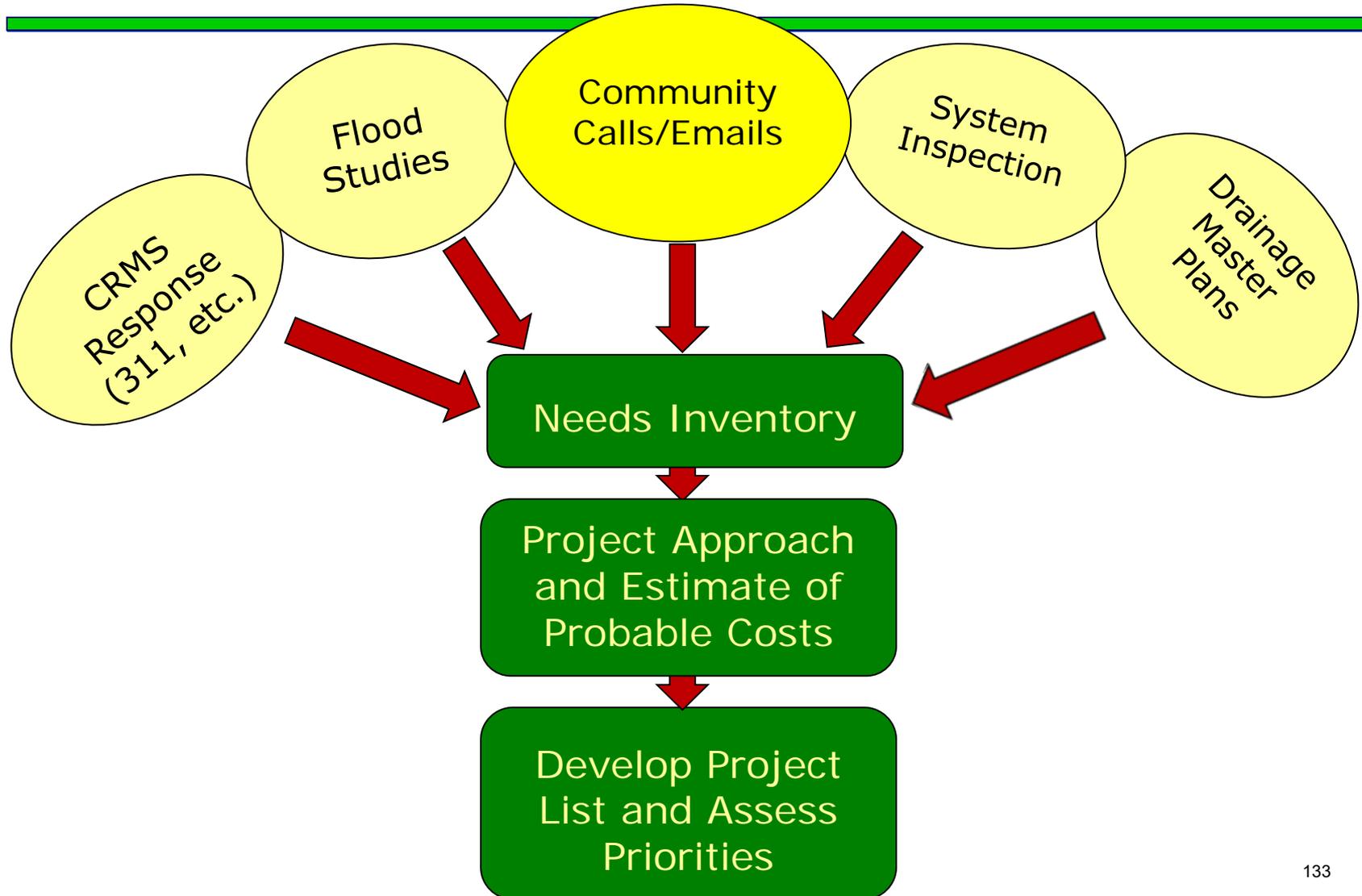
Transportation and Trinity River Project
Committee

