

**Memorandum**

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CITY SECRETARY  
DALLAS, TEXAS



CITY OF DALLAS

DATE 20 March 2015

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

SUBJECT Transportation and Trinity River Project Committee Meeting Agenda

**Monday, 23 March 2015, at 1:00 p.m. until 2:30 p.m.**  
Dallas City Hall – 6ES, 1500 Marilla Street, Dallas, TX 75201

The agenda for the meeting is as follows:

- |   |  |
|---|--|
| 1. Approval of the 9 February 2015 Meeting Minutes<br>(Estimated 3 Minutes)   | Vonciel Jones Hill, Chair  |
| 2. On-Street Parking Modernization Parking Pilot Update<br>(Estimated 30 Minutes)   | Donzell Gibson, Assistant Director<br>Dallas Police Department     |
| 3. Elm Fork of the Trinity River Flood Protection Status Update<br>(Estimated 30 Minutes)   | Sarah Standifer, Interim Director<br>Trinity Watershed Management  |
| 4. Adoption of Title VI Nondiscrimination (Memo)<br>(Estimated 10 Minutes)  | Beverly Davis, Assistant Director<br>Fair Housing and Human Rights |
| 5. Upcoming Agenda Item(s)<br>(Estimated 5 Minutes)   |  |
| <ul style="list-style-type: none"> <li>• An ordinance renewing a private license to the McKinney Avenue Transit Authority, Inc. for the purpose of operating an electric streetcar system - Financing: No cost consideration to the City</li> </ul> |  |

Adjourn

Should you have any questions, please do not hesitate to contact me.

Vonciel Jones Hill, Chair  
Transportation and Trinity River Project Committee

***"A quorum of the Dallas City Council may attend this Council Committee meeting."***

Transportation and Trinity River Project Committee Meeting Agenda  
20 March 2015  
Page 2

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

A closed executive session may be held if the discussion of any of the above agenda items concerns one of the following:

1. Contemplated or pending litigation, or matters where legal advice is requested of the City Attorney. Section 551.071 of the Texas Open Meetings Act.
2. The purchase, exchange lease or value of real property, if the deliberation in an open meeting would have a detrimental effect on the position of the City in negotiations with a third person. Section 551.072 of the Texas Open Meetings Act.
3. A contract for a prospective gift or donation to the City, if the deliberation is an open meeting would have a detrimental effect on the position of the City in negotiations with a third person. Section 551.073 of the Texas Open Meetings Act.
4. Personnel matters involving the appointment, employment, evaluation, reassignment, duties, discipline or dismissal of a public officer or employee or to hear a complaint against an officer or employee. Section 551.074 of the Texas Open Meetings Act.
5. The deployment, or specific occasions for implementation of security personnel or devices. Section 551.076 of the Texas Open Meetings Act.
6. Deliberations regarding economic development negotiations. Section 551.087 of the Texas Open Meetings Act.

# Transportation and Trinity River Project Council Committee Meeting

## Meeting Minutes

**Meeting Date:** 9 February 2015      **Convened:** 1:06 p.m.      **Adjourned:** 2:23 p.m.

<b>Councilmembers:</b>	<b>Presenter(s):</b>
Vonciel Jones Hill, Chair	Thomas Lawrence, First Asst. Chief, DPD
Mayor Pro Tem Tennell Atkins	Jill Jordan, Assistant City Manager
Deputy Mayor Pro Tem Monica Alonzo	Armando Garza, Lt., DFR
Sandy Greyson	Dominique Artis, Deputy Chief, DFR
Sheffie Kadane	Sarah Standifer, Interim Director, TWM
Lee Kleinman	<b>Other Councilmembers Present:</b>
<b>Councilmembers Absent:</b>	
None	
<b>City Staff Present:</b>	
Eric D. Campbell, Assistant City Manager	Lt. Matthew Williamson
Kevin Luper	Ryan Thornton
Fernando Gray	Michael Price
Tommy Tine	Lori Frauli
Keith Manoy	Brett Wilkinson

### AGENDA:

1. **Approval of the 26 January 2015 Meeting Minutes**

**Presenter(s):** Vonciel Jones Hill, Chair

**Action Taken/Committee Recommendation(s):** Motion was made to approve the 26 January 2015 Transportation and Trinity River Project Council Committee meeting minutes.

Motion made by: Sandy Greyson

Item passed unanimously: X

Item failed unanimously:

Motion seconded by: MPT Tennell  
Atkins

Item passed on a divided vote:

Item failed on a divided vote:

2. **Trinity Corridor Project Public Safety Planning Update**

**Presenter:** Thomas Lawrence, First Assist. Chief, Dallas Police Department

**Action Taken/Committee Recommendation(s):** Information Only

Motion made by:

Item passed unanimously:

Item failed unanimously:

Motion seconded by:

Item passed on a divided vote:

Item failed on a divided vote:

**3. Community Wildfire Protection for the Trinity Forest**

Presenter: Armando Garza, Lieutenant, Dallas Fire and Rescue

**Action Taken/Committee Recommendation(s):** Information Only

Motion made by:  
Item passed unanimously:  
Item failed unanimously:

Motion seconded by:  
Item passed on a divided vote:  
Item failed on a divided vote:

**4. Upcoming Agenda Items**

- Authorize a personal service contract with John C. Brunk for transportation interagency consultation services for the period February 11, 2015 through February 10, 2016 - Not to exceed \$75,000 - Financing: Current Funds (subject to appropriations)

**Action Taken/Committee Recommendation(s):** A motion was made to move item forward to full Council for approval.

Motion made by: Sandy Greyson  
Item passed unanimously: X  
Item failed unanimously:

Motion seconded by: MPT Tennell  
Atkins  
Item passed on a divided vote:  
Item failed on a divided vote:

- A public hearing to receive comments on a proposed municipal setting designation to prohibit the use of groundwater as potable water beneath property owned by City of Dallas and Oncor Electric Delivery Company, LLC generally located near Irving Boulevard extending southeast along the Trinity River to the Texas Utilities Right-of-Way past Corinth Street; and an ordinance authorizing support of the issuance of a municipal setting designation to the City of Dallas by the Texas Commission on Environmental Quality and prohibiting the use of groundwater beneath the designated property as potable water - Financing: No cost consideration to the City

**Action Taken/Committee Recommendation(s):** A motion was made to move item forward to full Council for approval.

Motion made by: MPT Tennell Atkins  
Item passed unanimously: X  
Item failed unanimously:

Motion seconded by: Sheffie Kadane  
Item passed on a divided vote:  
Item failed on a divided vote:

Adjourn (2:23 p.m.)

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Vonciel Jones Hill, Chair  
Transportation and Trinity River Project Council Committee

# Memorandum



DATE 20 March 2015

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, and Sheffie Kadane

SUBJECT On-Street Parking Modernization Parking Pilot Update

On Monday, 23 March 2015, you will be briefed on the On-Street Parking Modernization Parking Pilot Update. The briefing materials are attached for your review.



Eric D. Campbell  
Assistant City Manager

## Attachment

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  
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Mark McDaniel, Assistant City Manager  
Joey Zapata, Assistant City Manager  
Forest E. Turner, Chief Wellness Officer  
Jeanne Chipperfield, Chief Financial Officer  
Sana Syed, Public Information Officer  
Elsa Cantu, Assistant to the City Manager – Mayor & Council

# On-Street Parking Modernization Parking Pilot Update

Transportation & Trinity River Project  
Committee  
23 March 2015



# Purpose:

## Update on Parking Pilots and Next Steps

- Pilot Snapshot
- Lessons Learned and Data Gathered
- Parking Modernization
- Next Steps
- Questions
- Appendix

# Pilot Snapshot



# Why Pilots

**The parking pilots allowed the City to study the use of and impact of parking equipment and procedures in order to avoid failure and limit problems during implementation of new parking technology and/or policy updates.**

- Pilots allowed the City to see how different parking technologies work together.
- Pilots provided information to help evaluate what parking strategies can make the most impact at the best value to the parking system.
- The perception of the parking experience impacts the trip decision process:
  1. Decision to park: Do I want to drive and park?
  2. Search for Parking: Will there be parking spaces?
  3. Understanding signage: Can I find the parking?
  4. Paying for Parking: How much will it cost and do I have change?
  5. End Trip: Do I need to leave early because my parking time/money has ended?

# Pilot Area Business and Property Owners

## Parking Forums

- Parking forums provided businesses and property owners with information on the parking pilots.

## Notifications

- Property owners adjacent to pilot areas were notified that their area would be included in a parking pilot program.



Office of City of Congress to Shared Spaces

### Smart Parking Systems

Smart Parking systems are integral to United States Department of Transportation strategic plans for an Intelligent Transportation System (ITS) that harnesses rapidly changing technology and data for multi-modal transportation that supports:

- Vehicle to Vehicle communications
- Vehicle to Infrastructure communications
- Real-time Data Capture and Management
- Dynamic Mobility Applications

### City of DALLAS SmartPark Parking Pilots

Dallas Police Department  
CITY OF DALLAS

Communication and Information Services  
Dallas Smart City - All In Motion

Office of Cultural Affairs

Center for Transportation Research  
The University of Texas at Dallas

Wireless Networking & Communications Group

xerox

Kimley-Horn and Associates, Inc.

### A Parking Partnership

1935 Dallas installs Parking Meters  
Dallas was the 2<sup>nd</sup> city to install parking meters after Baltimore City.

2013 Dallas implements EquiPark PayByPhone  
Parking meters make the same collection process the municipalities in Dallas.

### the first steps to modernize parking.

PARK, PAY, PLAY

# Public Information

## Surveys

- Parking pilot surveys were used to gather data on public parking.

## Social Media

- A social media campaign provided updates on the progress of the parking pilot program.

## Street Teams

- Street teams were used as parking ambassadors at the beginning of the parking pilot to provide assistance with the new parking equipment.



**Display Your Ticket**

**Multi-Space Pay Station  
Quick Steps to Payment**

- Park
- Look for Pay the meter signs
- Find the Meter
- Pay the Meter
- Display your Ticket in the front windshield

**Follow the prompts:**

- Have your payment ready
- Take receipt and display in vehicle windshield

Brought to you by:

**City of DALLAS SmartPark**  
PARK, PAY, PLAY

Take a survey at <http://dallaspolice.net>

Facebook Twitter

**Mostrar su Recibo**

**Multi-Space Pay Station  
Pasos Rápidos Para El Pago**

- Estacionar
- Mirar por las señales "Pay the Meter"
- Encontrar el medidor
- Pagar el medidor
- Visualice su recibo en el parabrisas

**Siga las instrucciones:**

- Tenga su pago listo
- Tome su recibo y mostrar en el parabrisas del vehículo

Patrocinado por:

**City of DALLAS SmartPark**  
PARK, PAY, PLAY

Tomar una encuesta en la página <http://dallaspolice.net>

Facebook Twitter

# Field Pilots

## Equipment Installation

- Majority of the equipment was installed by early August 2014 including smart meters and in-ground sensors.

