

DA 1997 DART STREET CAR REPAIR



A

8-29-97

John - Call Koorosh Olyai of DART
re Street Repair Program
214-749-2866

He is looking for consensus/support
of the DART program. Addison
could get 1.02% of the total funded
or \$ 21,420 next FY (98).

Cissy Sylo, Carrollton and Robert
Wunderlich were opposed to the
project. They would go along with
spending money for specifically
targeted projects where busses
have affected the pavement.

I think they also feel that funding
this takes funds away from rail
projects and just postpones when
rail will get to their city.

DART has a legislature mandate to
come up with a local solution

Jim

PROPOSED STREET IMPROVEMENT PROGRAM
Value of Improvements Based on Service Miles

MEMBER CITY	% SERVICE MILES	VALUE OF IMPROVEMENTS
Addison	1.02	\$21,420
Carrollton	1.86	\$39,060
Cockrell Hill	0.33	\$6,930
Dallas	78.98	\$1,658,580
Farmers Branch	1.15	\$24,150
Garland	3.36	\$70,560
Glenn Heights	0.04	\$840
Highland Park	0.71	\$14,910
Irving	5.29	\$111,090
Plano	2.92	\$61,320
Richardson	2.91	\$61,110
Rowlett	0.41	\$8,610
University Park	1.04	\$21,840
Total	100	\$2,100,000

DART Street Repairs

8-28-97

Genl Mobility

Part in street repairs because of bus damage

Formula established

Dallas 2.6×10^6

City Filed legislation

Resolved to solve locally

TTI was asked to come up with fair share
for repairs -

addition of ^{service miles} 1.02

\$ 21,420

Total

2,100,000

This year only

Fy 98

Interlocal agreements will be signed

Funds can be rolled over for 5 years

For street repairs \Rightarrow Local Share \$15 for each DART dollar

Suban City not happy

Funds can be used for other than street repairs
without our own participation

If we are doing street repairs - to streets used by DART -

those projects would apply to the \$15 local share.

Otherwise GSM (general) projects can be done -
Intersection improvements etc. 15 times ratio does not apply.

Funds can accumulate for up to 5 years.

(ICTER - Both parties put up their money in the bank)

GSM - Genl System maintenance

"Flexible
Funding"

HB 1353 was opposed - should be a local solution to a local problem.

Sept 9th 1PM - Briefing item to the Dart Board.

Who is our DART Board member?

Is Addison in favor of this plan?

Carrollton & Barland is against a broad program. They want specifically targeted projects due to bus damage only.

Ex. Prestonwood - ~~should have been~~ a good specific project. no problem there this



FAX COVER SHEET

Date Sent 8-15-97

Number of Pages 2
(Including Cover Page)

T O	Name: <u>DAVID NIGHSWANGER</u>
	Company: <u>Addison</u>
	Department/Location: _____
	Voice Phone: _____
	Fax Phone: <u>(972) 450-2837</u>

F R O M	Name: <u>KOROSH OLYAL Asst</u>
	Company: <u>Dallas Area Rapid Transit (DART)</u>
	Department/Location: _____
	Voice Phone: <u>749-2866</u>
	Fax Phone: <u>749-3670</u>

V.P. of
Mobility
Programs
Development

Comments:



1401 Pacific Ave (cannot drive on Pacific in front of DART Bldg)
Enter parking off Akard -
between Federal & Pacific



PO# 660163
75266-7212



MEETING NOTICE

SUBJECT: STREET REPAIR MEETING		
DATE: August 28, 1997	TIME: 1:00 p.m. - 4:00 p.m.	PLACE: Conference Room 4D
DISCUSSION ITEMS		
1) Update: Street Repairs Program 2) Next Steps		
EXPECTED ATTENDEES		
Cissy Sylo	Carrollton	<i>Jim - Please Attend</i> <i>Thank you</i> <i>John</i>
Barbara Reading	City of Dallas	
George Human	Richardson	
Meran Dadgostar	Town of Highland Park	
Jim Driscoll	Irving	
David Nighswonger	Addison	
Kerry G. Shoemake	City of Cockrell Hill	
John Roach	Farmers Branch	
Dave Davis	Farmers Branch	
Marcos Fernandez	Plano	
Bob Whaling	University Park	
Bud Smallwood	University Park	
Robert Wunderlich	Garland	
Don Carnes	Glenn Heights	
N. L. Stewart	City of Rowlette	
Doug Skowronek	TTI	
OPTIONAL ATTENDEES		
Doug Allen Mike Miles Sharon Hodgkins Keith Smith		
INFORMATION ONLY		
SIGNATURE <i>Korosh Oji</i>		DATE: August 15, 1997



MEETING NOTICE

SUBJECT: STREET REPAIR MEETING		
DATE: August 1, 1997	TIME: (LUNCH PROVIDED) 10:00 a.m.	PLACE: 4D
DISCUSSION ITEMS (1) TTI Efforts (2) DART Street Repair Proposal Budget		
EXPECTED ATTENDEES Cissy Sylo Barbara Reading George Human Meran Dadgostar Jim Driscoll David Nighswonger Kerry G. Shoemake John Roach Dave Davis Marcos Fernandez Bob Whaling Bud Smallwood Robert Wunderlich Don Carnes N. L. Stewart Doug Skowronek	Carrollton City of Dallas Richardson Town of Highland Park Irving Addison City of Cockrell Hill Farmers Branch Farmers Branch Plano University Park University Park Garland Glenn Heights City of Rowlette TTI	
OPTIONAL ATTENDEES Doug Allen Mike Miles Sharon Hodgkins Keith Smith		
INFORMATION ONLY		
SIGNATURE <i>Koorash Ojani</i>		DATE: July 30, 1997

Minutes
Street Repairs Committee
August 1, 1997


A meeting of the representatives from DART and member cities was held on August 1, 1997, at 10:30 a.m. in Conference Room 4D. Those in attendance were City of Dallas, Barbara Reading, City of Highland Park, Meran Dadgostar, City of Carrollton, Cesar Molina, City of Farmers Branch, John Roach, City of Cockrell Hill, Kerry Shoemake, City of Irving, Jim Driscoll. DART participants were: Koorosh Olyai, Keith Smith, Sharon Hodgkins and Michael Miles. Doug Skowronek from TTI was present.

TX Transportation Institute

1. Discussion was opened with Koorosh Olyai explaining the findings of TTI in a letter dated July 29, 1997 addressed to DART from TTI.
2. Doug Skowronek of TTI led the discussion, their preference would be to conduct a proper analysis which would take into account their knowledge of pavements and the factors that affect performance, and be based on the most current and reliable information that could be obtained. He also stated that the potential for litigation by a dissatisfied city and their likelihood of success in proving that the TTI analysis was flawed are both quite high without proper time to perform the study.
3. After general discussion, Mr. Olyai explained that we will need to issue a new Task Order for TTI. The Board will be advised that we will not meet the September, 1997 deadline for developing a process. At this point, group discussion was opened up for accepting the interim figures in the Street Improvement Chart for the 1997/1998 fiscal year until TTI can complete the study. The Key Points (direction from the Board) were reviewed.
4. Jim Driscoll discussed the fact that such small amounts of money would be very difficult to administer. Could we accumulate the moneys for a period of time? Mr. Olyai said that it is possible for the moneys to accumulate for five years. Meran Dadgostar asked, if we could go by population. Mr. Olyai said, we cannot do this based on anything other than Service Miles. Following this discussion, Mr. Olyai stated that some member cities have suggested that if they did not have a need for repairs, immediately, could they receive other TSM type improvements such as ITS (cameras). Barbara Reading requested that if member cities chose other options besides repairing streets she wanted that option to apply to the City of Dallas also, and not just member cities. During final discussion, there was a consensus of the group that a minimum amount be applied.

The next meeting was not scheduled.

There being no other business, the meeting was adjourned at 1:00 p.m.



Lin Hill
Mobility Programs Development