

# Memorandum



CITY OF DALLAS

DATE 23 May 2014

TO The Honorable Members of the Transportation and Trinity River Project Committee: Vonciel Jones Hill (Chair), Lee Kleinman (Vice Chair), Deputy Mayor Pro Tem Monica Alonzo, Mayor Pro Tem Tennell Atkins, Sandy Greyson, Sheffie Kadane

SUBJECT **Floodplain Ordinance Amendment – Adoption of New Dallas County Flood Maps, 28 May 2014 City Council Agenda**

On 28 May 2014, the City Council will be asked to approve an ordinance to adopt the Dallas County Flood Insurance Study and accompanying Flood Insurance Rate Maps ["FIRM"] which become effective on 7 July 2014. City Council is periodically asked to approve updates to FIRMs for our community as part of Dallas' participation in the National Flood Insurance Program ["NFIP"]. The City has participated in the NFIP since 1978, which makes flood insurance available to our citizens and ensures federal disaster relief is available in the event of a declared disaster.

Upon Federal Emergency Management Agency ["FEMA"] notifying the City that updated, preliminary maps were available in 2010, City staff developed an outreach program to inform citizens of the changes to the floodplain boundary. In fall 2011, the City Council was notified of a series of community meetings that would take place. During these meetings, City staff addressed questions and concerns about the new maps. City staff worked with FEMA as citizens brought to light inconsistencies between the preliminary maps and their properties. In many instances, adjustments were made to the FIRMs as a result of staff analysis and citizen input. On 7 January 2014, FEMA issued a Letter of Final Determination, a standard notification letter that is presented to the local sponsor stating that the FIRMs were complete and must be adopted by the community within six (6) months. The information below reflects the most current FIRM information. Please note that all numbers listed below are approximate since property information needs to be examined on a case by case basis to best understand each parcel's floodplain elevation.

There are sixty five (65) panels as part of FEMA updated FIRMs. In addition, seven (7) map panels that contain parts of the Dallas Floodway Levee System are not included in this FIRM update and will be addressed later. The sixty five (65) map panels incorporate updated creek studies completed by the City of Dallas and also utilize updated and more accurate topographic data. As a result, there are new floodplain parcels in each Council District.

Number of parcels in current (2001 FIRM) Floodplain ["FP"]:	10,164
Number of parcels removed from FP in updated FIRM:	1,553
Number of parcels added to FP in updated FIRM:	2,396
Number of new parcels in which FP touches structure:	813

Notes: numbers are based on analysis of preliminary 2010 FIRM (available for review at [www.riskmap6.com](http://www.riskmap6.com)) plus amendments that were made as part of the appeal and protest procedures. If the floodplain encroaches on a property but not a structure, floodplain rules and regulations may not apply since flood insurance is to protect property improvements.

## AFFECTED PROPERTIES BY CITY COUNCIL DISTRICT

City Council District	# Parcels in Current (2001) FP	# of new parcels removed from FP	# of new parcels added to FP	# of new parcels in which FP touches structure	# of new parcels with no structure affected	Total Properties in FP (2014)
1	480	84	76	32	44	472
2	20	3	15	8	7	32
3	1,116	173	204	67	137	1,147
4	623	103	73	29	44	593
5	1,054	212	118	51	67	960
6	453	73	149	60	89	529
7	974	145	126	24	102	955
8	1,421	135	274	54	220	1,560
9	1,608	226	434	160	274	1,816
10	789	115	206	57	149	880
11	785	114	211	81	130	882
12	212	89	81	11	70	204
13	507	63	393	179	214	837
14	122	18	36	-	36	140
SUM	10,164	1,553	2,396	813	1,583	11,007

Flood insurance is required by mortgage lenders for properties in the floodplain. City of Dallas also works with FEMA on the Community Rating System to work to improve the flood hazard mapping program and help citizens gain a discount on flood insurance. Upon approval of the updated FIRMs, City staff will send postcards to those property owners whose property appears to no longer be in the 100-year floodplain informing them that flood insurance may no longer be required but that FEMA advises that it be carried in any case.

Please contact me if you have questions.



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



C: Honorable Mayor and Members of the 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, (I) First Assistant City Manager  
 Forest E. Turner, Assistant City Manager

Joey Zapata, Assistant City Manager  
 Charles M. Cato, (I) Assistant City Manager  
 Theresa O'Donnell, (I) Assistant City Manager  
 Jeanne Chipperfield, Chief Financial Officer  
 Shawn Williams, (I) Public Information Officer  
 Elsa Cantu, Assistant to the City Manager – Mayor & Council

**KEY FOCUS AREA:** Economic Vibrancy

**AGENDA DATE:** May 28, 2014

**COUNCIL DISTRICT(S):** All

**DEPARTMENT:** Trinity Watershed Management

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

**MAPSCO:** Citywide

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## **SUBJECT**

A public hearing to receive comments regarding an amendment to Chapter 51A, "Dallas Development Code", Section 51A-5.102, of the Dallas City Code to adopt the Dallas County flood insurance study and accompanying flood insurance rate maps, as revised, which become effective July 7, 2014, as a requirement of the Federal Emergency Management Agency; and, at the close of the hearing, consideration of an ordinance authorizing the adoption of the Dallas County Flood Insurance Rate Maps - Financing: No cost consideration to the City

## **BACKGROUND**

Dallas County is the fifth county that includes incorporated areas of the City of Dallas to receive updated Flood Insurance Rate Maps (FIRMs) under the new Federal Emergency Management Agency (FEMA) digital mapping process. These become effective July 7, 2014. This action will adopt the new maps as required by FEMA.

As a participant in the National Flood Insurance Program since 1978, updates to the Flood Insurance Rate Maps are an on-going process by FEMA. A Flood Insurance Rate Map is an official map of a community on which FEMA has delineated areas of special flood hazards and the insurance risk premium zones applicable to the community.

When the Flood Insurance Study for a community is revised, new maps are issued by FEMA. FEMA requires each community to formally adopt the new study and maps prior to the effective date of the maps (July 7, 2014). Recently, FEMA has changed to county-specific mapping, making it necessary for communities whose boundaries cross county lines to adopt multiple maps.

The July 7, 2014 Dallas County maps exclude six Trinity Levee panels from the August 4, 2004 maps. These six Trinity Levee panels will be revised as the levees are recertified.

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

Authorized the adoption of a 10-point engineering criteria plan for development in the floodplain on November 8, 1976, by Resolution No. 76-2940.

Authorized an amendment to the Dallas City Code to comply with federal issuance eligibility requirements and to simplify the process for making improvements to existing structures in the floodplain on July 28, 1982, by Resolution No. 82-2652, and Ordinance No. 17482.

Authorized corrections and additions of the floodplain prefix to all City zoning maps for all previously unidentified areas in the Southwest, Northwest, Northeast and Southeast quadrants of the City on April 6, 1983, by Resolution No. 83-1184, and Ordinance No. 17782.

Authorized an amendment to the Dallas City Code to include Corridor Development Certificate process as a means to avoid adverse impacts from development within the Trinity River Corridor and reduce flood risks and damage in the corridor on May 12, 1993, by Resolution No. 93-1737.

Briefed to Council regarding floodplain regulations on April 21, 1999.

Briefed to the Health, Youth and Human Services Committee on May 10, 1999.

Briefed to the Health, Youth and Human Services Committee on May 24, 1999.

Briefed to Council on June 16, 1999.

Authorized an amendment to the Dallas City Code to include changes and additions to meet federal criteria, new definitions and additional technical requirements on October 27, 1999, by Resolution No. 99-3486, and Ordinance No. 24085.

Authorized an amendment to the Dallas City Code to include changes and additions to meet federal criteria, new definitions and additional technical requirements on August 4, 2004, by Resolution No. 04-2472, and Ordinance No. 25716.

Authorized an amendment to the Dallas City Code to include changes and additions to meet federal criteria and new definitions on September 10, 2008, by Resolution No. 08-2489, and Ordinance No. 27318.

Authorized an amendment to the Dallas City Code to include changes and additions to meet federal criteria and new definitions on May 27, 2009, by Resolution No. 09-1365, and Ordinance No. 27551.

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

Authorized an amendment to the Dallas City Code to include changes and additions to meet federal criteria, new definitions, and additional technical requirements on May 26, 2010, by Resolution No. 10-1346, and Ordinance No. 27893.

Authorized an amendment to the Dallas City Code to include changes and additions to meet federal criteria and new definitions on April 13, 2011, by Resolution No. 11-0991, and Ordinance No. 28164.

Authorized an amendment to the Dallas City Code to include changes and additions to meet federal criteria and new definitions on July 3, 2012, by Resolution No. 12-1422, and Ordinance No. 28671.

**FISCAL INFORMATION**

No cost consideration to the City.

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

An ordinance amending Chapter 51A, "Dallas Development Code: Ordinance No. 19455, as amended," of the Dallas City Code by amending Section 51A-5.102 to adopt the Dallas County flood insurance study; providing a penalty not to exceed \$2,000; providing a saving clause; and providing an effective date.

