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CITY SECRETARY
DALLAS, TEXAS

City of Dallas

1500 Marilla Street,
Council Chambers, 6th Floor
Dallas, Texas 75201

Public Notice

210 793

POSTED CITY SECRETARY
DALLAS, TX



Transportation and Infrastructure Committee

September 20, 2021

1:00 PM

2021 CITY COUNCIL APPOINTMENTS

COUNCIL COMMITTEE	
ECONOMIC DEVELOPMENT Atkins (C), Arnold (VC), McGough, Narvaez, Resendez, West, Willis	ENVIRONMENT AND SUSTAINABILITY Blackmon(C), Ridley (VC), Arnold, Bazaldua, Resendez, Schultz, West
GOVERNMENT PERFORMANCE AND FINANCIAL MANAGEMENT Mendelsohn (C), Willis (VC), Atkins, Bazaldua, McGough, Ridley, West	HOUSING AND HOMELESSNESS SOLUTIONS Thomas (C), Moreno (VC), Arnold, Blackmon, Mendelsohn, Ridley, Schultz
PUBLIC SAFETY McGough (C), Mendelsohn (VC), Atkins, Moreno, Resendez, Thomas, Willis	QUALITY OF LIFE, ARTS, AND CULTURE Bazaldua (C), West (VC), Arnold, Blackmon, Narvaez, Ridley, Thomas
TRANSPORTATION AND INFRASTRUCTURE Narvaez (C), Atkins (VC), Bazaldua, Mendelsohn, Moreno, Schultz, Willis	WORKFORCE, EDUCATION, AND EQUITY Schultz (C), Thomas (VC), Blackmon, McGough, Moreno, Narvaez, Resendez
AD HOC JUDICIAL NOMINATING COMMITTEE Resendez (C), Arnold, Bazaldua, Ridley, Thomas, West, Willis	AD HOC LEGISLATIVE AFFAIRS Atkins (C), McGough, Mendelsohn, Narvaez, Willis
AD HOC COMMITTEE ON COVID-19 RECOVERY AND ASSISTANCE Thomas (C), Atkins, Mendelsohn, Moreno, Ridley	AD HOC COMMITTEE ON GENERAL INVESTIGATING & ETHICS Mendelsohn (C), Atkins, Blackmon, McGough, Schultz

(C) – Chair, (VC) – Vice Chair

Handgun Prohibition Notice for Meetings of Governmental Entities

"Pursuant to Section [30.06](#), Penal Code (trespass by license holder with a concealed handgun), a person licensed under Subchapter H, Chapter 411, Government Code (handgun licensing law), may not enter this property with a concealed handgun."

"De acuerdo con la sección [30.06](#) del código penal (ingreso sin autorización de un titular de una licencia con una pistola oculta), una persona con licencia según el subcapítulo h, capítulo 411, código del gobierno (ley sobre licencias para portar pistolas), no puede ingresar a esta propiedad con una pistola oculta."

"Pursuant to Section [30.07](#), Penal Code (trespass by license holder with an openly carried handgun), a person licensed under Subchapter H, Chapter 411, Government Code (handgun licensing law), may not enter this property with a handgun that is carried openly."

"De acuerdo con la sección [30.07](#) del código penal (ingreso sin autorización de un titular de una licencia con una pistola a la vista), una persona con licencia según el subcapítulo h, capítulo 411, código del gobierno (ley sobre licencias para portar pistolas), no puede ingresar a esta propiedad con una pistola a la vista."

"Pursuant to Section [46.03](#), Penal Code (places weapons prohibited), a person may not carry a firearm or other weapon into any open meeting on this property."

"De conformidad con la Sección [46.03](#), Código Penal (coloca armas prohibidas), una persona no puede llevar un arma de fuego u otra arma a ninguna reunión abierta en esta propiedad."

Note: A quorum of the Dallas City Council may attend this Council Committee meeting.

This Council Committee meeting will be held by video conference and in the Council Chambers, 6th Floor at City Hall.

The Public is encourage to attend the meeting virtually, however, City Hall is available for those wishing to attend the meeting in person following all current pandemic-related public health protocols.

The meeting will be broadcast live on Spectrum Cable Channel 16 and online at bit.ly/cityofdallastv.

The public may also listen to the meeting as an attendee at the following video conference link:
[https://dallascityhall.webex.com/dallascityhall/onstage/g.php?](https://dallascityhall.webex.com/dallascityhall/onstage/g.php?MTID=e51186d6d9d8d58a872ce23e49e056363)
MTID=e51186d6d9d8d58a872ce23e49e056363

Call to Order

MINUTES

- A [21-1823](#) Approval of the August 16, 2021 Transportation and Infrastructure Committee Meeting Minutes

Attachments: [Minutes](#)

DISCUSSION ITEM

- B [21-1824](#) Discussion Regarding Dart Board Representative Workshop
[Majed Al-Ghafry, Assistant City Manager]

BRIEFING ITEMS

- C [21-1825](#) The State of Dallas' Aviation Department
[Mark Duebner, Director, Department of Aviation]

Attachments: [Presentation](#)

BRIEFINGS BY MEMORANDUM

- D [21-1826](#) Briefing by Memorandum: DART Waterline Easements and DFW Airport
[Elaine Flud Rodriguez, General Counsel, Dallas Forth Worth International Airport]

Attachments: [Memorandum](#)

- E [21-1827](#) Briefing by Memorandum: Dockless Vehicle Update & Micromobility Working Group
[Ghassan Khankarli, Director, Department of Transportation]

Attachments: [Memorandum](#)

- F [21-1829](#) Briefing by Memorandum: Rush Hour Parking Restrictions in Central Business District
[Ghassan Khankarli Ph.D. P.E., Director, Department of Transportation]

Attachments: [Memorandum](#)

- G [21-1830](#) Briefing by Memorandum: Article V. Section 51A, 5.100-5.105 "Floodplain" Ordinance Revision and Update
[Sarah Standifer, Assistant Director, Dallas Water Utilities]

Attachments: [Memorandum](#)

- H [21-1831](#) Briefing by Memorandum: Public Street Lighting Improvement Project in Grand Park South TIF District
[Kevin Spath, Assistant Director, Office of Economic Development]

Attachments: [Memorandum](#)

REPORTS

- I [21-1833](#) Interagency Transportation Report
[Ghassan Khankarli Ph.D. P.E., Director, Department of Transportation]

Attachments: [Report](#)

- J [21-1834](#) Monthly Update of Public Works Program Performance Report - July 2021
[Robert Perez, Director, Department of Public Works]

Attachments: [Report](#)

FORECAST

- K [21-1835](#) Committee Forecast

Attachments: [Forecast](#)

ADJOURNMENT

EXECUTIVE SESSION NOTICE

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

1. seeking the advice of its attorney about pending or contemplated litigation, settlement offers, or any matter in which the duty of the attorney to the City Council under the Texas Disciplinary Rules of Professional Conduct of the State Bar of Texas clearly conflicts with the Texas Open Meetings Act. [Tex. Govt. Code §551.071]
2. deliberating the purchase, exchange, lease, or value of real property if deliberation in an open meeting would have a detrimental effect on the position of the city in negotiations with a third person. [Tex. Govt. Code §551.072]
3. deliberating a negotiated contract for a prospective gift or donation to the city if deliberation in an open meeting would have a detrimental effect on the position of the city in negotiations with a third person. [Tex. Govt. Code §551.073]
4. deliberating the appointment, employment, evaluation, reassignment, duties, discipline, or dismissal of a public officer or employee; or to hear a complaint or charge against an officer or employee unless the officer or employee who is the subject of the deliberation or hearing requests a public hearing. [Tex. Govt. Code §551.074]
5. deliberating the deployment, or specific occasions for implementation, of security personnel or devices. [Tex. Govt. Code §551.076]
6. discussing or deliberating commercial or financial information that the city has received from a business prospect that the city seeks to have locate, stay or expand in or near the city and with which the city is conducting economic development negotiations; or deliberating the offer of a financial or other incentive to a business prospect. [Tex Govt. Code §551.087]
7. deliberating security assessments or deployments relating to information resources technology, network security information, or the deployment or specific occasions for implementations of security personnel, critical infrastructure, or security devices. [Tex Govt. Code §551.089]



City of Dallas

1500 Marilla Street
Council Chambers, 6th Floor
Dallas, Texas 75201

Agenda Information Sheet

File #: 21-1823

Item #: A

Approval of the August 16, 2021 Transportation and Infrastructure Committee Meeting Minutes

Transportation and Infrastructure Committee

Meeting Record

The Transportation and Infrastructure Committee meetings are recorded. Agenda materials are available online at www.dallascityhall.com. Recordings may be reviewed/copied by contacting the Transportation and Infrastructure Committee Coordinator at 214-671-9195.

Meeting Date: August 16, 2021

Convened: 1:05 p.m.

Adjourned: 2:13 p.m.

Committee Members Present:

Omar Narvaez, Chair
Tennell Atkins, Vice Chair
Jesse Moreno
Jaynie Schultz
Gay Donnell Willis
Cara Mendelsohn
Adam Bazaldua

Committee Members Absent:

N/A

Other Council Members Present:

Chad West
Adam McGough

Presenters:

Majed Al-Ghafry, P.E., Assistant City Manager, City Manager's Office
Ghassan Khankarli, P.E., Interim Director, Department of Transportation
Michael Melton, Senior Manager, Parking Department
Robert Perez, Ph.D., Director, Department of Public Works

AGENDA

Call to Order (1:05 p.m.)

A. Approval of the August 3, 2021 Transportation and Infrastructure Committee Meeting Minutes

Presenter(s): Omar Narvaez, Chair

Action Taken/Committee Recommendation(s): A motion was made to approve the minutes from the August 3, 2021 Transportation and Infrastructure Committee meeting, with an amendment from Councilmember Schultz to include Mayor Pro Tem West as an attending Councilmember.

Motion made by: Tennell Atkins

Item passed unanimously: X

Item failed unanimously:

Motion seconded by: Jaynie Schultz

Item passed on a divided vote:

Item failed on a divided vote:

B. Parking Meter Upgrades 2G to 4G/5G

Presenter(s): Gus Khankarli, Director, Department of Transportation and Michael Melton, Senior Manager, Department of Transportation, Parking Management Division

Action Taken/Committee Recommendation(s): Department of Transportation provided an overview of the current aging 2G parking meters that need to be upgraded to remain operational. The Committee asked questions regarding the budget for upgrades, parking meter applications, and the purpose of the parking meter program. Staff committed to providing responses via memorandum and in a future briefing. Information only.

C. Curb Management Policy Development Update**Presenter(s):** Majed Al-Ghafry, Assistant City Manager**Action Taken/Committee Recommendation(s):** Staff briefed Committee by memorandum regarding the Department of Transportation progress with developing a curb management policy to optimize the use of existing on-street curbside assets. Committee members asked questions about the timeline for the Curb Lane Management Policy, as well as the work of the steering committee. Staff committed to providing responses via memorandum and in a future briefing. Information only.**D. Interagency Transportation Report****Presenter(s):** Gus Khankarli, Director, Department of Transportation**Action Taken/Committee Recommendation(s):** Staff provided an update on interagency activities through the Interagency Transportation Report. Councilmember Mendelsohn expressed concern about the process for residents to register for the DART Discount GoPass. The Committee requested that staff prepare a letter to DART on behalf of the Committee, requesting additional customer support service for this function. Information only.**E. Monthly Update of Public Works Program Performance Report****Presenter(s):** Robert Perez, Director, Department of Public Works**Action Taken/Committee Recommendation(s):** The item was briefed by memorandum. Information only.**F. Committee Forecast****Action Taken/Committee Recommendation(s):** Information only.

Adjourn (2:13 p.m.)

APPROVED BY:**ATTESTED BY:****Omar Narvaez, Chair
Transportation & Infrastructure Committee****Keiondra Johnson, Coordinator
Transportation & Infrastructure Committee**



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Agenda Information Sheet

File #: 21-1824

Item #: B

Discussion Regarding Dart Board Representative Workshop
[Majed Al-Ghafry, Assistant City Manager]



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Agenda Information Sheet

File #: 21-1825

Item #: C

The State of Dallas' Aviation Department
[Mark Duebner, Director, Department of Aviation]



City of Dallas

**State of Dallas'
Aviation Department
Transportation and Infrastructure
Committee
September 20, 2021**

Mark Duebner, Director
Department of Aviation
City of Dallas

Contents



- Department Overview
- Budget and Revenue
- Pandemic Impact and Recovery
- Data Analytics
- Capital Program
- Car Rental Services
- Non-Aeronautical Development
- Dallas Executive Airport
- Outreach and Engagement



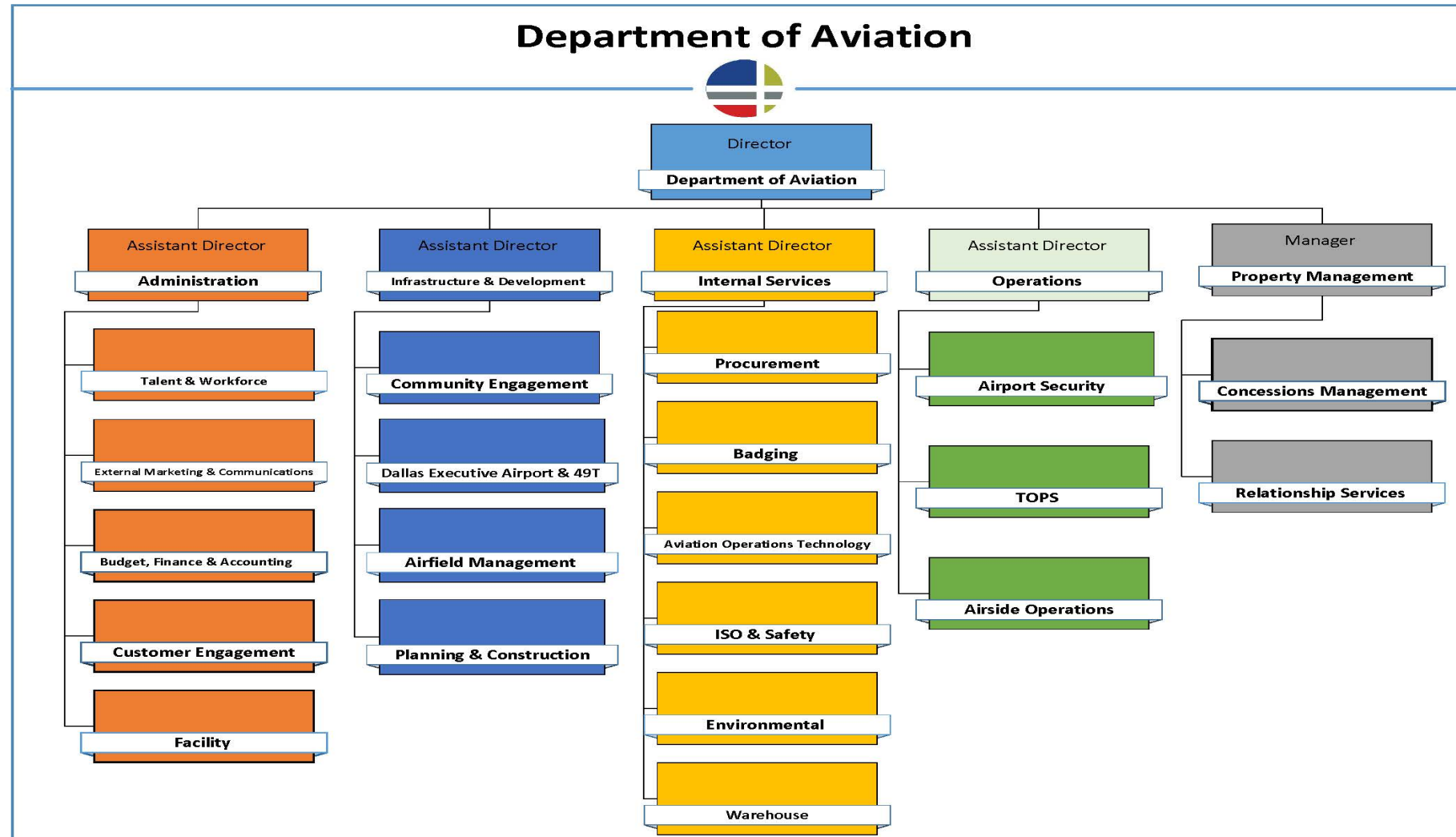
Department of Aviation



- 350 employees across 20 divisions
- Oversees Dallas Love Field, Dallas Executive Airport, Downtown Vertiport, and Transportation Regulation
- Self-sustaining Enterprise Fund
 - No funds from Ad Valorem or Sales Tax
 - Reimburses the General Fund \$18.1 million
 - Police (\$8.1M) & Fire (\$7.9M) Services
 - General Government Overhead charge - \$2.1M
 - ITS - \$3.5M
 - Fleet Services - \$446K



Department Organization



Wright Amendment Reform Act



- Based on local 5-Party Agreement
 - (City of Dallas, City of Ft Worth, American Airlines, Southwest Airlines, DFW International Airport)
- Flight restrictions ended October 2014
- No international flights
- Required City & Southwest Airlines to collaborate on modernization of Love Field
- Love Field capacity limited to 20 gates



Budget Overview



- FY 20-21 Amended Budget: \$119,081,299
- FY 21-22 Proposed Budget: \$142,389,852
- Cost Center Revenues Projected - \$142,389,852 (Enterprise Fund)
- Airport Expenditures
 - 16.28% increase
 - Increase in debt service for runway/taxiway project \$150M
 - Refunding of 2010 Special Facility Bonds to 2021 General Airport Revenue Bonds - \$113M savings over 30 years



Rates and Charges



- In 2008, the City renegotiated the Use & Lease agreements with three commercial airlines
 - Southwest Airlines
 - American Airlines
 - United Airlines
- Part of the restated leases required the City to adopt a Rates and Charges Methodology that would accurately assess costs to the airlines for the portions of the Department's budgets related to their activity
- Three Cost Centers were established related to those commercial activities
 - Terminal
 - Apron
 - Airfield



Rates and Charges



- Each of these Cost Centers has revenues dedicated to offset the costs
 - Rates and charges are calculated mid-year to identify any changes necessary to cover costs
 - At the end of each fiscal year, a “true up” is completed and if costs exceed revenues the airlines must make up the difference
 - Likewise, if revenues exceed the costs, the airport refunds the difference back to the airlines



Rates and Charges



Rates calculated based on cost center residual methodology

Cost Centers:	Airline Cost Centers			Terminal Roadways	Parking and Ground Transportation	Other Buildings and Areas
	Airfield	Apron Area	Terminal Building			
	Costs (1)	Costs (1)	Costs (1)	Costs (1)	Revenues	Revenues
	- Other Revenues (2)	- Other Revenues (3)	- Other Revenues (4)	- Revenues	- Costs (1)	- Costs (1)
Net:	Net Requirement	Net Requirement	Net Requirement	Net Deficit	Net Revenues	Net Revenues
	less: revenue sharing		less: revenue sharing	Transfer 50% to Airfield and 50% to Terminal	Credit 75%	Credit 0%
	=Landing Fee Requirement	=apron fee requirement	=terminal rental requirement		City retain 25%	City retain 100%
Divisor:	/airline landed weight	/number of gates	/airline leased space			
Rate:	Landing Fee Rate	Apron Fee Rate	Terminal Rental Rate		Transfer to Aviation Capital Fund	Transfer to Aviation Capital Fund

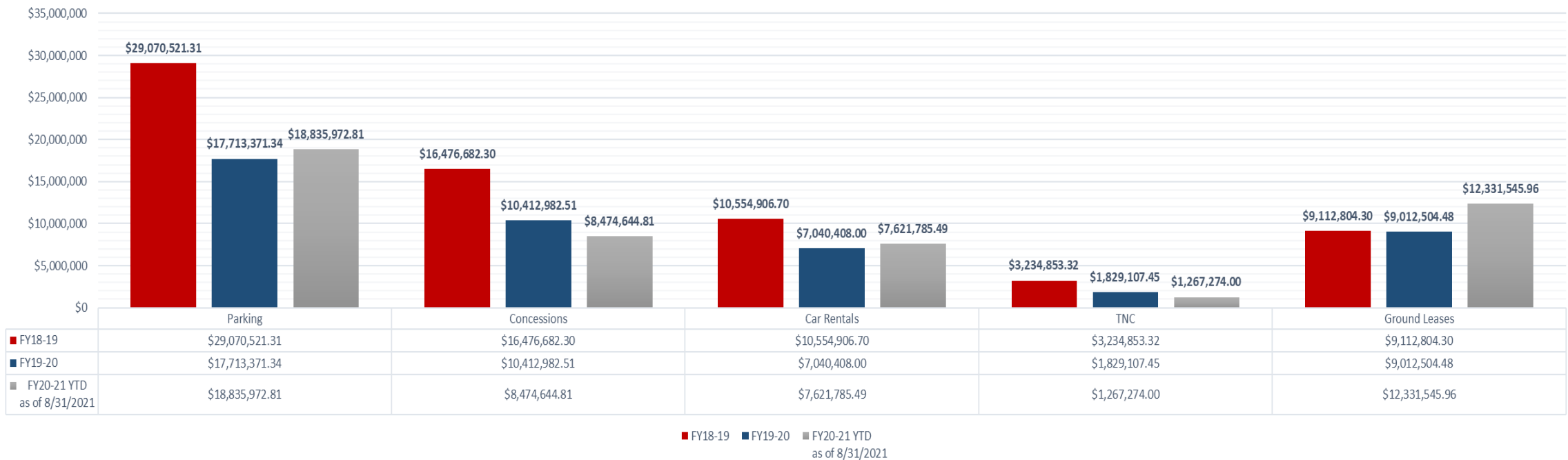
- (1) Recoverable costs include allocable operation and maintenance expenses, debt service, any required replenishment of reserve funds, and amortization of the City's net cost of any new capital projects placed in service after September 30, 2008.
- (2) Other revenues to be credited toward the Airfield costs include fuel flowage and other landing fees from charters and other airfield users.
- (3) Other revenues to be credited toward the Apron Area costs include other apron charges from charter and nonsignatory airlines.
- (4) Other revenues to be credited toward the Terminal Building costs include nonairline building space rent, allocable interest income, and 75% of terminal concession revenues.