## Pilot Areas

- Field pilots were conducted in five (5) areas: West End, Jefferson Corridor, Deep Ellum, Arts District, and Central Business District.

## Equipment Removal

- Majority of equipment will be removed by the end of February 2015.



# Parking Meter Art

## Temporary Meter Art Program

- The Dallas Police Department and the Office of Cultural Affairs installed temporary meter art from local artists as part of the “One Meter at a Time” meter art pilot.

## Meter Art Program Details

The temporary meter art pilot featured:

- Six (6) local artists were selected by a panel of city staff and community stakeholders.
- Each artist was assigned around twenty (20) meters for their art installation.
- The temporary meter art was located in four (4) areas: Deep Ellum, Central Business District, Jefferson Corridor, and Farmer’s Market.

Jefferson Corridor



Deep Ellum

Central Business District



Farmer’s Market



# Car Share Service

## Car Share Launch

- The parking pilot initiated car-sharing pilot program with Zipcar.

## Locations

- Zipcar is currently in three (3) City of Dallas parking locations.

## Service Expansion

- Dart added a Zipcar location at the Mockingbird station in early February 2015.
- Zipcar has added locations in several private parking lots.



City Hall

Zipcar Is Coming to Dallas -- For Now

By Eric Nicholson Fri., May 9 2014 at 7:16 PM

Categories: City Hall, Transportation



# Parking Guidance App

## Parking Guidance App Launch

- The City initiated an on-street parking guidance map with ParkMe.

## Guidance App Features

- The guidance map includes metered parking locations with information on effective hours and rate.

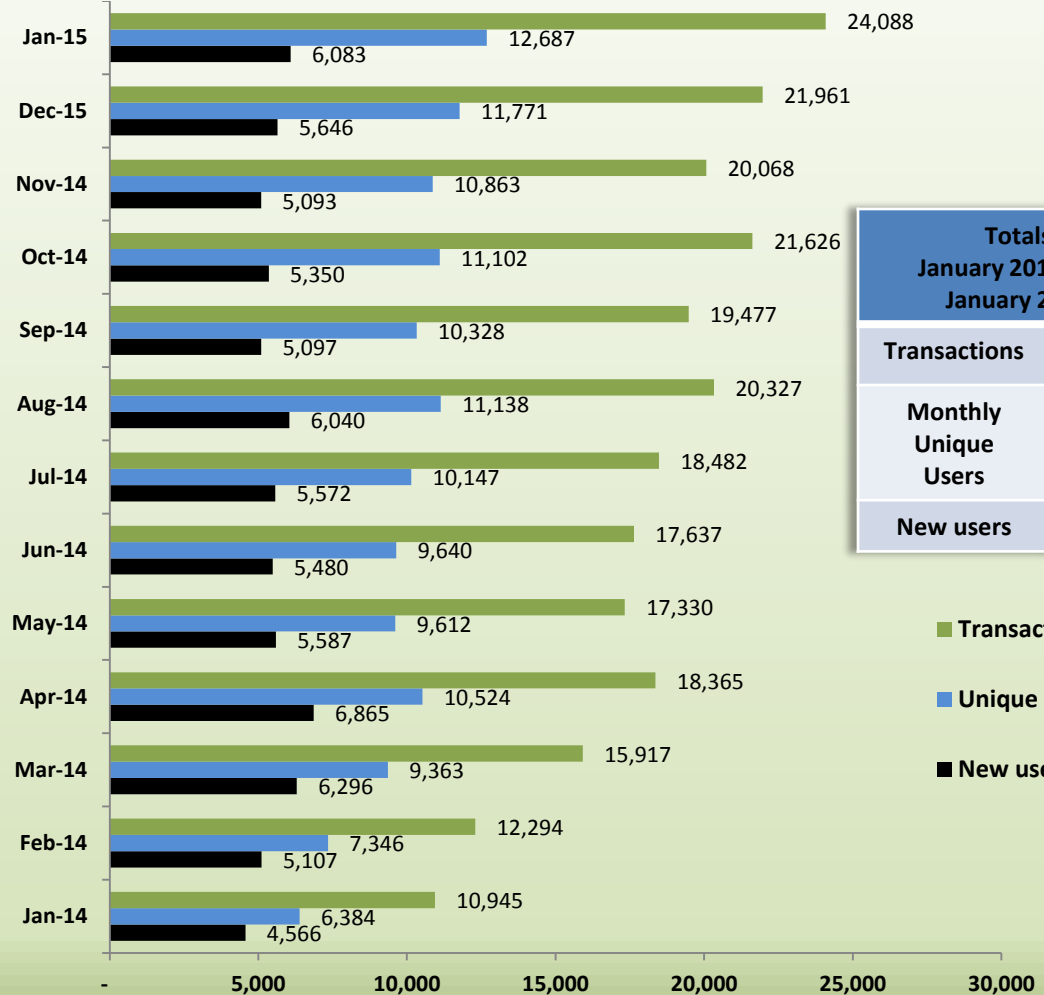


ParkMe (@ParkMe) | Twitter

# PayByPhone Update



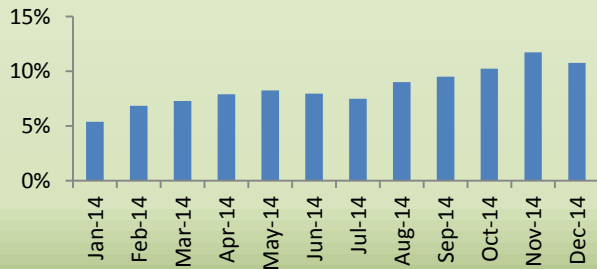
**PayByPhone Growth Chart January 2015 (1yr)**



Totals January 2014 thru January 2015	
Transactions	238,517
Monthly Unique Users	130,905
New users	72,782

■ Transactions  
■ Unique users  
■ New users

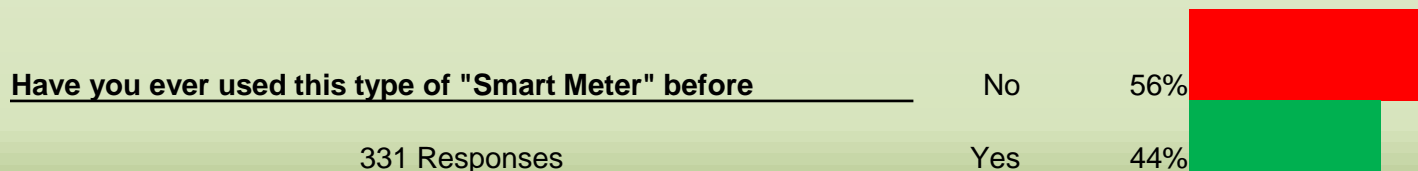
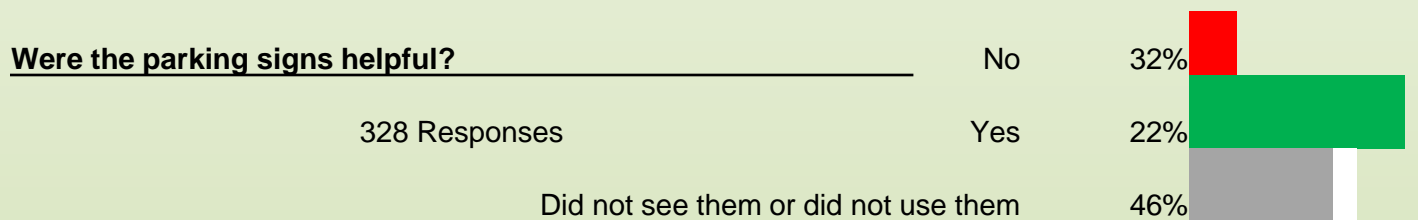
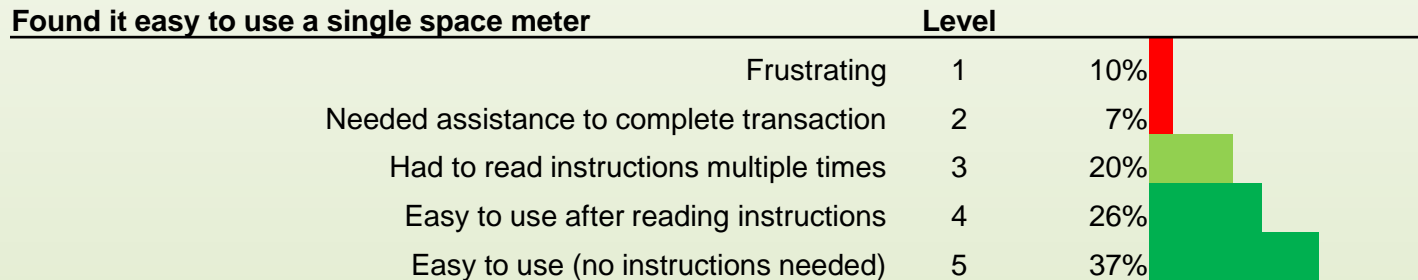
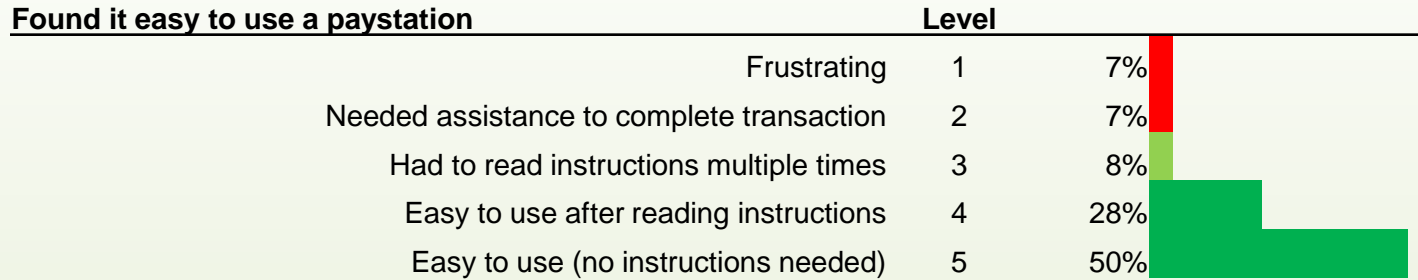
**PayByPhone Revenue as a % of On-Street Parking Meter Revenue**