WHEREAS, the city council, in accordance with the Charter of the City of Dallas, the state law, and the ordinances of the City of Dallas, have given the required notices and have held the required public hearing regarding this amendment to the Dallas City Code; Now, Therefore,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. That Subparagraph (A) of Paragraph (3) of Subsection (a), "In General," of Section 51A-5.102, "Designation or Removal of FP Areas," of Division 51A-5.100, "Flood Plain Regulations," of Article V, "Flood Plain and Escarpment Zone Regulations," of Chapter 51A, "Dallas Development Code: Ordinance No. 19455, as amended," of the Dallas City Code is amended to read as follows:

"(A) identified as special flood hazards by FEMA in the:

(i) August 4, 2004 Dallas County, Texas and incorporated areas flood insurance study, with accompanying flood insurance rate maps, as revised,

(ii) September 26, 2008 Rockwall County, Texas and incorporated areas flood insurance study, with accompanying flood insurance rate maps, as revised,

(iii) June 2, 2009 Collin County, Texas and incorporated areas flood insurance study, with accompanying flood insurance rate maps, as revised,

(iv) April 18, 2011 Denton County, Texas and incorporated areas flood insurance study, with accompanying flood insurance rate maps, as revised, [~~or~~]

(v) July 3, 2012 Kaufman County, Texas and incorporated areas flood insurance study, with accompanying flood insurance rate maps, as revised, or [~~and~~]

(vi) July 7, 2014 Dallas County, Texas and incorporated areas flood insurance study, with accompanying flood insurance rate maps, as revised, and”

SECTION 2. That a person violating a provision of this ordinance, upon conviction, is punishable by a fine not to exceed \$2,000.

SECTION 3. That Chapter 51A of the Dallas City Code shall remain in full force and effect, save and except as amended by this ordinance.

SECTION 4. That this ordinance shall take effect immediately from and after its passage and publication in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so ordained.

APPROVED AS TO FORM:

WARREN M. S. ERNST, City Attorney

By \_\_\_\_\_  
Assistant City Attorney

Passed \_\_\_\_\_

# Memorandum



CITY OF DALLAS

DATE May 23, 2014

TO Honorable Members of the Transportation and Trinity River Project Committee:  
Vonciel Jones Hill (Chair), Lee Kleinman (Vice Chair), Deputy Mayor Pro Tem  
Monica Alonzo, Mayor Pro Tem Tennell Atkins, Sandy Greyson, Sheffie Kadane

SUBJECT **East Bank-West Bank Interceptor Project Update**  
**May 28, 2014 Consent Agenda for Water Utilities –Item No. 26**

The East Bank-West Bank (EB-WB) Wastewater Interceptor Connection is required to improve the reliability and functionality for transfer of wastewater from the Cadiz Pump Station receiving interceptors into the Central Wastewater Treatment Plant. The East Bank-West Bank Interceptor Connection has been in the planning since the early 2000's. The construction of this project is part of the eventual decommissioning of the Cadiz Pump Station. The Cadiz Pump Station, constructed in the 1950's, receives wastewater from an interceptor pipeline that serves downtown, uptown, and the Love Field area of Dallas and pumps it under the Trinity River to the Central Wastewater Treatment Plant (CWWTP) for treatment. The flows account for approximately two-thirds of the wastewater produced by Dallas.

As shown on the attached location map, the EB-WB project consists of the installation of approximately of 3,360 feet of 78-inch wastewater main, and 3,340 feet of 96-inch wastewater main by tunneling method and connection to an existing 120-inch diameter wastewater interceptor located within the Dallas floodway. The tunnel for the 96-inch interceptor was completed in January 2012. Soon thereafter, a final inspection was conducted and it was discovered that a portion of the tunnel ceiling collapsed between the river and the East Levee. The area was immediately filled with cementitious grout, which secured the site. As added precaution, the tunnel section under the East Levee was also filled with grout to ensure the stability of the tunnel.

To complete construction activities for both tunnels, the City has obtained a Section 408 Permit from the U.S. Army Corps of Engineers (Corps). The requirements of the permit include the construction of an underground slurry cutoff wall, installation of steel liner plate support for both tunnels under the levee, and the realignment of the second tunnel to avoid the area of the first tunnel ceiling collapse.

The cutoff wall was completed in January 2014, which provides an additional factor of safety for the East Levee. Currently, S. J. Louis Construction is re-mining through the grouted section of the first tunnel. Approximately 557 feet of the first tunnel has been re-mined and supported with steel liner plates, leaving an additional 93 feet for the completion of the re-mining efforts. Once the first tunnel is completely re-mined, the City will grout the area above the tunnel for additional remediation. The City desires to complete the re-mining and grouting efforts by the end of August 2014. Following the grouting efforts, the City will begin the second tunnel. The entire project is expected to be complete by the end of 2015.

The conditions encountered during the re-mining efforts are being closely tracked and monitored by the City as well as the Corps. Extensive monitoring efforts and surveys have been undertaken by the City and contractor since the tunnel was compromised in January 2012. No significant ground movement has been detected and, more importantly, no movement of the



levee has been detected throughout the course of the project. These efforts will continue until the EB-WB Interceptor project has been completed.

During the course of the East Bank-West Bank project, construction of the Texas Department of Transportation (TxDOT) Horseshoe ensued. The Horseshoe project improvements and work zone significantly impact the constructability of the second tunnel. A new mining shaft is required to help facilitate the tunneling activities by the City contractor while TxDOT's design builder continues construction of the new bridge decks.

Agenda item #26 will authorize an increase in the contract with S. J. Louis Construction of Texas – Southland Contracting, JV. This includes additional costs associated with the use of steel liner plates as additional tunnel support under the levee foundation, the realignment of the second tunnel further away from the first tunnel, and a new mining shaft to facilitate construction of TxDOT's Horseshoe project.

This increase in the contract will allow the City of Dallas to complete the re-mining and grouting efforts of the first tunnel by August 2014. Completion of these efforts in a timely manner is extremely critical as the EB-WB project is mentioned as one of the key focal points in the Corps' Periodic Inspection #10 Dallas Floodway Levee system report. In addition, the City of Dallas has formally requested an extension of PL 84-99 from May 31, 2014 to May 31, 2015 to ensure the Dallas Floodway Levee System remains in compliance while addressing the requirements for PL 84-99. This will provide the Corps the legal authority to conduct emergency preparation, response and recovery activities to supplement local efforts in the repair of flood damage reduction projects that are damaged by floods. The Corps is planning to brief the Transportation and Trinity River Project Committee on June 9, 2014 regarding Periodic Inspection #10.

Please let me know if you have any questions or require additional information.



Forest E. Turner  
Assistant City Manager

cc: A.C. Gonzalez, City Manager  
Daniel F. Solis, Administrative Judge  
Craig D. Kinton, City Auditor  
Jill A. Jordan, P.E., Assistant City Manager  
Theresa O'Donnell, Interim Assistant City Manager  
Jeanne Chipperfield, Chief Financial Officer  
Jody Puckett, P.E., Director, Dallas Water Utilities  
Elizabeth Fernandez, P.E., Director, TWM

Warren M. S. Ernst, City Attorney  
Rosa A. Rios, City Secretary  
Ryan S. Evans, Interim First Assistant City Manager  
Joey Zapata, Assistant City Manager  
Charles M. Cato, Interim Assistant City Manager  
Shawn Williams, Interim Public Information Office  
Elsa Cantu, Assistant to City Manager – Council Office

**KEY FOCUS AREA:** Economic Vibrancy

**AGENDA DATE:** May 28, 2014

**COUNCIL DISTRICT(S):** 2, 4

**DEPARTMENT:** Water Utilities  
Trinity Watershed Management

**CMO:** Forest E. Turner, 670-3390  
Jill A. Jordan, P.E., 670-5299

**MAPSCO:** 45 T X

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### **SUBJECT**

Authorize an increase in the contract with S. J. Louis Construction of Texas - Southland Contracting, JV, for additional work associated with the proposed East Bank-West Bank Interceptor Connection - Not to exceed \$5,001,590, from \$20,623,401 to \$25,624,991 - Financing: Water Utilities Capital Improvement Funds

### **BACKGROUND**

The East Bank-West Bank (EB-WB) Wastewater Interceptor Connection is required to improve the reliability and functionality for transfer of wastewater from the Cadiz Pump Station receiving interceptors into the Central Wastewater Treatment Plant. The East Bank-West Bank Interceptor Connection has been in the planning since the early 2000's. The construction of this project is part of the eventual decommissioning of the Cadiz Pump Station. (The Cadiz Pump Station, constructed in the 1950's, receives wastewater from an interceptor pipeline that serves downtown, uptown, and the Love Field area of Dallas and pumps it under the Trinity River to the Central Wastewater Treatment Plant (CWWTP) for treatment. The flows account for approximately two-thirds of the wastewater produced by Dallas.)