Revenue Performance



Non-Airline Revenue



Performance Measures



Service	Description	FY20-21 Target	FY20-21 Forecast	FY21-22 Target
Dallas Love Field	Overall customer satisfaction index (Scale 1-5)	5.00	4.67	5.00
Dallas Love Field	Sales per enplaned passenger (SPEP)	\$12.00	\$11.00	\$10.00
Regulation & Enforcement of For Hire Transportation	Percentage of customer complaints resolved within 15 days of submission	100%	100%	100%
Dallas Executive	Increase private and public sector investments at Dallas Executive (new)	n/a	n/a	10%



Pandemic-Related Actions



- Cost savings methodology
 - Suspended or cut contracts/reimbursements that were not needed due to low number of passengers
 - Moved employees from the remote Parking Lot to Garages
- Suspended hiring / redeployed employees (maintained 284 employees)
- Cleaning contracts supplemented with TSA Funding
 - Electrostatic cleaning tools, nightly cleaning for viruses
 - More robust cleaning during the day



Pandemic-Related Actions



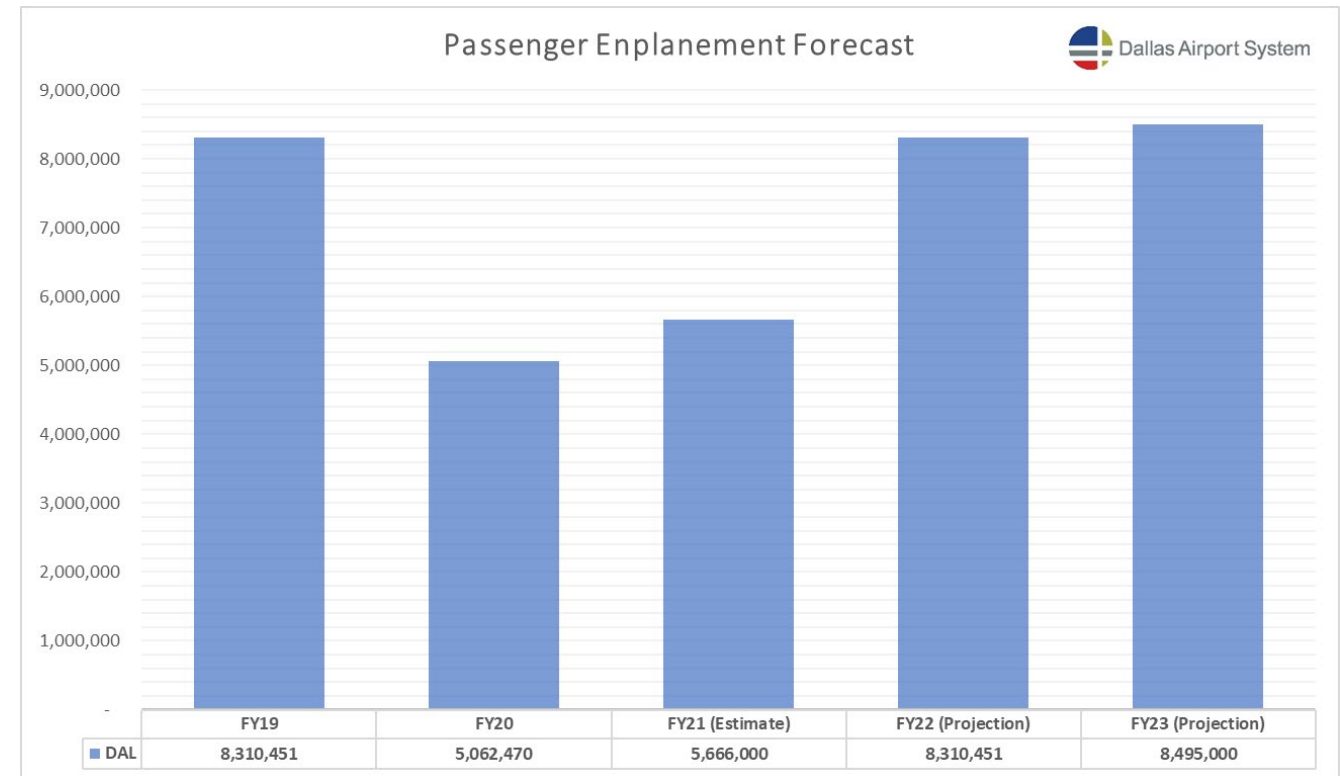
- Added new protocols and procedures for social distancing & masking
- Distributed 500,000 free masks provided by grants/FAA
- Added WELLO machines for touchless daily employee temperature checks linked to airport badging system
- Suspended the MAG for Concessionaires, went to percent rent (March 2020-Oct 2021)



Passenger Statistics



- DAL is recovering quicker than most medium-hub airports
- Full recovery expected by FY22
- Cost Per Enplanement
 - FY20-21: \$15.17
 - FY 21-22: \$10.45



FAA Relief Grant Funds



Federal Relief (FAA/DOT)	<u>DAL</u>	<u>DEA/Vertiport</u>	<u>Concessions</u>	<u>TOTAL</u>
CARES	\$53.8M	\$70,000	\$0	\$54.3M
CRRSA	\$13.7M	\$91,000	\$1.7M	\$15.6M
ARPA	\$50.0M	\$148,000	\$6.9M	\$58.0M
TOTAL	\$117.5M	\$309,000	\$8.6M	\$127.9M



FAA Relief Grant Funds



Total Used/*Projected Use	<u>Debt Service</u>	<u>O&M</u>	<u>Capital</u>
FY 20-21	\$39.0M	\$16.7M	\$0
*FY 21-22	\$0	\$3.7M	\$4.0M

*Future use—as needed as passenger traffic increases or decreases



Data Analytics



- The department tracks a number of indicators to recognize trends and potential issues with operations
- This data is used in planning activities and anticipating operational demands on the facilities and staff

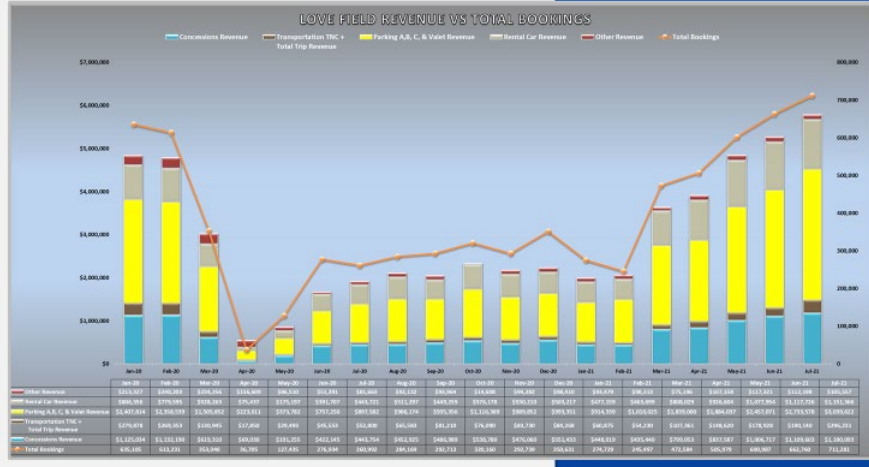


Data Analytics

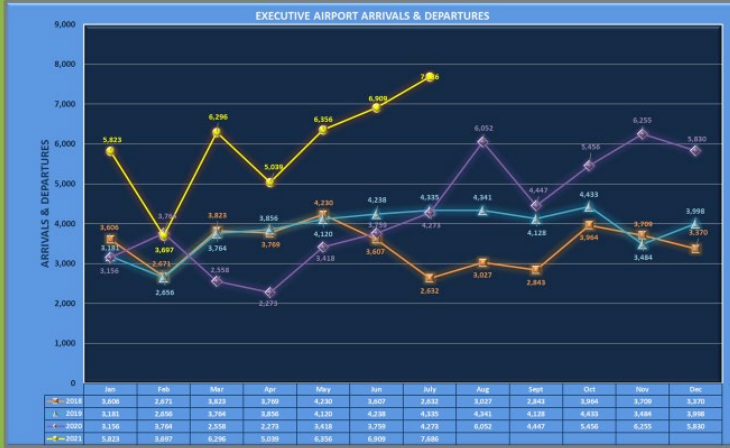


Revenue total to July 2021. (Other Revenue Includes Cardtronics, Lamar, Baggage Carts, Star Polish, Love Connection.)

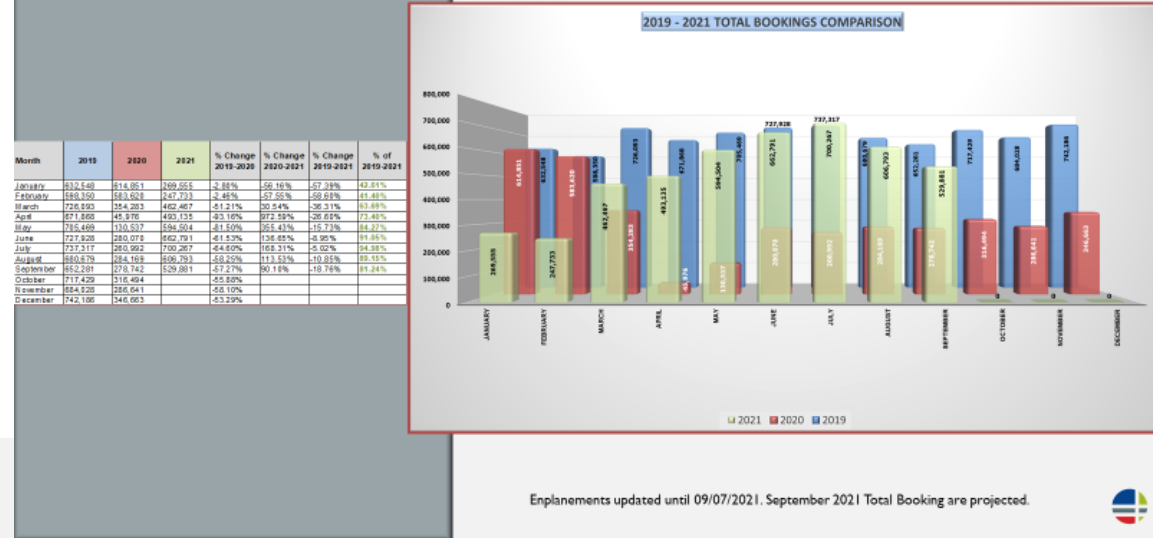
LOVE FIELD REVENUE



DEA OPERATIONS

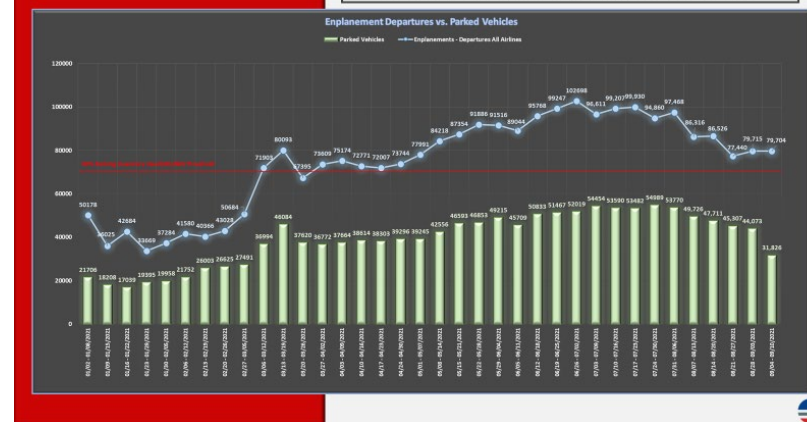


2019 – 2021 TOTAL BOOKINGS DATA COMPARISON



Enplanements updated until 09/07/2021. September 2021 Total Booking are projected.

ENPLANEMENTS VS. PARKED VEHICLES



Dallas Airport System



- Provide safe, convenient aviation services for commercial and general aviation
- Responsible for the maintenance of 4 runways, numerous facilities, and the efficient movement of vehicles and people
- Monitor and ensure compliance with all of requirements of the Department of Homeland Security, Federal Aviation Administration, and Texas Department of Transportation
 - Over 7,000 active security badges
 - 500 security cameras
 - Four private technology networks
 - Approximately 70 current leases across all airport owned property



Dallas Airport System



- Love Field
 - 1400 acres/ 14 million square feet of pavement
 - 20 gate commercial terminal
 - 3 parking garages
 - Over 80 hangers
- Dallas Executive
 - 1040 acres/ 3.3 million square feet of pavement
 - Terminal and conference center
 - 135 hangers
- Downtown Vertiport
 - 3 acre flight deck
 - 2 take off areas
 - 5 60'X60' parking areas



Parking



- Current parking rates were set in October 2018
 - 4000 spaces less than \$10 per day
 - Garage B Roof is \$7, cheapest option
 - Garage C Premium is \$25, most expensive option
- Garage revenues have exceeded \$2M/month in Summer 2021
 - Garages A&B have reached capacity multiple times this summer



Capital Program



- Capital projects are funded primarily from:
 - Aviation Capital funds – these are the residual monies from the excess revenues under the rates and charges
 - FAA Grant funds – primarily the Airport Improvement Program monies which are both entitlement and discretionary funds
 - Bond Proceeds
 - Passenger Facility Charges – fees collected from departing passengers – projects must go through FAA approval for application of these funds
 - Car Rental Facility Charges – these funds can be used for facility and operations in support of car rental activities



Current Major Capital Projects



- Runway 13R/31L Reconstruction
- Herb Kelleher Way (HKW) Enhancement



Runway 13R/31L Reconstruction



- Closure began April 27, 2021
- Scheduled to reopen in March 2022 after early summer weather delays
- Customer impacts
 - Slightly longer taxi times on departure
 - Some arrival delays, particularly planes held before departure to DAL
 - Increased noise for east side neighborhoods



Runway 13R/31L Reconstruction



Herb Kelleher Way Enhancement



- Improved safety, walkability, lighting and landscaping
- Public art installation
- Lane closures – ongoing since April 26, 2021
 - Closures at HKW and Mockingbird intersection to begin September 13 for two weeks
- Expected completion: April 2022



Herb Kelleher Way Enhancement



DAL Car Rental Challenges



- Eight rental car brands operate on-airport on approx 20 acres
- Shuttle buses and customers returning vehicles to on-site location contributes to roadway congestion
- No adequate space for rental car vehicle storage to meet demand
- Possible solution is construction of Consolidated Rental Car Facility (ConRAC)



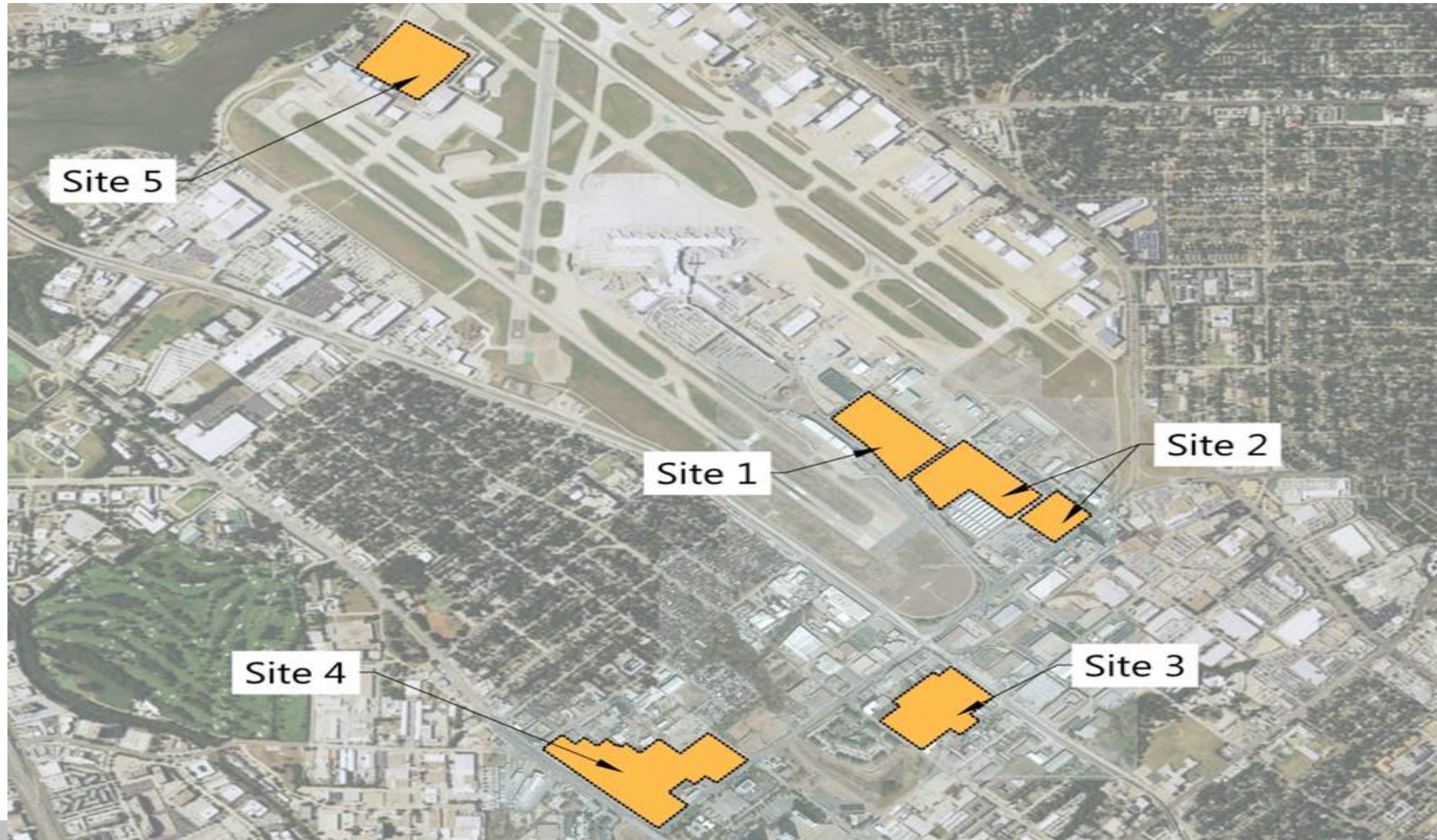
Consolidated Rental Car Facility



- A facility that combines all rental car operations, including vehicle pick up and drop off, car storage, cleaning and fueling into a single facility
- Functional components of a ConRAC include:
 - Customer Service Area
 - Ready/Return Area
 - Overflow Vehicle Storage
 - Vehicle Service Area/Quick Turnaround (QTA)



Potential CONRAC Site Locations



Non-Aeronautical Development



- One of the strategies for the resilience of the Aviation Enterprise Fund is diversification of revenues
- Commercial development on airport properties expands unrestricted revenues not subject to airline rate settlement
- Commercial development also generates sales and ad valorem revenues to the City



Non-Aeronautical Development



Dallas Executive Development



- A major investment has been made in Dallas Executive Airport over the past 5 years
 - Runway 13/31 has been completely rehabilitated
 - Extension of 13/31 to 7000 feet
- The goal of this investment was to:
 - Attract new tenants and aeronautical business to the airport
 - Make Dallas Executive the premier general aviation airport in the DFW area
 - Prepare for the growing GA activity that was anticipated by the increased commercial activity at Love Field, and the implementation of GA Landing Fees at Love Field



Dallas Executive



- The Dallas Executive Master Plan was completed in 2015, and Council adopted the masterplan with the instructions to complete a Land Use Study to be added
- The Land Use Study has been completed with input from the DEA Steering Committee
- The City has added an additional Fixed Base Operator and flight school at RBD