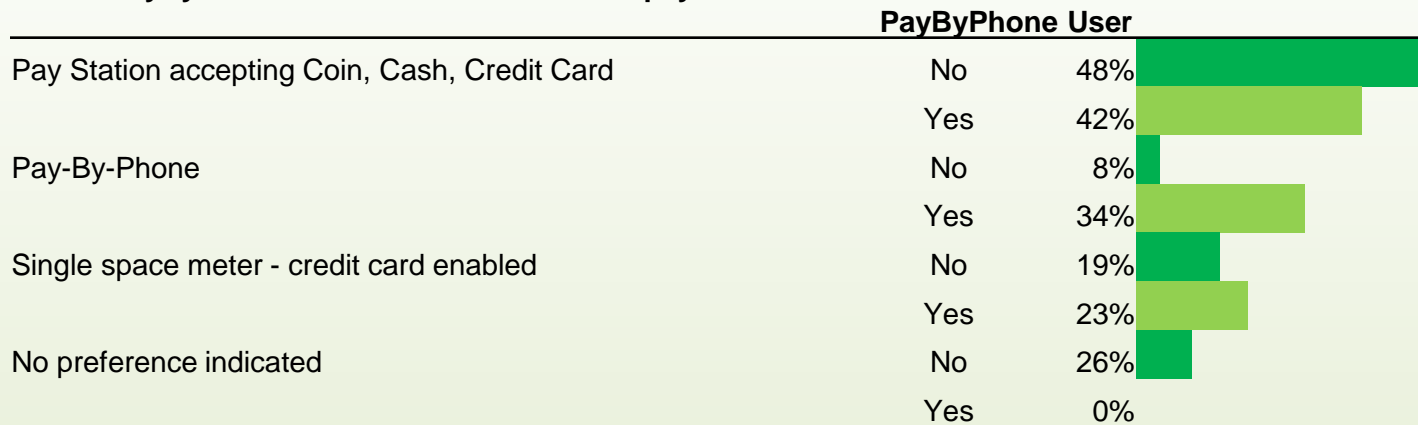
# Lessons Learned & Data Gathered

# Survey Results



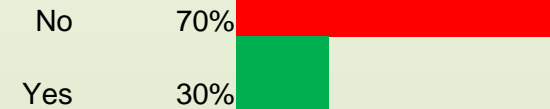
# Survey Results – Payment Choices

## Use of PayByPhone and Preferred Method of payment



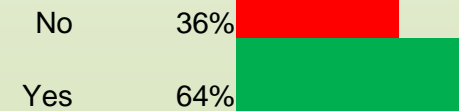
## Would you prefer to use a coin-only single space meter?

326 Responses



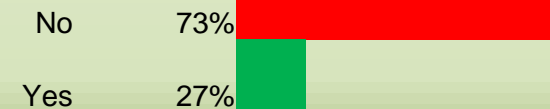
## Would you use a smart phone app with a map that allows you to locate and pay for parking?

326 Responses



## Have you used Pay-By-Phone?

331 Responses

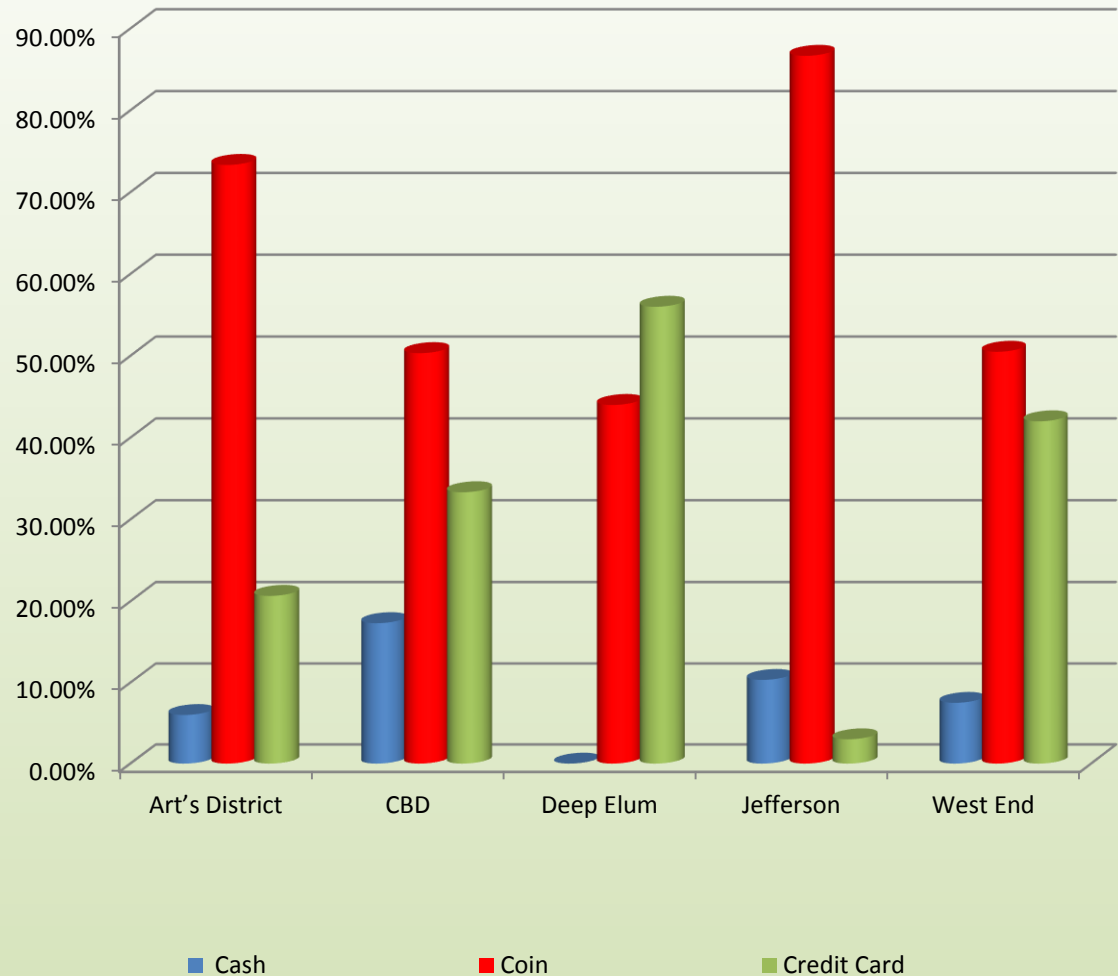


# Pilot Stats- First Look- Payment Choices

Data gathered includes information on:

- Time of Day Parking Use
- Effective Hours
- Handicap Placard Numbers
- Payment Choices
- Occupancy Data- Payment Sources
- Occupancy Data- Sensor information

Payment Choices Summary



# Pilot Statistics- First Look- Payment Choices

## Payment Choices Detail View

Rate	Payment Type	West End	CBD	Arts District *	Jefferson *	Deep Ellum *	Average
\$0.25	Coin			83%	87%		85%
	Bills			4%	10%		7%
	Credit			13%	3%		8%
\$0.50	Coin					44%	44%
	Bills						
	Credit					56%	56%
\$0.60	Coin	57%		55%			56%
	Bills	11%		10%			10%
	Credit	32%		35%			34%
\$1.00	Coin	44%					44%
	Bills	4%					4%
	Credit	52%					52%
\$1.50	Coin		51%				51%
	Bills		16%				16%
	Credit		33%				33%
<b>Total</b>	<b>Coin</b>	50%	51%	73%	87%	44%	<b>65%</b>
	<b>Bills</b>	8%	16%	6%	10%	0%	<b>9%</b>
	<b>Credit</b>	42%	33%	21%	3%	56%	<b>26%</b>

\* Some meters in this area did not have bill collectors.

# Parking Modernization

# Why Change Parking

**Dallas is changing and parking is evolving for a sustainable future.**

Flexible parking technology, enhanced operations, and increased data analytics are needed to sustain the City's different types of parking neighborhoods and uses of the Right-of-Way ["ROW"].

- Dallas is growing and needs to be able to respond to land use changes and the corresponding change to parking needs.
- This is a period of rapid change in parking technology, data analytics, and consumer expectations

# Areas Identified for Improvement

Downtown 360, forwardDallas, and other plans have identified several areas for improvement in the Dallas parking system. Highlights of the areas identified for improvement are included in the list below. Some of the items have been addressed as part of the steps taken to begin the modernization of the Dallas parking system.

## **Availability**

- Additional on-street parking in the right locations

## **Customer Service**

- Multiple parking payment options

## **Economic Development Strategy**

- Reinvest parking revenues into parking services

## **Information**

- Technology to promote parking including variable signage & real time space data

## **Parking Enforcement**

- Invest in mobile License Plate Reader



# Additional Areas Identified for Improvement

## Parking Operations

- Utilize best practices for parking management
- Utilize parking data to improve operational efficiency

## Parking Technology

- Modernize meter technology
- Pay-By-Phone and wireless sensor technology
- Reduce operation cost: identify leaks in ticketing and payments
- Be a leader in smart parking technologies/next generation parking
- Request for Proposal for a comprehensive on-street Parking Program

## Policy

- Re-assess parking fines/booting/towing/multiple tickets/time limits
- Retail parking strategy

## Rates

- Re-assess pricing/ dynamic pricing

# System Challenges and Considerations

- Policy development should include changes to rates, effective hours, and metered locations.
- Citation issuance strategy is impacted by meter technology, available data, payment choices, customer convenience, and consumer expectations.
- Parking equipment will be impacted by upcoming credit/debit card security regulations for Europay, MasterCard and Visa [“EMV”] rules and Payment Card Industry Data Security Standards [“PCI DSS”]
- Parking improvements will have to consider construction and changes to the right-of-way including:
  - Public Transit including Dart rail alignment, Street Car, and Bus Routes
  - Bicycle lanes
  - Two way street conversions

# Addressing Challenges for the Parking System

## Parking Operations Changes – In progress

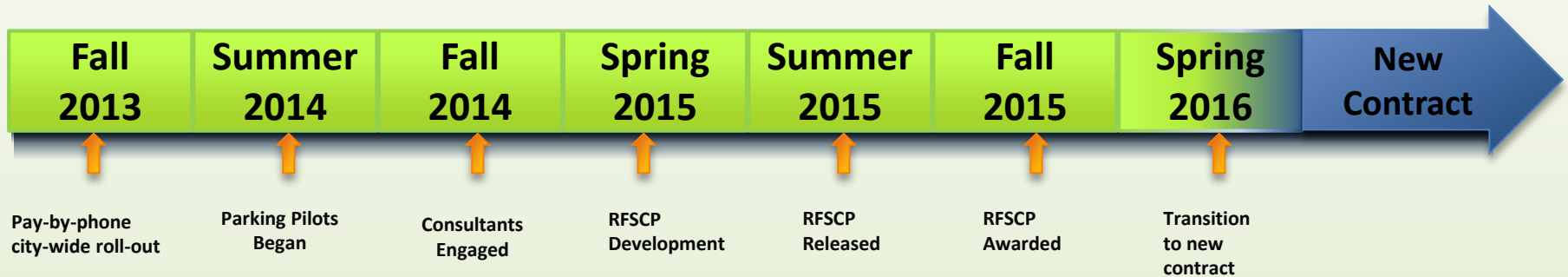
- Planning and Pilot processes have provided valuable information to understand the City's parking system and what other municipalities are doing with the parking.
- The knowledge gained is being used to procure a new parking management contract built to reflect the needs of the City of Dallas both now and in the future.