May 9, 2016

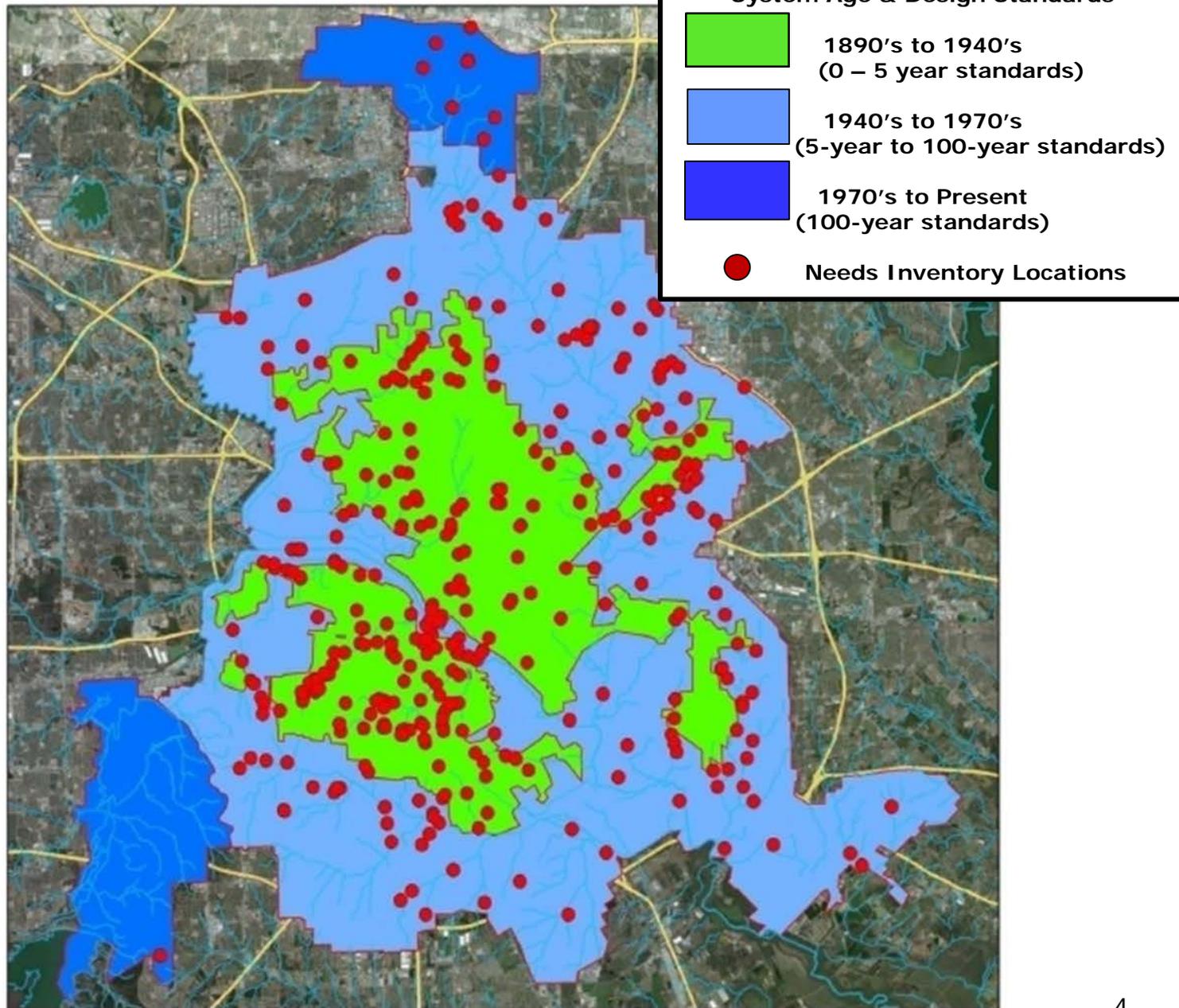
PURPOSE

- Provide overview of how projects are identified
- Seek feedback on priorities for Bond Program Improvements (Technical Selection Criteria)
- Confirm policy for drainage projects in the 2017 Bond Program

PROJECT IDENTIFICATION PROCESS



The majority of the needs in the City are associated with areas developed with inadequate standards



History of Urbanization in Dallas

POLICY AND TECHNICAL SELECTION CRITERIA

- Project selection should advance Council Objectives
- Technical Criteria used to initially rank each project
- Approval is needed for Technical Selection Criteria

TWO STEP EVALUATION PROCESS

Technical Criteria

- ***Primary Focus: Public Safety!!***
- Project cost effectiveness
- Number of people and properties benefitted

Balancing Criteria:

- Supports Neighborhood Plus
- Supports Economic Development
- Provides enhanced Quality of Life
- Leverages matching funds, cost share agreements

Typical Priority Order:

Critical Infrastructure

Community Needs

Other Projects with Local Impact as Funding Allows

DRAINAGE BOND CATEGORIES

- Flood Protection
- Storm Drainage Relief Systems
- Erosion Control



Pavaho Pump Station - 2006 Bond Program

CATEGORIES OF NEEDS: REGULATORY PROJECT COMPLIANCE

Drainage projects must comply with one or more:

- Applicable Local, State and Federal Law (in particular, Clean Water Act, Section 404)
- FEMA Floodplain Management Policy that requires minimum design to no less than 100-year flood elevation PLUS 2 to 3 feet freeboard
- City of Dallas Floodplain Ordinance (§ 51A.105)
- City of Dallas Drainage Criteria Manual (under revision as part of Urban Design Initiative)

CATEGORIES OF NEEDS: PROJECT PLANNING AND DEVELOPMENT

Drainage projects are implemented through project definition from one or more:

- East/West Interior Drainage Plans
- Watershed Master Plans and Drainage Studies
- Local Hydrologic and Hydraulic studies
- Steady and unsteady state computer modeling to reflect how water passes through an area

FLOOD PROTECTION CATEGORY

Implements recommendations from Floodplain Management Plans and Studies: bridges, channels, levees, pump stations and sump improvements, voluntary purchase of flood prone properties and major maintenance

Technical Ranking Criteria	Points
Frequency of flooding	Up to 25
Depth of flooding (100-year frequency event)	Up to 30
Depth x velocity of flow over bridges	Depth x velocity
Number of structures affected	3 points/structure
Ratio of project costs per protected structure	Up to 10

Total Points: Up to 500 points

(See Appendix for Detailed Criteria)

FLOOD PROTECTION: POLICY QUESTIONS

- Do you want majority of flood protection category to focus on City-wide projects?
- Do you prefer a neighborhood focus?
- Should we consider weighing the ability to match/leverage other funds?



STORM DRAINAGE RELIEF CATEGORY

Provides additional drainage systems for areas served by undersized drainage systems: upgrades and/or extensions of storm drain systems, also can include repetitive loss

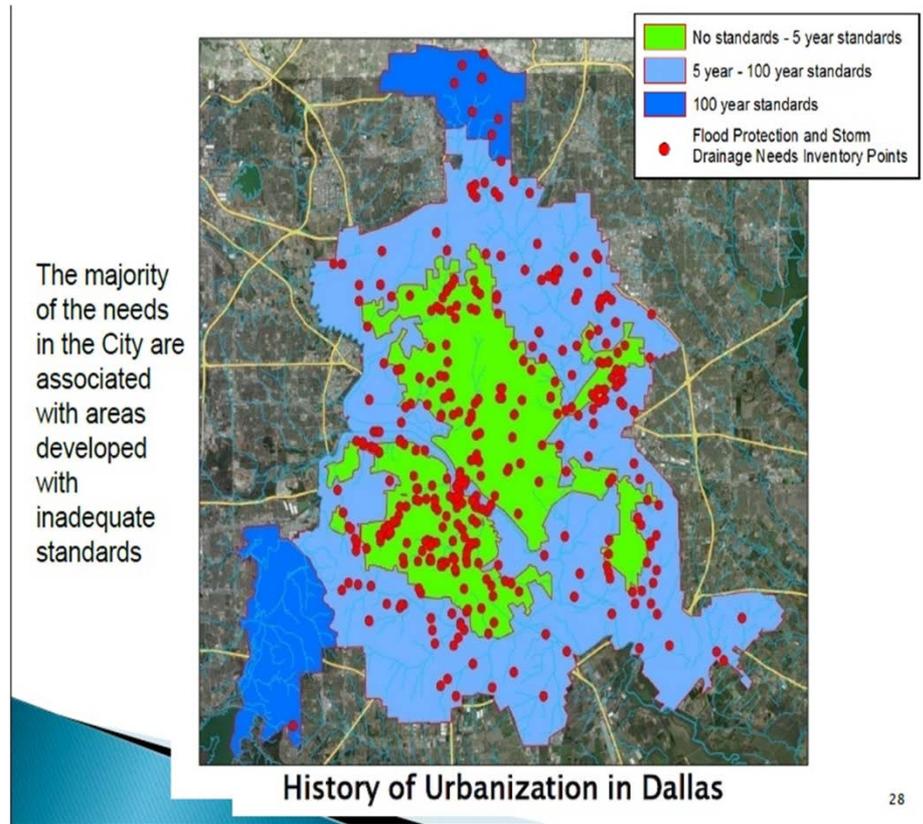
Technical Ranking Criteria	Points
Type/effects of flooding	Up to 20 points
Frequency of flooding	Up to 25 points
Depth of 100-year flooding	Up to 30 points
Number of affected structures	3 points per structure
Ratio of cost/affected structure	Up to 10 points

Total Points: Up to 500 points

(See Appendix A for Detailed Criteria)

STORM DRAINAGE RELIEF POLICY QUESTIONS:

- Do you want to apply any weight to projects that advance neighborhood initiatives?



