

Memorandum



CITY OF DALLAS

DATE 22 August 2014

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

SUBJECT Dallas Floodway Update

On Monday, 25 August 2014, you will be briefed on the Dallas Floodway Update. The briefing materials are attached for your review.

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

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

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

Attachment

C: A. C. Gonzalez, City Manager
Warren M.S. Ernst, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Ryan S. Evans, First Assistant City Manager
Forest E. Turner, Assistant City Manager

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

Dallas Floodway Update

Transportation and Trinity River Project Committee

Col. Charles Klinge

Commander, Fort Worth District

Jill A. Jordan, P.E.

Assistant City Manager
City of Dallas

25 August 2014



US Army Corps of Engineers
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Purpose of Today's Briefing

- Update to the Recommended Plan due to passing of Water Resources Reform and Development Act of 2014 ["WRRDA 2014"]
- Overview of the Dallas Floodway Project revised work-in-kind/cost share
- Update on Schedule



Dallas Floodway Project

- On 28 April 2014, Transportation and Trinity River Project Committee asked for break down of project cost and work-in-kind credit
- As a reminder, Water Resources Development Act of 2007 [“WRDA 2007”] authorized Dallas Floodway Project (Section 5141) prior to completion of study
 - Project cost of \$459 million based on preliminary planning efforts and conceptual designs
 - Included Balanced Vision Plan [“BVP”] and Interior Drainage Plan [“IDP”] Pump Stations (East Levee IDP Only)
 - Included provision for work-in-kind/credit for planning, design and construction activities



Dallas Floodway Feasibility Study

- WRRDA 2014 provided technical corrections to WRDA 2007 to include West Levee IDP
- Section 902 of the WRDA 1986:
 - Set Maximum cost limits for Authorized Projects
 - 902 limit = authorized cost plus inflation plus 20% of the authorized cost
 - 902 limit changes based on implementation schedule and project components proposed
- Adding the entire West Levee IDP exceeds the Section 902 limit



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Total Cost Exceeds the Section 902 Limit

Flood Risk Management

Levee and Bridge	\$9,953,000
<i>Subtotal</i>	<i>\$9,953,000</i>

East IDP Pump Stations

Able	\$120,183,000
Baker	\$50,206,000
Hampton	\$82,932,000
<i>Subtotal</i>	<i>\$253,321,000</i>

West IDP Pump Stations

Charlie	\$48,990,000
Delta	\$4,986,000
Pavaho	\$32,473,000
Trinity Portland	\$44,589,000
<i>Subtotal</i>	<i>\$131,038,000</i>

Ecosystem Restoration

River Relocation	\$5,903,000
Corinth Wetlands	\$324,032,000
<i>Subtotal</i>	<i>\$329,935,000</i>

Grand Total	\$724,247,000
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Potential City Credit / Work-in-Kind

Able	\$120,183,000
Baker*	\$47,740,000
Pavaho	\$32,473,000
Cut-off wall	\$10,000,000
Feasibility Credit**	\$10,000,000
Total**	\$220,396,000

*Baker Actually costs \$50 million, but \$2.4 million is Land, Easements, Rights of Way, Relocations, Disposal Sites [“LERRDS”], which is not considered credit

**Feasibility credit is an estimate and will change prior to finalizing the Feasibility Report



Cost-Sharing Scenarios

Because \$724 million exceeds its Section 902 limit, we need to identify a project scenario under that limit or we would need new Project Authorization

Features	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
FRM	X	X	X	X	X
Able	X			X	X
Baker	X		X		X
Charlie		X	X	X	X
Delta		X	X	X	X
Hampton	X	X	X	X	X
Pavaho		X			X
Trinity Portland		X	X	X	X
ER	X	X	X	X	X
Exceeds 902	No	No	No	Yes	Yes