As shown on the attached location map, the EB-WB project consists of the installation of approximately 3,360 feet of 78-inch wastewater main, and 3,340 feet of 96-inch wastewater main by tunneling method and connection to an existing 120-inch diameter wastewater interceptor located within the Dallas floodway. The tunnel for the 96-inch interceptor was completed in January 2012. Soon thereafter, a final inspection was conducted and it was discovered that a portion of the tunnel ceiling collapsed between the river and the East Levee. The area was immediately filled with cementitious grout, which secured the site. As added precaution, the tunnel section under the East Levee was also filled with grout to ensure the stability of the tunnel.

## **BACKGROUND** (Continued)

To complete construction activities for both tunnels, the City has obtained a Section 408 Permit from the U.S. Army Corps of Engineers (Corps). The requirements of the permit include the construction of an underground slurry cutoff wall, installation of steel liner plate support for both tunnels under the levee, and the realignment of the second tunnel to avoid the area of the first tunnel ceiling collapse.

The cutoff wall was completed in January 2014, which provides an additional factor of safety for the East Levee. Currently, S. J. Louis Construction is re-mining through the grouted section of the first tunnel. Approximately 557 feet of the first tunnel has been re-mined and supported with steel liner plates, leaving an additional 93 feet for the completion of the re-mining efforts. Once the first tunnel is completely re-mined, the City will grout the area above the tunnel for additional remediation. The City desires to complete the re-mining and grouting efforts by the end of August 2014. Following the grouting efforts, the City will begin the second tunnel. The entire project is expected to be complete by the end of 2015.

The conditions encountered during the re-mining efforts are being closely tracked and monitored by the City as well as the Corps. Extensive monitoring efforts and surveys have been undertaken by the City and contractor since the tunnel was compromised in January 2012. No significant ground movement has been detected and, more importantly, no movement of the levee has been detected throughout the course of the project. These efforts will continue until the EB-WB Interceptor project has been completed.

During the course of the East Bank-West Bank project, construction of the Texas Department of Transportation (TxDOT) Horseshoe ensued. The Horseshoe project improvements and work zone significantly impact the constructability of the second tunnel. A new mining shaft is required to help facilitate the tunneling activities by the City contractor while TxDOT's design builder continues construction of the new bridge decks.

This item will authorize an increase in the contract with S. J. Louis Construction of Texas – Southland Contracting, JV. This includes additional costs associated with the use of steel liner plates as additional tunnel support under the levee foundation, the realignment of the second tunnel further away from the first tunnel, and a new mining shaft to facilitate construction of TxDOT's Horseshoe project.

## **BACKGROUND** (Continued)

This increase in the contract will allow the City of Dallas to complete the re-mining and grouting efforts of the first tunnel by August 2014. Completion of these efforts in a timely manner is extremely critical as the EB-WB project is mentioned as one of the key focal points in the Corps' Periodic Inspection #10 Dallas Floodway Levee system report. In addition, the City of Dallas has formally requested an extension of PL 84-99 from May 31, 2014 to May 31, 2015 to ensure the Dallas Floodway Levee System remains in compliance while addressing the requirements for PL 84-99. This will provide the Corps the legal authority to conduct emergency preparation, response and recovery activities to supplement local efforts in the repair of flood damage reduction projects that are damaged by floods. The Corps is planning to brief the Transportation and Trinity River Project Committee on June 9, 2014 regarding Periodic Inspection #10.

## **ESTIMATED SCHEDULE OF PROJECT**

Began Construction      January 2011  
Complete Construction    December 2015

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

Authorized a professional services contract with Chiang, Patel & Yerby, Inc. to provide emergency engineering services for the Cadiz Pump Station improvements and to perform a feasibility study for the construction of a new pump station at the Central Wastewater Treatment Plant, on January 24, 2001, by Resolution No. 01-0324.

Authorized Supplemental Agreement No. 1 to the professional services contract with Chiang, Patel, & Yerby, Inc. to provide interim reliability improvements for the Cadiz Pump Station and the Central Wastewater Treatment Plant feasibility study on May 12, 2004, by Resolution No. 04-1536.

Authorized Supplemental Agreement No. 2 to the professional services contract with Chiang, Patel, & Yerby, Inc. to provide additional engineering services for the proposed East Bank-West Bank Interceptor Connection on January 14, 2009, by Resolution No. 09-0184.

Authorized Supplemental Agreement No. 3 to the professional services contract with CP&Y, Inc. f/k/a Chiang, Patel, & Yerby, Inc. to provide additional engineering services for the proposed East Bank-West Bank Interceptor Connection on October 13, 2010, by Resolution No. 10-2618.

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

Authorized a contract with S. J. Louis Construction of Texas - Southland Contracting, JV for the East Bank-West Bank Wastewater Interceptor Connection, from Cadiz Pump Station to existing 120-inch wastewater interceptor on October 13, 2010, by Resolution No. 10-2617.

Authorized Supplemental Agreement No. 4 to the professional services contract with CP&Y, Inc. f/k/a Chiang, Patel, & Yerby, Inc. for additional engineering services related to the construction of the East Bank-West Bank Wastewater Interceptor Connection on January 23, 2013, by Resolution No. 13-0195.

Authorized Change Order No. 2 with Magnus Pacific Corporation for additional work associated with the installation of an underground slurry cutoff wall on June 12, 2013, by Resolution No. 13-0982.

**FISCAL INFORMATION**

\$5,001,590.00 - Water Utilities Capital Improvement Funds

Design	\$ 1,539,000.00
Supplemental Agreement No. 1	\$ 0.00
Supplemental Agreement No. 2	\$ 156,535.00
Supplemental Agreement No. 3	\$ 690,860.00
Supplemental Agreement No. 4	\$ 1,038,877.00
Change Order No. 2 (PBW)	\$ 1,975,000.00
Construction Contract	\$20,623,401.00
Change Order No. 1 (this action)	<u>\$ 5,001,590.00</u>
 Total Project Cost	 \$31,025,263.00

<b><u>Council District</u></b>	<b><u>Amount</u></b>
2	\$3,334,393.33
4	<u>\$1,667,196.67</u>
 Total	 \$5,001,590.00

**M/WBE INFORMATION**

See attached.

**ETHNIC COMPOSITION**

**S. J. Louis Construction of Texas - Southland Contracting, JV**

Hispanic Female	8	Hispanic Male	206
Black Female	0	Black Male	7
Other Female	0	Other Male	3
White Female	10	White Male	94

**OWNER**

**S. J. Louis Construction of Texas - Southland Contracting, JV**

James Schuller, Owner  
Frank Renda, Owner

**MAP**

Attached

## BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY

PROJECT: Authorize an increase in the contract with S. J. Louis Construction of Texas - Southland Contracting, JV, for additional work associated with the proposed East Bank-West Bank Interceptor Connection - Not to exceed \$5,001,590, from \$ 20,623,401 to \$25,624,991 - Financing: Water Utilities Capital Improvement Funds

S. J. Louis Construction of Texas - Southland Contracting, JV is a non-local, non-minority firm, has signed the "Business Inclusion & Development" documentation, and proposes to use the following sub-contractors.

PROJECT CATEGORY: Construction

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

	<u>Amount</u>	<u>Percent</u>
Local contracts	\$40,000.00	0.80%
Non-local contracts	\$4,961,590.00	99.20%
<b>TOTAL THIS ACTION</b>	<b>\$5,001,590.00</b>	<b>100.00%</b>