## Policy and System Changes – Future Development

The City requires a robust parking system that can provide real time data and predictive analytics for sound policy decisions regarding parking, right-of-way management, complete streets, economic development, and area planning.

# Next Steps

# Request For Competitive Sealed Proposal Development



Smart Parking Services Request For Competitive Sealed Proposal goals are:

- Best in Class Parking Management Services
- Integration and interoperability for back-end office operations and reporting
- Increased consumer options and data through equipment and technology updates

# Policy Changes and Operations Improvements

## Policy Changes can create:

- Parking model or hybrid model for pricing plans/ technology/ policy/ services
- Technology road map for selected technology, future technology, and implementation

## Consultants engaged for the areas of:

- Best Practices Research
- Parking Management
- Parking Operations
- Parking Policy
- Curb Lane Management

# Questions?



# Appendix



# Parking Program Goals

**Dallas is changing and Parking is evolving for a sustainable future.**

## **Dallas Parking Goals:**

- Improve Customer Service
- Enhance Operational Efficiency
- Adapt to Changes in Streetscape

## **Guiding Principles for Parking Services:**

- Provide safe public parking
- Available parking (85% occupancy rate)
- Provide accessible public parking
- Use technology/parking practices for effective parking management
- Create aesthetically pleasing and functional parking
- Generate revenue to support public parking

# Current Parking Management System



# How to Use ParkMe

ParkMe is a free app & website that helps drivers find parking nationwide. Drivers can use ParkMe to see public parking locations, rates, hours of operation & even parking meter locations!

ParkMe also integrated the existing Pay-By-Phone service into their application to let drivers easily find and pay for parking meters using the app. Additionally, drivers can see if certain locations offer Zipcars.



## On Your Smartphone:



### Download The ParkMe App:

- Go to appstore for your device.
- Search for "PARKME" and look for the ParkMe icon.
- Click DOWNLOAD to put the app on your phone.

The ParkMe app is available for iOS, Android, & Windows Phones.

\*You can also use the mobile webapp if you just go to ParkMe.com from your phones browser.

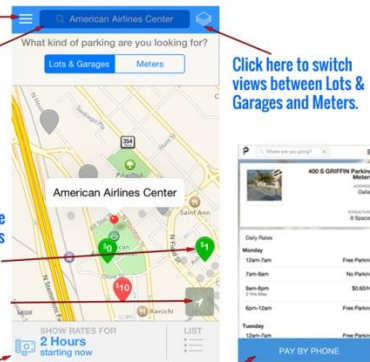
Click here to manage your settings.

Click here to search.

Parking lots look like this. Click these pins for more info.

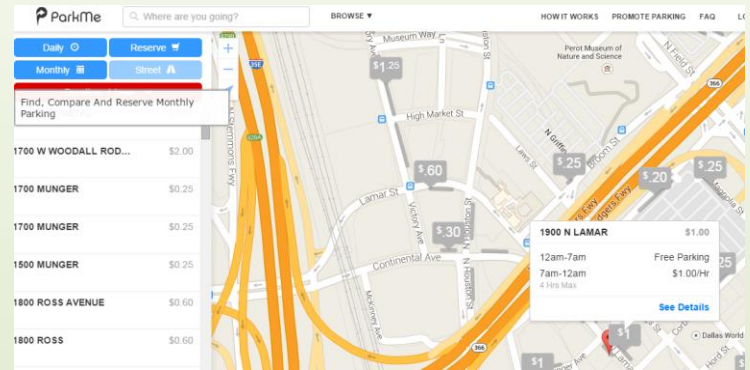
Click this to see parking near your current location.

Click here to pick how long you would like to park. ParkMe will automatically change the rates



Click here to switch views between Lots & Garages and Meters.

On "parking meter" mode, you can pay for your meter. Just click-in to any meter shown, then click the PAY BY PHONE BUTTON.



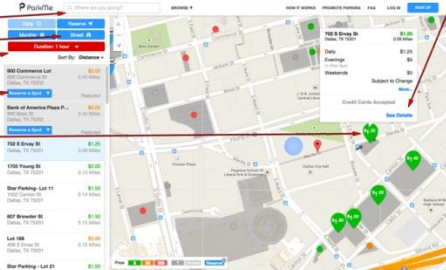
## On Your Computer:

Go to: [WWW.PARKME.COM/LINK/DALLAS](http://WWW.PARKME.COM/LINK/DALLAS)

- Click here to search for parking
- Click here to see where parking meters are
- Click here to the parking duration period
- Click here to reserve parking at select locations

Click on parking lots for more information

Click here for detailed information



# Memorandum



DATE 20 March 2015

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, and Sheffie Kadane

SUBJECT Elm Fork of the Trinity River Flood Protection Status Update

On Monday, 23 March 2015, you will be briefed on the Elm Fork of the Trinity River Flood Protection Status Update. Attached you will find the briefing materials for your information.

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



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

## Attachment

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# Elm Fork of the Trinity River Flood Protection Status Update

Transportation and Trinity River Project  
Committee  
23 March 2015



THE TRINITY  
DALLAS

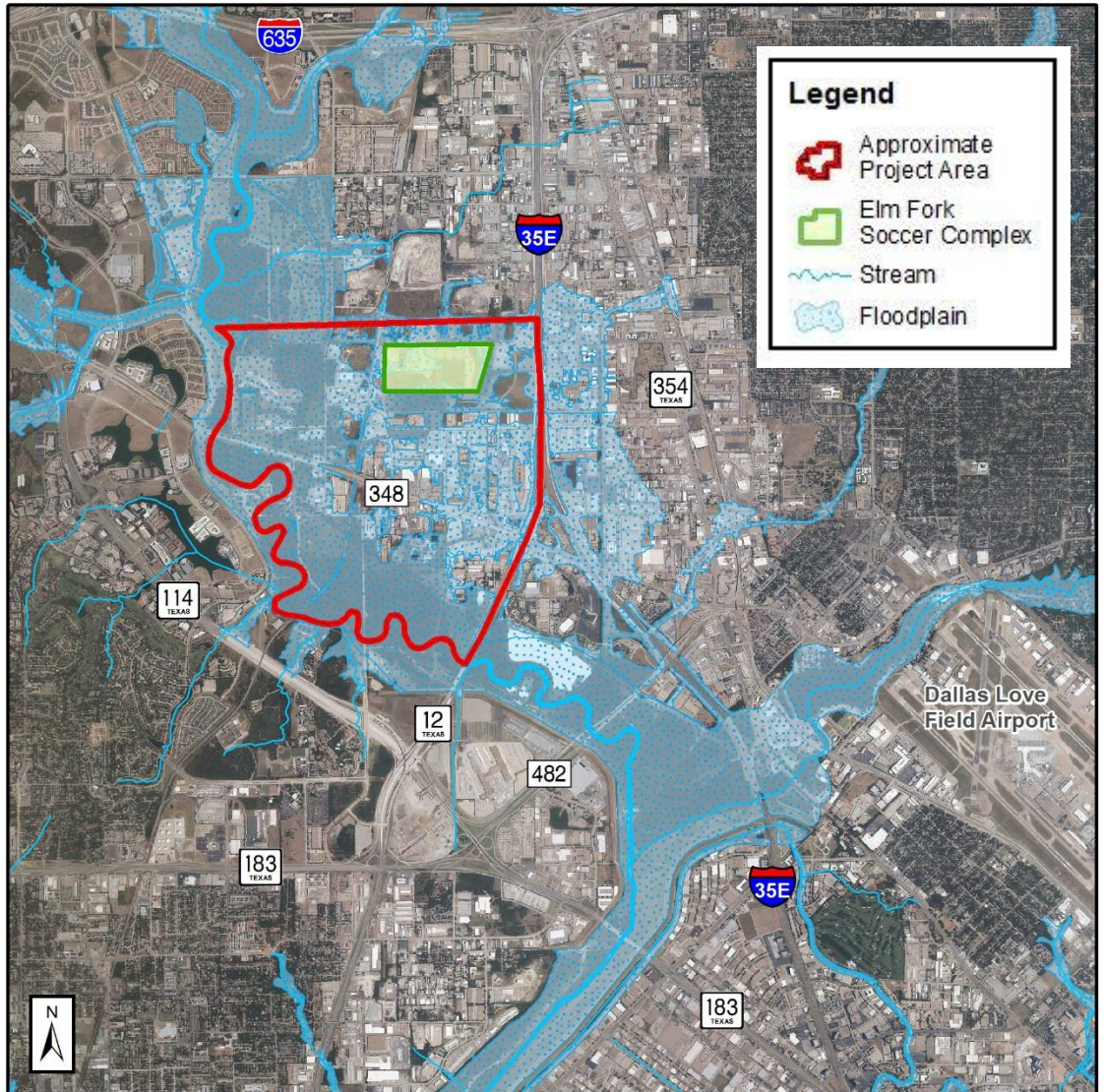


# Purpose

- Provide update on Elm Fork Flood Protection Project
- Present recommendations for moving forward
- Request Committee Action

# Background: Elm Fork Flood Protection Area

- Project encompasses 2,150 acres in the 100-year floodplain
- Area includes Stemmons North Industrial District
- Structural flooding occurred in 1998



# History



# Elm Fork Project History

- 1965: United States Army Corps of Engineers [“USACE”] proposed levee along Luna Road
- 1998: Proposition 11 Dallas Bond Program allocated \$30 Million cost share for the Elm Fork Levee Project with USACE
- 1999: USACE indicated that levee project did not meet cost/benefit criteria for federal participation
- 1999: USACE removed the Elm Fork Project from the study