EROSION CONTROL CATEGORY

Provides armoring and erosion control for public and private property along natural creeks: includes protection for streets, bridges, alleys and homes

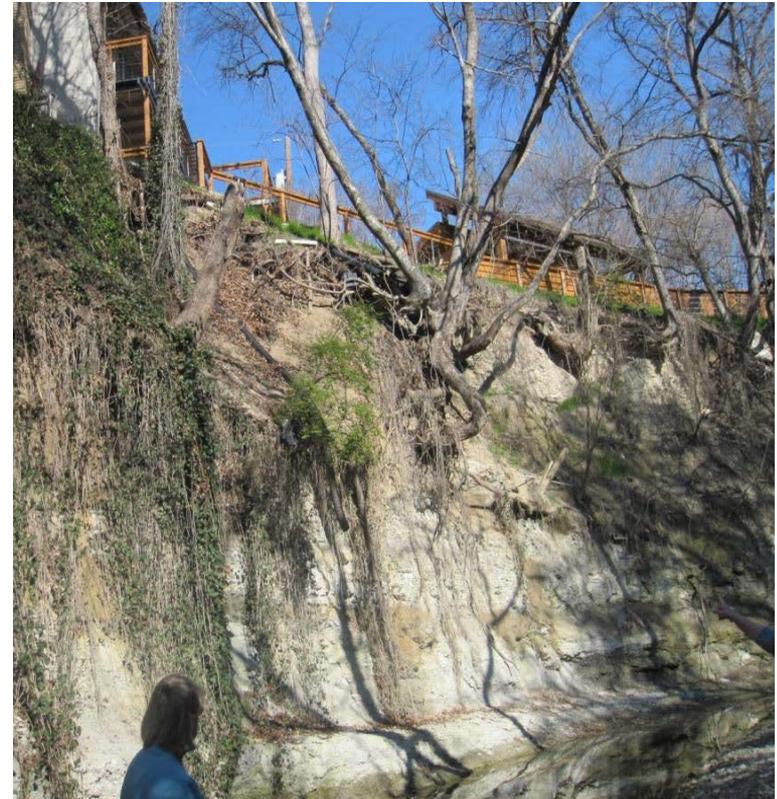
Technical Ranking Criteria	Points
Ratio of Distance to structure/depth of erosion	Up to 40 points
Rate of creek bank loss	Up to 40 points
Ratio of cost to number of structures protected	Up to 20 points
Type of threat: 1: Homes, garages, streets, alleys, bridges 2: Pools and other permanent structures 3: Fences, yards, privately owned retaining walls	Up to 15 points Up to 5 points 0 points

Total Points: Up to 115 points

(See Appendix A for Detailed Criteria)

EROSION CONTROL POLICY QUESTIONS:

- Do we want to continue to provide erosion control to private property?
- If so, should we consider implementing 50/50 cost share?



Meadowcliff Drive, 2015

ADDITIONAL POLICY QUESTIONS

Repetitive Loss Purchase of Flood Prone Properties:

- Should we purchase Flood Prone Properties?
- If so, should we strictly use FEMA guidelines of purchase of repetitive loss properties that have flood insurance only?
- If so, should we consider purchase of properties where the cost of related improvements exceeds the cost of purchase?

SUMMARY OF POLICY QUESTIONS

1. Do you want majority of flood protection category to focus on City-wide projects?
2. Do you prefer a neighborhood focus?
3. Should we consider weighing the ability to match/ leverage other funds?
4. Do you want to apply any weight to projects that advance neighborhood initiatives?
5. Do we want to continue to provide erosion control to private property?
6. If so, should we consider implementing an 50/50 cost share for erosion projects?

SUMMARY OF POLICY QUESTIONS (Continued)

7. Should we purchase flood prone properties?
8. If so, should we strictly use FEMA guidelines of purchase of repetitive loss properties that have flood insurance only?
9. If so, should we consider purchase of properties where the cost of related improvements exceeds the cost of purchase?