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

#### Local Contractors / Sub-Contractors

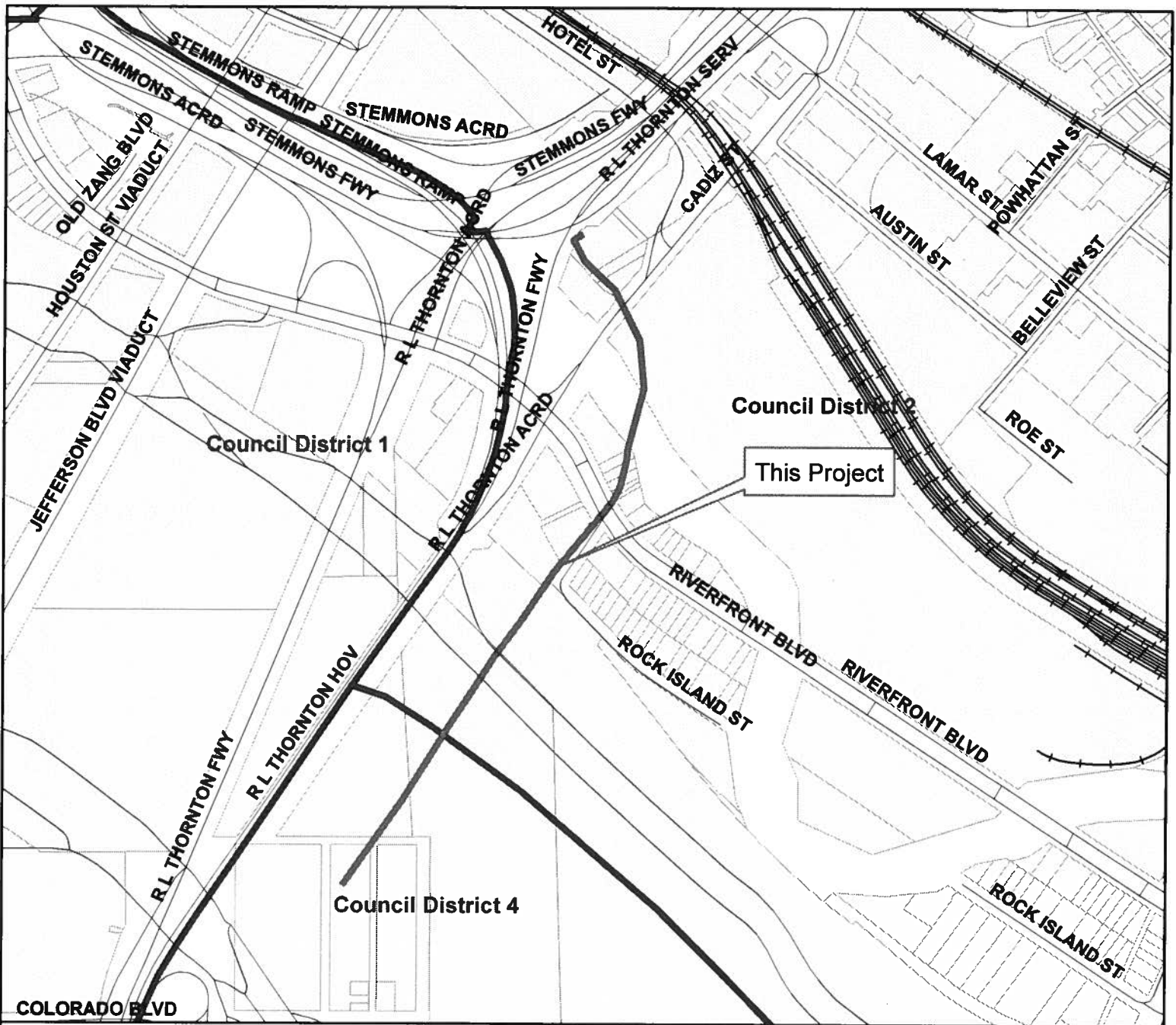
<u>Local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
Alliance Geotechnical Group, Inc.	BMDB59500Y1214	\$40,000.00	100.00%
<b>Total Minority - Local</b>		<b>\$40,000.00</b>	<b>100.00%</b>

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

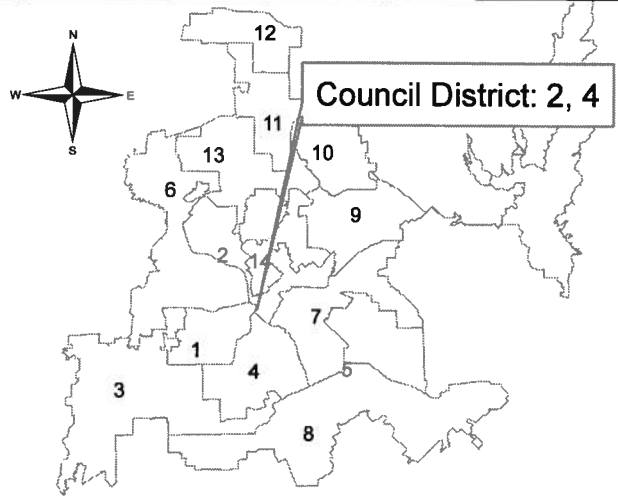
<u>Non-local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
A.E.A. Transportation	HMDB61140Y0415	\$25,000.00	0.50%
<b>Total Minority - Non-local</b>		<b>\$25,000.00</b>	<b>0.50%</b>

### TOTAL M/WBE PARTICIPATION

	<u>This Action</u>		<u>Participation to Date</u>	
	<u>Amount</u>	<u>Percent</u>	<u>Amount</u>	<u>Percent</u>
African American	\$40,000.00	0.80%	\$40,000.00	0.16%
Hispanic American	\$25,000.00	0.50%	\$31,000.00	0.12%
Asian American	\$0.00	0.00%	\$0.00	0.00%
Native American	\$0.00	0.00%	\$5,000.00	0.02%
WBE	\$0.00	0.00%	\$5,145,000.00	20.08%
<b>Total</b>	<b>\$65,000.00</b>	<b>1.30%</b>	<b>\$5,221,000.00</b>	<b>20.37%</b>



Mapsc0: 45 T, X



**Dallas Water Utilities  
 Contract No. 09-160, Change Order No. 1  
 East Bank-West Bank Wastewater Interceptor Connection**



May 28, 2014

**WHEREAS**, on October 13, 2010, the City Council awarded Contract No. 09-160 in the amount of \$20,623,401.00, by Resolution No. 10-2617, to S. J. Louis Construction of Texas - Southland Contracting, JV, 520 South Sixth Avenue, Suite 100, Mansfield, Texas 76063 for the construction of the East Bank-West Bank Interceptor Connection from Cadiz Pump Station to the existing 120-inch wastewater interceptor; and,

**WHEREAS**, it is necessary to authorize Change Order No. 1 due to unforeseen conditions, for work associated with the installation of additional tunnel support and the modification of the project alignment and constructability; and,

**WHEREAS**, S. J. Louis Construction of Texas - Southland Contracting, JV has submitted an acceptable proposal for this additional work; and,

**WHEREAS**, Dallas Water Utilities recommends that Contract No. 09-160 be increased by \$5,001,590.00 from \$20,623,401.00 to \$25,624,991.00.

**Now, Therefore,**

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

**Section 1.** That the proposed Change Order No. 1 be accepted and that Contract No. 09-160 with S. J. Louis Construction of Texas - Southland Contracting, JV be revised accordingly.

**Section 2.** That the City Controller is hereby authorized to pay the amount of \$5,001,590.00 from the Wastewater Capital Improvement Fund as follows:

<u>FUND</u>	<u>DEPT</u>	<u>UNIT</u>	<u>OBJ</u>	<u>PRO</u>	<u>ENCUMBRANCE</u>	<u>VENDOR</u>
2116	DWU	PS40	4560	709160	CT-DWU709160CP	VS0000056570

S. J. Louis Construction of Texas - Southland Contracting, JV - \$5,001,590.00

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

**KEY FOCUS AREA:** Economic Vibrancy

**AGENDA DATE:** May 28, 2014

**COUNCIL DISTRICT(S):** 1, 6

**DEPARTMENT:** Public Works Department  
Office of Economic Development  
Trinity Watershed Management

**CMO:** Jill A. Jordan, P.E., 670-5299  
Ryan S. Evans, 671-9837

**MAPSCO:** 32Y 42C D 43A B C D 44A F 54A B C E 34W X

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**SUBJECT**

Authorize **(1)** the submission of two candidate projects to the North Central Texas Council of Governments for cost reimbursement for the proposed Transportation Alternatives Program 2014 for the proposed Trinity Skyline Trail Project and the Rosemont Safe Routes to School Project; and **(2)** a required local match not to exceed \$2,885,000 - Financing: This action has no cost consideration to the City

**BACKGROUND**

The Transportation Alternatives Program was authorized under Section 1122 of Moving Ahead for Progress in the 21<sup>st</sup> Century. This transportation funding and authorization bill provides funding for programs and projects defined as transportation alternatives. The federally-funded Transportation Alternatives Program focused on non-traditional projects and offers opportunities to expand transportation choices.

As part of North Central Texas Council of Governments Fort Worth to Dallas Regional Trail Corridor that connects the two cities, the Trinity Skyline Trail Project provides dedicated bicycle and pedestrian access from Downtown Dallas to the City of Irving. This project is on the 2011 Dallas Bike Plan, Trail Network Master Plan, and the Regional Veloweb. This long distance bicycle and pedestrian route reduces vehicle congestion by providing an alternative transportation option for regional commuting and recreation. This project will be submitted under the Recreational Trail Program which requires a minimum 20 percent local match. This project is estimated to cost \$5,760,000. This application is requesting \$3,000,000 of Transportation Alternatives Program funding, the maximum amount available. The Trinity Watershed Management Office has funding available for this project in the amount of \$2,760,000 which meets the local match requirement.

**BACKGROUND** (Continued)

The Rosemont Safe Routes to School Project provides 3.5 miles of bicycle infrastructure and traffic-calming in the surrounding community along with an improved bicycle and pedestrian connection to Rosemont Elementary School. This project supports the 2011 City of Dallas Bike Plan, by using on-street residential roadways to ensure safe bicycle connections for the Rosemont Primary and Elementary Schools, Kidd Springs Park, and the Coombs Creek Trail. This project will be submitted under the Safety and Access to Schools (Infrastructure) Program, which requires a minimum 20 percent local match. This application is requesting \$500,000 of Transportation Alternatives Program (TAP) funding, the maximum amount available. This project is estimated to cost \$625,000. The Davis Garden Tax Increment Financing District has funding available for this project in the amount of \$125,000 which meets the local match requirement. Please note that this action does not encumber funds.