# Elm Fork Project History

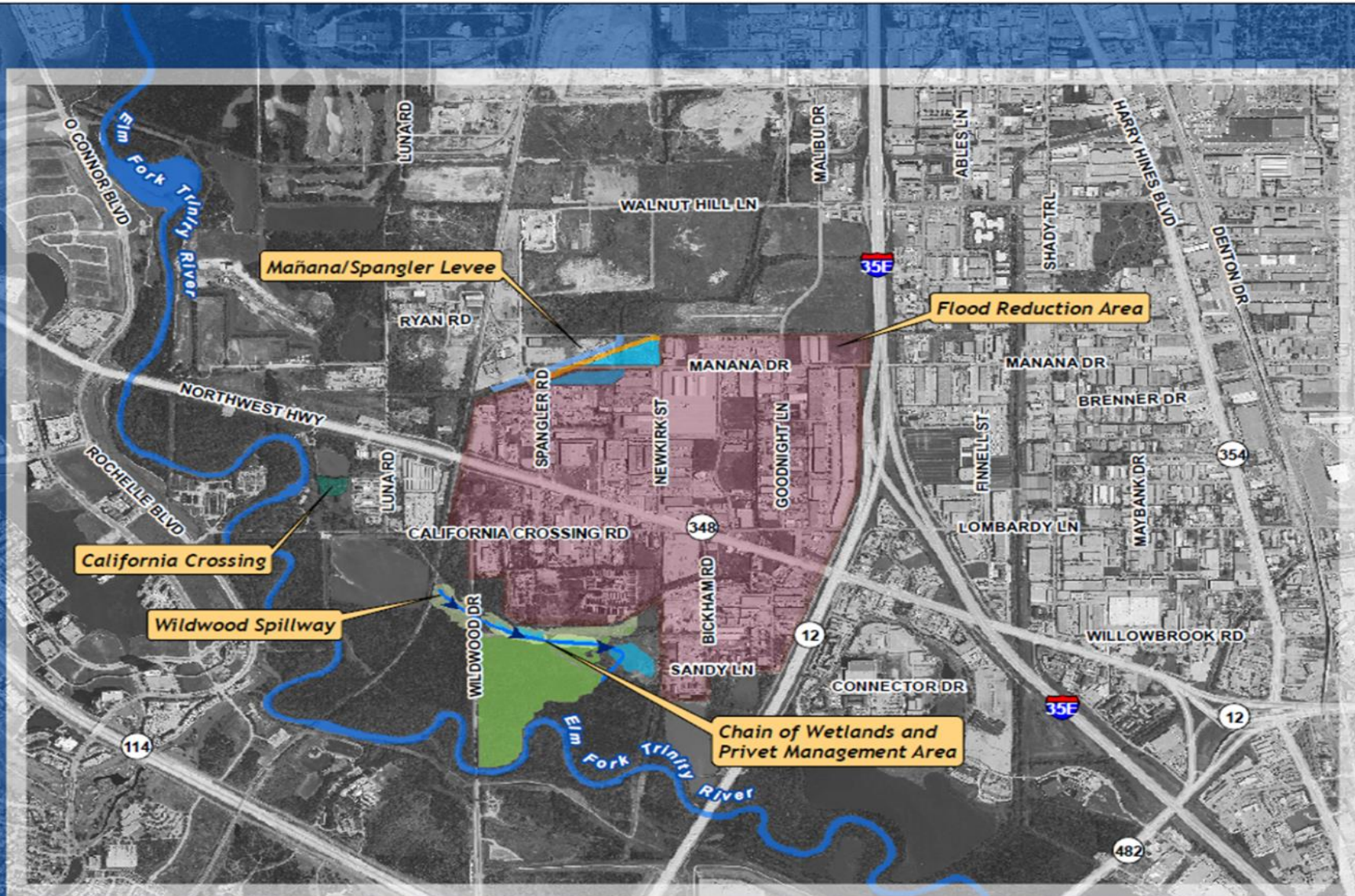
- 2000 to 2004: City of Dallas moves forward with City-only Elm Fork Project
- 2004: Elm Fork Floodplain Management Study considers options for flood protection and recreation projects
- 2005: Design began on the Elm Fork Flood Protection Project and \$12.4 Million allocated for Elm Fork Soccer Park (Moneygram Park)

# Elm Fork Project

## Flood Protection Components

- 2005: Project scope includes
  - Mañana/Spangler Levee
  - Wildwood Spillway enhancements
  - Wetland creation – between Wildwood Drive and Newkirk Street
  - Removal and control of invasive vegetation in the floodway (Chinese privet bushes)
- Estimated budget: \$14.8 Million

# Elm Fork Project Flood Protection Components



# Elm Fork Project History

- 2008-2009: Plans completed and submitted to North Central Texas Council of Governments [“NCTCOG”] Trinity Corridor Development Certificate [“CDC”] process
  - Opposed by two CDC cities because it did not meet valley storage requirements
  - USACE was uncomfortable with the design as presented in the 404 Permit application

# Elm Fork Project History

- 2009: Periodic Inspection #9 of Dallas Floodway Levee System by USACE finds levees to be “Unacceptable”
- 2009: City delays Elm Fork Project to reserve funding to augment levee remediation, if needed

# Elm Fork Project History

- 2010: NCTCOG and USACE begin update of CDC floodplain models for the Trinity River system.
- 2013: USACE completes Risk Assessment of Dallas Floodway
  - Required levee remediation less than originally anticipated

# Elm Fork Project History

- 2014: USACE released update of the CDC hydraulic models for Elm Fork
- 2014: Dallas assesses original Elm Fork Project (that was placed on hold) relative to new NCTCOG/USACE CDC Floodplain Model



# Current Review

# Elm Fork Project

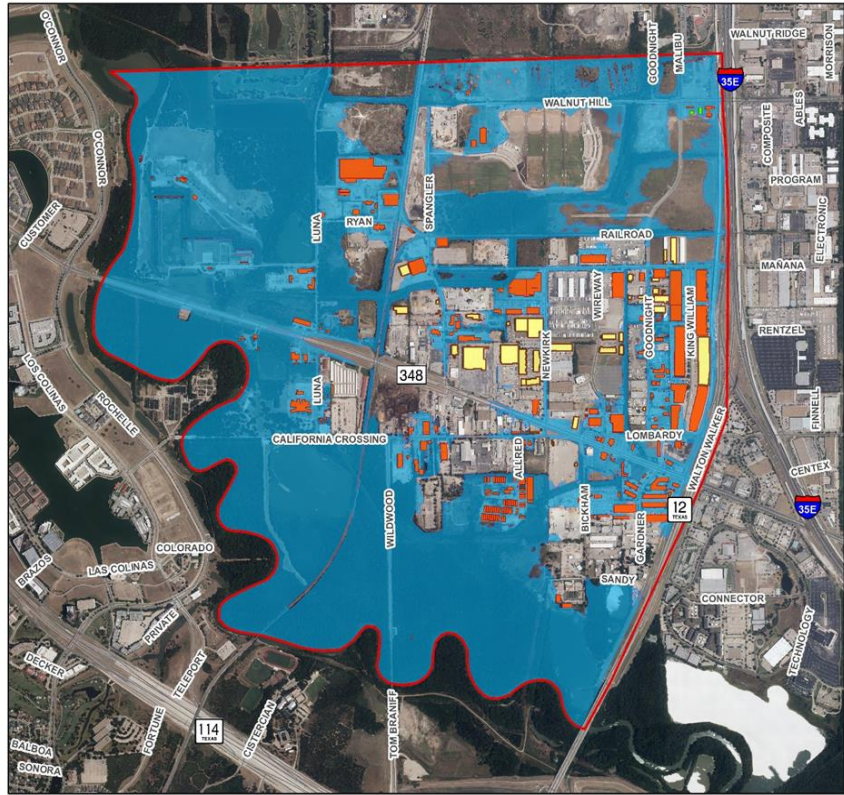
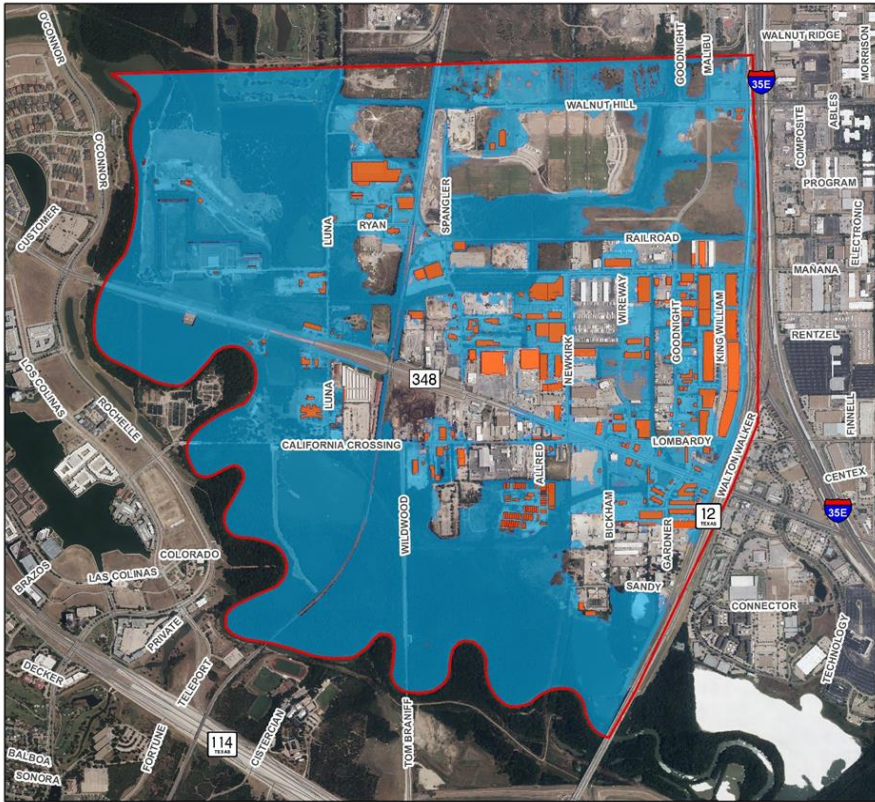
## Current Review

- Analysis of the new flood model and topography show different results when compared to the original project
- New CDC model and updated terrain diminish project benefits and there is little difference between pre-project and proposed-project floodplain limits
- Review indicates projects will be less effective than previously anticipated
- Only provides protection to 10 percent more structures in the event of inundation

# 2014 CDC Model Project Comparison

No Project

With Elm Fork Project



**Elm Fork Flood Protection Project**

Figure H: CDC Model (2014) with Elm Fork Flood Protection Project on 2010 LIDAR

**Legend**

- Approximate Project Area
- Inundated Buildings
- Buildings No Longer Inundated
- Buildings Now Inundated
- Flooding Extents
- Roads

Note: Flooding extents determined using 2010 TNRIS LIDAR data and water surface elevations from USACE CDC Model revised January 1, 2014 with split flow removed. Model includes Elm Fork Flood Protection Project. Map printed 1/15/2015.

0 1,500 Feet

65% Buildings Inundated

55% Buildings Inundated

# Elm Fork Project

## Current Review

- Permitting Elm Fork Project is unlikely because valley storage remains reduced
- Due to permitting issues and limited benefits, the Elm Fork Drainage Project needs to be canceled and the funds reallocated
- Project Funds: \$12.2 Million

# Consequences

# Consequences

Cancelling the project will essentially leave the existing conditions as-is.