Dallas Executive Future



- There has been a noticeable uptick in interest at DEA because of the new runway
- TxDOT has committed an additional \$1,985,300 for the west side taxiway E
- Dallas Executive Marketing Plan has begun, with the marketing campaign in the final development
- One additional strategy for Council Consideration will be to create a Local Government Corporation to be a vehicle for development



Department Outreach



- The Good Neighbor Plan is our way to connect with the community and gather input for future projects and planning
- It encompasses all projects and activities outside the runway and terminal
- The Department's facilities happen to be in the middle of the community, and our goal is to be a part of that community
- The Good Neighbor Plan supports the City of Dallas' goals of developing livable, walkable and interconnected neighborhoods



Department Outreach



- Good Neighbor Plan goals:
 - Off-airport urban design, landscaping and beautification
 - Encouragement of recreational activities including parks and trails
 - Improved signage and way-finding initiatives
 - Pedestrian improvements
 - Traffic improvements
 - Drainage improvements



Love Field Community Engagement



- In addition to hosting quarterly Good Neighbor Program meetings, the Department of Aviation has a growing Community Engagement division which seeks to support the communities surrounding Love Field
- Over the last year the Department organized and participated in the following events:
 - The Elm Thicket/Northpark Juneteenth parade
 - Annual Turn-Up event
 - 5 K on the Runway
 - Catholic Charities Mega Food Distribution (2 events at Love Field)
 - Bachman Park Community Clean-Up
 - Honoring Our Heroes Veteran's event at Frontiers of Flight
 - K.B. Polk Art contest with Love Field FBO RBR Aviation
 - Annual Back-to-School drive
 - Lost and Found donations to local charities
- Upcoming events include:
 - American Heart Walk around Bachman Lake (September 11)
 - Community Clean-up event (October 30)
 - National Night Out with LFWNA (October 4)



Dallas Executive Community Engagement



- The Department conducts quarterly Steering Committee meetings at Dallas Executive
 - Comprised of tenants, community members and Dallas Executive staff
 - Provides an opportunity to discuss current events as well as solicit ideas on future planning at the airport
- Hosts number of community events:
 - Annual Easter Egg Drop (cancelled in 2019 for rain and 2020 and 2021 due to COVID)
 - Catholic Charities Mega Food Distribution at the CAF in July
 - Movie day in December, 2020 in conjunction with Councilmember Thomas
 - Socially distanced Movie Night
 - Wings over Dallas Air Show will take place the last weekend in October at the CAF
 - The CAF will be also be hosting Girls In Aviation Day on September 25.
 - Recent re-involvement with jazz nights, the 3rd Saturday of each month
 - Field trips and tours of the airport with students



Dallas Executive Community Engagement



- Dallas Executive Airport and the Dallas Vertiport will be the staging and landing site for the 2022 Helicopter Association International (HAI) Helio- Expo
 - Event will held at the Kay Bailey Convention Center March 7th – 10th, 2022
 - The HAI Helio-Expo is where the Vertical Take Off Land (VTOL) industry gathers to connect, learn and conduct business



Department Family Photo





City of Dallas

State of Dallas Airport System (DAS)

**Transportation and Infrastructure
Committee
September 20, 2021**

Mark Duebner, Director
Department of Aviation
City of Dallas



City of Dallas

1500 Marilla Street
Council Chambers, 6th Floor
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Agenda Information Sheet

File #: 21-1826

Item #: D

Briefing by Memorandum: DART Waterline Easements and DFW Airport
[Elaine Flud Rodriguez, General Counsel, Dallas Forth Worth International Airport]

September 20, 2021

To the Honorable Mayor and Members of the Dallas City Council:

The Dallas Fort Worth International Airport Board is requesting that the Owner Cities of Dallas and Fort Worth approve of two separate easements which are detailed below. The two easements are not related to each other, however, DFW Staff felt it was best to bring both easements to the Owner Cities at the same time.

Reclaimed Water Flush Line Easement

The City of Fort Worth has an easement for a reclaimed water line on airport property. When the lines were first connected, DFW opened its end and the only thing that flowed was mud. It was found that the line was full of debris and needed to be flushed and cleaned out from the Fort Worth system to DFW. The pipeline was cleaned, and a flush line was constructed as a debris removal point. The flush line was not in the original design, and not part of the original easement. This easement will amend the original easement to include the flush line. As this system is necessary to the airport, no compensation is to be paid. The Airport Board originally approved this easement in 2017. However, at the time, staff was planning on bringing the easement with another project that would require easements for Owner City Approval. That project ended up being delayed, thus, staff is bringing the easements for approval now.

DART Silver Line Easement

DART is bringing its Silver Line from Plano, along the Cotton Belt Rail Line, to the Terminal B station at DFW Airport. It will share the Fort Worth Transportation Authority Easement from the Cotton Belt Rail Line to Terminal B. However, both the Cotton Belt right-of-way and the Fort Worth Transportation Authority right-of-way need to be widened at 11 places to accommodate the new facilities, as shown in the attached map. DART will pay \$3,776,446 in compensation to DFW Airport.

Both easements are scheduled for approval at the Oct. 13, 2021, City Council agenda meeting. Should you have any questions, please contact Paul Tomme at 972-973-5488.

Sincerely,



Elaine Flud Rodriguez
General Counsel
Dallas Fort Worth International Airport



City of Dallas

1500 Marilla Street
Council Chambers, 6th Floor
Dallas, Texas 75201

Agenda Information Sheet

File #: 21-1827

Item #: E

Briefing by Memorandum: Dock less Vehicle Update & Micro mobility Working Group
[Ghassan Khankarli, Director, Department of Transportation]

Memorandum



CITY OF DALLAS

DATE September 16, 2021

TO Honorable Members of the Transportation and Infrastructure Committee

SUBJECT **Dockless Vehicle Program Update: Path for Relaunching the Program**

As stated in the Strategic Mobility Plan, *Connect Dallas*, innovative transportation technologies, such as shared electric scooters, provide an opportunity to enhance quality of life and access to opportunities while advancing the Driving Principles of environmental sustainability and innovation. However, the devices can also bring challenges such as unsafe user behavior, sidewalk obstructions, and equity concerns.

This memorandum describes the work that has been done since the fall of 2020, the Department of Transportation's proposed strategy for addressing unresolved issues, and a strategy for the potential resumption of the dockless vehicle program in the City of Dallas in a way that best supports City goals and enhances, rather than detracts from, quality of life.

Background

The Dockless Vehicle Program was halted in September 2020 to address public safety concerns. A Public Hearing was held on October 15, 2020, where staff presented proposed changes to the Director Rules to address concerns previously raised by stakeholders, including stopping scooter operations at 9:00 PM each day and limiting the number of vehicles deployed per block face to a maximum of eight per vendor. However, through internal staff discussions, and discussions with stakeholders and vendors, additional issues were identified, and it was determined that more changes would be needed to resume the program.

Progress Since the Fall of 2020

With the goal of taking a more holistic approach to dockless vehicles in Dallas, the work that has been completed and the key outstanding issues have been identified and noted as shown below.

Work Completed:

- Preparing case studies of dockless vehicle programs in other major cities to identify opportunities and best practices.
- Creating an inventory of all the issues that have been identified throughout the life of the program and options for addressing them going forward—whether that be through changes to the permit application, Director Rules, Ordinance, or procuring a vendor.

Key Outstanding Issues:

Key outstanding issues that are not currently addressed in the ordinance or Director Rules are summarized below.

1. There were too many permitted vendors and a clutter of dock less vehicles for our limited support staff to effectively manage, with the technology and the industry continuing to evolve at a rapid pace.
2. Vehicles being parked in a way that is not in accordance with current parking regulations or ADA requirements, leading to sidewalk obstructions and visibility issues.
3. Wrongfully parked vehicles not being reported and corrected in a timely manner.
4. Sidewalk riding and wrong-way riding, a lack of clarity around where sidewalk riding is restricted, limited user education, and vendor compliance issues with geofencing.
5. The need for enforcement mechanisms to penalize vendors that do not comply with the City Code, Director Rules, and permit requirements in a way that deters non-compliance.
6. The need for a more efficient system for compiling and tracking vendor data to ensure compliance with the City Code, Director Rules, and permit requirements.
7. The need for a means of rapidly removing vehicles from an area where they may be used to damage or destroy property, particularly during human-induced events such as protests.
8. Ensuring dockless vehicles are available in low-income areas, particularly around transit stations.
9. The current ordinance is very detailed but allows for little flexibility on the part of staff to make adjustments to the program as lessons are learned and conditions or technology change.

Next Steps

At a high level, staff proposes moving to a phased approach, with a limited number of vendors and limited number of devices/vehicles initially, that could increase as issues are resolved over time. However, to do so requires a change to the ordinance to allow the Department of Transportation the authority to determine how many vendors and devices/vehicles should be permitted to operate on city streets. Furthermore, to allow the Department of Transportation the flexibility to more easily make changes to the program as lessons are learned and circumstances or technology change, it is proposed that some of the content in the ordinance be moved to Director Rules that would be revised through a public hearing process, rather than amending the City Code every year. A similar structure is used by other cities with successful and smooth dockless scooter programs, including Chicago, Seattle, and San Francisco.

Micromobility Working Group

Recent discussions have taken place about the establishment of a micromobility working group to be convened by the Transportation & Infrastructure Committee (TRNI) with the proposed purpose of reviewing strategies, recommendations, and initiatives related to the dockless vehicle program. If the TRNI Committee elects to convene a micromobility working group as suggested in the attached memorandum, staff requests that Committee

DATE September 16, 2021
SUBJECT **DOCKLESS VEHICLE PROGRAM UPDATE**

Members provide the Department of Transportation with the name and contact information of their representatives to serve on the working group no later than October 15, 2021. Staff will expeditiously coordinate with the working group, while engaging with other key internal and external stakeholders. Staff will seek to bring a proposed framework for relaunching dockless vehicles, that is supported by key stakeholders, to the TRNI Committee in Spring 2022.

In summary, these proposed changes will allow for the program's successful phased resumption and create an avenue to more efficiently address issues and continually improve the program in the future. If you have any questions or concerns, please contact Ghassan 'Gus' Khankarli, Director of the Department of Transportation, at Ghassan.khankarli@dallascityhall.com.



Majed A. Al-Ghafry, P.E.
Assistant City Manager

c: T.C. Broadnax, City Manager
Chris Caso, City Attorney
Mark Swann, City Auditor
Biliera Johnson, City Secretary
Preston Robinson, Administrative Judge
Kimberly Bizer Tolbert, Chief of Staff to the City Manager

Jon Fortune, Assistant City Manager
Joey Zapata, Assistant City Manager
Dr. Eric A. Johnson, Chief of Economic Development and Neighborhood Services
M. Elizabeth Reich, Chief Financial Officer
M. Elizabeth (Liz) Cedillo-Pereira, Chief of Equity and Inclusion
Directors and Assistant Directors

Memorandum



CITY OF DALLAS

DATE September 3, 2021

TO Honorable Members of the Transportation and Infrastructure Committee

SUBJECT **Micro-mobility Working Group**

As discussed over the last several months, there is a growing need for public input on the future of the dockless vehicle program and other micro-mobility initiatives. To facilitate a forum for ongoing feedback, a micro-mobility working group has been proposed to provide guidance and feedback to the Transportation and Infrastructure (TRNI) Committee and Department of Transportation (DOT) staff.

DOT staff recommends that the proposed working group initially be responsible for reviewing strategies, recommendations, and initiatives related to the dockless vehicle program. Councilmember Moreno and Mayor Pro Tempore (MPT) West are recommended to co-chair the working group. The thought is to provide one co-chair from the TRNI Committee and one co-chair who is not part of the Committee, but who is interested in transportation and mobility solutions. The working group will include 11 representatives:

- TRNI Committee Members will each appoint one (1) member
- MPT West, acting as co-chair, will appoint one (1) member
- TRNI Committee Chair will appoint one (1) additional member
- Department of Transportation staff will appoint two (2) members

The micro-mobility working group should have a balanced membership reflecting an interest in, or knowledge of, micro-mobility initiatives. DOT staff will collaborate with Chair Narvaez, Council Member Moreno and MPT West to develop a work plan through early 2022. Once the future of the dockless vehicle program has been determined, staff will consult with the TRNI Committee Chair and the co-chairs of the working group to determine whether the continuation of the working group would be suitable for future initiatives.

DOT staff will provide a briefing memo and overview of the strategy for the working group during the September 20, 2021 TRNI Committee meeting. Following that meeting, appointee names and contact information will be requested. Please contact me if you have any questions or concerns prior to our meeting.

Omar Narvaez

Transportation and Infrastructure Committee Chair

c: Majed A. Al-Ghafry, Assistant City Manager
Ghassan 'Gus' Khankarli, Director, Department of Transportation
Kathryn Rush, Chief Planner, Department of Transportation
Jessica Scott, Bicycle and Micromobility Manager, Department of Transportation
Kate Bower, Business Operations Manager, Department of Transportation
Mayor & City Council Staff



City of Dallas

1500 Marilla Street
Council Chambers, 6th Floor
Dallas, Texas 75201

Agenda Information Sheet

File #: 21-1829

Item #: F

Briefing by Memorandum: Rush Hour Parking Restrictions in Central Business District
[Ghassan Khankarli Ph.D. P.E., Director, Department of Transportation]

Memorandum



CITY OF DALLAS

DATE September 16, 2021

TO Honorable Members of the Transportation and Infrastructure Committee

SUBJECT **Rush Hour Parking Restrictions in the Central Business District**

In November 2020, several Councilmembers and business owners in Downtown [requested](#) a temporary elimination of rush hour parking restrictions in the Central Business District (CBD) as a component of the City's approach to addressing short-term parking needs during the COVID-19 pandemic. They cited that removing the rush hour parking restrictions would allow for additional parking spaces during critical business hours and would have a minimal impact on traffic flow due to the decrease in volume on local streets.

On Wednesday, August 11, 2021, Downtown Dallas, Inc. (DDI) submitted the attached letter to the City Manager requesting the continuation of this program. The Department of Transportation is coordinating with DDI to identify appropriate blocks and/ or streets within the CBD to implement this change by removing the rush hour parking restriction signs. Staff will continue to evaluate the impacts on traffic flow over the coming months and make adjustments, as needed.

If you have any questions or concerns, please contact Ghassan 'Gus' Khankarli, Director of the Department of Transportation, at ghassan.khankarli@dallascityhall.com.

Majed Al-Ghafry, P.E.
Assistant City Manager

[Attachment]

c:	T.C. Broadnax, City Manager Chris Caso, City Attorney Mark Swann, City Auditor Biliera Johnson, City Secretary Preston Robinson, Administrative Judge Kimberly Bizzor Tolbert, Chief of Staff to the City Manager	Jon Fortune, Assistant City Manager Joey Zapata, Assistant City Manager Dr. Eric A. Johnson, Chief of Economic Development and Neighborhood Services M. Elizabeth Reich, Chief Financial Officer M. Elizabeth (Liz) Cedillo-Pereira, Chief of Equity and Inclusion Directors and Assistant Directors
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August 11, 2021

T.C. Broadnax, City Manager
City of Dallas
1500 Marilla Street
Dallas, Texas 75201

RE: Elimination of Rush Hour Time Restrictions at Parking Meters in the Central Business District

Dear Mr. Broadnax,

Please accept this letter as Downtown Dallas, Inc.'s (DDI) support to eliminate rush hour time restrictions at all parking meters throughout the Central Business District once the City's COVID-19 emergency orders are lifted.

We appreciate City staff's willingness to initiate a pilot program late last year to temporarily lift the rush hour time restrictions in an effort to stimulate and support economic activity in Downtown during the coronavirus pandemic. We believe the pilot program – in addition to recent thoroughfare amendments in which the operational characteristics of the outside (parking) lanes have changed in certain areas – has been successful in demonstrating Downtown streets' abilities to facilitate traffic movement within a reduced capacity, while also providing critical access to our street-level businesses and restaurants.

Additionally, the rush hour time restriction removal on several hundred parking meters throughout Downtown will:

- Generate additional revenue at meters where parking was once restricted at certain times of the day;
- Increase sales tax receipts as more people will be able to easily access Downtown's street-level businesses;
- Allow businesses to activate the outside (parking) lane with parklets and other programming to support Downtown commerce and vibrancy; and
- Create an inviting Downtown neighborhood in which motorists can easily find affordable, accessible parking close to their destination.

DDI and the City's Department of Transportation will continue to monitor the short- and long-term effects of the rush hour time restriction elimination and will collaborate on any adjustments, if needed. DDI has been a proponent of this project for many years, and we look forward to working with City staff to indefinitely extend the rush hour time restriction elimination at all Downtown parking meters as we continue to create a safe, well-connected, and accessible Central Business District.

Sincerely,



Kourtny Garrett
President and CEO



**DOWNTOWN
DALLAS INC**

CHAIR OF THE BOARD
Mattia Flabiano, III
Page

PRESIDENT & CEO
Kourtny Garrett
Downtown Dallas, Inc.

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City of Dallas

1500 Marilla Street
Council Chambers, 6th Floor
Dallas, Texas 75201

Agenda Information Sheet

File #: 21-1830

Item #: G

Briefing by Memorandum: Article V. Section 51A, 5.100-5.105 "Floodplain" Ordinance Revision and Update

[Sarah Standifer, Assistant Director, Dallas Water Utilities]

Memorandum



CITY OF DALLAS

DATE September 16, 2021

TO Honorable Mayor and Members of the City Council

SUBJECT **Article V. Section 51A, 5.100-5.105 “Floodplain” Ordinance Revision and Update**

The City of Dallas is regulated by the Federal Emergency Management Agency (FEMA) for a number of broad reaching programs to prevent, respond, and recover from natural and man-made disasters. Through this agency, cities are also held to various standards that reduce and mitigate ahead of the disaster. The manner in which the City manages floodplains and floodways is through regulatory requirements issued by the National Flood Insurance Program (NFIP). The NFIP regulates the flood insurance policies for residential and commercial properties.

The City of Dallas, under Article V. Section 51A-5.100-5.105 governs over 39,000 acres of public and private floodplain. A floodplain is defined as an area of low lying ground, adjacent to a river, formed mainly of river sediments, subject to flooding. Natural floodplains provide risk reduction benefits by slowing runoff and storing flood water. They also provide other benefits of considerable economic, social, and environmental value such as fish and wildlife protection, natural flood and erosion control, surface water quality maintenance, and higher quality of recreational activities (fishing, boating, etc.). The City of Dallas contains approximately 661 stream miles with approximately 39,000 acres of floodplain area.

The Floodplain Regulations for the City are included in the Dallas Development Code in Article V. Division 51A-5.100 and are a requirement for the City’s participation in the NFIP. The City is required to adopt all the Federal Emergency Management Agency’s minimum standards, and as a Class 5 participant in the Community Rating System (CRS) program, the City has adopted higher standards to protect life and property in the event of a flood. Benefits to participation in the NFIP and CRS programs include:

- Eligibility for federally backed mortgage loans,
- City adoption of floodplain regulations to participate in the NFIP is a requirement of state law,
- Participation in the NFIP aids the City in the ability to receive FEMA assistance for any natural disaster,
- Residents of the City of Dallas receive subsidized and discounted rates on their federally backed flood insurance.

Most floodplain within the City of Dallas is privately owned. Public and private floodplain areas are regulated the same under Article V. Section 51A – Floodplain Regulations. Over the last 10 years, floodplain related permits have increased from approximately 10-20 per year to 50-60 per year.

DATE September 16, 2021
SUBJECT **Article V. Section 51A, 5.100-5.105 “Floodplain” Ordinance Revision and Update**

Over the years, as floodplain maps have been updated through Cooperating Technical Partners partnerships with FEMA, it has become necessary to update the regulations to provide more clarity and align more closely to the Code of Federal Regulations, and the requirements outlined by the Community Rating System. The reasons for these updates include the following:

- To continue to provide protection to life and property in the event of a flood
- To implement a faster, more streamlined development process for both public and private entities.
- To provide clarity in areas that have consistently caused confusion
- To revise some terminology from the 1980’s, such as changing the word “flood plain” to “floodplain” and updating definitions to match FEMA definitions.
- Providing references to federal FEMA documents.
- Reduce the cost limitation timeframe on renovations of structures within the floodplain from 10-years to 5-years to better allow for general maintenance.

The proposed updates will help the City to regulate floodplains with more clearly outlined processes and procedures, while providing for a more streamlined building permit process. Dallas Water Utilities has provided the proposed floodplain revisions online to facilitate public feedback at <http://www.dallascitynews.net/>. The public comment period was advertised through DallasCityNews.net, the DWU website, the DWU Facebook page, and the Trinity River Corridor Twitter handle.