**ESTIMATED SCHEDULE**

Submit projects to NCTCOG	May 30, 2014
Approval of Project Selection	October 2014

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

On May 27, 2014, this item was briefed to the Transportation & Trinity River Corridor Project Committee.

**FISCAL INFORMATION**

Trinity Skyline Trail	
Estimated Total Project Cost:	\$5,760,000
Requested TAP Funding:	\$3,000,000
Local Match:	\$2,760,000
Rosemont Safe Routes to School	
Estimated Project Cost:	\$ 625,000
Requested TAP Funding:	\$ 500,000
Local Match:	\$ 125,000
Total City's Match	\$2,885,000

<b><u>Council District</u></b>	<b><u>Amount</u></b>
1	\$ 125,000
6	<u>\$2,760,000</u>
Total Amount	\$2,885,000

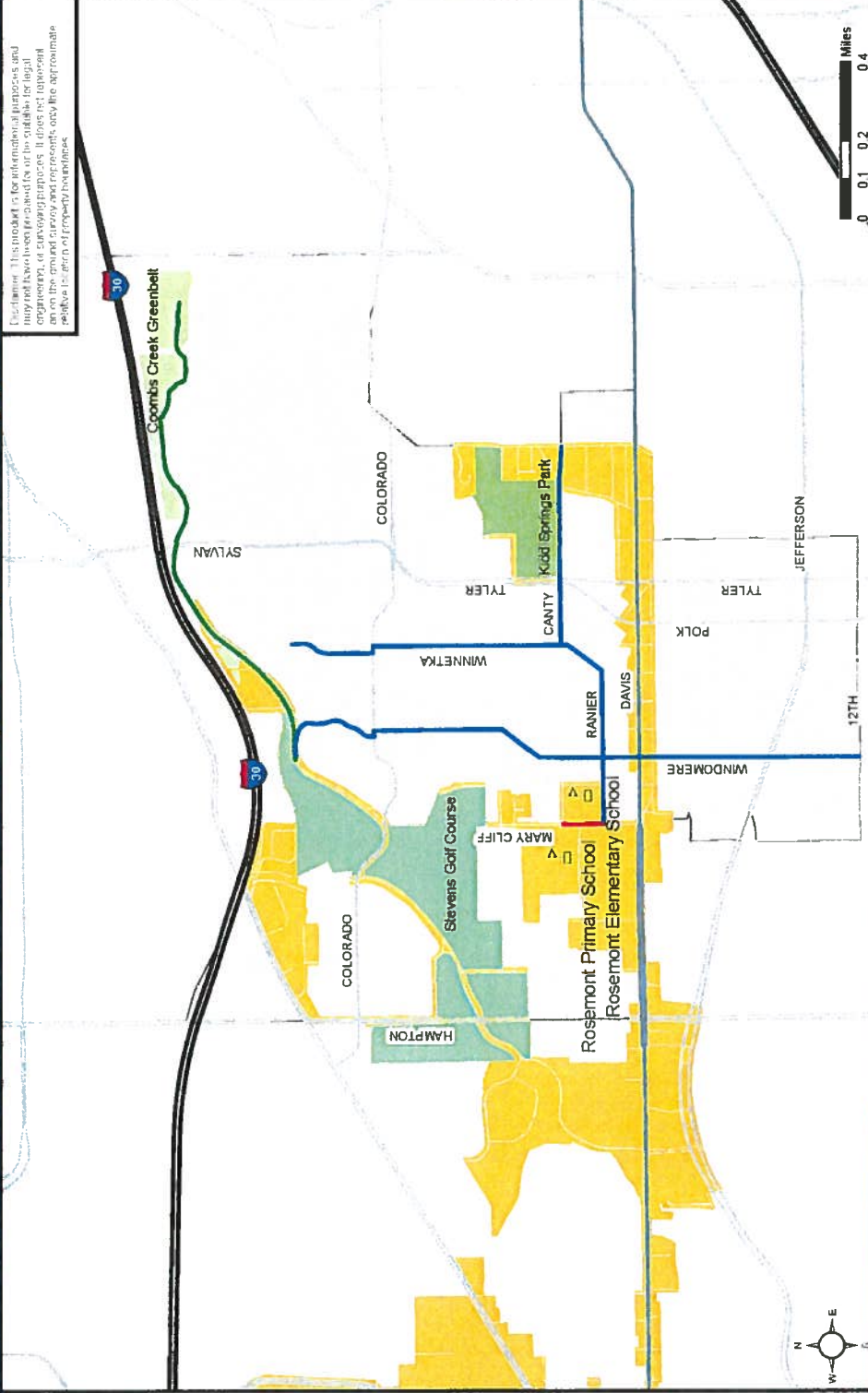
**MAPS**

Attached

# Rosemont Safe Routes to School Project Council District: 1

MAPSCO: 54A, B, C, E, 34W, X

## Rosemont Safe Routes to School, Concept Area Map, Council District 1



Disclaimer: This product is for informational purposes and may not be used for construction or legal engineering, or surveying purposes. It does not represent an on the ground survey and represents only the approximate address location of property boundaries.

**Legend**

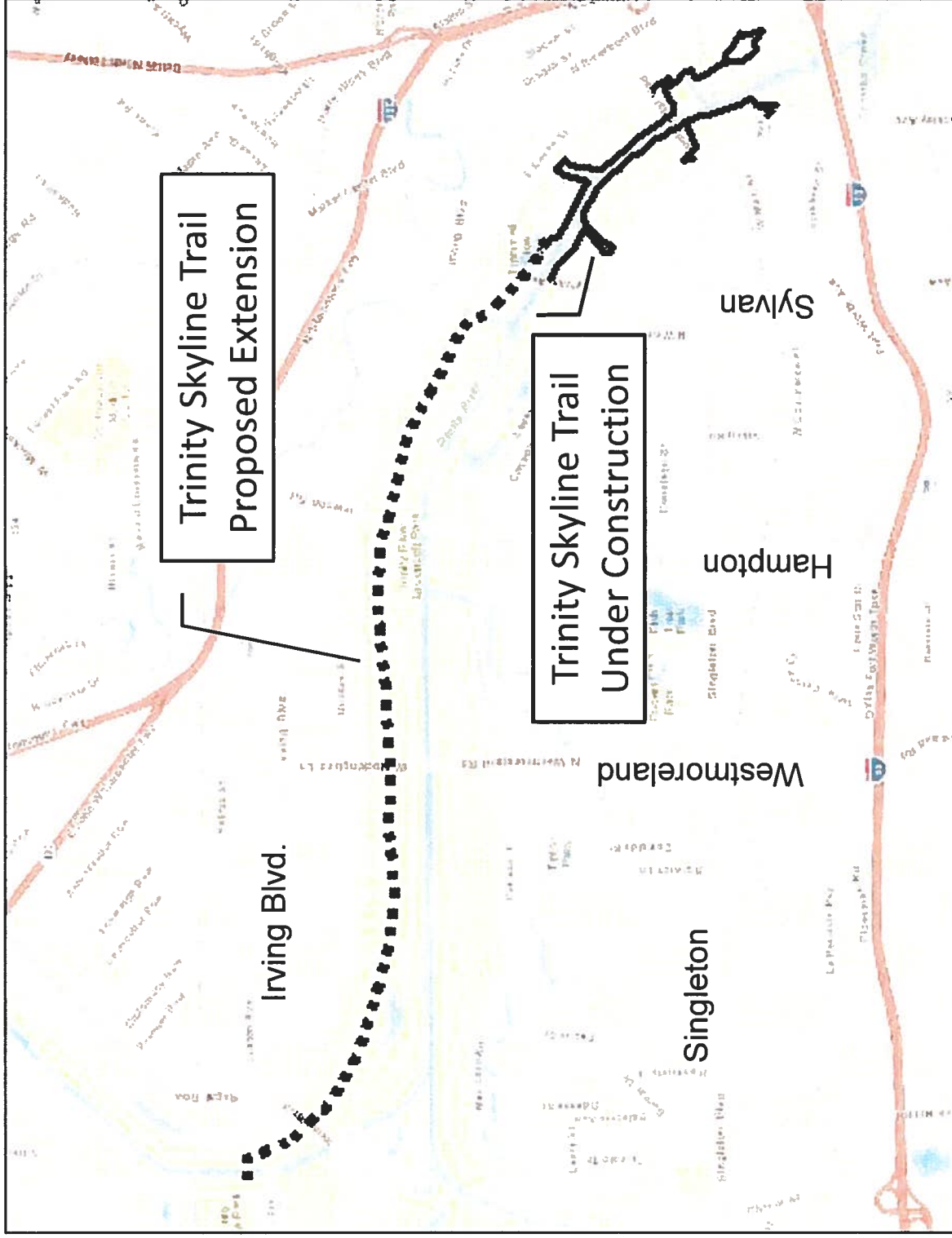
- Rosemont Schools
- Rosemont Elementary Attendance Zone
- Existing Bicycle Lanes
- Proposed Bicycle Facilities
- Kidd Springs Park
- Stevens Park Golf Course
- Coombs Creek Trail
- Coombs Creek Greenbelt
- Davis Garden TIF District

0 0.1 0.2 0.4 Miles

MAPSCO 54A, B, C, E, 34W, X

**DALLAS ECONOMIC DEVELOPMENT**  
 Research & Information Division  
 214.670.1685  
 dallas-econdev.org

# Trinity Skyline Trail Council District: 6



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

May 28, 2014

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

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

**WHEREAS**, the City of Dallas intends to submit transportation alternative project applications for the Trinity Skyline Trail Project and Rosemont Safe Routes to School Project to the North Central Texas Council of Governments prior to the May 30, 2014 deadline; and,

**WHEREAS**, the Regional Transportation Council requires the submittal of a resolution as part of the Transportation Alternatives Call for Project application submission

**NOW, THEREFORE,**

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

**Section 1.** The City of Dallas supports the Trinity Skyline Trail Project and the Rosemont Safe Routes to School Project as applied for in the 2014 Transportation Alternative Program Call for Projects application.