- Portions of the Stemmons North Industrial Area remain prone to local flooding
- Businesses will continue to be subject to flood insurance premiums
- Development and/or redevelopment in the Elm Fork floodplain will continue to require CDC permits

# Reprogramming Options

# Reprogramming Options

- Reprogramming these funds could address other unfunded projects consistent with the intent of the 1998 Trinity Proposition
- Funds must be used in the Trinity River Corridor
- Options include:
  - Complete projects in the Dallas Floodway Extension [“DFE”]
  - Address drainage in MoneyGram Park
  - Use of any remaining funds would be discussed after construction of these projects. Examples include:
    - Trails along the Elm Fork
    - Elm Fork Levee Flattening

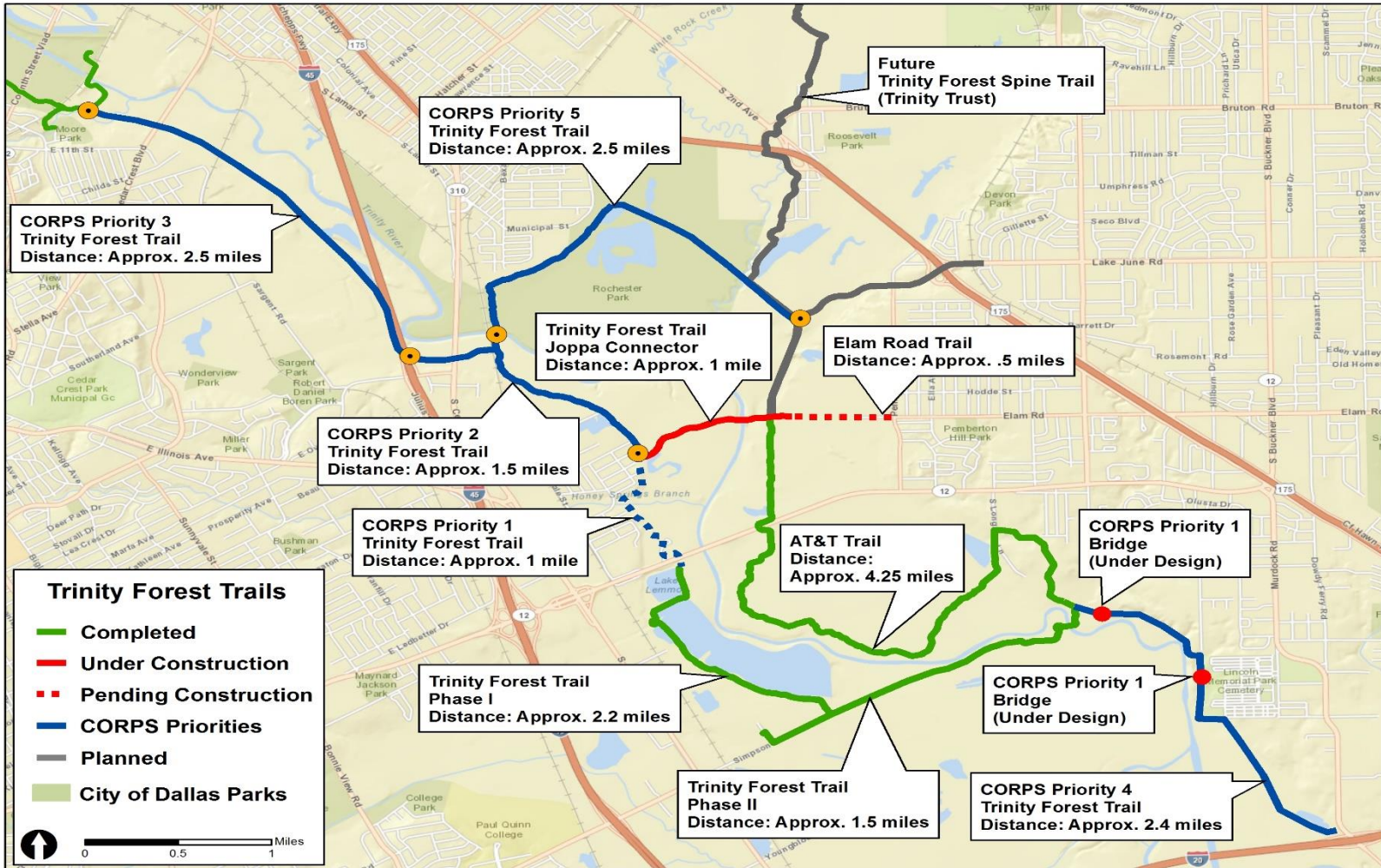


# Reprogramming Options

## DFE Opportunity

- USACE presented City with a potential opportunity to complete additional portions of the DFE project in their next two annual work plans:
  - Repair erosion at 1-45 and Trinity River near Lower Chain of Wetlands
  - Complete construction of joint-use maintenance roads/trails in the DFE (see map next page)

# Reprogramming Options



# Reprogramming Options

## DFE Opportunity

- If USACE receives funding, then the City will need to match up to approximately \$7 Million
  - Match is 50% Corps/50% City for maintenance roads and trails
  - Match is 65% Corps/ 35% City for erosion control work
- City must commit to match within four (4) to six (6) weeks of the opportunity being presented
- Time sensitive: if match is not received, the opportunity goes away

# Reprogramming Options: MoneyGram Soccer Complex

- Phase 1 opened to public in 2014
- Future phases include drainage improvements:
  - Install a drainage saturation zone to increase infiltration to expedite field usage after heavy rains
  - Drainage saturation zone creates a water reservoir for the turf during hot weather to reduce water use
- Drainage improvements can be addressed with up to \$5.1 Million which is consistent with previous expenditures from the 1998 Trinity Bond Proposition for the soccer complex

# Reprogramming Options Moneygram Soccer Park



# Summary

- The recent changes in floodplain and topography show that if built today, the project only provides a ten (10) percent improvement in inundated area.
- Funding for completion of the DFE Projects and drainage improvements at MoneyGram Soccer Complex would improve functionality of the soccer fields, fix erosion along the Trinity and expand the DFE maintenance road/trail network

# Requested Council Action

# Requested Council Action

- City Council to direct Elm Fork Project funding to be reallocated for the City's cost-share in the DFE area and drainage improvements at the MoneyGram Soccer Park



# Attachments

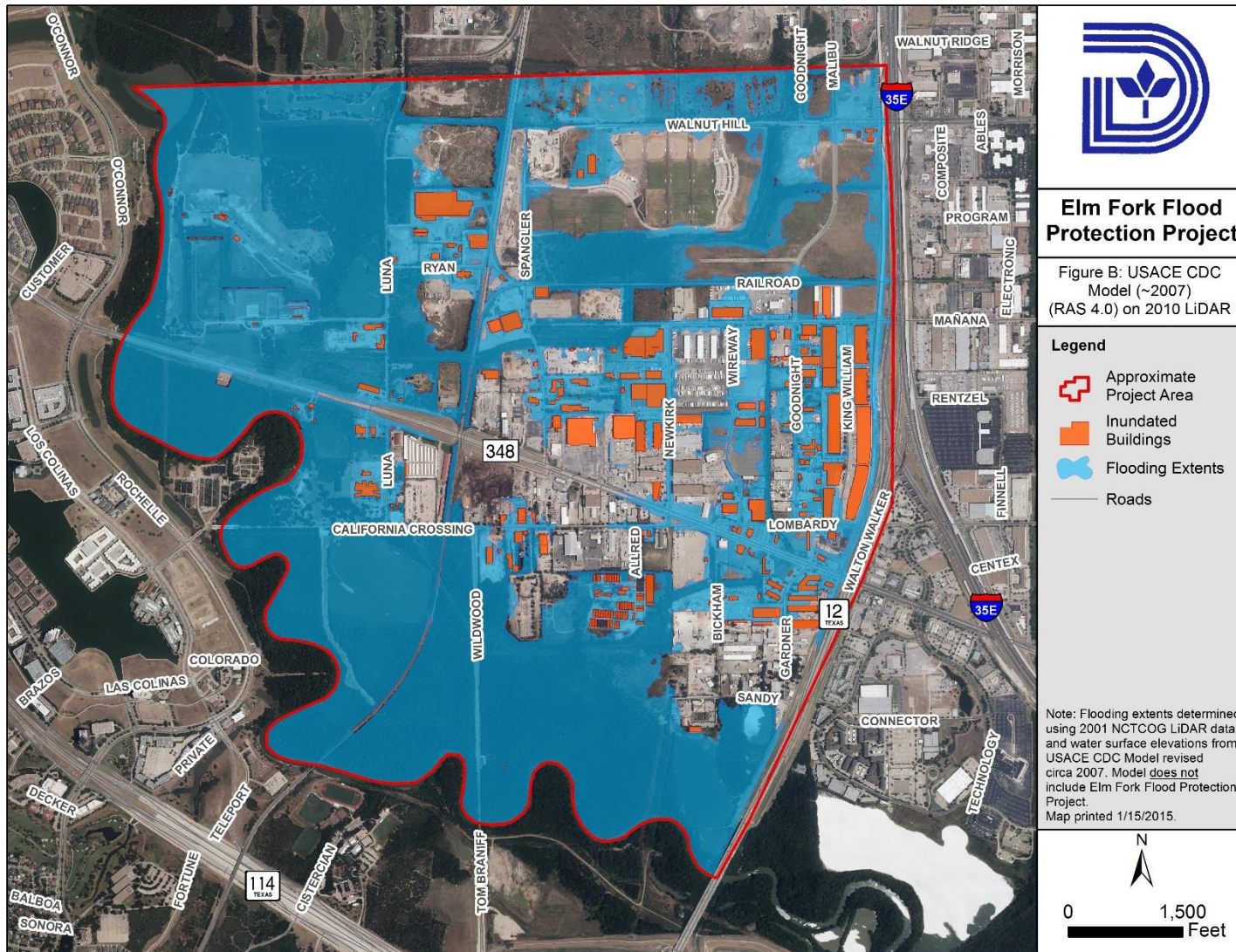
- 2014 Review of Elm Fork Project:
  - 2007 CDC Model, No Project
  - 2007 CDC Model, With Project
  - 2014 CDC Model, No Project
  - 2014 CDC Model, With Project
- CDC Process