*Scenario 4 or 5 would require additional authorization from Congress



Summary of Cost Sharing

	Total Cost	Federal Cost	Non-Federal Cost
Scenario 1	\$529,123,000	\$343,930,000	\$185,193,000
Scenario 2	\$553,858,000	\$360,016,000	\$193,842,000
Scenario 3	\$571,591,000	\$371,534,000	\$200,057,000
Scenario 4	\$641,568,000	\$417,028,000	\$224,540,000
Scenario 5	\$724,247,000	\$470,761,000	\$253,486,000

*All Scenarios are cost share 65% Federal and 35% non-Federal



Summary of Cost Sharing

Scenario	Non Federal Cost	Potential Credit	LEERDS Credit	Future LERRDS	5% Cash	Additional Cash	Remaining City Costs		
							This Scenario*	Remaining IDP**	Total***
1	185,193,000	115,451,000	2,466,000	56,912,000	10,364,000	0	67,276,000	98,565,000	165,841,000
2	193,842,000	42,473,000	0	52,522,000	11,197,000	87,650,000	151,369,000	0	151,369,000
3	200,057,000	57,740,000	2,466,000	52,522,000	12,083,000	75,246,000	139,851,000	0	139,851,000
4	224,540,000	109,878,000	0	52,522,000	15,582,000	26,253,000	94,357,000	0	94,357,000
5	253,486,000	180,405,000	2,466,000	52,522,000	18,093,000	0	70,615,000	0	70,615,000

*"This Scenario" = "Future LERRDS" + "5% Cash" + "Additional Cash"

** Remaining IDP is the remaining cost to build unfinished pump stations not included in that scenario

***These costs do not include the recreation features of the BVP



New Recommended Plan

- Scenario Three (3) is the recommended plan. It includes:
 - Flood Risk Management: Levee Raise, AT&SF Bridge Modification, Baker, Charlie, Delta, Hampton, and Trinity Portland Pump Stations
 - Ecosystem Restoration: River Restoration and Corinth Wetlands
- Rationale for recommended plan:
 - Prioritizes life safety by including unfinished pump stations
 - Optimizes credit while staying within current authorization
 - Maximizes federal participation
- Ramifications of recommended plan:
 - Results in City not requesting credit for Able or Pavaho Pump Stations



Scenario Three (3) / Revised Recommended Plan

Construction Cost Sharing with Baker Credit			
	Federal	Non-Federal	Total
Flood Risk Management			
Construction	\$157,076,000		\$157,076,000
LERRD		\$12,322,000	\$12,322,000
5% Cash		\$12,083,000	\$12,083,000
Credit		\$47,740,000	\$47,740,000
Additional Cash		\$12,435,000	\$12,435,000
Subtotal	\$157,076,000	\$84,580,000	\$241,656,000
	65.0%	35.0%	
Ecosystem Restoration			
Construction	\$214,458,000		\$214,458,000
LERRD		\$42,666,000	\$42,666,000
Credit		\$10,000,000	\$10,000,000
Additional Cash		\$62,811,000	\$62,811,000
Subtotal	\$214,458,000	\$115,477,000	\$329,935,000
	65.0%	35.0%	
Totals	\$371,534,000	\$200,057,000	\$571,591,000
	65.0%	35.0%	
Total Owed by City		\$200,057,000	
WIK Credit		-\$57,740,000	
LEERDS Credit		-\$2,466,000	
Remaining City Cost		\$139,851,000	

Includes: FRM, Baker, Charlie, Delta, Hampton, Trinity Portland and Ecosystem Restoration



City of Dallas Remaining Costs

- Recommended Federal Plan is \$572 million costs shared as shown above
- Total current estimate based on this preliminary engineering design is around \$1.4 billion

Entire BVP and IDP's	\$1,400,000,000
Federal Share of Scenario 3	-\$371,534,000
City Work-in-Kind Credit	-\$57,740,000
City LERRDS Credit	-\$2,466,000
City Rollover Feasibility Credit	-\$10,000,000
Able	-\$120,183,000
Pahavo	-\$32,473,000
Total Remaining for BVP and IDP's	\$805,604,000