**Section 2.** The City of Dallas will serve as the public sponsor and lead project contact on this project. The City of Dallas agrees to designate a single point of contact for the project.

**Section 3.** The City of Dallas commits to fund or pass through funds from other sources for a minimum local cash or in-kind match of 20 percent of the total project cost.

**Section 4.** The City of Dallas confirms that City of Dallas, not the Regional Transportation Council, will be responsible for any cost overruns.

**Section 5.** The City of Dallas understands and acknowledges that all awarded funding is provided on a reimbursement basis.

**Section 6.** That is resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

**KEY FOCUS AREA:** Economic Vibrancy

**AGENDA DATE:** May 28, 2014

**COUNCIL DISTRICT(S):** 6

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

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

**MAPSCO:** 44K L

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### **SUBJECT**

Authorize an increase in the contract with Jeske Construction Company for additional work associated with reconstruction of street paving and storm drainage improvements for Morris Street from Sylvan Avenue to Canada Drive, for the channel lining of the Pavaho Pump Station Drainage Sump and installation of new pedestrian railing for the conversion of the original Sylvan Bridge to a low water crossing - Not to exceed \$180,942, from \$1,787,566 to \$1,968,508 - Financing: General Obligation Commercial Paper Funds (\$162,518) and Stormwater Drainage Management Capital Construction Funds (\$18,424)

### **BACKGROUND**

The reconstruction of Morris Street from Sylvan Avenue to Topeka Avenue was included in the 2006 Bond Program. The Morris Street paving configuration changed to serve as a Sylvan Avenue to Canada Drive connector street. The connector street will include two-vehicle lanes, bicycle lanes and sidewalks.

A construction contract for the reconstruction of street paving, storm drainage and water and wastewater main improvements for Morris Street from Sylvan Avenue to Canada Drive and for the channel lining of the Pavaho Pump Station Drainage Sump was authorized by City Council on December 11, 2013.

A majority of the original Sylvan Bridge was demolished and reconstructed overhead one bridge lane was left in place to serve as a low water crossing for access across the Trinity River for levee maintenance and also for the Skyline Trail which includes pedestrians and bicyclists.

An American Association of State of Highway Transportation Officials (AASHTO) standard railing has been designed by the City to accommodate pedestrian and bicycle users. Due to a lengthy approval process by TxDOT to change this railing design and construction delays by their construction contractor, the construction of this pedestrian railing will be added to the existing contract with Jeske Construction Company.



**BACKGROUND** (Continued)

This action will authorize Change Order No. 1 to the construction contract with Jeske Construction Company. The change order includes the reduction of bid quantities and seven new bid items for project close-out. Three new bid items (concrete retaining wall for the new concrete channel, rock berm for erosion control, and construction ramp best management practice) are associated with the Pavaho Pump Station Drainage Sump. Three additional new bid items (trench safety for soil excavation, water line lateral cap, and wastewater line cap) are for the Morris Street project.

**ESTIMATED SCHEDULE OF PROJECT**

Began Design	December 2009
Completed Design	December 2010
Began Construction	February 2014
Complete Construction	October 2014

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

Authorized a professional services contract with Halff Associates, Inc. for engineering services on November 10, 2008, by Resolution No. 08-3078.

Authorized a professional services contract with Arredondo, Zepeda & Brunz, LLC for engineering services on October 28, 2009, by Resolution No. 09-2644.

Authorized Supplemental Agreement No. 2 to the professional services contract with Halff Associates, Inc. for engineering services on June 9, 2010, by Resolution No. 10-1507.

Authorized Supplemental Agreement No. 1 to the professional services contract with Arredondo, Zepeda & Brunz, LLC for engineering services on September 8, 2010, by Resolution No. 10-2294.

Authorized Supplemental Agreement No. 3 to the professional services contract with Halff Associates, Inc. for engineering services on June 22, 2011, by Resolution No. 11-1729.

Authorized Supplemental Agreement No. 4 to the professional services contract with Halff Associates, Inc. for engineering services on August 8, 2012, by Resolution No. 12-1931.

Authorized a construction contract with Jeske Construction Company on December 11, 2013, by Resolution No. 13-2074.

**FISCAL INFORMATION**

2006 Bond Program (General Obligation Commercial Paper Funds) - \$4,118.00  
2012 Bond Program (General Obligation Commercial Paper Funds) - \$158,400.00  
Stormwater Drainage Management Capital Construction Funds - \$18,424.00

Design	\$ 692,969.59
Supplemental Agreement No. 1	\$ 86,099.24
Supplemental Agreement No. 2	\$ 522,679.07
Supplemental Agreement No. 3	\$ 354,856.20
Supplemental Agreement No. 4	\$ 319,000.00
Construction	
Original Construction Award	\$1,787,565.40
Change Order No.1 (this action)	<u>\$ 180,942.00</u>
Total Project Cost	\$3,944,111.50

**M/WBE INFORMATION**

See attached.

**ETHNIC COMPOSITION**

Hispanic Female	0	Hispanic Male	19
African-American Female	0	African-American Male	3
Other Female	0	Other Male	0
White Female	1	White Male	5