Questions?

APPENDIX A



**CAPITAL IMPROVEMENT PROGRAM
PROJECT RATING FORM**

CATEGORY: FLOOD MANAGEMENT¹

This category includes sites for which channel improvements, levees, detention basins, or bridge or culvert replacements are necessary to reduce flooding; also included is the voluntary purchase of homes in the flood plain when no other viable alternative exists.

Project:		Date:
No.	Criteria	Points
1	Frequency of flooding	
2	Depth of flooding	
3	Depth X velocity over bridges	
4	Number of affected structures X 3	
5	Ratio of (cost/affected structures)	
TOTAL POINTS		

Criteria: 1. Frequency of flooding

<u>Frequency</u>	<u>Points</u>
2-year or less	25
5-year	20
10-year	18
25-year	15
100-year	10

SCORE =

2. Depth of flooding (100-year)

<u>Depth</u>	<u>Points</u>
4 feet or more	30
2 to 4 feet	25
1 to 2 feet	15
Less than 1 foot	5

3. Depth and velocity of flow over bridges (100-year)

(depth of flow on roadway in feet) X (velocity in fps) = points

4. Number of affected structures

3 points per affected structure

5. Ratio of cost per affected structure

<u>Value</u>	<u>Points</u>
Less than 100,000	10
100,000 to 500,000	5
Greater than 500,000	1

**CAPITAL IMPROVEMENT PROGRAM
PROJECT RATING FORM**

CATEGORY: STORM DRAINAGE RELIEF SYSTEMS¹

This category includes additional drainage inlets and storm sewer pipe systems to optimize existing inadequate drainage systems in developed areas.

Project:		Date:
No.	Criteria	Points
1	Type/effect of flooding	
2	Frequency of flooding	
3	Depth of flooding	
4	Number of affected structures X 3	
5	Ratio of (cost/affected structure)	
TOTAL POINTS:		

Criteria: 1. Type/effect of flooding

Type/effect	Points
Multiple structures	20
Single structure	10
Street only	5

SCORE =

2. Frequency of flooding

Frequency	Points
2-year or less	25
5-year	20
10-year	18
25-year	15
100-year	10

3. Depth of flooding (100-year)

Depth	Points
3 feet or more	30
1 to 3 feet	20
Less than 1 foot	5

2. Number of affected structures

3 points per affected structure

3. Ratio of cost per affected structure

Value	Points
Less than 50,000	10
50,000 to 500,000	5
Greater than 500,000	1

¹ Revised 10/28/05

**CAPITAL IMPROVEMENT PROGRAM
PROJECT RATING FORM**

CATEGORY: EROSION CONTROL¹

This category would provide armoring of natural creek banks to protect soil against further erosion loss. Potential projects are classified by type as follows:

Type I: Threat to houses, attached garages, streets, alleys and bridges.

Type II: Threat to pools and other permanent structures not included in Type I.

Type III: Threat to fences, yards and private retaining walls.

Project:		Date:
No.	Criteria	Points
1	Ratio of (distance creek bank to structure/depth of creek)	
2	Rate of creek bank loss	
3	Ratio of (cost/number of structures protected)	
4	Type of threat	
TOTAL POINTS		

Criteria: 1. Ratio of (distance to structure)/(depth)

<u>Ratio value</u>	<u>Points</u>
0 to 0.25	40
0.26 to 0.59	35
0.60 to 1.00	30
1.01 to 1.25	20
1.26 to 1.50	10
1.51 to 2.00	5
Greater than 2.00	0

**SCORE = (TOTAL POINTS
X 0.8696) + (3 - Ratio Value)**

SCORE =

2. Rate of creek bank loss

<u>Rate</u>	<u>Points</u>
Rapid	40
Moderately fast	30
Moderate	25
Moderately slow	20
Slow	10
Very slow	5

3. Ratio of (cost)/(number of structures protected)

<u>Ratio</u>	<u>Points</u>
0 to 50,000	20
50,001 to 150,000	15
Greater than 150,000	5

4. Type of threat

<u>Type</u>	<u>Points</u>
I	15
II	5
III	0

¹ Revised 10/28/05

WHY ARE FLOOD CONTROL AND DRAINAGE CRITICAL?