DWU staff requests City Council’s approval of the updated regulations so that the City can continue to provide clear direction for safe and efficient development within the floodplain, compliant with FEMA and NFIP standards. Attached for your consideration is the marked up ordinance. This ordinance will be presented on the October 13, 2021 agenda. The new regulations will go into effect after City Council approval.

Please contact Terry Lowery, Director of Dallas Water Utilities, at 214-670-3143 should you have any questions or require further information.



Majed Al-Ghafry, P.E.
Assistant City Manager

c:	T.C. Broadnax, City Manager	Jon Fortune, Assistant City Manager
	Chris Caso, City Attorney	Joey Zapata, Assistant City Manager
	Mark Swann, City Auditor	Dr. Eric A. Johnson, Chief of Economic Development and Neighborhood Services
	Biliera Johnson, City Secretary	M. Elizabeth Reich, Chief Financial Officer
	Preston Robinson, Administrative Judge	M. Elizabeth (Liz) Cedillo-Pereira, Chief of Equity and Inclusion
	Kimberly Bizzor Tolbert, Chief of Staff to the City Manager	Directors and Assistant Directors

Attachment – Article V. Section 51A-5.100-5.105 markup

ORDINANCE NO. _____

An ordinance amending Chapter 51A, “Dallas Development Code: Ordinance No. 19455, as amended,” of the Dallas City Code by amending Division 51A-5.100, “Flood Plain Regulations,” of Article V, “Flood Plain and Escarpment Zone Regulations”; changing “flood plain” to “floodplain”; adding and clarifying definitions; clarifying the existence of regulatory floodplain maps and FEMA maps; adding 500-year floodplain elevation requirements; editing tree requirements to reference Article X; providing references to FEMA documents; clarifying the role of the board of adjustment; providing clarification for parking requirements within a floodplain area; providing clarification for fences in a floodplain area; providing elevator requirements within floodplains; reducing the substantial improvement timeframe from 10 years to five years to allow for general maintenance; allowing a director-approved fill permit process; providing pre-application conference requirements to the floodplain alteration permit; providing cantilevering requirements; amending the 130 acre limitations to 100 acres throughout to maintain consistency with the updated City of Dallas Drainage manual; eliminating the fill permit extension option; providing that fill permits expire five years after issuance; clarifying requirements for a building permit; providing a penalty not to exceed \$2,000; providing a saving clause; providing a severability clause; and providing an effective date. Now, Therefore,

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

SECTION 1. That 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 retitled to read, “Floodplain and Escarpment Zone Regulations.”

SECTION 2. That Division 51A-5.100, “Flood Plain Regulations,” of Article V, “Floodplain 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:

“Division 51A-5.100. Floodplain [~~Flood-Plain~~] Regulations.

SEC. 51A-5.101. DEFINITIONS AND INTERPRETATIONS APPLICABLE TO THE FLOODPLAIN [~~FLOOD-PLAIN~~] REGULATIONS.

(a) Definitions. The following definitions are applicable to the floodplain [~~flood-plain~~] regulations in this article:

(1) AREA OF SPECIAL FLOOD HAZARD means the land in the floodplain [~~flood-plain~~] within a community that is subject to a one percent or greater chance of flooding in any given year.

(2) BASEMENT means any area of a building, including any sunken room or sunken portion of a room, having its floor below ground level (subgrade) [~~, or below ground level,~~] on all sides.

(3) BASE FLOOD means the flood event having a one percent chance of being equaled [~~equalled~~] or exceeded in any given year.

(4) BASE FLOOD ELEVATION means the water surface elevation from a flood event having a one percent chance of being equaled [~~equalled~~] or exceeded in any given year, which is shown on the flood insurance rate map (FIRM) and in the accompanying flood insurance study (FIS) for Zones A, AE, AH, A1 - A30, AR, V1-V30, or VE, or on the regulatory floodplain maps.

(5) DESIGN FLOOD (City’s Design Standard) means the 100-year frequency (one percent chance of being equaled or exceeded in any given year) flood [~~frequency~~] discharge as calculated for fully developed watershed conditions. [~~For the Dallas Floodway Levee System, the design flood is the standard project flood as calculated for the Corridor Development Certificate process.~~]

(6) DEVELOPMENT means any manmade change in improved and unimproved real estate, including but not limited to the construction of buildings or other structures, mining, dredging, filling, grading, paving, excavation, drilling operations, or storage of equipment or materials unless approved by the city on a temporary basis in connection with authorized construction activities.

(7) ENVIRONMENTALLY SIGNIFICANT AREA means an area in the floodplain [~~flood-plain~~]:

(A) [~~with slopes greater than three to one;~~

(B)] containing endangered species of either flora or fauna;

(B[~~C~~]) which is a geologically similar area [~~geologically similar to the Escarpment Zone~~], as defined in Division 51A-5.200, “Escarpment Regulations,” of this article;

(C[~~D~~]) identified as wetlands or waters of the United States; or

(D[~~E~~]) determined to be an archaeological or historic site. [~~;~~ ~~or~~]

[~~(F) containing more than 1,000 square inches of trunk area of protected trees, in the aggregate, within a 10,000 square foot land area. Trunk diameter is measured at a point 12 inches above grade. To be included in the calculation of trunk area, a tree must have a trunk equal to or greater than six inches. For purposes of this subparagraph, a protected tree is defined in Section 51A-10.101 of this chapter.~~]

(8) EQUAL CONVEYANCE REDUCTION means the ability of the property on the opposite side of the stream to construct a project that alters conveyance by the same amount as the proposed fill permit or floodplain alteration permit project.

(9) EXISTING MANUFACTURED HOME PARK means a manufactured home park or subdivision for which the construction of facilities for servicing the lots was completed before March 16, 1983, the effective FIRM date.

(10[9]) FEDERAL EMERGENCY MANAGEMENT AGENCY (FEMA) means [the Federal Emergency Management Agency, which is] the federal agency responsible for administering the National Flood Insurance Program (NFIP).

(11) FILL PERMIT means the process of reclaiming a portion of land in the floodplain to create a developable area including but not limited to a habitable structure or parking area, raising any area of land out of a floodplain area on fill, or creating an area that can be developed in the future. The fill permit process removes the floodplain (FP) designation and is applicable in areas with an upstream drainage area greater than 100 acres, even if the land has not been formally designated as an FP area.

(12) FIVE HUNDRED YEAR FREQUENCY FLOOD (500-YEAR FLOOD) means the flood event having a 0.2 percent chance of being equaled or exceeded in any given year. The 500-year flood in Dallas is based upon fully developed land uses within the watershed as defined by the current zoning designation.

(13[40]) FLOOD OR FLOODING means a general and temporary condition of partial or complete inundation of normally dry land areas from the unusual and rapid accumulation or runoff of surface waters from any source.

(14[44]) FLOOD INSURANCE RATE MAP (FIRM) means an official map of a community on which the Federal Emergency Management Agency (FEMA) has delineated the areas of special flood hazards and the insurance risk premium zones applicable to the community.

(15[12])FLOOD INSURANCE STUDY (FIS) means the official report provided by FEMA containing flood profiles, water surface elevation of the base flood, and the Flood Boundary-Floodway Map.

(16[13])FLOODPLAIN [~~FLOOD PLAIN~~] (FP) means any land area susceptible to inundation by the design flood, even if the land has not been formally designated as an FP area on the Regulatory Floodplain Maps.

(17[14])FLOODPLAIN [~~FLOOD PLAIN~~] ALTERATION means the construction of uninhabitable [~~buildings or other~~ structures, alterations to existing structures within a floodplain area complying with Section 51A-5.104(b), mining, dredging, filling, grading, or excavation in the floodplain that [~~flood plain which~~ does not remove or alter an FP designation. (Examples include, but are not limited to, the construction of a tennis court, a playground, a gazebo, a swimming pool, a fence, a deck, an erosion control wall, or the installation of significant landscaping.)

(18[15])FLOODPLAIN [~~FLOOD PLAIN~~] OR FP ADMINISTRATOR means the director of water utilities, who is responsible for administering the federal flood insurance program, or the director's designated representative.

(19[16])FLOODPROOFING [~~FLOOD PROOFING~~] means any combination of structural and non-structural additions, changes, or adjustments to structures that [~~which~~] reduce or eliminate flood damage to real estate or improved real property, water and sanitary facilities, or structures and their contents. If floodproofing is utilized, the design must be certified by a licensed professional engineer.

(20[17])FLOODWAY (OR REGULATORY FLOODWAY) means the channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the design flood without cumulatively increasing the water surface elevation [~~or to discharge~~] more than a designated height [~~or rate~~].

(21) FLOODWAY EASEMENT means a drainage area dedicated to the city as an easement to prevent obstructions of floodway capacity in a floodplain.

(22) FUNCTIONALLY DEPENDENT USE means a use that cannot perform its intended purpose unless it is located or carried out in close proximity to water. This term includes only docking facilities, port facilities that are necessary for the loading and unloading of cargo or passengers, and shipbuilding and ship repair facilities, but does not include long-term storage or related manufacturing facilities.

(23) HABITABLE STRUCTURE means any structure with electric, heat, or plumbing that can be used for living, sleeping, eating, or assembly purposes.

(24) HIGHER STANDARDS means community requirements that exceed the minimum FEMA standards for participating in the National Flood Insurance Program (NFIP).

(25[18])INTERIOR DRAINAGE AREAS means the geographical areas that act as a watershed for the sumps.

(26) LETTER OF MAP CHANGE (LOMC) means a letter that reflects an official change in an effective Flood Insurance Rate Map (FIRM). LOMCs are issued in response to a request to FEMA to revise or amend its effective flood map to remove a property or reflect changed flooding conditions on the effective map and can include Letter of Map Revisions (LOMRs), Letter of Map Amendments (LOMAs), and Letter of Map Revisions based on Fill (LOMR-F's) as amended by FEMA.

(27[19])LEVEE means a manmade structure (usually an earthen embankment) designed and constructed in accordance with sound engineering practices to contain, control, or divert the flow of water for protection from temporary flooding.

(28[20])LEVEE SYSTEM means a flood protection system consisting of a levee or levees and associated structures accredited by FEMA pursuant to 44 CFR 65, as amended, such as closure and drainage devices constructed and operated in accordance with sound engineering practices.

(29) LICENSED PROFESSIONAL ENGINEER means a person who is duly licensed and registered to engage in the practice of engineering in the State of Texas in accordance with state law.

(30) LOWEST ADJACENT GRADE means the lowest point of the ground level immediately next to a building.

(33[24])LOWEST FLOOR means the lowest floor of the lowest enclosed area of a building (including its basement). An unfinished or flood resistant enclosure that is useable solely for parking of vehicles, building access, or storage in an area other than a basement area, is not considered a building's lowest floor.

(32[22])MANUFACTURED HOME means a structure, transportable in one or more sections, that [which] is built on a permanent chassis and designed for use with or without a permanent foundation when connected to the required utilities. In this article only, the term "manufactured home" includes park trailers, travel trailers, and similar vehicles placed on a site for more than 90 [180] consecutive days, but does not include recreational vehicles.

(33[23])MANUFACTURED HOME PARK OR SUBDIVISION means a parcel (or contiguous parcels) of land divided into two or more manufactured home lots for rent or sale.

(34[24])NATIONAL FLOOD INSURANCE PROGRAM (NFIP) means the federal program administered by FEMA that [which] enables property owners to purchase flood insurance against damage to or loss of property resulting from a flood.

(35[25])ONE HUNDRED YEAR FREQUENCY FLOOD (100-year flood) [ONE-PERCENT ANNUAL CHANCE FLOOD FREQUENCY (one percent annual chance flood)]

means the flood event having a one percent chance of being ~~equaled~~ [equalled] or exceeded in any given year. The 100-year ~~[one-percent annual chance]~~ flood in Dallas is based upon fully developed land uses within the watershed as defined by the current zoning designation.

(36[26])POOL-RIFFLE SEQUENCES mean the alternating deep and shallow flow conditions caused by a moving, nonuniform channel grade.

(37) REGULATORY FLOODPLAIN MAPS means the most updated floodplain maps available, as accepted by the City of Dallas, regardless of adoption by FEMA. These include, but are not limited to, maps resulting from floodplain update studies, Letter of Map Revisions (LOMRs), and floodplain studies resulting from current and proposed construction projects.

(38[27])SEEP means a location where natural groundwater makes its way in a non-continuous flow to the surface, creating a wet soil condition.

(39[28])SPECIAL EXCEPTION means a grant of relief to a property owner permitting reconstruction in a manner otherwise prohibited by this division.

(40[29])STANDARD PROJECT FLOOD means the flood caused by the most severe combination of meteorological and hydrological conditions reasonably characteristic of the region. The standard project flood is defined by the U.S. Army Corps of Engineers for use in major flood control projects.

(41[30])STRUCTURE means, for purposes of this division, a walled and roofed building, including a gas or liquid storage tank, that is principally above ground, as well as a manufactured home.

(42[31])SUBSTANTIAL DAMAGE means damage of any origin sustained by a structure whereby the cost of restoring the structure to its before damaged condition would equal or exceed 50 percent of the market value of the structure before the damage occurred.

(43[32])SUBSTANTIAL IMPROVEMENT means any reconstruction, rehabilitation, addition, or other improvement of a structure, the cost of which equals or exceeds 50 percent of the market or tax appraisal value of the structure, whichever is greater, as determined by an independent appraiser or the last official City tax roll, either before the improvement or repair is started, or, if the structure has been damaged and is being restored, before the damage occurred. For the purpose of this definition “substantial improvement” occurs when the first alteration of any wall, ceiling, floor, or other structural part of the building commences, whether or not that alteration affects the external dimensions of the structure. The term does not, however, include any project for improvement of a structure for the sole purpose of complying with federal, state, or local health, sanitary, or safety code specifications which have been identified in writing by the local code enforcement official as necessary to assure safe living conditions prior to the start of the proposed improvement, or any alteration of a historic structure as defined by FEMA [listed on the National Register of Historic Places or a state inventory of historic places]. See Section 51A-5.104(b)(2) for city of Dallas limitations.

(44[33])SUMPS mean drainage features of levee systems that temporarily store storm water runoff before it is conveyed to a river system by pumping over or draining through a levee.

(45[34])SWALES mean low lying areas in the floodplain [~~flood plain~~] that convey flood waters when flow exceeds channel capacity.

(46[35])VALLEY STORAGE means the measure of a stream's ability to store water as it moves downstream.

(47[36])VARIANCE means a grant of relief by a community from the terms of a floodplain [~~flood plain~~] management regulation.

(48[37])WATER SURFACE ELEVATION means the height, in relation to the North American Vertical Datum (NAVD), of floods of various magnitudes and frequencies in the floodplain [~~flood plain~~].

(b) Interpretations. The intent of this division [~~ordinance~~] is to equal or exceed the minimum federal criteria for participation in the National Flood Insurance Program, located in 44 Code of Federal Regulations, Chapter I, Part 60.3[~~(d)~~], as amended; and FEMA 480, as amended. All higher standards and FEMA minimum standards apply. The City of Dallas must also enforce any more restrictive state requirements. The City of Dallas has exceeded the minimum standards by adopting more comprehensive floodplain management regulations. In some instances, community officials may have access to information or knowledge of conditions that require, particularly for human safety, higher standards than the minimum NFIP criteria. Any floodplain management regulations adopted by a state or community that are more restrictive than the criteria set forth in the NFIP regulations take precedence. All FEMA minimum standards in the Code of Federal Regulations also apply.

SEC. 51A-5.102.

DESIGNATION OR REMOVAL OF FP AREAS.

(a) In general.

(1) A floodplain designation is not a zoning classification, but refers to a specific area subject to flooding.

(2) When an FP [~~this~~] designation is noted by an "FP" prefix on the official zoning district map, or on the FEMA effective maps, the area designated is referred to in this article as an FP area.

(3) FP areas include those areas:

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

(i) current scientific and engineering report entitled, “The Flood Insurance Study (FIS) for Dallas County,” dated March 21, 2019, with accompanying Flood Insurance Rate Maps and/or Flood Boundary-Floodway Maps (FIRM and/or FBFM) dated March 21, 2019, and any revisions thereto are hereby adopted by reference and declared to be a part of this paragraph,

(ii) current scientific and engineering report entitled, “The Flood Insurance Study (FIS) for Rockwall County,” dated September 26, 2008, with accompanying Flood Insurance Rate Maps and/or Flood Boundary-Floodway Maps (FIRM and/or FBFM) dated September 26, 2008, and any revisions thereto are hereby adopted by reference and declared to be a part of this paragraph,

(iii) current scientific and engineering report entitled, “The Flood Insurance Study (FIS) for Collin County,” dated June 7, 2017, with accompanying Flood Insurance Rate Maps and/or Flood Boundary-Floodway Maps (FIRM and/or FBFM) dated June 7, 2017, and any revisions thereto are hereby adopted by reference and declared to be a part of this paragraph,

(iv) current scientific and engineering report entitled, “The Flood Insurance Study (FIS) for Denton County,” dated April 18, 2011, with accompanying Flood Insurance Rate Maps and/or Flood Boundary-Floodway Maps (FIRM and/or FBFM) dated April 18, 2011, and any revisions thereto are hereby adopted by reference and declared to be a part of this paragraph, or

(v) current scientific and engineering report entitled, “The Flood Insurance Study (FIS) for Kaufman County,” dated July 3, 2012, with accompanying Flood Insurance Rate Maps and/or Flood Boundary-Floodway Maps (FIRM and/or FBFM) dated July 3, 2012, and any revisions thereto are hereby adopted by reference and declared to be a part of this paragraph, and

(B) other areas that the director of Dallas Water Utilities has identified as flood risk areas.

(4) The floodplain administrator shall regulate according to both the FEMA effective maps and the regulatory floodplain maps, regardless of adoption by FEMA. The floodplain administrator shall notify the director of sustainable development and construction of all map updates.

(b) Initiation. The addition to or removal from the official zoning district map of an FP prefix may be initiated in the following ways:

(1) An owner of property located within an FP area may apply for the review of an FP designation based upon evidence of a mapping error provided by the owner.

(2) The director of water utilities may, upon his or her own initiative, review the status of an FP designation.

(3) An owner of property located within an FP area may apply for a fill permit and removal of the FP prefix by following the procedure outlined in Section 51A-5.105.

(c) Engineering studies. Hydraulic and hydrologic engineering studies or a field survey must support any changes to an FP designation. The engineering study must be signed and sealed by a licensed professional engineer. The director may require geotechnical core borings as part of his or her investigations under this subsection.

(d) Decision on designation. The director of water utilities shall make a final decision on whether to add or remove an FP prefix on the official zoning district map only after the director determines that engineering studies support the change in the FP designation.

(e) Zoning map revision. The director of water utilities must notify the director of sustainable development and construction in writing that an FP prefix is to be removed from or added to the official zoning district map. The written notification must contain a description of the property affected and the reasons why the FP prefix is being changed. ~~[The director of water utilities shall keep a copy of the notification in a permanent file and send a copy of the notification to the city secretary, who shall keep the copy in a permanent file.]~~

(f) Letter of Map Change (LOMC) [Revision (LOMR)]. A letter of map change ~~[revision]~~ from FEMA is required for removal of an FP prefix from the official zoning map if the area is designated as a flood hazard area on the FIRM.

SEC. 51A-5.103. COMPLIANCE IN UNDESIGNATED FLOODPLAIN ~~[FLOOD PLAIN]~~ AREAS.

(a) A person shall comply with the requirements of this article for FP areas before developing land within the design flood line of a creek or stream having a contributing drainage area of 100 ~~[430]~~ acres or more, even if the land has not been formally designated as an FP area.

(b) Except as provided in Subsection (c), a[A]lterations of the natural floodplain [flood plain] in areas with less than 100 [430] acres must comply [be approved by the director of water utilities for compliance] with the Dallas Development Code and city drainage standards but are not subject to the engineering requirements for filling in Section 51A-5.105(g).

(c) If the proposed alteration includes moving, eliminating, or enclosing the natural stream channel, then the engineering requirements for filling in Section 51A-5.105(g) must be met, regardless of the upstream drainage area size.

SEC. 51A-5.103.1. VEGETATION ALTERATION IN FLOODPLAIN ~~[FLOOD PLAIN]~~ PROHIBITED.

(a) Except as provided in this section, the urban forest conservation requirements in Division 51A-10.130 apply. Protected trees removed in the floodplain are not subject to exceptions to Article X.

(b) A person commits an offense if he removes or injures any vegetation within a floodplain ~~[flood plain]~~.

(c~~[b]~~) It is a defense to prosecution under Subsection (b~~[a]~~) if the act is:

- (1) authorized in advance in writing by the director of water utilities;
- (2) in conformance with a landscape plan approved by the director of water utilities;
- (3) routine maintenance of vegetation such as trimming or cutting designed to maintain the healthy or attractive growth of the vegetation; or
- (4) routine maintenance performed, required, or authorized by the city in order to maintain the floodwater conveyance capacity of the floodplain ~~[flood plain]~~.