# 2014 Review of Project

2007 CDC Model

No Project

61% Buildings Inundated



## Elm Fork Flood Protection Project

Figure B: USACE CDC Model (~2007) (RAS 4.0) on 2010 LiDAR

### Legend

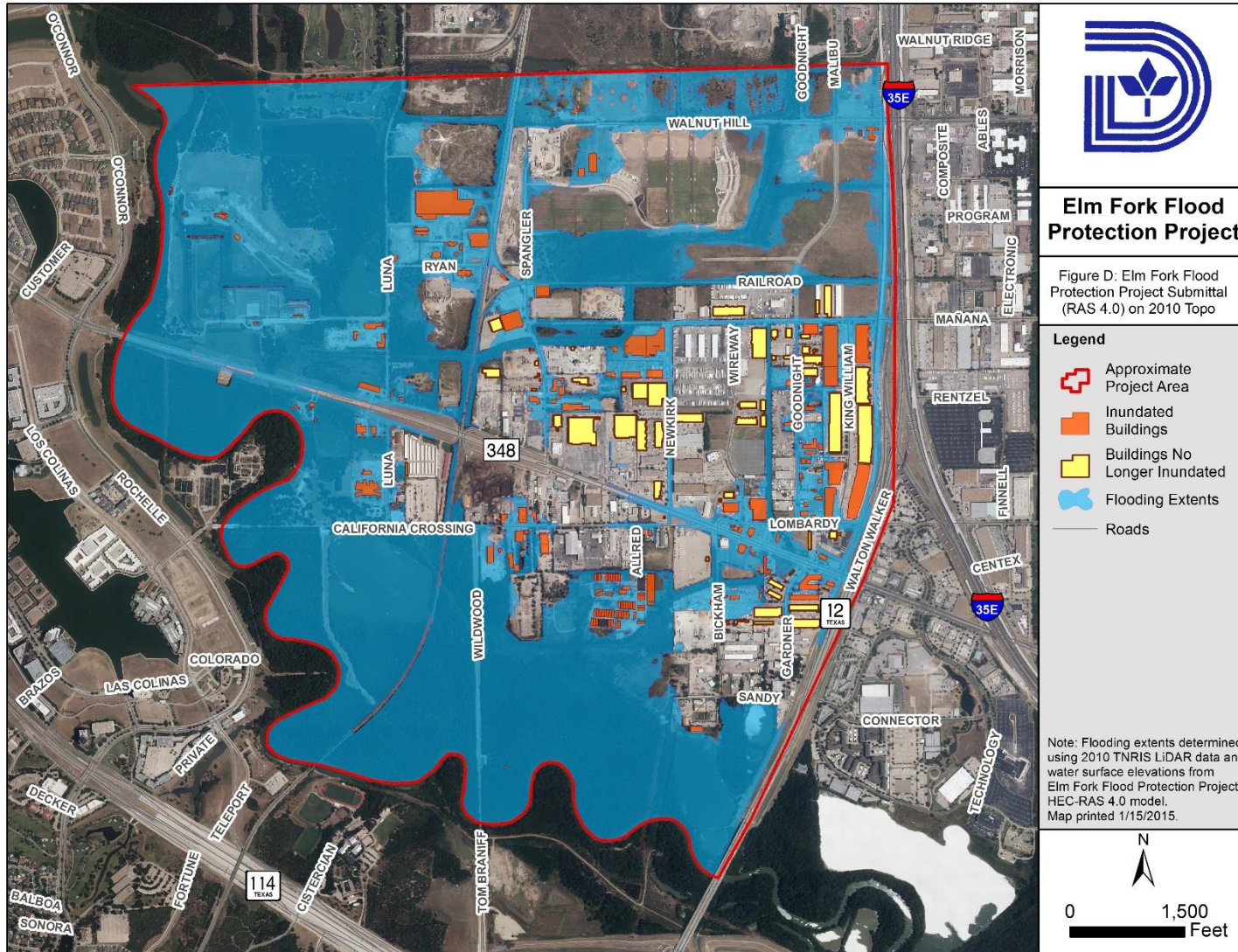
-  Approximate Project Area
-  Inundated Buildings
-  Flooding Extents
-  Roads

# 2014 Review of Project

2007 CDC Model

With Elm Fork Project

47% Buildings Inundated



## Elm Fork Flood Protection Project

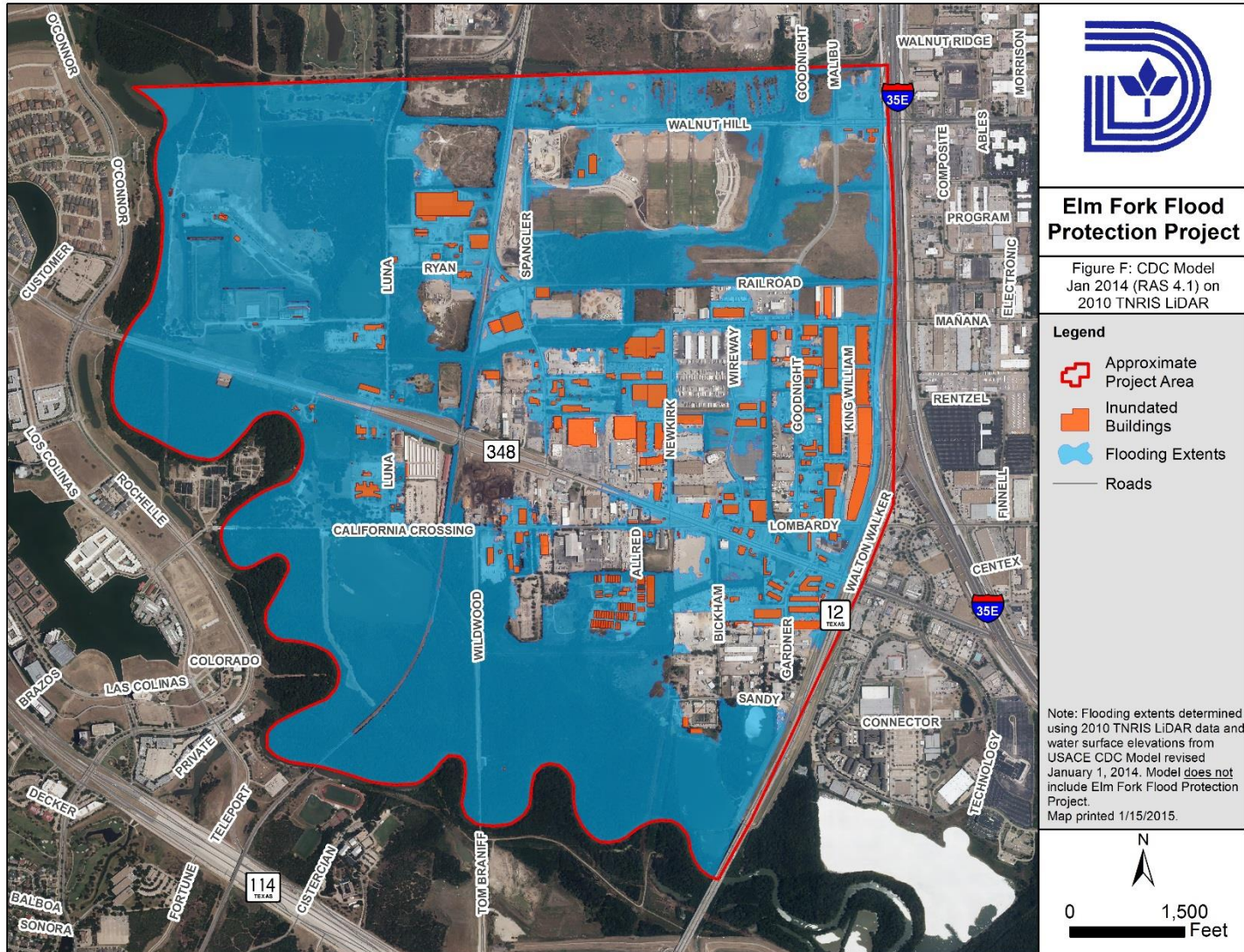
Figure D: Elm Fork Flood Protection Project Submittal (RAS 4.0) on 2010 Topo

# 2014 Review of Project

2014 CDC Model

No Project

65% Buildings Inundated



## Elm Fork Flood Protection Project

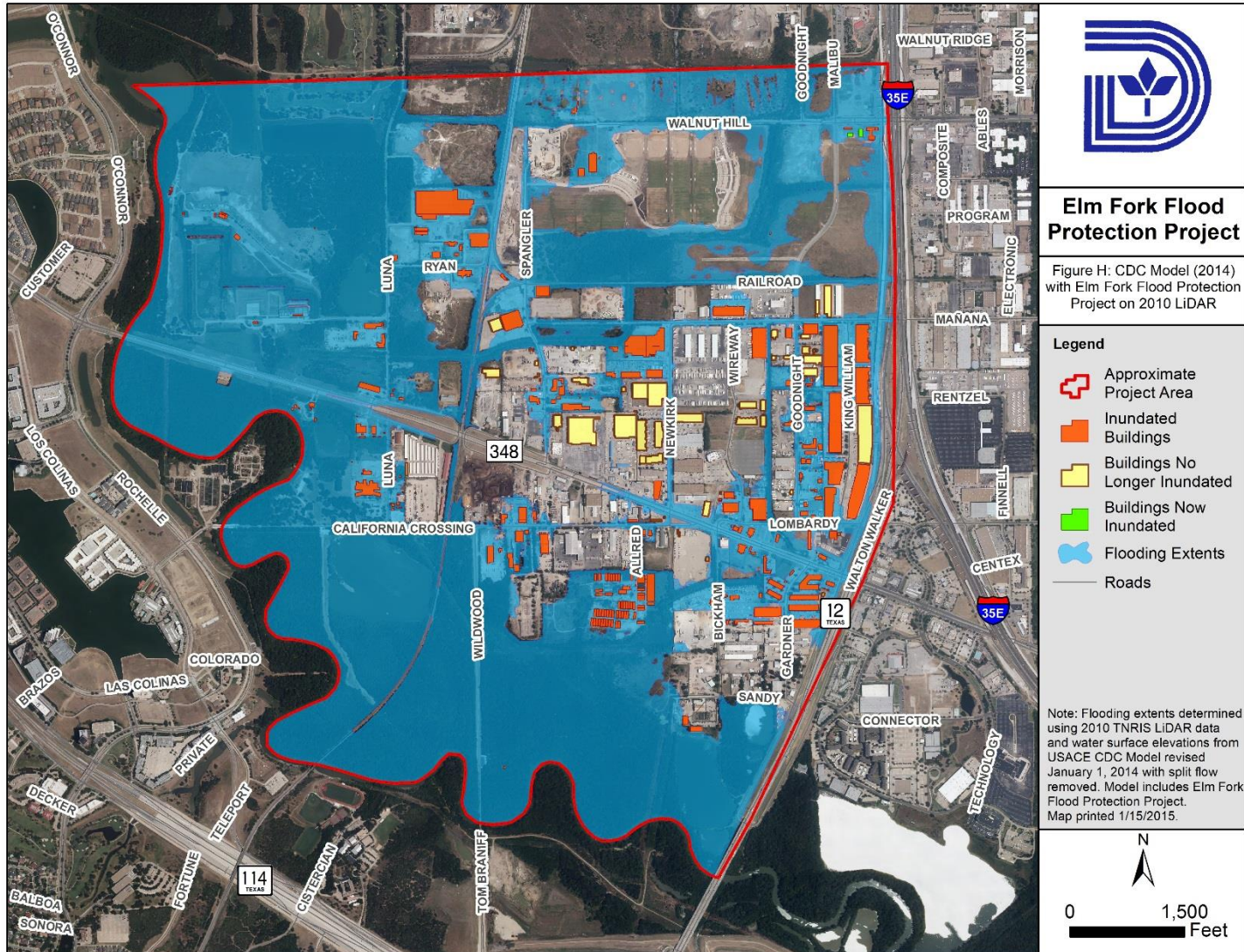
Figure F: CDC Model  
Jan 2014 (RAS 4.1) on  
2010 TNRIS LiDAR

# 2014 Review of Project

2014 CDC Model

With Elm Fork Project

55% Buildings Inundated



## Elm Fork Flood Protection Project

Figure H: CDC Model (2014) with Elm Fork Flood Protection Project on 2010 LiDAR

# Background: Corridor Development Certificate (CDC) Process

- North Central Texas Council of Governments (NCTCOG) and U.S. Army Corps of Engineers (USACE) facilitate CDC process for local communities/counties.
- CDC permit required to develop land within a specific area of the Trinity floodplain called the Regulatory Zone.
- Other participating cities and counties along the Trinity River are given the opportunity to review and comment on projects.