RECENT DALLAS FLOOD HISTORY

- May 1995 - Baylor Emergency Room, Fair Park, highway underpasses and drainage sumps flooded. Fourteen (14) high water related deaths in Dallas
- July 2004 - Homes and businesses in Ricketts Branch area and various locations in southern Dallas flooded
- March 2006 - Sumps on both side of Trinity flooded outside their banks, numerous homes and businesses in those vicinities flooded, some of Baylor's facilities flooded, street flooding occurred north of White Rock Lake
- April 2006 - Numerous homes and businesses flooded in the middle part of Mill Creek watershed
- Sept 2007 - Flooding of streets and some homes in M Streets (Mill Creek and Peaks Branch)
- March 2008 - Numerous homes and businesses flooded in east Dallas, Water levels reached dangerously high levels in sumps,
- June 2009 - Flooding of streets and some homes in north and west of Fair Park
- Sept 2010 - Street flooding in far north and east Dallas
- May/June 2015 – Street flooding in West Dallas and Loop 12 Closure; Street flooding in Elm Fork area near Northwest Highway

FLOOD PROTECTION AND DRAINAGE SAVES LIVES



Two lives at risk because of inadequate drainage infrastructure

FLOOD PROTECTION AND DRAINAGE SAVES LIVES

16 deaths blamed on storm



The Dallas Morning News Michael Alsworth

Paul Griffin on Saturday examines some of the damage inflicted on cars at Fair Park during Friday's storm.

4 missing after floods; 100 hurt

By Randy Lee Loftis and Nora López
Staff Writers of The Dallas Morning News

The stunning violence of the latest spring storm to slam through the Dallas area became clear Saturday: At least 16 people were dead and as much as \$450 million worth of property damaged after Friday night's rain-purge.

Among the victims of one of the area's deadliest, most destructive storms in history were five members of an Oak Cliff family who drowned when floodwaters washed away their car.

At least seven people drowned in other flooded areas. A lightning-caused fire killed a Dallas woman, and a lightning strike killed an Irving boy. Late Saturday, at least four people were missing and feared dead.

Late Saturday, searchers continued going through a

Please see 16 DEATHS on Page 29A.

911 response times criticized

By Nora López and Jason Sickles
Staff Writers of The Dallas Morning News

During Friday's devastating rains and hail, hundreds of motorists were stranded in city streets submerged under several feet of water. Roofs collapsed under the strain of heavy rain. Families watched in horror as loved ones were swept away in storm drains.

Nearly all turned to 911 for help. Many times, all they got was a busy signal.

City officials said the demand for city services was so great late Friday that the calls simply overloaded the 911 system, resulting in busy signals and delayed response times of up to an hour.

"We practice. We train. We study. And we prepare. Please see CALLERS on Page 28A.

Lives lost, families torn

Storm victims from all walks of life, neighborhoods

By Bill Minutaglio and Eric Garcia
Staff Writers of The Dallas Morning News

The marauding storm knew no boundaries when it claimed its victims.

There was the elderly woman who quietly cared for the animals

in her neighborhood. The teacher who had proudly posed for a recent photo with her young students. The family of five swept away as they headed for a restaurant.

One woman was saved from the flooding — only to be engulfed Please see VICTIMS on Page 30A.

NORTH TEXAS STORMS

■ Storm makeup. 28A	■ Closings. 32A
■ Worst storms. 29A	■ TV coverage. 32A
■ The damage. 29A	■ Effect on voting. 32A
■ How to help. 29A	■ Drainage woes. 33A
■ Vignettes. 30A	■ Fair Park. 33A
■ FW's damage. 30A	■ Driving tips. 33A
■ Business impact. 32A	■ Weather. 24B

6. Two men drown when their vehicles enter high water. One of those killed was 41-year-old Jesus Vega of Dallas, whose pickup truck was submerged after he pulled another car from rising water. Loy Fancher, 69, of Lancaster, died in separate incident.

Location: South Industrial Blvd. near R.L. Thornton Freeway.