SEC. 51A-5.104.

USES AND IMPROVEMENTS PERMITTED.

(a) Uses permitted. To allow for the appropriate development of land that ~~[which]~~ is subject to flooding without unduly endangering life and property, the following uses are permitted in an FP area provided they are permitted in the underlying zoning district and comply with the requirements of Section 51A-5.105(g) and all applicable elevation requirements of the Federal Emergency Management Agency:

- (1) Farm or ranch (excluding habitable structures).
- (2) Utility services, electrical substation, detention basin, water reservoir or pumping station, and water treatment plant.
- (3) Sanitary landfill and refuse transfer station.
- (4) Public park or playground~~[, private recreation club or area, private community center,]~~ and golf course (excluding habitable structures).
- (5) ~~[Outside]~~ C~~[e]~~ommercial amusement (outside) approved by specific use permit.
- (6) Helistop approved by specific use permit.

(7) Radio, television, or microwave tower, ~~[and]~~ amateur communications tower, and tower/antenna for cellular communication.

(b) Improvements permitted.

(1) Structures. An uninhabitable structure customarily associated with a use listed in Subsection (a) may be constructed within an FP area only if the director of water utilities determines that the proposed structure meets the same engineering requirements applicable to filling ~~[filling]~~ in Section 51A-5.105(g) and issues a floodplain ~~[flood plain]~~ alteration permit.

(2) Improvements. The owner of a structure in an FP area shall not make any improvements to the structure without first obtaining approval from the director of water utilities. The director of water utilities may approve proposed improvements if the cumulative value of all improvements for the previous five ~~[ten]~~ years is less than 50 percent of the market or tax appraisal value of existing improvements on the property, whichever is greater. No substantial improvements are permitted. Improvement values are calculated per guidelines outlined in FEMA P-758 as revised. All ~~[Any]~~ improvements must comply with the requirements of Section 51A-5.105(g), including additions. Substantially damaged structures are considered substantial improvements.

(3) Completion of vested structures. The building official shall not withhold a final inspection or certificate of occupancy for a structure in an FP area if building permits for the structure were issued by the building official ~~[before FEMA's FIRM becomes effective]~~ designating such areas as A~~[A]~~ or AE, and the structure otherwise complies with all applicable requirements.

(4) Board of adjustment. The board of adjustment may only grant a special exception to allow the reconstruction of a structure in an FP area if the structure is a historical structure as defined by FEMA, or the property is zoned for a functionally dependent use. The board may grant a special exception upon a showing of good and sufficient cause~~[, a determination that failure to all the reconstruction would result in exceptional hardship to the property owner,]~~ and a determination that the reconstruction will not result in increased flood heights, additional threats to public safety, extraordinary public expense, create nuisances, cause fraud on or victimization of the public, or conflict with other local, state, or federal laws. The reconstructed structure must be protected by methods that minimize flood damage. The board may not grant a special exception to authorize reconstruction within any designated floodway if any increase in flood levels during the base flood discharge would result. Any special exception granted must be the minimum necessary, considering the flood hazard, to afford relief. The reconstruction of a structure in an FP area may not increase the lot coverage of the structure.

(A) The director of water utilities shall notify in writing the owner of a structure in an FP area that:

(i) the granting of a special exception to reconstruct the structure below the base flood level will result in increased premium rates for flood insurance that will be commensurate with the increased risk; and

(ii) the construction below the base flood level increases risks to life and property. The notification letter must be maintained with the record of the board's action.

(B) The FP administrator shall maintain a record of all actions involving applications for special exceptions and shall report special exceptions to FEMA upon request.

(5) Parking.

(A) Surface parking. All surface parking spaces must be constructed at a minimum elevation of two feet above the design flood elevation.

(B) Underground parking garages. The entrance elevation and any openings on underground parking garages constructed within or adjacent to a flood prone area may not be lower than two feet above the design flood elevation.

(C) Parking on piers. Parking lots elevated on piers such that the low chord is two feet above the design flood elevation are permitted if all engineering requirements for filling in Section 51A-5.105(g) are met, and do not violate any other part of the Dallas Development Code. A habitable structure may not be placed on piers. [Elm Fork, West Fork, and Trinity River flood plain. The minimum elevation requirements do not apply to parking in the flood plain of Elm Fork, West Fork, and main stem of the Trinity River.]

(D) Parking in interior drainage (sump) areas. All surface parking spaces within an interior drainage area must be constructed at a minimum elevation of one foot above the design flood elevation.

(6) Storage in the floodplain [flood plain] is prohibited.

(A[i]) A person shall not place, store, or maintain a shipping container, trailer, boat, inoperable vehicle, recreational vehicle, construction materials, waste materials, hazardous materials, or construction equipment in the floodplain [flood plain]. For purposes of this paragraph, the term "vehicle" includes but is not limited to automobiles, buses, and recreational vehicles. It is a defense to prosecution that the placement, storage, or maintenance of shipping containers, trailers, boats, inoperable vehicles, recreational vehicles, construction materials, waste materials, hazardous materials, or construction equipment is otherwise permitted by or in connection with a valid federal, state, county, or city permit, or is otherwise authorized by those entities.

(B[ii]) The director of water utilities shall give written notice and allow persons in violation of Subparagraph (A[i]) a period of 90 [180] days to come into compliance.

(Z[6]) Manufactured homes. Manufactured homes may not be placed within a floodplain [flood plain] area. Recreational vehicle camping and parking locations are not permitted within a floodplain [flood plain] area.

(8) Fences. Fences must comply with all applicable construction codes at the time of construction.

(A) Fences are not permitted within floodway easement areas without engineering analysis addressing Section 51A-5.105(g), regardless of fence type.

(B) Except as provided in this paragraph, fences in a floodplain area not designated as a floodway easement must be:

(i) constructed of wrought iron;

(ii) constructed with a one-foot gap along the bottom if located in areas where flooding is less than three feet of depth; or

(iii) constructed using flood vents, as outlined in the NFIP Technical Bulletin 1, as amended, if located in areas where flooding is greater than one foot and less than four feet of depth.

(C) Fences in a floodplain area not designated as a floodway easement that do not comply with Subparagraph (B) must be analyzed as an obstruction for compliance with Section 51A-5.105(g).

(c) Construction standards. All improvements and construction permitted in an FP area must comply with the following requirements:

(1) Structures must be:

(A) securely anchored to the foundation and otherwise designed to prevent flotation and collapse during inundation; and

(B) designed to prevent damage to nonstructural elements during inundation.

(2) Thermal insulation used below the first floor level must be of a type that does not absorb water.

(3) Adhesives must have a bonding strength that is unaffected by inundation.

(4) Doors and all wood trim must be sealed with a water-proof paint or similar product.

(5) Electrical, heating, ventilation, plumbing, air-conditioning equipment, and other mechanical service facilities must be designed and located at least three feet above the design flood elevation to prevent water from entering or accumulating in the components during flooding.

(6) Transportation systems such as elevators and escalators must be protected from flooding, and enclosures must be safe from flooding and protect life safety. See Code of Federal Regulations Title 44, Part 60.3 and the NFIP Technical Bulletin 4 as amended for more information.

(7) Basements.

(A) Basements are permitted only in nonresidential construction and only if they are designed to preclude inundation by the design flood level, either by:

(i) locating any exterior opening at least three feet above the level of the design flood elevation; or

(ii) using water-tight closures, such as bulkheads and flood shields.

(B) All basements must be constructed so that any enclosure area, including utilities and sanitary facilities below the flood-proofed design level, is watertight with impermeable walls.

(C) Basement walls must be built with the capacity to resist hydrostatic and hydrodynamic loads and the effects of buoyancy resulting from flooding to the flood-proofed design level so that minimal damage will occur from floods that exceed the flood-proofed design level.

(D) The area surrounding the structure must be filled to or above the elevation of the design flood. The fill must be compacted, and slopes must be protected by vegetative cover.

(E) Basements must be designed by a licensed professional engineer.

(F) Basement ceilings must consist of a sufficient wet strength and be installed to survive inundation.

(8[7]) Plywood used at or below the first floor level must be of an “exterior” or “marine” grade and of a water-resistant or waterproof variety.

(9[8]) Wood flooring used at or below the first floor level must be installed to accommodate a lateral expansion of the flooring, perpendicular to the flooring grain, without incurring structural damage to the building.

~~[(9) Basement ceilings must consist of a sufficient wet strength and be installed to survive inundation.]~~

(10) Paints or other finishes used at or below the first floor level must be capable of surviving inundation.

(11) All air ducts, large pipes, and storage tanks located at or below the first floor level must be firmly anchored to prevent flotation.

(12) Tanks must be vented at a location above the 100-year [~~one-percent annual chance~~] flood level.

(d) 500-year frequency flood. All new construction located in a 500-year frequency flood zone must comply with the following:

(1) Building pad site must be filled to an elevation of at least two feet above the 100-year flood elevation.

(2) The lowest floor of any structure must be constructed at least three feet above the 100-year flood elevation.

SEC. 51A-5.105. FILLING IN THE FLOODPLAIN [~~FLOOD PLAIN~~].

(a) Permit required.

(1) A person shall not deposit or store fill, place a structure, excavate, or engage in any other development activities in an FP area without first obtaining:

(A) a fill permit or a floodplain [~~an FP~~] alteration permit from the director of water utilities; and

(B) all other permits required by county, state, and federal agencies.

(2) A fill permit allows the property to be developed at a specified elevation in compliance with this section.

(3) The director of water utilities shall maintain a record of all fill permits and floodplain [~~FP~~] alteration permits.

(b) Floodplain [~~Flood plain~~] alteration permit process.

(1) The director of water utilities may issue a floodplain [~~flood plain~~] alteration permit if he or she determines that:

(A[1]) the alteration does not remove an FP designation; and

(B[2]) the alteration complies with all applicable engineering requirements in Subsection (g).

(2) The floodplain alteration permit may require hydrologic or hydraulic modeling as determined by the director of water utilities. Examples of situations that may require hydrologic or hydraulic modeling include, but are not limited to:

(A) A pool, tennis court, patio, cook area, deck, or other outdoor amenity above existing grade, but not above the base flood elevation.

(B) A fence that will block the flow of flood water during the 100-year flood event.

(C) A retaining wall projecting into the channel as compared to the existing grade.

(D) Elevated utilities that block the flow of flood water during the 100-year flood event.

(E) Additions to existing structures.

(c) Initiation of the fill permit process.

~~[(4) Application.]~~ An applicant for a fill permit shall submit an application to the director of water utilities on a form approved by the director and signed by all owners of the property.

~~[(2) Notification signs. Except as provided in Section 51A 5.105(f)(2), an applicant is responsible for obtaining the required number of notification signs and posting them on the property that is subject of the application. Notification signs must be obtained from the director of water utilities at the time the application is made.~~

~~(A) Number of signs required. For tracts of five acres or less, only one notification sign is required. An additional notification sign is required for each additional five acres or less, except that no applicant is required to obtain and post more than five notification signs on the property, regardless of its size.~~

~~(B) Posting of signs. The applicant shall post the required number of notification signs on the property at least 15 days before the date of the scheduled public hearing before the city council. The signs must be posted at a prominent location adjacent to a public street and be easily visible from the street.~~

~~(C) Failure to comply. If the city council determines that the applicant has failed to comply with the provisions of this section, it may postpone the public hearing.]~~

(d) Preapplication conference.

(1) An applicant for a fill permit or a floodplain alteration permit that will require hydrologic or hydraulic modeling shall request a preapplication conference with representatives from the department of water utilities.

(2) At the preapplication conference, the director of water utilities shall determine what information is necessary for a complete evaluation of the proposed fill project. The applicant ~~director~~ may be required ~~require the applicant~~ to submit all necessary information, including, but not limited to the following:

(A) A vicinity map.

(B) The acreage figures for the entire tract, the area located in the floodplain ~~flood plain~~, and the area proposed to be filled.

(C) A description of existing and proposed hydrologic and hydraulic analysis conducted.

(D) ~~[A landscape and erosion control plan. The landscape plan]~~ Plans that ~~[must]~~ comply with the Landscape and Urban Forest Conservation ~~[Tree Preservation]~~ Regulations in Article X of the Dallas Development Code, as amended.

(E) A table of values for analysis of the engineering criteria listed in Subsections (h)(1), (h)(2), and (h)(~~5~~4).

(F) A water surface profile.

(G) A plan view showing existing and proposed contours and grading.

(H) Plotted cross-sections.

(I) An overall map of the project area.

(J) Drainage area map.

(e) Filling to remove an FP designation.

(1) In general. This subsection applies to applications to remove an FP designation from any regulatory floodplain ~~[other than applications to remove an FP designation from an interior drainage area pursuant to Subsection (f)].~~

(2) Review of application by departments.

(A) If the application is to remove an FP designation, the director of water utilities shall forward copies of the application to the director of sustainable development and construction, the chief planning officer, and the director of park and recreation for review.

(B) The director of sustainable development and construction, the chief planning officer, and the director of park and recreation shall review the application and advise the director of water utilities of the environmental impacts of the project, zoning concerns, or other concerns. If concerns are raised by one of these departments, the concerns must be addressed by the property owner prior to issuance of the fill permit. These departments [They] shall also determine whether the applicant's property should be considered for public acquisition due to its ecological, scenic, historic, or recreational value. [The director of water utilities shall provide a report to the city council on each application regarding environmental impacts and public acquisition issues.]

(3) Neighborhood meeting. The water utilities department shall schedule and conduct a virtual or in-person neighborhood meeting on each application. The applicant or the applicant's representative must attend the neighborhood meeting. The director shall send written notice of the meeting to the applicant, to all owners of real property within 500 feet from the boundary of the subject property, and to persons and organizations on the early notification list on file with the department of sustainable development and construction. Measurements include the streets and alleys. The notice must be given not less than 10 days before the date set for the neighborhood meeting by depositing the notice properly addressed and postage paid in the United States mail to the property owners as evidenced by the last approved city tax roll. This notice must be written in English and Spanish if the area of request is located wholly or partly within a census tract in which 50 percent or more of the inhabitants are persons of Spanish origin or descent according to the most recent federal decennial census.

(4) Notice of ~~and~~ public hearing and city council approval. If the city council is required to approve a fill permit in accordance with this paragraph, a[After the neighborhood meeting, the director of water utilities shall schedule a public hearing on the application. The city secretary shall give notice of the public hearing in the official newspaper of the city at least 15 days before the date of the public hearing. The director shall also send written notice of the public hearing to the applicant, to all owners of real property within 500 feet from the boundary of the subject property, and to persons and organizations on the early notification list on file with the department of sustainable development and construction. Except as provided in this paragraph, the city council may only deny an application if the application does not meet the requirements of Sections 51A-5.105(f) or (g) or required state or federal permits have been denied [Written notice must be given in the same manner required in Paragraph (2) for the neighborhood meeting].

(A) Variance requested. If a variance to one of the engineering criteria outlined in Subsection (g) is requested, the fill permit will require city council approval. The city council may grant a variance to the requirements of Subsection (g) if the variance will not violate any provision of federal or state law or endanger life or property.

(B) Property acquisition. If the department of sustainable development and construction or park and recreation recommend public acquisition of property due to its ecological, scenic, historic, or recreational value, they must make a written recommendation to city council, and the director of water utilities shall provide a report to the city council on the application regarding environmental impacts and public acquisition issues. Once the recommendation is made, the city council may vote to approve a resolution authorizing the

acquisition of the property under the laws of eminent domain and deny the fill permit to preserve the status quo until the property is acquired.

(5) Director approval ~~[Decision on application]~~.

(A) After the applicant has satisfied all requirements of Subsections (f) and (g), and it is determined that city council approval is not necessary under Paragraph (4), ~~[notice and a public hearing in compliance with Paragraph (3), the city council]~~ the director of water utilities shall approve or deny the application for a fill permit. The director ~~[city council]~~ may only deny an application if:

(i) the application does not meet the requirements of Sections 51A-5.105(f) or (g); or

(ii) required state or federal permits have been denied ~~[the city council has, by resolution, authorized acquisition of the property under the laws of eminent domain, and denial of the application is necessary to preserve the status quo until the property is acquired].~~

(B) The director of water utilities may postpone the approval of a fill permit if:

(i) required state and federal permits have not been addressed or obtained; or

(ii) concerns from the department of sustainable development and construction or the park and recreation department have not been addressed. ~~[In connection with its approval of a fill permit, the city council may grant a variance to the requirements of Subsection (h) if the variance will not violate any provision of federal or state law or endanger life or property.]~~

~~[(C) If the city council approves a fill permit application, the FP designation for the filled area may be removed from the official zoning district map upon compliance by the applicant with the specifications for filling.]~~

(6) Zoning map revision. ~~[Upon compliance with all applicable requirements of this section by the applicant, the director of water utilities shall notify the director of sustainable development and construction, who shall remove the FP designation for the filled area from the official zoning district map.]~~

(7) Letter of Map Revision (LOMR). ~~[LOMR.]~~ A letter of map revision must be obtained from FEMA, if applicable, before an FP prefix may be removed from the official zoning district map. A building permit may be issued for construction of underground utilities ~~[if a conditional letter of map revision (CLOMR) is obtained]~~; however, no building permit for construction of a structure may be issued until a final letter of map revision (LOMR) is obtained. Upon approval and receipt of a letter of map revision, the director of water utilities shall notify the

director of sustainable development and construction, who shall remove the FP designation for the subject area from the official zoning district map.

(f) ~~[Removal of an FP designation from an interior drainage area.~~

(1) ~~Review of application by director.~~ The director of water utilities may approve an application for removal of the FP designation in interior drainage areas if:

(A) ~~the director determines the subject area is no longer at risk for flooding based on minimum fill and finished floor elevation;~~

(B) ~~removal of the FP designation will not negatively affect valley storage; and~~

(C) ~~the removal of the FP designation is for the purpose of constructing structures that conform to existing zoning.~~

(2) ~~Notification signs not required.~~ The applicant is not required to post notification signs.

(3) ~~Zoning map revision.~~ A letter of map revision must be obtained from FEMA, if applicable, before an FP prefix may be removed from the official zoning district map. A building permit may be issued for construction of underground utilities if a conditional letter of map revision is obtained; however, no building permit may be issued until a final letter of map revision is obtained. Upon approval and receipt of a letter of map revision, the director of water utilities shall notify the director of sustainable development and construction, who shall remove the FP designation for the subject area from the official zoning district map.

(g) Filling operations. If ~~[the city council approves]~~ a fill permit or floodplain alteration permit is approved, the filling operations must comply with the following requirements:

(1) Any excavation required by the specifications of the approved application must be conducted before or at the same time as placing fill. Excavated areas are required to maintain a minimum depth of one foot at the deepest point.

(2) For fill permits, the entirety of the b[B]uilding pad site[s] must be filled to an elevation of at least two feet above the design flood elevation. Habitable structures elevated on piers in floodplain areas are prohibited.

(3) For fill permits, t[F]the lowest floor of any structure must be constructed at least three feet above the design flood elevation.

(4) For fill permits within interior drainage (sump) areas, the building pad site must be filled to a minimum elevation of one foot above the design flood elevation. Habitable structures elevated on piers in floodplain areas are prohibited.

(5) Fill material must consist of natural material including but not limited to soil, rock, gravel, or broken concrete. Decomposable matter, including but not limited to lumber, sheetrock, trees, tires, refuse, or hazardous, toxic material ~~[matter]~~, is prohibited as fill material. Fill must be compacted to 95 percent standard proctor density.

(6~~5~~) Before construction, erosion and sediment control devices such as straw hay bales, silt fences, or similar items must be installed to eliminate any transportation of sediment downstream. The property owner is responsible for removal of any sediment deposited by runoff as a result of filling.

(7~~6~~) If compliance with a Texas ~~[National]~~ Pollutant Discharge Elimination System (TPDES) ~~[(NPDES)]~~ permit is required for construction activities, a copy of the Notice of Intent (NOI) or the individual NPDES permit must be submitted to the director of water utilities and the director of the office of environmental quality and sustainability before beginning fill operations. The Stormwater Pollution Prevention Plan required by TPDES must be implemented no later than two days prior to commencement of construction activities.

(8~~7~~) Fill shall be placed no more than five feet above the design flood elevation, except where necessary to match the existing elevation of the adjacent property as determined by the director of water utilities. In determining when it is necessary to match the existing elevation, the director shall consider the effects on local drainage and storm water management, the access needs of the property, and other public health and safety concerns.

(9~~8~~) A copy of the approved fill permit must be posted and maintained at the fill site for inspection purposes until fill operations have been completed.

(10~~9~~) After filling operations have been completed, the applicant shall submit a certification to the director of water utilities that proper fill elevations in the form of signed and sealed as-built topographic survey, compaction requirements, and all other specifications of the approved application have been followed. In addition, ~~[the applicant shall submit]~~ a ~~[copy of the]~~ letter of map revision (LOMR) submittal to [issued by] FEMA and approval by FEMA is required~~[- if applicable]~~.