*Costs will increase with inflation and if the Trinity Parkway is not constructed



Path Forward

- Implementation and funding will be:
 - Funded bond program by bond program
 - Ex. Put one pump station per bond program
 - See appendix for overview of City bond program allocations through 2012 bond program
 - Funded annually through the Stormwater Drainage Management Fund for levee flattening and raising (where necessary)
 - Built donation by donation
 - Coordinated with developments as they occur
 - Done with partners as their funding becomes available



Next Steps

- Responding to Policy and Public Comments, as well as identifying the Recommended Plan considering WRRDA 2014, has caused a two (2) to three (3) month schedule slip
- Corps completes Record of Decision for Dallas Floodway – February/March 2015
- Phase 1 Lake Construction begins – March/April 2015



Questions?



Appendix



Scenario Details



Scenario 1

Previous Construction Cost Sharing (Modified) With Credit

	Federal	Non-Federal	Total
Flood Risk Management			
Construction	134,728,000		134,728,000
LERRD		16,672,000	16,672,000
5% Cash		10,364,000	10,364,000
Credit		45,510,000	45,510,000
Additional Cash			0
Subtotal	134,728,000	72,546,000	207,274,000
	65.0%	35.0%	
Ecosystem Restoration			
Construction	209,202,000		209,202,000
LERRD		42,706,000	42,706,000
Credit		69,941,000	69,941,000
Additional Cash			0
Subtotal	209,202,000	112,647,000	321,849,000
	65.0%	35.0%	
Totals	343,930,000	185,193,000	529,123,000
Total Owed by City		185,193,000	
WIK Credit		-115,451,000	
LERRDS Credits		-2,466,000	
Remaining City Cost		67,276,000	



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Includes FRM, Hampton, Baker, and Able with excess credit of about \$50 million



Scenario 2

New Proposal Construction Cost Sharing with Pavaho Credit

	Federal	Non-Federal	Total
Flood Risk Management			
Construction	145,558,000		145,558,000
LERRD		9,856,000	9,856,000
5% Cash		11,197,000	11,197,000
Credit		32,473,000	32,473,000
Additional Cash		24,839,000	24,839,000
Subtotal	145,558,000	78,365,000	223,923,000
	65.0%	35.0%	
Ecosystem Restoration			
Construction	214,458,000		214,458,000
LERRD		42,666,000	42,666,000
Credit		10,000,000	10,000,000
Additional Cash		62,811,000	62,811,000
Subtotal	214,458,000	115,477,000	329,935,000
	65.0%	35.0%	
Totals	360,016,000	193,842,000	553,858,000
	65.0%	35.0%	
Total Owed by City		193,842,000	
WIK Credit		-42,473,000	
LERRDS Credit		-0	
Remaining City Cost		151,369,000	

Includes: FRM, Charlie, Delta, Hampton, Pavaho, Trinity Portland and Ecosystem Restoration



Scenario Three (3) / Revised Recommended Plan

Construction Cost Sharing with Baker Credit			
	Federal	Non-Federal	Total
Flood Risk Management			
Construction	\$157,076,000		\$157,076,000
LERRD		\$12,322,000	\$12,322,000
5% Cash		\$12,083,000	\$12,083,000
Credit		\$47,740,000	\$47,740,000
Additional Cash		\$12,435,000	\$12,435,000
Subtotal	\$157,076,000	\$84,580,000	\$241,656,000
	65.0%	35.0%	
Ecosystem Restoration			
Construction	\$214,458,000		\$214,458,000
LERRD		\$42,666,000	\$42,666,000
Credit		\$10,000,000	\$10,000,000
Additional Cash		\$62,811,000	\$62,811,000
Subtotal	\$214,458,000	\$115,477,000	\$329,935,000
	65.0%	35.0%	
Totals	\$371,534,000	\$200,057,000	\$571,591,000
	65.0%	35.0%	
Total Owed by City		\$200,057,000	
WIK Credit		-\$57,740,000	
LEERDS Credit		-\$2,466,000	
Remaining City Cost		\$139,851,000	