Multiple flood deaths in Sump A drainage area on Industrial Blvd and several other locations after flash flooding during the evening of May 5, 1995

FLOOD PROTECTION AND DRAINAGE PROTECT CRITICAL FACILITIES



Flooding of part of Baylor Hospital facilities on March 19, 2006

FLOOD PROTECTION AND DRAINAGE PREVENTS PROPERTY LOSS



Car swept off road, July 29, 2004



Photo 3.10 - Market Hall Parking Lot, Hampton-Oak Lawn Sump Area - March 19, 2006 (source: Dallas Morning News)

FLOOD PROTECTION AND DRAINAGE PREVENTS COMMERCIAL LOSSES



Photo 3.11 - R.L. Thornton Freeway (IH30) "Canyon" at South St. Paul Street, Able Sump Area - March 19, 2006 (source: Dallas Morning News)



Photo 3.7 - Inwood Road at Stemmons Freeway (IH35E), Record Crossing Sump Area - March 19, 2006

FLOOD PROTECTION AND DRAINAGE REDUCES FLOOD INSURANCE COSTS FOR PROPERTY OWNERS



Vicinity of Market Hall

Townhomes on Caddo Street in Mill Creek



Memorandum



DATE April 29, 2016

TO Members of the Economic Development Committee:
Rickey D. Callahan (Chair), Casey Thomas, II, (Vice Chair), Adam Medrano,
Lee M. Kleinman, Carolyn King Arnold, B. Adam McGough

SUBJECT **Technical Criteria for Economic Development 2017 Bond Program**

On Monday May 2 2016, the Economic Development Committee will be briefed on the Technical Criteria for Economic Development 2017 Bond Program.

Briefing material is attached.

Should you have any questions, please contact me at (214) 670-3296.

Ryan S. Evans
First Assistant City Manager

C: The Honorable Mayor and Members of the City Council

A.C. Gonzalez, City Manager	Mark McDaniel, Assistant City Manager
Christopher D. Bowers, Interim City Attorney	Joey Zapata, Assistant City Manager
Craig D. Kinton, City Auditor	Jeanne Chipperfield, Chief Financial Officer
Rosa A. Rios, City Secretary	Sana Syed, Public Information Officer
Daniel F. Solis, Administrative Judge	Karl Zavitkovsky, Director, Office of Economic Development
Eric D. Campbell, Assistant City Manager	J. Hammond Perot, Assistant Director, Office of Economic Development
Jill A. Jordan, P.E., Assistant City Manager	Elsa Cantu, Assistant to the City Manager – Mayor & Council



Technical Criteria for Economic Development 2017 Bond Program

May 2, 2016



Purpose

- Review technical criteria for the Office of Economic Development

Technical Criteria & Policy

- What is Technical Criteria?
 - A set of measuring tools that city staff uses to rate project from a technical standpoint
 - It allows staff to categorize and prioritize projects objectively
 - Projects in the needs inventory undergo a technical criteria review
 - Needs inventory projects are compared within categories

Technical Criteria – Economic Development

- Criteria for project funding with Economic Development propositions differs from typical Needs Inventory technical criteria
 - Projects are not necessarily known in advance
 - Projects not scored and compared based on point accumulation basis
 - Availability of bond funding allows City to capitalize on moments of opportunity as they arise
 - Provides for flexibility of utilization (assuming the public purpose of economic development is met) in order to achieve City goals

Technical Criteria – Economic Development

- Project evaluation criteria includes:
 - Accomplishes/advances an established City Council priority or plan
 - Meets parameters outlined in the approved Proposition (e.g. – Southern Dallas or TOD)
 - Council adopted Public/Private Partnership Program Eligibility (e.g. – jobs and/or investment)
 - Needs Inventory Items
 - Ability to leverage direct and indirect private and public investment
 - Fiscal and Economic Impact Analysis

Economic Development Technical Criteria for Needs Inventory

- Streets - Thoroughfare Category: 40 points possible out of 100 total points for projects based on economic development criteria below (60 points for mobility and safety criteria scored by other departments)

Scoring Items	Description	Potential Points
Target Area	Area represents council identified enhanced activity area such as Neighborhood Plus	5 pts: business park, TIF, etc. 5 pts: southern Dallas 5 pts: other priority location
Distressed Area	Census tract median home values compared to county median	0 pts: if 100%+ 5 pts: >75% <100% 15 pts: < 75%
Project Adjacency	Design complete and adjacent to approved project	0 pts: if no 10 pts: if yes

Economic Development Technical Criteria for Needs Inventory

- Streets - Resurfacing and Reconstruction Categories:
 - 10 pts out of 100 possible points allocated for projects in commercial opportunity areas supporting ongoing private economic/business activity such as West Dallas, Asian Trade District, UNT-Dallas Campus, CBD, Vickery Meadows, DART stations, etc.