(11) Encroachment into the floodway is prohibited unless FEMA issues a conditional letter of map revision (CLOMR).

(g~~h~~) Engineering requirements for filling.

(1) Except for detention basins and ponds, alterations of the FP area may not increase the water surface elevation of the design flood of the creek upstream, downstream, or through the project area. Detention basins and ponds may increase the water surface elevation of the design flood provided the increase is within the detention basin's or pond's boundaries as approved by the director of water utilities.

(2) Alterations of the FP area may not create or increase an erosive water velocity on or off-site. The mean velocity of stream flow at the downstream end of the site after fill may not exceed the mean velocity of the stream flow under existing conditions.

(3) The effects of the existing and proposed public and private improvements will be used in determining water surface elevations and velocities. Any alteration of the FP area necessary to obtain a removal of an FP prefix may not cause any additional expense in any current or projected public improvements.

(4) The FP area may be altered only to the extent permitted by equal conveyance reduction on both sides of the natural channel.

(5) A valley storage agreement might be required. Additionally, t[F]he following valley storage requirements apply to all FP areas except those governed by a city council-adopted management plan that contains valley storage regulations, in which event the valley storage regulations contained in the plan apply:

(A) ~~[Except as otherwise provided in Subparagraph (B):~~

~~(i)]~~ no loss of valley storage is permitted along a stream in which the upstream [with-a] drainage area is [of] three square miles or more;

~~(B[ii])~~ valley storage losses along streams in which the upstream [with-a] drainage area is between 100 [130] acres and three square miles may not exceed 15 percent, as calculated on a site by site basis; and

~~(C[iii])~~ valley storage losses along streams in which the upstream [with-a] drainage area is [of] less than 100 [130] acres are [is] not limited.

~~[(B) Hydrologic computations may be performed to evaluate basin-wide valley storage loss impacts on the design flood discharge. If the computations demonstrate that valley storage losses do not result in increases in the design flood discharge at any point downstream of the project, valley storage losses are permitted even though they exceed the limits provided in Subparagraph (A).]~~

~~(6[5])~~ An environmental impact study and a complete stream rehabilitation program must be approved before relocation or alteration of the natural channel or alteration of an environmentally significant area, or area deemed to house threatened or endangered species. The net environmental impacts of the proposal may not be negative. The environmental impact study must contain the following items:[:]

(A) A description of the existing conditions of the site, adjacent properties, upstream and downstream creek sections for approximately 1,000 feet (unless conditions require additional information in the opinion of the director of water utilities), and creek and overbank areas. The description of these conditions must include:

(i) the characterization of creek features such as bed quality and material, pool-riffle sequences, natural ground water, springs, seeps, magnitude and continuity of flow, water quality [~~(including biological oxygen demand, dissolved oxygen, and nutrient loadings)~~], bank quality and material, vegetative cover and patterns, bank erosion, topographic relief, disturbances to the natural character of the creek, animal and aquatic life, and the extent and character of wetland areas; and

(ii) soil types and land uses of the site and surrounding area.

(B) A description of the proposed project. This description must include:

(i) the intended ultimate use of the site, or if that is not known, a description of the interim site plan, including construction access;

(ii) reasons why the creek or floodplain [~~flood plain~~] alteration is necessary; and

(iii) a site plan showing the floodplain [~~flood plain~~] and construction access necessary to perform the work.

(C) A description of at least three possible ways of handling the creek and floodplain [~~flood plain~~], including:

(i) an alternative that assumes the creek and floodplain [~~flood plain~~] are not changed;

(ii) the applicant's proposed action; and

(iii) alternatives proposed by the director of water utilities.

(D) An identification of the impacts created by each alternative, describing in detail all of the positive and negative impacts upon the existing conditions described in Subparagraph (A), that would be created by each alternative.

(E) A recommended course of action based upon evaluation of the alternatives.

(F) Proposed strategies to mitigate adverse impacts. Examples of strategies include tree wells, temporary construction and permanent erosion and sedimentation controls, vegetative buffers, and replacement planting.

(Z[6]) The toe of any fill slope must parallel the natural channel to prevent an unbalanced stream flow in the altered FP area.

(8[7]) To insure maximum accessibility to the FP area for maintenance and other purposes and to lessen the probability of slope erosion during periods of high water, maximum

slopes of the filled area may not exceed four to one for 50 percent of the length of the fill and six to one for the remaining length of the fill. The slope of any excavated area may not exceed four to one unless the excavation is in rock. Vertical walls, terracing, and other slope treatments may be used provided no unbalancing of stream flow results and the slope treatment is approved as a part of a landscaping plan for the property.

(9[8]) The elevation of excavated areas in the FP area may not be lower than one-third of the depth of the natural channel, as measured from the adjacent bank, except for excavation of lakes. Excavation must be at least 50 feet from the bank of the natural channel, except as necessary to provide proper drainage. ~~[The excavated area may not exceed 25 percent of the total area of the tract's unfilled flood plain].~~

(10[9]) A landscape and erosion control plan must be submitted and approved. Landscaping must incorporate natural materials (such as earth[, and stone[, and wood]]) on cut and filled slopes when possible. The definitions of Section 51A-10.101 ~~[of this chapter]~~ apply to this subsection. Except as otherwise provided, the installation, removal, and maintenance ~~[preservation and mitigation]~~ requirements contained in the urban forest conservation ~~[tree preservation]~~ regulations, Division 51A-10.130 of the Dallas Development Code, apply. Each soil resource ~~[landscape]~~ and erosion control plan must comply with the following criteria:

(A) ~~[The size, type, and location of all trees within the existing flood plain that are six-inch caliper and larger must be shown. The plans must indicate which of the trees are to be preserved and which will be lost due to development activities in the flood plain.]~~

(B) ~~Trees must be protected if they are more than six inches in caliper and located in sloped areas of flood plain fill with a depth of four feet or less. If trees are protected by tree wells, the wells must be at or beyond the drip line of the tree and must provide positive drainage. A well may not exceed four feet in depth unless designed and certified by a registered landscape architect. Tree wells are required if either of the following conditions occur at the base of a tree to be protected:~~

(i) ~~a fill of greater than six inches; or~~

(ii) ~~a cut greater than six inches.~~

(C) The size, type, and location of all proposed replacement trees to mitigate the loss of existing trees must be shown. The tree types must be selected in accordance with the provisions of Section 51A-10.134 and must be approved by the city arborist as suitable for use under local climate and soil conditions.

~~[(D) Where a swale is proposed, tree replacement is required for the loss of existing trees with a six-inch caliper or greater located within the proposed swale. The applicant must indicate replacement of either 35 percent of the number of trees displaced, or the minimum number of trees necessary to provide a spacing equivalent to 50 feet on center, whichever is less. At least 50 percent of the replacement trees must have a caliper of at least six inches. The remainder of the trees must have a caliper of at least three inches.]~~

(B[E]) The specific plant materials proposed to protect fill and excavated slopes must be indicated. Plant materials must be suitable for use under local climate and soil conditions. In general, hydroseeding or sodding native grasses [~~Bermuda grass~~] is acceptable during the summer months (May 1st to August 30th). Winter rye or fescue grass may be planted during times other than the summer months as a temporary measure until such time as the permanent planting can be accomplished.

(C[F]) The proposed methods of erosion and sedimentation control, such as hay bales and sedimentation basins, to be used during construction must be shown in detail.

(D[G]) The fill case applicant, current owners, and subsequent owners must maintain and assure the survival of all planted material until the property is developed and a permanent maintenance plan of record is established. Maintenance responsibility must be reflected in the submitted plans or supporting documents.

~~[(10) Any alteration of the FP area necessary to obtain a removal of an FP prefix may not cause any additional expense in any current or projected public improvements.]~~

~~(i) Special criteria for the Trinity and Elm Fork. If the FP area is in the flood plain of the Trinity River, Elm Fork of Trinity River, West Fork of the Trinity River, Five Mile Creek—confluence to Bonnie View Road, White Rock Creek—confluence to Seyene Road, or the regulatory floodways established by FEMA, the following requirements must be met:~~

~~(A) Encroachment into the floodway is prohibited unless FEMA issues a conditional Letter of Map Revision.~~

~~(B) Fill elevations and first floor elevations in flood plain areas located along the Elm Fork, West Fork, or main stem of the Trinity River that would be protected from inundation by the one percent annual chance or greater flood by a federally authorized flood control project must be constructed at a minimum elevation of one foot above the design flood. The parking requirements in Section 51A-5.104(b)(4) do not apply.~~

(h[j]) Term of permit validity and extension procedures.

(A) ~~[Permits issued after October 11, 1996.] A fill permit or floodway alteration permit is valid for a five-year time period from the date of issuance. The fill permit or floodway alteration permit automatically terminates if the filling operations have not been completed within the five-year time period. [The director of water utilities may grant a one time extension of a fill permit for an additional three year time period upon receipt of a written request made at least 30 days before the expiration of the original permit. The applicant for permit extension must demonstrate that the project fully complies with the flood plain regulations that were in effect at the time that the original permit was approved.]~~

(B) ~~Permits issued before October 11, 1996. Fill permits issued before October 11, 1996, shall expire on December 31, 2001. The director of water utilities shall notify owners of fill permits governed by this paragraph that:~~

(i) ~~filling must be completed no later than December 31, 2001; and~~

(ii) ~~a one-time extension of the permit for an additional three-year time period may be granted by the director of water utilities upon receipt of a written request made at least 30 days before the expiration date of the original permit. The applicant for permit extension must demonstrate that the project fully complies with the flood plain regulations that were in effect at the time that the original permit was approved.]~~

(B[C]) New permit required upon expiration. When a fill permit terminates, the applicant must apply for a new permit before filling the property. The new application must comply with the floodplain ~~[flood plain]~~ regulations that are in effect at the time that the request is considered by the director ~~[city council]~~.

(C) New permit required with site plan change. If the applicant wishes to make changes to a site plan that will change the hydraulic model or acreage of fill placed on the fill permit application after a fill permit has been approved, a new permit must be obtained.

(D) Presumption of completion. Filling operations are deemed completed when the applicant ~~[submits]~~:

(i) submits a certification in the form of a signed and sealed topographic survey to the director of water utilities that proper fill elevations have been achieved and the specifications of the approved application have been followed; ~~[and]~~

(ii) submits compaction test results indicating the site was compacted to 95 percent standard proctor density; and

(iii) obtains a letter of map revision (LOMR) from FEMA, if applicable.

SEC. 51A-5.106. SETBACK FROM NATURAL CHANNEL REQUIRED.

(a) For purposes of this section:

(1) NATURAL CHANNEL SETBACK LINE means that setback line described below located the farther beyond the crest:

(A) That line formed by the intersection of the surface of the land and the vertical plane located a horizontal distance of 20 feet beyond the crest.

(B) That line formed by the intersection of the surface of the land beyond the crest and a plane passing through the toe and extending upward and outward from the channel at the designated slope. For purposes of this paragraph, the designated slope is:

- (i) four to one if the channel contains clay or shale soil; and
- (ii) three to one in all other cases.

(2) CREST means that line at the top of the bank where the slope becomes less than four to one.

(3) TOE means that line at the bottom of the bank where the slope becomes less than four to one.

(b) Except as otherwise provided in Subsection (c), all development [~~structures~~] must be located behind the natural channel setback line.

(c) A structurally engineered retention system approved by the director may be substituted for the setback required in Subsection (b).

SEC. 51A-5.107. TRINITY RIVER CORRIDOR DEVELOPMENT CERTIFICATE PROCESS.

(a) Definitions. In this section:

(1) CORRIDOR DEVELOPMENT CERTIFICATE (CDC) MANUAL means the manual by that title dated January 31, 1992, or its latest revision[~~, which is attached to this ordinance and kept on file in the office of the city secretary~~].

(2) FLOODPLAIN [~~FLOOD PLAIN~~] ALTERATION means any construction of buildings or other structures, mining, dredging, filling, grading, or excavation in the floodplain.

(3) TRINITY RIVER CORRIDOR means the portion of the floodplain [~~flood plain~~] of the West Fork, Elm Fork, and mainstem [~~mainstream~~] segments of the Trinity River floodplain [~~flood plain~~] within the Dallas city limits, as delineated on the latest CDC Regulatory Map.

(b) Certificate required. A person commits an offense if he makes any floodplain [~~flood plain~~] alteration within the Trinity River Corridor without first obtaining a corridor development certificate (CDC) from the director of water utilities. It is a defense to prosecution that an exemption or variance has been obtained in accordance with CDC criteria.

(c) Application. An application for a corridor development certificate must be filed with the director of water utilities on a form furnished by the department of water utilities.

(d) Review. The director of water utilities shall deny an application for a certificate unless it complies with the standards contained in the CDC Manual or unless an exemption from or a variance to those standards is obtained in accordance with Subsection (e).

(e) Exemptions and variances.

(1) Exemptions.

(A) An exemption from the requirements of this section may be obtained if the floodplain alteration involves the following activities:

(i) Ordinary maintenance of and repair to flood control structures.

(ii) The construction of outfall structures and associated intake structures if the outfall has been permitted under state or federal law.

(iii) Discharge of material for backfill or bedding for utility lines, provided there is no significant change in pre-existing bottom contours and excess materials are removed to an upland disposal area.

(iv) Bank stabilization.

(v) Any project listed in the U.S. Army Corps of Engineers March 1990 Reconnaissance Report, which is attached as Appendix A to the CDC Manual, or any project approved under the provisions of this division, provided the approval, permit, or authorization has not expired and no significant changes have occurred since the approval, permit, or authorization was issued.

(B) Application for an exemption must be made to the director of water utilities on a form provided by the department of water utilities.

(C) If the director of water utilities determines that an application for an exemption falls within one of the categories listed in Paragraph (1), the director shall issue a written exemption from the requirements of this section.

(2) Variances. If the director of water utilities determines that the application for a corridor development certificate does not comply with all of the standards contained in the CDC Manual, the applicant may apply for a variance to any standard contained in the manual. An application for a variance must be made to the director of water utilities, who shall schedule the application for consideration by the city council.”

SECTION 5. That a person violating a provision of this ordinance, upon conviction, is punishable by a fine not to exceed \$2,000.

SECTION 6. That Chapter 51A of the Dallas City Code shall remain in full force and effect, save and except as amended by this ordinance.

SECTION 7. That any act done or right vested or accrued, or any proceeding, suit, or prosecution had or commenced in any action before the amendment or repeal of any ordinance, or part thereof, shall not be affected or impaired by amendment or repeal of any ordinance, or part thereof, and shall be treated as still remaining in full force and effect for all intents and purposes as if the amended or repealed ordinance, or part thereof, had remained in force.

SECTION 8. That the terms and provisions of this ordinance are severable and are governed by Section 1-4 of Chapter 1 of the Dallas City Code, as amended.

SECTION 9. 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:

CHRISTOPHER J. CASO, City Attorney

By _____
Assistant City Attorney

Passed _____



City of Dallas

1500 Marilla Street
Council Chambers, 6th Floor
Dallas, Texas 75201

Agenda Information Sheet

File #: 21-1831

Item #: H

Briefing by Memorandum: Public Street Lighting Improvement Project in Grand Park South TIF District

[Kevin Spath, Assistant Director, Office of Economic Development]

Memorandum



CITY OF DALLAS

DATE September 17, 2021

TO Honorable Members of the Transportation and Infrastructure Committee

SUBJECT **Public Street Lighting Improvement Project in Grand Park South TIF District**

On October 13, 2021, staff will seek City Council authorization of:

- 1) the transfer of \$500,000 from the Grand Park South TIF District Fund to the Transportation Special Projects Fund to implement a public street lighting improvement project in Tax Increment Financing Reinvestment Zone Number Thirteen (Grand Park South TIF District);
- 2) an increase in appropriations in an amount not to exceed \$500,000 in the Transportation Special Projects Fund; and
- 3) the disbursement of funds in an amount not to exceed \$500,000 from the Transportation Special Projects Fund – Not to exceed \$500,000 – Financing: Grand Park South TIF District Fund

In 2019, the Mayor's Task Force on Safe Communities released a report detailing recommended strategies aimed at reducing violent crime in Dallas. One of the report's recommended strategies was improving public safety by increasing outdoor lighting of public areas.

Beginning in fiscal year 2020-2021, the City began to align public street lighting efforts across multiple departments including the Transportation Department, Public Works Department, Office of Data Analytics, Police Department, and the newly created Office of Integrated Public Safety Solutions (OIPSS). These coordinated efforts also aim to optimize and leverage funding from a variety of sources including City general obligation bond funds, City general funds, City TIF funds, County MCIP funds, and federal CARES Act funds. A geospatial analysis tool was developed to identify areas called Priority Improvement Zones with the most immediate public street lighting needs. These zones were developed using several factors which align the economic, equity, and safety focus areas of multiple departments. Priority Improvement Zones represent a collaborative and comprehensive approach to enhancing City-focused and data-driven decision-making by guiding safety and investment strategies.

Based on the efforts and analysis described above, a project scope and priority lighting locations (see the attached **Exhibit A**) have been identified in the Grand Park South TIF District as follows:

DATE
SUBJECT

September 17, 2021

Public Street Lighting Improvements in the Grand Park South TIF District

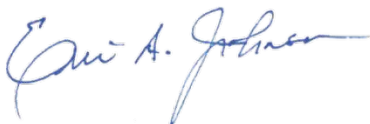
- Conversion to light-emitting diode (LED) of approximately 36 fixtures on City-owned historic-style poles on Park Row Avenue (generally between S. Malcolm X Boulevard and I-45) and on South Boulevard (generally between S. Malcolm X Boulevard and I-45).
- Installation of approximately 40 new City LED lights with historic-style poles on South Boulevard (generally between S. Malcolm X Boulevard and Meadow Street), on Park Row Avenue (generally between S. Malcolm X Boulevard and Jeffries Street), on Jeffries Street (generally between Al Lipscomb Way and Martin Luther King Jr. Boulevard), and on Meadow Street (generally between Al Lipscomb Way and Martin Luther King Jr. Boulevard).

The City's Transportation Department will implement this public street lighting improvement project through a service price agreement with Highway Intelligent Traffic Solutions, Inc. that was authorized in May 2020 by City Council Resolution 20-0821.

Within the Grand Park South TIF District Project Plan and Reinvestment Zone Financing Plan (the "Plan"), public street lighting improvements are an eligible expenditure under the "Infrastructure Improvements" budget category. On June 3, 2021, the Grand Park South TIF District Board of Directors reviewed this project and recommended City Council approval.