Includes: FRM, Baker, Charlie, Delta, Hampton, Trinity Portland and Ecosystem Restoration



Scenario 4

Construction Cost Sharing with Able Credit

	Federal	Non-Federal	Total
Flood Risk Management			
Construction	202,570,000		202,570,000
LERRD		9,856,000	9,856,000
5% Cash		15,582,000	15,582,000
Credit		83,625,000	83,625,000
Additional Cash		0	0
Subtotal	202,570,000	109,063,000	311,633,000
	65.0%	35.0%	
Ecosystem Restoration			
Construction	214,458,000		214,458,000
LERRD		42,666,000	42,666,000
Credit		46,558,000	46,558,000
Additional Cash		26,253,000	26,253,000
Subtotal	214,458,000	115,477,000	329,935,000
	65.0%	35.0%	
Totals	417,028,000	224,540,000	641,568,000
	65.0%	35.0%	
Total Owed by City		224,540,000	
WIK Credit		-130,183,000	
LERRDS Credit		-0	
Remaining City Cost		94,357,000	

Includes: FRM, Able, Charlie, Delta, Hampton, Trinity Portland and Ecosystem Restoration



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Scenario 5

Construction Cost Sharing with all pump stations Credit

	Federal	Non-Federal	Total
Flood Risk Management			
Construction	256,303,000		256,303,000
LERRD		12,322,000	12,322,000
5% Cash		18,093,000	18,093,000
Credit		107,594,000	107,594,000
Additional Cash		0	0
Subtotal	256,303,000	138,009,000	394,312,000
	65.0%	35.0%	
Ecosystem Restoration			
Construction	214,458,000		214,458,000
LERRD		42,666,000	42,666,000
Credit		72,811,000	72,811,000
Additional Cash			0
Subtotal	214,458,000	115,477,000	329,935,000
	65.0%	35.0%	
Totals	470,761,000	253,486,000	724,247,000
	65.0%	35.0%	
Total Owed by City		253,486,000	
WIK Credit		-180,405,000	
LERRDS Credit		-2,466,000	
Remaining City Cost		70,615,000	

Includes: FRM, Able, Baker, Charlie, Delta, Hampton, Pavaho, Trinity Portland and Ecosystem Restoration



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Summary of Cost Share



Summary of Cost Sharing

	Total Cost	Federal Cost	Non Federal Cost	Potential Credit	LERRDS	5% Cash	Additional Cash	City \$ for all Feat.
Scenario 1	\$529,123,000	\$343,930,000	\$185,193,000	\$115,451,000	\$59,378,000	\$10,364,000	\$0	\$378,703,000
Scenario 2	\$553,858,000	\$360,016,000	\$193,842,000	\$42,473,000	\$52,522,000	\$11,197,000	\$87,650,000	\$364,365,000
Scenario 3	\$571,591,000	\$371,534,000	\$200,057,000	\$57,740,000	\$54,988,000	\$12,083,000	\$75,246,000	\$352,713,000
Scenario 4	\$641,568,000	\$417,028,000	\$224,540,000	\$109,878,000	\$52,522,000	\$15,582,000	\$26,253,000	\$307,219,000
Scenario 5	\$724,247,000	\$470,761,000	\$253,486,000	\$180,405,000	\$54,988,000	\$18,093,000	\$0	\$283,477,000



Summary of Bond Program Funding



City of Dallas Authorized Bond Program Investments in Trinity River Corridor

1989 Bond Program	\$8,500,000
1998 Bond Program	\$246,000,000
2006 Bond Program	\$219,017,612
<u>2012 Bond Program</u>	<u>\$6,418,400</u>
Total	\$479,936,012