Next Steps

- Integrate Committee suggestions in evaluation methodology
- Prepare for October 3rd presentation of needs

Memorandum



CITY OF DALLAS

DATE April 22, 2016

TO Honorable Members of the Quality of Life & Environment Committee: Sandy Greyson (Chair),
Tiffinni A. Young (Vice Chair), Rickey D. Callahan, Mark Clayton, Philip T. Kingston, B. Adam McGough

SUBJECT **2017 Bond Program Technical Criteria for Park and Recreation Briefing**

On Monday, April 25, 2016, you will be briefed on the 2017 Bond Program Technical Criteria for Park and Recreation. The briefing materials are attached for your review.

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

A handwritten signature in black ink that reads "Willis C. Winters".

Willis C. Winters, FAIA, Director
Park and Recreation Department

Attachments

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

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



2017 Bond Program Technical Criteria for Park and Recreation

Quality of Life and Environment
Committee

April 25, 2016



Agenda for Briefing

- Development of the Needs Inventory
- Technical Criteria for the Park and Recreation Department Projects
- Technical Criteria for Trails:
 - Hike and Bike Trail Projects in Parks, Greenbelts, Utility Easements, Rail Corridors and Right-of-Ways



Development of the Needs Inventory

- Step 1: City staff develops the Needs Inventory for the Bond Program based on the following factors:
 - Input from citizens, Park and Recreation Board (Board) members, and City Council members
 - Condition assessment of existing facilities
 - Master Plans
 - Code/safety/security needs
 - Level of service standards from Park Department 2016 Comprehensive Plan
 - City Council or Board policies, such as Neighborhood Plus



Technical Criteria and Policy

- Step 2: Score each item in the Needs Inventory based on Technical Criteria
- Technical Criteria is:
 - A set of established measuring tools that city staff uses to rate projects from a technical standpoint
 - It allows staff to categorize and prioritize projects objectively



Technical Criteria and Policy – continued

- Scores for projects within each category are compared
 - For instance, a score for a playground project would be compared with other playgrounds, rather than compared to an athletic field
- Projects within each category would be prioritized by their scores



Technical Criteria - Parks



#	Item	Description	Points
1	Leverage/Funding Match	Project that will leverage funds from other sources such as private donations and other agencies	100
2	Revenue Generation	Project that will generate revenue for the City	40
3	Economic Stimulus/ Neighborhood Plus	Project that will increase adjacent property values; stimulate other development	30
4	Safety/Code	Project will address safety concerns or resolve code and/or regulatory violations	40
5	Impact on O & M	Project will have impact on operating and maintenance costs. Project with no impact is awarded points	25 - no impact
6	Existing Master Plan	Project has approved master plan	60
7	Prior Phase Complete	Project is a subsequent phase of another project or initiative	70
8	End of Service Life	Project will replace a facility that has reached its intended service life	50
9	Meet Level of Service Standards	Project will improve adopted level of service standards per 2016 Comprehensive Plan Update	<u>100</u>
	Subtotal Score		500

Technical Criteria – Parks

Projects can be awarded additional points, as follows:

#	Item	Description	Points
10	City Council Priority		80
11	Citizen Priority		<u>20</u>
	<i>Subtotal of additional points:</i>		<i>100</i>
	<i>Points from previous page:</i>		<u><i>500</i></u>
	Total Maximum score:		600



Technical Criteria - Trails



#	Item	Description	Points
1	Leverage/Funding Match	Project has matching funds available	20
2	Previous Phase Completed	Project is continuation of completed previous phase	15
3	Part of Circuit Trail Network	Project is included in Circuit Trail Network	15
4	Connection to DART Stations, Major Trail Nodes, Parks, Schools and Businesses	Trail will provide a connection	10
5	Existing Friends Group Support	Advocate groups to provide future assistance with O&M costs	10
6	Eligibility of Grants	Various grants are available from TPW, NTCOG, etc.	10
7	Fill Service Gap/Level of Service Standards	Project is filling in a service gap in a specific area of the City	5
8	Economic Stimulus/Neighborhood Plus	Project will promote economic growth and increases tax base	5
9	Part of City-Wide Trail Master Plan	Project is identified in the CW Trail Master Plan	5
10	Right-of-Way/Easement Availability	Majority of project is within ONCOR, DART or TXDOT R-O-W	<u>5</u>
	Total Maximum Score		100

Technical Criteria for Buildings

- The technical criteria for Park and Recreation Department buildings will be developed in conjunction with Equipment and Building Services and Public Works
- The three departments will share the same building criteria
- Building technical criteria will be briefed to this committee on May 9, 2016





2017 Bond Program Technical Criteria for Park and Recreation

Quality of Life and Environment
Committee

April 25, 2016