Should you have any questions, please contact Kevin Spath, Assistant Director in the Office of Economic Development, at (214) 670-1691 or kevin.spath@dallascityhall.com

Regards,



Dr. Eric A. Johnson

Chief of Economic Development & Neighborhood Services

C: Honorable Mayor and City Council
T.C. Broadnax, City Manager
Chris Caso, City Attorney
Mark Swann, City Auditor
Billieae Johnson, City Secretary
Preston Robinson, Administrative Judge
Kimberly Bizer Tolbert, Chief of Staff to the City Manager

Majed A. Al-Ghafry, Assistant City Manager
Jon Fortune, Assistant City Manager
Joey Zapata, Assistant City Manager
M. Elizabeth Reich, Chief Financial Officer
M. Elizabeth (Liz) Cedillo-Pereira, Chief of Equity and Inclusion
Directors and Assistant Directors

Exhibit A

Public Street Lighting Improvement Project

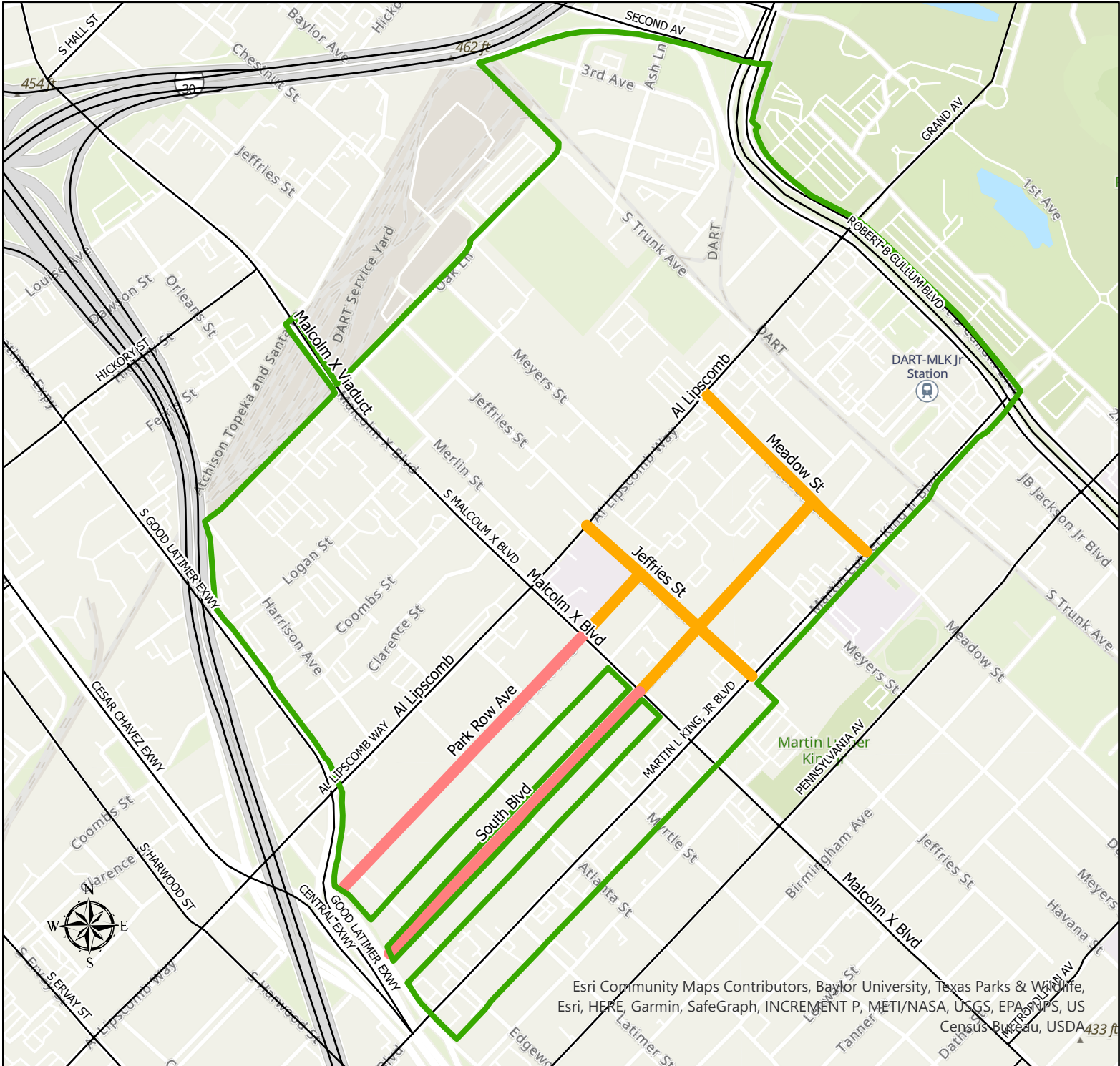
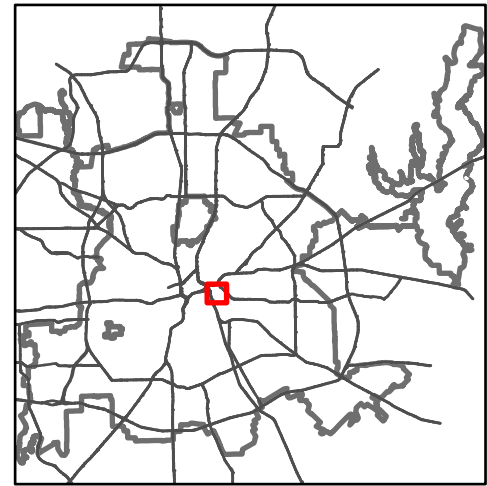
Grand Park South TIF District

Project Scope:

o Conversion to light-emitting diode (LED) of approximately 36 fixtures on City-owned historic-style poles on Park Row Avenue (generally between S. Malcolm X Boulevard and I-45) and on South Boulevard (generally between S. Malcolm X Boulevard and I-45).

o Installation of approximately 40 new City LED lights with historic-style poles on South Boulevard (generally between S. Malcolm X Boulevard and Meadow Street), on Park Row Avenue (generally between S. Malcolm X Boulevard and Jeffries Street), on Jeffries Street (generally between Al Lipscomb Way and Martin Luther King Jr. Boulevard), and on Meadow Street (generally between Al Lipscomb Way and Martin Luther King Jr. Boulevard).

- Conversion to LED
- Installation of new City LED lights
- Tax Increment Finance District



Esri Community Maps Contributors, Baylor University, Texas Parks & Wildlife, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, EPA, FIPS, US Census Bureau, USDA



City of Dallas

1500 Marilla Street
Council Chambers, 6th Floor
Dallas, Texas 75201

Agenda Information Sheet

File #: 21-1833

Item #: I

Interagency Transportation Report
[Ghassan Khankarli Ph.D. P.E., Director, Department of Transportation]

INTERAGENCY TRANSPORTATION REPORT – SEPTEMBER 2021

RTC / TxDOT / DART / Dallas County/ NCTA / DRMC / DFW Airport / HSR



D2 LIGHT RAIL UPDATE

At the September Regional Transportation Council (RTC) meeting, Mr. Michael Morris, Director of Transportation for the North Central Texas Council of Governments (NCTCOG), offered some thoughts around timing for construction of the D2 line.

The original rationale for D2 was, as ridership and the frequency of trains on the existing light-rail increased, there would come a time when the trains would be traveling so frequently they would impede car traffic traveling across rail lines through downtown. When this happened, D2, by providing additional capacity for trains underground, would offer relief to the above ground rail lines which would allow for cars to continue to move effectively through downtown. The existing February 27, 1990 executed master interlocal agreement between the City and DART outlines some conditions for moving forward with construction of the D2 line.

Mr. Morris suggested that Covid-19 and the latest census data resulted in fewer riders and fewer cars in downtown. Based on this new reality, he asked if it still makes sense to make investment in construction of the D2 line now, or would it be better for DART and the City to discuss other items to move forward now within the City of Dallas in advance of a future D2 implementation.

Dallas RTC appointees were later briefed on the D2 update because some could not attend the RTC meeting due to the rescheduled City Council meeting that conflicted with the RTC meeting.

CLEAN CITIES ANNUAL FLEET RECOGNITION

At the September RTC meeting, the City was recognized for its commitment to clean fleet. The City of Dallas received recognition in three categories: "Greatest Progress in NOx (Nitrogen Oxide) Reduction", "Greatest Progress in GHC (Greenhouse Gas) Reduction" and as a "Gold Fleet Winner". All these recognitions are a result of the City Council's commitment to environmental policies that allow staff to move these efforts forward.

MARK YOUR CALENDARS NOW

The August 2022 RTC meeting will be held on August 18, 2022 at the Irving Convention Center during the annual City of Irving Transportation Summit. The

August RTC meeting has traditionally been held as part of this Summit but has not happened in the last two years due to Covid-19 concerns.

UPCOMING MEETINGS

The **next RTC meeting is scheduled for October 14, 2021** at 1:00 PM via teleconference, unless otherwise notified.

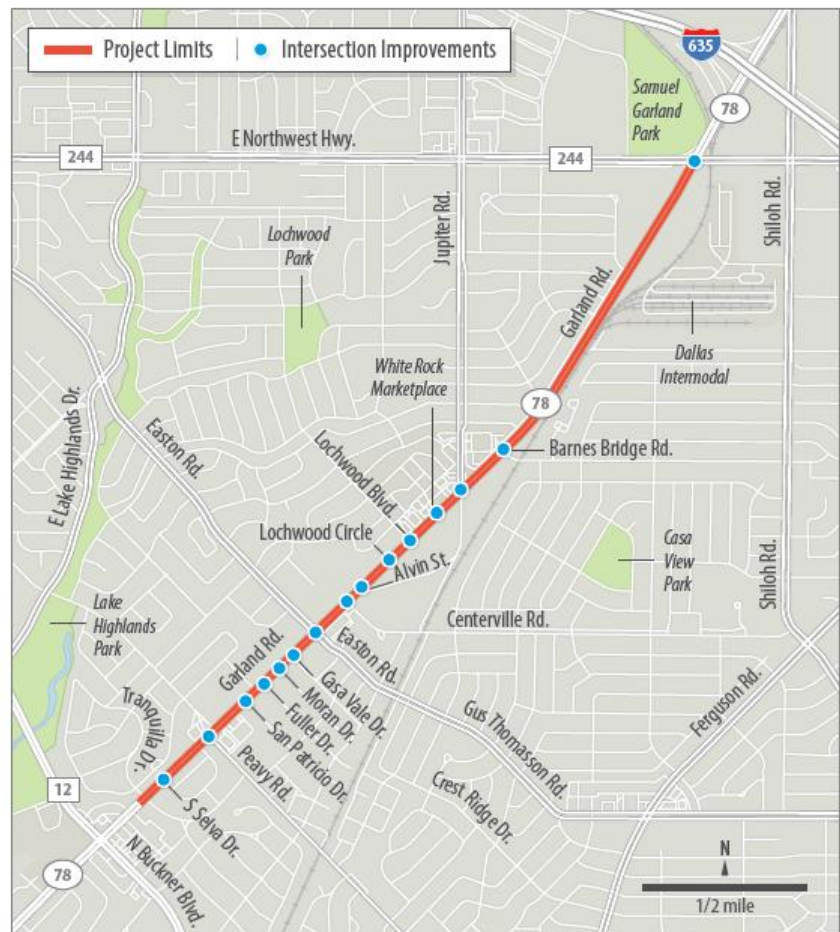


GARLAND ROAD IMPROVEMENTS

TxDOT continues construction of improvements along Garland Road from Tranquilla Drive to Northwest Highway with project completion anticipated by the end of 2021.

The project includes improving and/or widening 15 intersections in northeast Dallas along State Highway (SH) 78. The project is adding and/or improving left turn bays at some locations and curb ramps at most locations. Signal and utility work are also included in the project scope along with installation of new pavement markings.

Intersections receiving additional left turn bay work and signal work: Peavy Rd., Easton Rd., Centerville Rd., Lochwood Blvd., Jupiter Rd., Barnes Bridge Rd, and NW Hwy. Additional intersections scheduled for various improvements, including curb ramps and utility work: South Selva Drive, San Patricio Drive, Fuller Drive, Moran Drive, Casa



Vale Drive, Alvin Street, Lochwood Circle, Lockwood Blvd., and White Rock Marketplace.



BUS NETWORK REDESIGN APPROVED

At their August 24th meeting, the DART Board unanimously approved recommended changes to DART's bus network.

Under study for more than a year, the redesign of the network studied the balance between “coverage” which aims to maximize the areas served and “ridership” which emphasizes routes that are more frequently used.

The new DART zoom final Bus Network Plan's goal is to improve service frequency and hours buses are available in areas with the heaviest ridership in all 13 cities in the DART service area. The redesigned network will also expand coverage and offer more direct routes throughout its service area.

Highlights of the changed network are:

- **GoLink service will be increased substantially** and become a bigger part of the system. This on-demand service allows riders to schedule a trip in a vehicle rather than waiting at a bus stop. The vehicle picks up the customer and takes them anywhere in the designated zone or to a connection point, typically a light-rail station.
- **All local routes will run seven days a week** from, at minimum 5:00 AM to midnight, with some routes having even longer service hours.
- **In some cases, bus routes are farther apart from one another**, especially those that were bunched together.

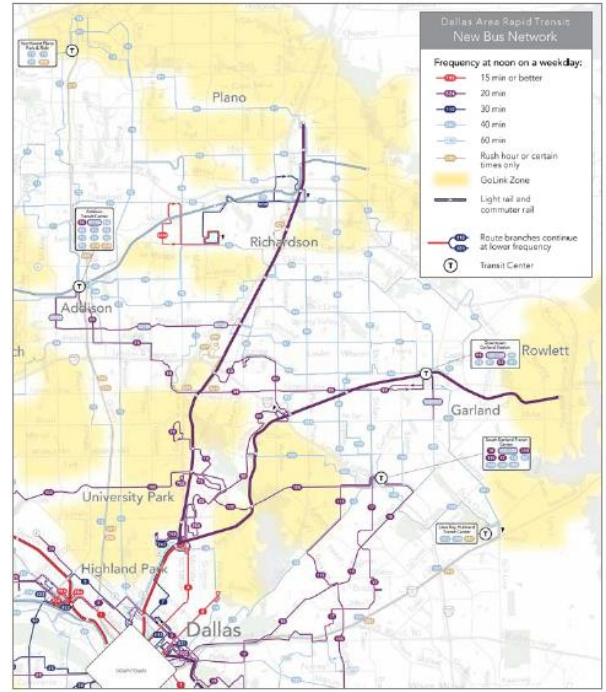
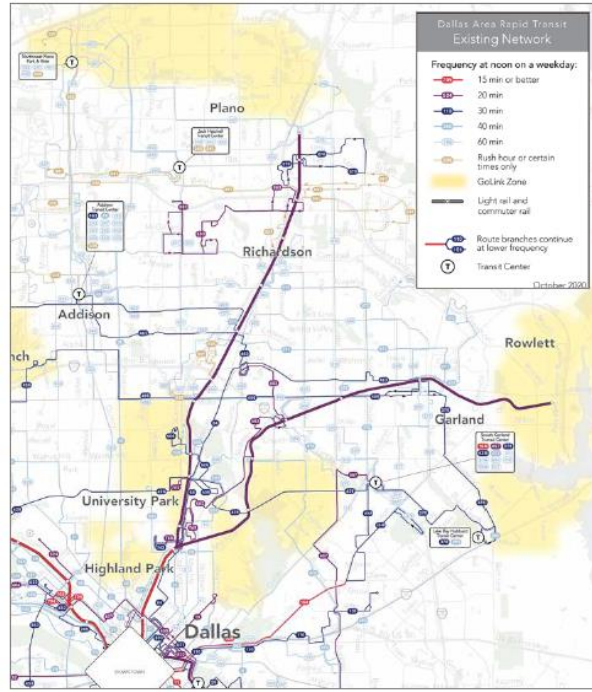
Below are maps showing before and after for each quadrant of the City and downtown. For more detailed information including interactive maps, please see the DARTzoom website at: <https://www.dartzoom.org/>

Network changes are expected to go into effect January 24, 2022.

DART Zoom Network Proposed Changes – Northeast/Southeast Quadrants

Zoom in on the Northeast Quadrant

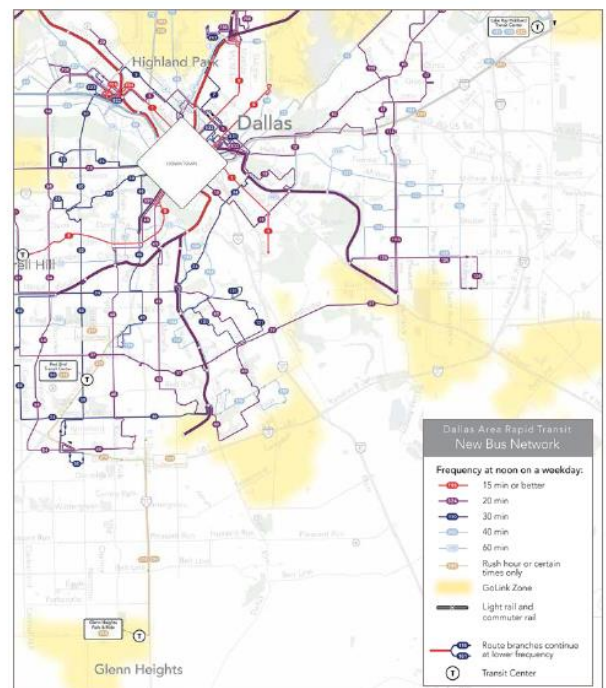
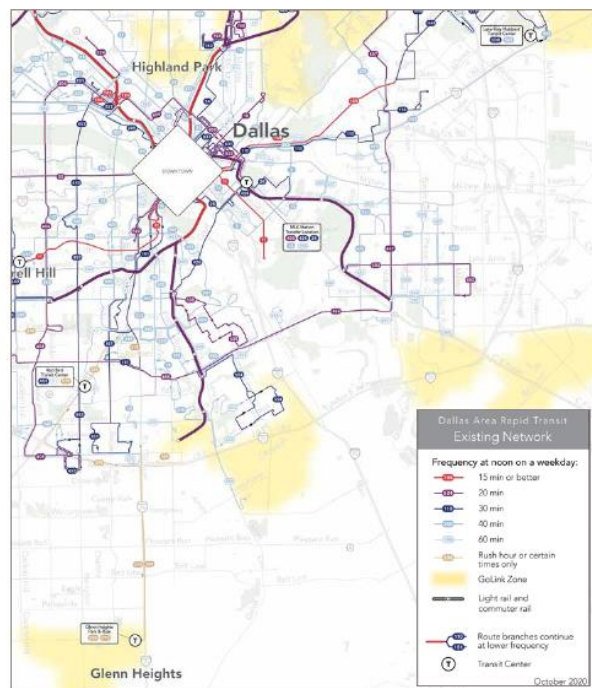
The best way to look closely and compare the New Network to the existing network is by using the interactive map at <https://dart-new-bus-network-viewer.s3.amazonaws.com/index.html>.



DRAFT NEW BUS NETWORK

Zoom in on the Southeast Quadrant

The best way to look closely and compare the New Network to the existing network is by using the interactive map at <https://dart-new-bus-network-viewer.s3.amazonaws.com/index.html>.

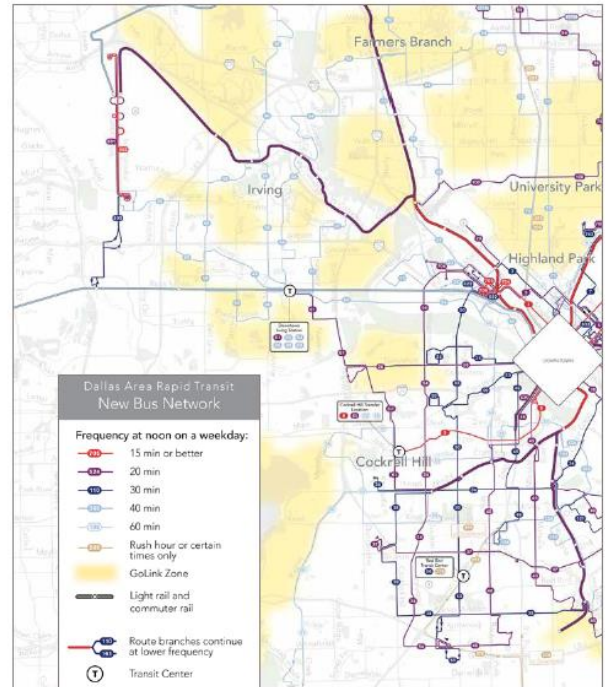
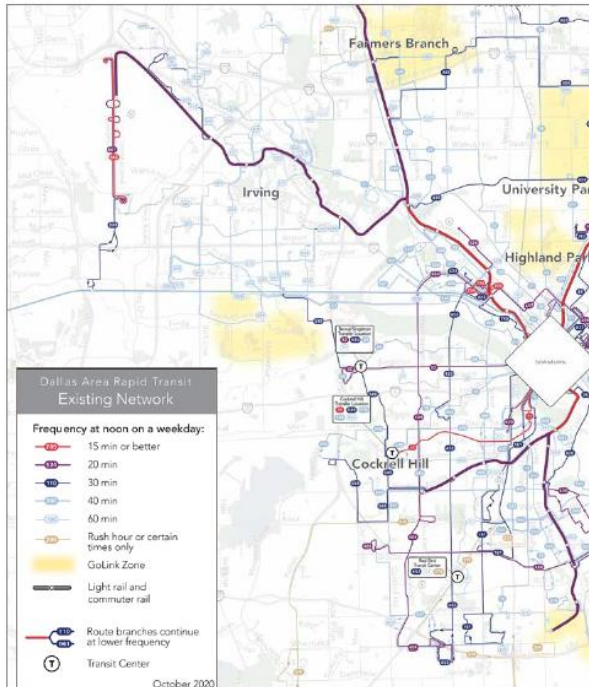


DRAFT NEW BUS NETWORK

DART Zoom Network Proposed Changes – Southwest/Northwest Quadrants

Zoom in on the Southwest Quadrant

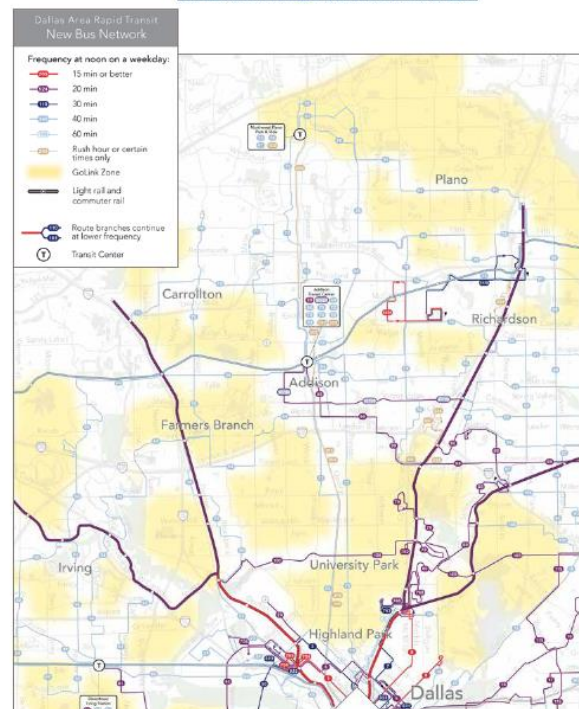
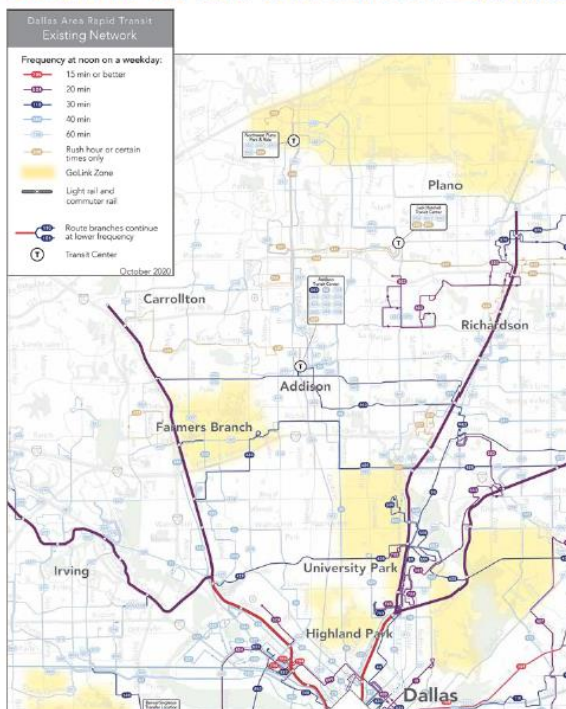
The best way to look closely and compare the New Network to the existing network is by using the interactive map at <https://dart-new-bus-network-viewer.s3.amazonaws.com/index.html>.