**OWNER**

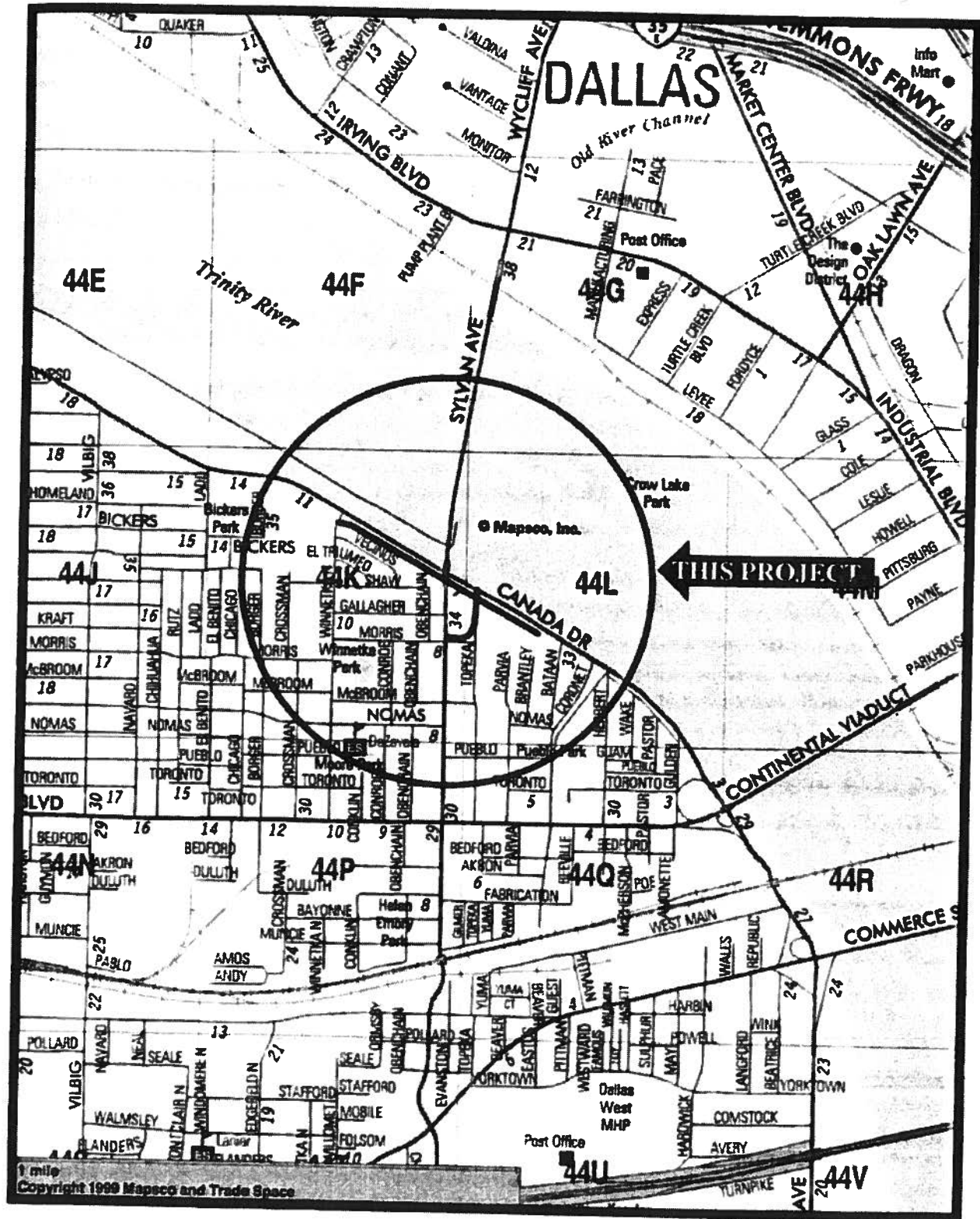
**Jeske Construction Company**

Steve Jeske, President

**MAP**

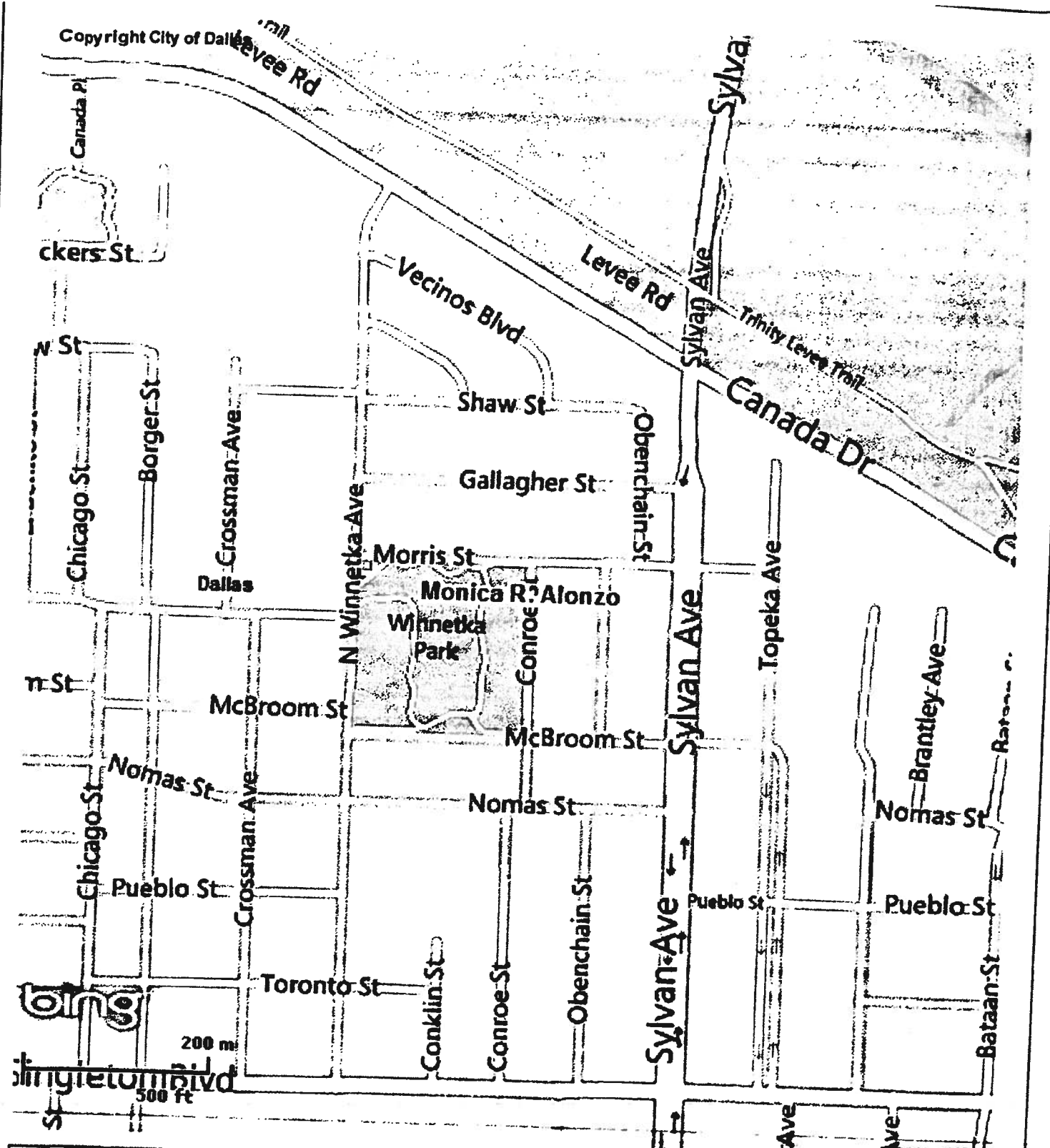
Attached

# MORRIS STREET FROM SYLVAN AVENUE TO CANADA DRIVE AND PAVAHO SUMP DRAINAGE CHANNEL LINING



**MAPSCO 44K, L**

Copyright City of Dallas



**DIST. 6 MONICA R. ALONZO**  
 City of Dallas  
 MORRIS ST. - SYLVAN AVE. TO CANADA DR. &  
 PAVAHO SUMP DRAINAGE CHANNEL LINING

**DISCLAIMER**  
 This data has been compiled for  
 City of Dallas.  
 Various official and unofficial  
 sources were used to gather this  
 information. Every effort was made  
 to ensure the accuracy of this  
 data, however, no guarantee is  
 given or implied as to the accuracy  
 of said data.



## BUSINESS INCLUSION AND DEVELOPMENT PLAN SUMMARY

PROJECT: Authorize an increase in the contract with Jeske Construction Company for additional work associated with reconstruction of street paving and storm drainage improvements for Morris Street from Sylvan Avenue to Canada Drive, for the channel lining of the Pavaho Pump Station Drainage Sump and installation of new pedestrian railing for the conversion of the original Sylvan Bridge to a low water crossing - Not to exceed \$180,942, from \$1,787,566 to \$1,968,508 - Financing: General Obligation Commercial Paper Funds (\$162,518) and Stormwater Drainage Management Capital Construction Funds (\$18,424)

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

PROJECT CATEGORY: Construction

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

	<u>Amount</u>	<u>Percent</u>
Local contracts	\$179,642.00	99.28%
Non-local contracts	\$1,300.00	0.72%
<b>TOTAL THIS ACTION</b>	<b>\$180,942.00</b>	<b>100.00%</b>

### LOCAL/NON-LOCAL MWBE PARTICIPATION THIS ACTION

#### Local Contractors / Sub-Contractors

<u>Local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
Logan Trucking, Inc.	BMMB59568N1214	\$1,000.00	0.56%
Flow Line Utilities, Inc.	HMMB60319N0215	\$3,560.00	1.98%
<b>Total Minority - Local</b>		<b>\$4,560.00</b>	<b>2.54%</b>

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

<u>Non-local</u>	<u>Certification</u>	<u>Amount</u>	<u>Percent</u>
Champion Fuel Solutions	WFDB57670Y0614	\$1,300.00	100.00%
<b>Total Minority - Non-local</b>		<b>\$1,300.00</b>	<b>100.00%</b>

**TOTAL M/WBE PARTICIPATION**

	<b>This Action</b>		<b>Participation to Date</b>	
	<b><u>Amount</u></b>	<b><u>Percent</u></b>	<b><u>Amount</u></b>	<b><u>Percent</u></b>
African American	\$1,000.00	0.55%	\$12,200.00	0.62%
Hispanic American	\$3,560.00	1.97%	\$385,668.20	19.59%
Asian American	\$0.00	0.00%	\$0.00	0.00%
Native American	\$0.00	0.00%	\$0.00	0.00%
WBE	\$1,300.00	0.72%	\$55,069.50	2.80%
Total	<u>\$5,860.00</u>	<u>3.24%</u>	<u>\$452,937.70</u>	<u>23.01%</u>

May 28, 2014

**WHEREAS**, on November 10, 2008, Resolution No. 08-3078 authorized a professional services contract with Halff Associates, Inc. to create an integrated floodplain database, analyzing flood control alternatives for site specific locations, provide public outreach in flood prone areas, staff training, floodplain reviews and coordination with various entities regarding drainage, floodplain and permitting activities in the amount of \$142,000.00; and,

**WHEREAS**, on October 28, 2009, Resolution No. 09-2644 authorized a professional services contract with Arredondo, Zepeda & Brunz, LLC for the engineering design of seven reconstruction projects in the amount of \$550,969.59; and,

**WHEREAS**, on April 17, 2010, Administrative Action No. 10-1373 authorized Supplemental Agreement No. 1 to the professional services contract with Halff Associates, Inc. for the Dallas Floodway System Emergency Action Plan in the amount of \$24,800.00, increasing the contract from \$142,000.00 to \$166,800.00; and,