# Background: Corridor Development Certificate (CDC) Process

- Basically a regional version of the City's Floodplain Fill Permit process
- Any fill in the floodplain has to be offset by corresponding excavations for valley storage (ponds, channels and other excavation)
- Any improvements have to result in no changes to flood levels or loss of valley storage for the Standard Project Flood

# Memorandum



CITY OF DALLAS

DATE 20 March 2015

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

SUBJECT Adoption of Updated Title VI Nondiscrimination Plan

Title VI of the Federal Civil Rights Act of 1964 ("Title VI"), and related regulations protect individuals, groups and organizations from discrimination on the basis of race, color or national origin and requires all entities receiving federal funds to comply with Title VI and its implementing regulations. Since the City participates in federally-assisted transportation related programs and activities generally administered by the Texas Department of Transportation ("TxDOT"), TxDOT conducted a desk review of the City's Title VI policies and issued recommendations to improve the City's policies.

Recommendations outlined in TxDOT's report include updating and amending the City's Title VI/Nondiscrimination plan, policy statement, assurances, and complaint procedures, incorporating standard Title VI assurances into all solicitations for bids or requests for proposals, ensuring that Title VI language is incorporated into all City contracts and designation of a Title VI coordinator. The updated Title VI/ Nondiscrimination plan and policy statement must be signed by the City Manager and submitted to TXDOT by March 27, 2015.

Your March 25<sup>th</sup> Addendum Agenda includes an item to approve the adoption of the updated Title VI/Nondiscrimination plan and policy. Please let me know if you have any questions or need additional information.

A handwritten signature in blue ink, appearing to read 'Theresa O' Donnell'.

Theresa O' Donnell  
Chief Planning Officer

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

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



**DRAFT**

**KEY FOCUS AREA:** Economic Vibrancy  
**AGENDA DATE:** April 8, 2015  
**COUNCIL DISTRICT(S):** 14  
**DEPARTMENT:** Planning and Neighborhood Vitality  
**CMO:** A. C. Gonzalez, 670-3297  
**MAPSCO:** 35 X Y; 45 B C F K L

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**SUBJECT**

Authorize **(1)** an ordinance renewing a private license to the McKinney Avenue Transit Authority, Inc. for the purpose of operating an electric streetcar system; and **(2)** a Second amendment to the McKinney Avenue Transit Authority Construction and Operation Agreement - Financing: No cost consideration to the City

**BACKGROUND**

On June 14, 1989, the City of Dallas executed an ordinance granting a license to the McKinney Avenue Transit Authority (MATA) for the operation of an electric streetcar system on certain public right-of-ways. The joint DART and City of Dallas Urban Circulator Grant streetcar project began construction in October 2013 and will extend the existing M-Line alignment creating a loop through the Arts District in downtown Dallas. The updated second amendment to the Construction and Operation Agreement will detail the new streets added to the MATA system since the adoption of the initial streetcar alignment from 1989. The license granting MATA authority to operate an electric streetcar system fulfills the requirements of Chapter XIV of the City Charter, in conferring the right to use public property for a public service.

The Urban Circulator Grant is a Federal Transit Administration grant which requires the MATA system to establish and implement a Safety and Security Management Plan (SSMP) for not only the new construction but the entire system. The federally mandated State Safety Oversight Program requires the Texas Department of Transportation (TxDOT) to administer the program for transit systems in their jurisdiction. TxDOT requires the City of Dallas, as owner of the right-of-way, rail and the overhead contact system to ensure that the plans in the State Safety Oversight programs are developed and implemented. The SSMP includes several plans that address safety and security for all aspects of the project and rail operations. MATA with City of Dallas oversight will prepare and implement a Safety and Security Certification Plan (SSCP), System Safety Program Plan (SSPP), Systems Safety and Emergency Preparedness Plan (SSEPP), and System Security Plan (SSP). The roles and responsibilities for implementation of these plans are detailed in the updated license ordinance.

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

On January 22, 1986, a resolution authorized the City Manager to execute a Construction and Operating Agreement with the McKinney Avenue Transit Authority.

On April 10, 1986, an ordinance was established to execute a Construction and Operating Agreement with the McKinney Avenue Transit Authority.

On June 14, 1989, an ordinance was established granting a license to the McKinney Avenue Transit Authority to operate on certain City of Dallas right-of-ways.

**FISCAL INFORMATION**

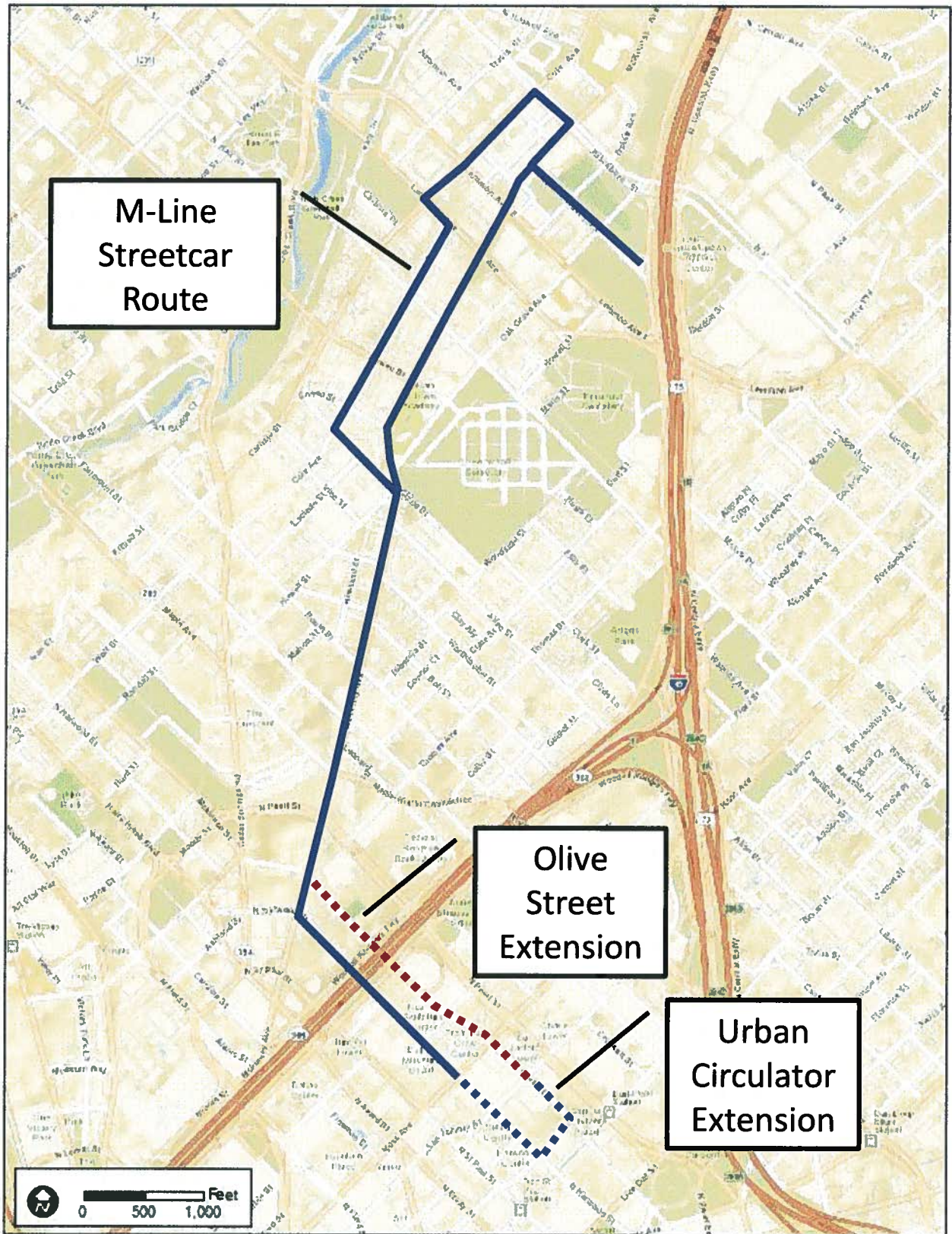
No cost consideration to the City.

**MAP**

Attached

# M-Line Streetcar Route

## Council District: 14



MAPSCO: 35X,Y 45B,C,F,K,L

**WHEREAS**, on June 14, 1989, the Dallas City Council approved Ordinance No. 29544 granting a license to the McKinney Avenue Transit Authority (MATA) for the operation of an electric streetcar system on certain public right-of-ways in the City of Dallas; and

**WHEREAS**, MATA, pursuant to a Construction and Operation Agreement executed on April 10, 1986 with the City of Dallas has successfully operated vintage streetcars through Uptown for over twenty-five (25) years reaching an annual ridership of approximately 500,000 passengers in 2014; and

**WHEREAS**, the City of Dallas desires to continue providing streetcar service to downtown Dallas and Uptown with MATA as the system operator by: (1) renewing and updating the license; and (2) amending and restating the Construction and Operation Agreement to, among other things, include MATA's use of additional public right-of-way in an expanded vintage streetcar system; and

**WHEREAS**, the renewed and updated license and the amended and restated Construction and Operation Agreement further details the roles and responsibilities of City of Dallas and MATA for the State Safety Oversight Program ensuring the operation of a safe and secure system; and

**Now, Therefore,**

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

**SECTION 1.** That, concurrent with and contingent upon the City Council approving the license allowing the expansion of the vintage streetcar system, the City Manager; subject to the review and approval as to form by the City Attorney, is authorized to execute a Second Amended and Restated Construction and Operation Agreement with the McKinney Avenue Transit Authority, Inc., setting forth each party's responsibilities for implementation of streetcar service in Uptown and Downtown Dallas on streets as described in the agreement.

**SECTION 2.** 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.