DRAFT NEW BUS NETWORK

Zoom in on the Northwest Quadrant

The best way to look closely and compare the New Network to the existing network is by using the interactive map at <https://dart-new-bus-network-viewer.s3.amazonaws.com/index.html>.



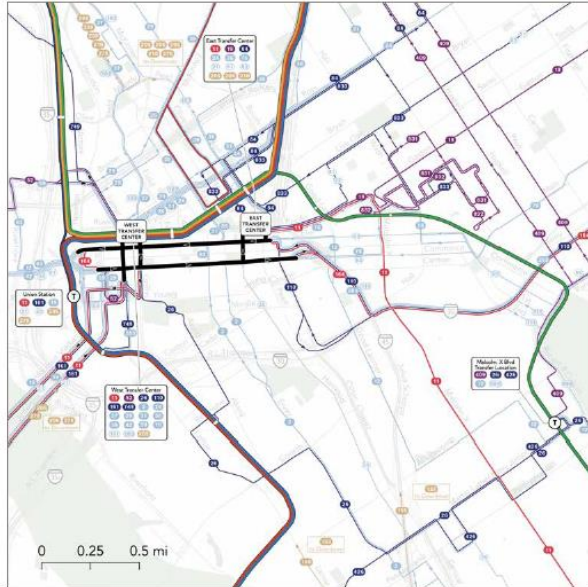
DRAFT NEW BUS NETWORK

DART Zoom Network Proposed Changes – Downtown

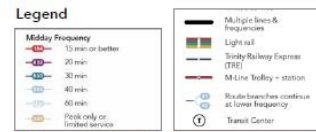
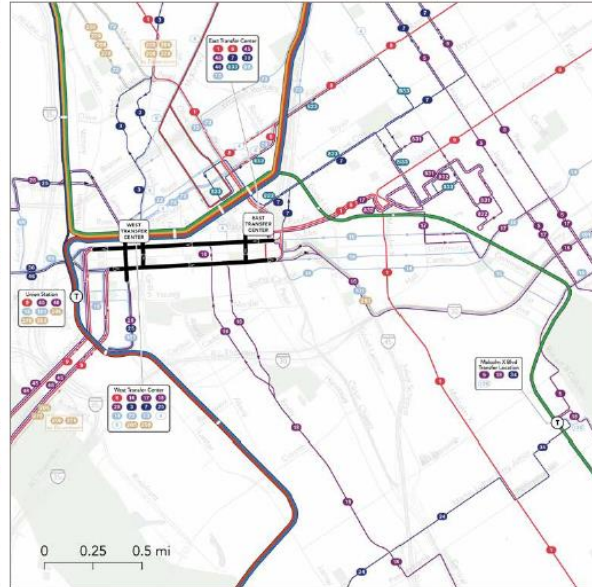
Zoom in on Downtown Dallas

The best way to look closely and compare the New Network to the existing network is by using the interactive map at <https://dart-new-bus-network-viewer.s3.amazonaws.com/index.html>.

Existing Network



New Network



DRAFT NEW BUS NETWORK

UPCOMING MEETINGS

The next DART Board meeting will be on **Tuesday, September 28, 2021** at the DART Headquarters Building, 1401 Pacific Avenue in Dallas.



COUNTY COMMISSIONERS' COURT APPROVES *forwardDallas* FUNDING

On August 3, 2021, the Dallas County Commissioner's Court **approved a Project Specific Agreement (PSA) to help fund the City's *forwardDallas*** long-range planning initiative. The total project cost is estimated to be \$650,000 with the County contributing \$250,000 in funding provided for under their 6th Call Major Capital Improvements Program.

The *forwardDallas* plan was adopted in 2006 and was last amended by City Council in 2018 with the adoption of the new Housing Plan. This update is

intended to refresh citywide land-use vision and policy through inclusive community engagement and proactive implementation.

The planning process was formally launched with a community kickoff event on August 28, 2021 and is anticipated to be complete sometime around the end of 2022 or the beginning of 2023.



BOARD MEETING HELD AUGUST 18TH

The NTTA Board of Directors held their regular meeting on Wednesday, August 18, 2021.

The Board approved recommendations by the Customer Service, Projects and Operations Committee to:

- Advertise for IT roadway traffic control services
- Amend a back-office services contract
- Approve a truck lane restriction policy

The Board approved recommendations from the Finance, Audit and Administration Committee to:

- Advertise for insurance brokerage services
- Select a vendor for depository services
- Approve a contract extension for payment processing services
- Approve of a contract for lockbox services

The Board received briefings on the Consolidated Monthly Performance Report; the Quarterly Financial and Investment Report 2nd Quarter 2021; and the Executive Director's report on contracts, supplements, and change orders less than \$300,000 that were executed in June.

UPCOMING MEETINGS

The next Board meeting will be on **September 15th at 10:00** am at the NTTA headquarters in Plano.



Guest Speaker - TxDOT Executive Director, Marc Williams

On May 26, 2021, Marc Williams was appointed to serve as TxDOT's 22nd Executive Director.

At the September DRMC meeting, Mr. Williams provided insights on the federal infrastructure bill and on TxDOT's priorities, especially TxDOT's renewed focus on safety.

The 2022 Unified Transportation Program targets \$3.4 billion in funding for safety programs, as the state aims to reduce the number of traffic fatalities to zero by 2050. Further, Texas Transportation Commission Chair, Bruce Bugg, announced a task force aimed at finding more money from different funding categories for safety. These efforts are taking on a new urgency as traffic fatalities are trending upward after declines in previous years. Fatal crashes on Texas highway in 2020 totaled 3,900 in a year when highway travel decreased.

IH 45 Project in Houston Still Funded for Now

At the August 31st Texas Transportation Commission meeting, the **Commissioners voted to continue including the IH 45 project funding in the State's Unified Transportation Program for now.**

The Commission gave the Houston region 90 days to address the hold which has been placed on the project by the Federal Highway Administration (FHWA). This will require the Houston region to come to an agreement with FHWA that the environmental justice issues have been resolved.

If they do not come to an agreement with the FHWA by the December Texas Transportation Commission meeting (scheduled for December 9th), then the Commission will remove funding for the project. This will free up approximately \$2.5 billion in Category 12 Commission discretionary funding.

UPCOMING MEETING

The October DRMC meeting will be held virtually and is scheduled for **Friday, October 1, 2021** at 11:00 AM.

2019 Airport of the Year



BOARD APPOINTS INTERIM AUDIT DIRECTOR

At their September meeting, the DFW Board appointed Rosa Maria Meagher to serve as the Interim Director of Audit Services until a next director is identified. Rosa Maria is currently the assistant director of Audit Services and has been with DFW Airport since 2007. The current Auditor, Robert Darby, is participating in the retirement incentive program and will retire from the Airport effective Sept. 30. The Director of Audit is one of two positions that reports directly to the Board of Directors. The Board has hired a search firm to begin the search for the next Audit Services Director.

TURKISH AIRLINES ANNOUNCES DFW – ISTANBUL ROUTE

Turkish Airlines announced it will start service between DFW Airport and Istanbul beginning on September 24. The carrier will service the route four times a week with a Boeing 787-900, which seats approximately 300 passengers and can carry cargo in the belly of the plane. This is the first time Turkish Airlines has served DFW Airport and reflects the strong demand for international travel. In all, Turkish Airlines serves over 300 destinations across five continents from its central hub in Istanbul.



SECRETARY BUTTIGIEG VISITS DFW AIRPORT

On Wednesday, August 11, 2021, DFW Airport was pleased to host US Transportation Secretary Pete Buttigieg while he was promoting the bi-partisan infrastructure package. Secretary Buttigieg was joined by Representatives Collin Allred, Eddie Bernice Johnson, and Marc Veasey. The secretary and representatives received a briefing on infrastructure at DFW Airport, which included a tour of the Integrated Operations Center, and visit to the Terminal C “High C” gate modules being built just outside the Air Operations Area.

Overall, the visit was very successful, and Secretary Buttigieg praised DFW Airport for its leadership in infrastructure and sustainability. In his remarks to the press, he mentioned that the work at DFW Airport should be the standard for airports across the country.

UPCOMING MEETING

The next Board Meeting will be **Thursday, October 7, 2021**. For more information, including agendas and actions, please visit www.dfwairport.com/board.



Lawsuit Dropped

A lawsuit challenging the Federal Railroad Administration's Rule of Particular Applicability (RPA) that established safety standards for the Texas Central Railroad high-speed rail system has been voluntarily dismissed by the plaintiffs.

High Speed Rail CEO Interviewed on "Y'allitics"

Carlos Aguilar, CEO of Texas Central, was interviewed on WFAA's "Y'allitics" program providing an update on the Dallas to Houston High Speed Rail project. Here is a link to the podcast [Texas Bullet Train CEO: The details you haven't heard. \(podbean.com\)](https://www.podbean.com/pb/texasbullettrain/2021/09/01/texas-bullet-train-ceo-the-details-you-havent-heard).



City of Dallas

1500 Marilla Street
Council Chambers, 6th Floor
Dallas, Texas 75201

Agenda Information Sheet

File #: 21-1834

Item #: J

Monthly Update of Public Works Program Performance Report
[Robert Perez, Director, Department of Public Works]

Memorandum



DATE September 16, 2021

CITY OF DALLAS

Honorable Members of the Transportation and Infrastructure Committee: Omar Narvaez
TO (Chair), Tennell Atkins (Vice Chair), Adam Bazaldua, Cara Mendelsohn, Jesse Moreno,
Jaynie Schultz, Gay Donnell Willis

SUBJECT **Monthly Update of Public Works Program Performance – July 2021**

Background

To provide the Transportation and Infrastructure Committee with a monthly report of Public Works' program performance measures, to include financial information, please see the following data for July 2021:

FY 21 Infrastructure Management Program (IMP) Projects - General Fund								
Program	Number of Planned Projects	Number of Projects Completed	Planned Metrics	Completed Metrics	Program Budget	Program Expenditures	Program Encumbrances	Variance (Budget - Expenditures)
Streets	1,024	492	645.2 Lane miles	241.0 Lane miles	\$ 62,137,909	\$ 38,735,435	\$ 16,454,778	\$ 23,402,474
Alleys	108	62	12.5 Linear miles	6.7 Linear miles	\$ 1,600,000	\$ 464,311	\$ -	\$ 1,135,689
Sidewalks	33	37	24.0 Linear miles	14.5 Linear miles	\$ 9,747,780	\$ 5,509,894	\$ 541,856	\$ 4,237,886
Bridges	3	1	3 Bridges	1 Bridges	\$ 1,000,000	\$ 347,149	\$ 36,280	\$ 652,851
Total	1,168	592	N/A	N/A	\$ 74,485,689	\$ 45,056,789	\$ 17,032,914	\$ 29,428,900

FY 21 Bond Projects								
Program	Number of Planned Projects	Number of Projects Completed	Planned Metrics	Completed Metrics	Program Budget	Program Expenditures	Program Encumbrances	Variance (Budget - Expenditures)
Streets	156	63	92.6 Lane miles	48.6 Lane miles	\$ 49,546,128	\$ 24,294,414	\$ 24,392,586	\$ 25,251,714
Alleys	52	21	8.4 Linear miles	3.5 Linear miles	\$ 7,455,916	\$ 1,994,674	\$ 1,961,189	\$ 5,461,242
Sidewalks	3	0	1.0 Linear miles	2.6 Linear miles	\$ 954,266	\$ -	\$ -	\$ 954,266
Bridges	2	0	2 Bridges	1 Bridges	\$ 611,321	\$ -	\$ 256,637	\$ 611,321
Total	213	84	N/A	N/A	\$ 58,567,631	\$ 26,289,088	\$ 26,610,412	\$ 32,278,543

Total General Fund and Bond Programs								
Program	Number of Planned Projects	Number of Projects Completed	Planned Metrics	Completed Metrics	Program Budget	Program Expenditures	Program Encumbrances	Variance (Budget - Expenditures)
Streets	1,180	555	737.8 Lane miles	289.6 Lane miles	\$ 111,684,037	\$ 63,029,849	\$ 40,847,364	\$ 48,654,188
Alleys	160	83	20.9 Linear miles	10.2 Linear miles	\$ 9,055,916	\$ 2,458,985	\$ 1,961,189	\$ 6,596,931
Sidewalks	36	37	25.0 Linear miles	17.1 Linear miles	\$ 10,702,046	\$ 5,509,894	\$ 541,856	\$ 5,192,152
Bridges	5	1	5 Bridges	2 Bridges	\$ 1,611,321	\$ 347,149	\$ 292,917	\$ 1,264,172
Total	1,381	676	N/A	N/A	\$ 133,053,320	\$ 71,345,877	\$ 43,643,326	\$ 61,707,443

Performance Notes

On August 16, 2021, the Department of Public Works provided the Transportation and Infrastructure Committee with its Program Performance Memorandum for streets, alleys, sidewalks, and bridges as of June 2021. During the August 16th discussion of the Program Performance Memorandum, Council Member Mendelsohn asked if Public Works would be completing all of its planned work. In response to Council Member Mendelsohn's question, Dr. Robert M. Perez, Director of Public Works, indicated that with 346 projects currently underway, the department was tracking to complete the planned work by the end of FY 2021.

Since the August 2021 Transportation and Infrastructure Committee meeting, Public Works has been forecasting its remaining work and has concluded that not all FY 2021 planned street, alley, sidewalk, and bridge projects will be completed by September 30, 2021. Understanding that not all planned work will be completed by the end of FY 2021, a memorandum was delivered to the

DATE September 16, 2021
SUBJECT **Monthly Update of Public Works Program Performance – July 2021**

Transportation and Infrastructure Committee on August 27, 2021, to provide a high-level program update, challenges to completing all planned FY 2021 work, and a mitigation plan to encumber the necessary funds to complete the remaining FY 2021 planned projects in the first quarter of FY 2022.

As the August 27th memorandum to the Transportation and Infrastructure Committee provided a high-level overview on the challenges, such as an unusually wet spring and summer, intermittent COVID-related labor shortages, and absorbing additional projects funded through Community Development Block Grant (CDBG) or Dallas Water Utilities (DWU) sources, to completing the FY 2021 planned work, additional program details are provided below:

Streets

After evaluating Public Works' completed projects, those under construction, and those remaining to begin in FY 2021, Public Works is currently trending to complete 618 of the planned 737 street lane miles (or 84%) by the end of September 2021.

Streets Mitigation Plan

To address the remaining 119 lane miles programmed for FY2021, Public Works will encumber the necessary FY 2021 funds to complete the remaining street projects by the end of December 2021. Understanding that Public Works anticipates a FY 2022 budget of approximately \$150M to deliver 865 street lane miles of improvements, Public Works is already in the process of ramping up the necessary contractors to deliver both the remaining 119 lanes miles from FY 2021 as well as the 865 lane miles currently projected for FY 2022.

Alleys

Examining the 160 alley projects programmed for FY 2021, of the 108 General Fund Unimproved Alley Maintenance projects, 98 will be completed by September 30, 2021. A total of 10 Unimproved Alley Maintenance projects will be removed due to field verification that those alleys are improved alleys.

For those 52 alley projects in the bond program, any remaining projects not completed in FY 2021, will continue construction in FY 2022 under the contracts approved through Council action.

Sidewalks

All FY 2021 planned General Fund sidewalk projects are scheduled to be completed. Bond funded sidewalk projects will carry over into FY 2022 but overall, where the FY 2021 plan identified 36 projects for completion, a total of 39 projects are estimated to be completed by September 30, 2021.

Bridges

This program had a total of 5 projects planned for FY 2021, however, over the course of FY 2021, Public Works had to utilize some of this funding for emergency bridge repairs and the estimates for two bridges on Lemmon are over \$500K and the repairs for the Military Parkway Bridge are estimated at a cost of \$1.8M. The high costs for the two bridges on Lemmon and the bridge on Military Parkway would have to be considered for future maintenance or bond programs.

Bridge Mitigation Plan


The Bridge Maintenance Program is in its final stages and will be published in the next Infrastructure Management Program (IMP). Public Works is developing a master service agreement to annually address multiple bridges needing minor repairs while also addressing emergency repairs.

DATE September 16, 2021
SUBJECT **Monthly Update of Public Works Program Performance – July 2021**

Performance Summary – July 2021

Public Works has 1,381 projects planned for FY 2021 and through July 2021, 677 of those projects have been completed. Of the total \$133.1M programmed dollars for FY 2021, through July 2021, Public Works expended \$71.4M (53.6% of total budget) and had encumbered \$43.6M. In addition to the 677 projects completed through July 2021, there are a total of 336 projects currently under construction.

Given this overview of Public Works' efforts through July 2021, the August 2021 update of this report will be provided to the Transportation and Infrastructure Committee as part of the October 2021 committee meeting and subsequent reports will follow each month. Should you have questions or would like other data included in the monthly report, please contact Dr. Robert M. Perez, Director of Public Works.



Majed A. Al-Ghafry, P.E.
Assistant City Manager

c: T.C. Broadnax, City Manager
Chris Caso, City Attorney
Mark Swann, City Auditor
Biliera Johnson, City Secretary
Preston Robinson, Administrative Judge
Kimberly Bizzor Tolbert, Chief of Staff to the City Manager

Jon Fortune, Assistant City Manager
Joey Zapata, Assistant City Manager
Dr. Eric A. Johnson, Chief of Economic Development and Neighborhood Services
M. Elizabeth Reich, Chief Financial Officer
M. Elizabeth (Liz) Cedillo-Pereira, Chief of Equity and Inclusion
Directors and Assistant Directors



City of Dallas

1500 Marilla Street
Council Chambers, 6th Floor
Dallas, Texas 75201

Agenda Information Sheet

File #: 21-1835

Item #: K

Committee Forecast

Transportation and Infrastructure Committee Forecast		
Committee Date	Briefing Item/ Report	Presenter(s)
October 18, 2021	Interagency Transportation Report	Ghassan Khankarli, Director, Department of Transportation
	Committee Forecast	
	Monthly Update of Public Works Program Performance Report	Robert Perez, Director, Department of Public Works
	Curb Lane Management & Parking Enforcement Overview	Ghassan Khankarli, Director, Department of Transportation
	Proposed Stop Sign Notification Change	Ghassan Khankarli, Director, Department of Transportation
	Federal Infrastructure Funding	Brett Wilkinson, Director, Office of Governmental Affairs
	Dallas Water Utilities- Nuts and Bolts of DWU	Terry Lowery, Director, Dallas Water Utilities
November 15, 2021	Interagency Transportation Report	Ghassan Khankarli, Director, Department of Transportation
	Committee Forecast	
	Monthly Update of Public Works Program Performance Report	Robert Perez, Director, Department of Public Works
	Vision Zero Action Plan	Ghassan Khankarli, Director, Department of Transportation
	Briefing by Memorandum: D2 East End Alignment Update	Ghassan Khankarli, Director, Department of Transportation
	2017 Bond Project Update	Adriana Castaneda, Director, Office of the Bond and Construction Management
December 7, 2021	Interagency Transportation Report	Ghassan Khankarli, Director, Department of Transportation
	Committee Forecast	
	Monthly Update of Public Works Program Performance Report	Robert Perez, Director, Department of Public Works
	Streetlighting Overview	Ghassan Khankarli, Director, Department of Transportation