**WHEREAS**, on June 9, 2010, Resolution No. 10-1507 authorized Supplemental Agreement No. 2 to the professional services contract with Halff Associates, Inc. for additional design and analysis for floodplain management assistance in the amount of \$505,900.00, increasing the contract from \$166,800.00 to \$672,700.00; and,

**WHEREAS**, on September 8, 2010, Resolution No. 10-2294 authorized Supplemental Agreement No. 1 to the professional services contract with Arredondo, Zepeda & Brunz, LLC for additional right-of-way/boundary survey and supplemental survey for easements and additional right-of-way for four street reconstruction projects in the amount of \$61,299.24, increasing the contract from \$550,969.59 to \$612,268.83; and,

**WHEREAS**, on June 22, 2011, Resolution No. 11-1729 authorized Supplemental Agreement No. 3 to the professional services contract with Halff Associates, Inc. for additional floodplain management assistance in the amount of \$310,000.00, increasing the contract from \$672,700.00 to \$982,700.00; and,

**WHEREAS**, on January 5, 2012, Administrative Action No. 12-0226 authorized Supplemental Agreement No. 2 to the professional services contract with Arredondo, Zepeda & Brunz, LLC for additional drainage for Pueblo Street between Sylvan Avenue and Bataan Street in the amount of \$16,779.07, increasing the contract from \$612,268.83 to \$629,047.90; and,

**WHEREAS**, on August 8, 2012, Resolution No. 12-1931 authorized Supplemental Agreement No. 4 to the professional services contract with Halff Associates, Inc. for additional floodplain management assistance for an integrated floodplain database in the amount of \$319,000.00, increasing the contract from \$982,700.00 to \$1,301,700.00; and,

May 28, 2014

**WHEREAS**, on September 25, 2012, Administrative Action No. 12-2625 authorized Supplemental Agreement No. 3 to the professional services contract with Arredondo, Zepeda & Brunz, LLC for design of the drainage system for Boundbrook Avenue from Stillwater Drive to Woodbrook Drive and the reconstruction plans for the cul-de-sac pavement of Boundbrook Circle in the amount of \$44,856.20, increasing the contract from \$629,047.90 to \$673,904.10; and,

**WHEREAS**, bids were received on October 3, 2013, for the reconstruction of street paving, storm drainage and water and wastewater main improvements for Morris Street from Sylvan Avenue to Canada Drive and for the channel lining of the Pavaho Sump Drainage as follows; and,

**WHEREAS**, on December 11, 2013, Resolution No. 13-2074 authorized a contract with Jeske Construction Company for the reconstruction of street paving, storm drainage and water and wastewater main improvements for Morris Street from Sylvan Avenue to Canada Drive and for the channel lining of the Pavaho Sump Drainage in an amount not to exceed \$1,787,565.40, this being the lowest responsible bid received as indicated by the tabulation of bids; and,

**WHEREAS**, it is now necessary to authorize Change Order No. 1 to the construction contract with Jeske Construction Company for additional work associated with reconstruction of street paving, storm drainage improvements for Morris Street from Sylvan Avenue to Canada Drive, for the channel lining of the Pavaho Pump Station Drainage Sump, and installation of new pedestrian railing for the conversion of the original Sylvan Bridge to a low water crossing in the amount of \$180,942.00, increasing the contract amount from \$1,787,565.40 to \$1,968,507.40.

**Now, Therefore,**

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

**Section 1.** That the City Manager is hereby authorized Change Order No. 1 with Jeske Construction Company for additional work associated with reconstruction of street paving, storm drainage and water and wastewater main improvements for Morris Street from Sylvan Avenue to Canada Drive and for the channel lining of the Pavaho Pump Station Drainage Sump and installation of new pedestrian railing for the conversion of the original Sylvan Bridge to a low water crossing in the amount of \$180,942.00, increasing the contract amount from \$1,787,565.40 to \$1,968,507.40.



May 28, 2014

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

Street and Transportation Improvements Fund Fund 2T22, Dept. PBW, Unit U314, Act. SREC Obj. 4510, Program No. PB06U314, CT PBW06U314C1 Vendor #083791, in an amount not to exceed	\$ 4,118.00
Street and Transportation Improvement Fund Fund 2U22, Dept. PBW, Unit S624, Act. HIBT Obj. 4510, Program No. PB12S624, CT PBW06U314C1 Vendor #083791, in an amount not to exceed	\$158,400.00
Storm Drainage Capital Construction Fund Fund 0063, Department SDM, Unit 4793, Act. SD01 Obj. 4599, Program No. SDMFC004, CT SDM4793BM05 Vendor #083791, in an amount not to exceed	<u>\$ 18,424.00</u>
Total amount not to exceed	\$180,942.00

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

KEY FOCUS AREA: Clean, Healthy Environment  
AGENDA DATE: May 28, 2014  
COUNCIL DISTRICT (S): All  
DEPARTMENT: Department of Code Compliance  
CMO: Charles M. Cato, 670-3009  
MAPSCO: N/A

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## **SUBJECT**

Authorize **(1)** an application for and acceptance of the Solid Waste Implementation Project Grant from the North Central Texas Council of Governments (NCTCOG) through funding from the Texas Commission on Environmental Quality (TCEQ) to be used to develop and launch a public awareness campaign related to the Scrap Tire Enforcement Program; and **(2)** execution of the grant agreement; and **(3)** the City's local match in the amount of \$280,000 – Total not to exceed \$405,000 – Financing: North Central Texas Council of Governments Grant Funds (\$125,000) and General Funds (\$280,000)

## **BACKGROUND**

The City of Dallas has submitted a proposal requesting \$125,000 in funding for a Stop Illegal Dumping public awareness initiative that includes utilizing water bill inserts to provide a mass mailing campaign to residents throughout Dallas. The campaign will also use billboards along Dallas interstates to provide mass awareness, and partner with DART to wrap buses with campaign materials. Working in concert with Trinity Watershed Management and the Dallas Marshal's Office, Code Compliance will launch educational activities at the Audubon Center, community fairs, recreation centers, and other locations within neighborhoods that serve as high dumping areas. The public awareness campaign and educational activities will focus on the ordinance-based penalties associated with dumping and highlight the inherent public health concerns associated with scrap tires, including the prevalence for fires, contamination of water sources, and disease vectors (i.e. mosquitoes) which can contribute to the spread of West Nile Virus.

The City will provide \$280,000 matching funds, which is budgeted for tire removal along different locations throughout the Trinity River Corridor. On January 22, 2014, Council approved Resolution 14-0174, which provides for a three-year service contract in the

amount of \$3,257,943.64 for scrap tire removal from the Trinity River as well as trash and debris removal from Lake Ray Hubbard.

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

This item has no prior action.

**FISCAL INFORMATION**

\$125,000 – North Central Texas Council of Governments, Regional Solid Waste Management Plan.

**WHEREAS**, the North Central Texas Council of Governments (NCTCOG) is accepting proposals for grant funding from the Texas Commission on Environmental Quality for the implementation of a Regional Management Plan in Solid Waste; and

**WHEREAS**, these funds are generated by solid waste disposal fees collected by the Texas Commission on Environmental Quality (TCEQ) and made available to eligible local governments; and

**WHEREAS**, the solid waste funds are intended for local and cooperative implementation activities consistent with goals of the Regional Solid Waste Management Plan; and

**WHEREAS**, the City of Dallas has submitted a proposal to implement a public awareness campaign related to the Scrap Tire Enforcement Program; and

**WHEREAS**, the City will provide matching funds in an amount not to exceed \$280,000.

**Now Therefore;**

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

**Section 1.** That the City Manager is hereby authorized to apply for and accept the Solid Waste Implementation Project Grant from the North Central Texas Council of Governments through funding from the Texas Commission on Environmental Quality to support a public awareness campaign for the Scrap Tire Enforcement Program in an amount not to exceed \$125,000, and to execute the grant agreement.

**Section 2.** That the City Controller is hereby authorized to receive and deposit grant funds into the Solid Waste Implementation Project Grant Fund S270, Department CCS, Unit 1535, Revenue Source 8411, in an amount not to exceed \$125,000.

**Section 3.** That the City Manager is hereby authorized to establish appropriations in the amount of \$125,000 in Fund S270, Department CCS, Unit 1535, Various Supply Object Codes according to future procurements.

**Section 4.** That the City Manager is hereby authorized to provide matching funds in the amount of \$280,000 from general funds allocated under Resolution 14-0174, a service contract with Good Earth Corporation, Inc. (510006) in the amount of \$280,000.00 and Hess Construction, LLC (VS0000081429) in the amount of \$452,943.64 for scrap tire removal from the Trinity River and trash and debris removal from Lake Ray Hubbard for a term of three years in an amount not to exceed \$3,257,943.64.

**Section 5.** That the City Controller is hereby authorized to disburse funds from Fund S270, Department CCS, Unit 1535, in accordance with the grant agreement.

**Section 6.** That this resolution shall take effect immediately from and after its passage in accordance with provisions of the Charter of the City of Dallas, and it is accordingly so resolved.