

June 11, 2025

WHEREAS, the federal off-system bridge program is administered by the Texas Department of Transportation (the State) to replace or rehabilitate structurally deficient and functionally obsolete (collectively referred to as deficient) bridges located on public roads and streets off the designated state highway system; and

WHEREAS, the City of Dallas, hereinafter referred to as the Local Government, owns bridges located at:

- Houston Street over Interstate Highway (IH) 30 and Trinity River (Route 178), National Bridge Inventory (NBI) Structure No. 180570000911079, State Control-Section-Job (CSJ) No. 0918-47-511; and
- Jefferson Boulevard over IH-30 and Trinity River (Route 179), NBI Structure No. 180570000911363, CSJ No. 0918-47-512; and

WHEREAS, the projects to remedy the bridges are included in the currently approved program of projects as authorized by Texas Transportation Commission Minute Order No. 116522 dated August 16, 2023; and

WHEREAS, the usual fund participation ratio for projects on such program is 80 percent Federal, 10 percent State, and 10 percent Local Government; and

WHEREAS, Texas Administrative Code, Title 43, Section 15.55(d)(43 TAC Section 15.55(d)) provides that under specified conditions, the 10 percent Local Government match fund participation requirement may be waived with agreement by the Local Government to perform, or cause to be performed, an equivalent dollar amount of structural improvement work on other deficient bridges or deficient mainlane cross-drainage structures within its jurisdiction, such a project of structural improvement work being referred to as an “equivalent-match project”; and

WHEREAS, the total estimated local match fund participation requirement on the approved federal off-system bridge projects is \$3,400,000.00, hereinafter referred to as the “participation-waived” projects; and

WHEREAS, the Local Government proposes the participation requirement be waived and in return will perform or cause to be performed an equivalent dollar amount of structural improvement work for the bridge located at State Highway 356 (Irving Boulevard) over Elm Fork of the Trinity River (Route 356), NBI Structure No. 180570009207165, as programmed in the 2024 General Obligation Bond (Project No. PB24Y051).

Now, Therefore,

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

June 11, 2025

SECTION 1. That the City Council hereby authorizes the Local Government to perform or cause to be performed the following equivalent-match project in return for waiver of the local match fund participation requirement on the approved federal off-system bridge program (participation-waived) projects not yet awarded:

State Highway 356 (Irving Boulevard) over Elm Fork of the Trinity River (Route 356), NBI Structure No. 180570009207165, not located on a school bus route, with the description of structural improvement work being to replace the existing steel plate girder and prestressed concrete bridge with a new prestressed concrete girder bridge, for a total estimated cost of \$24,750,000.00, including \$3,712,500.00 for engineering and \$21,037,500.00 for construction.

SECTION 2. That the City Manager, or the City Manager's authorized designee, is hereby authorized to sign the request for waiver of the local match fund participation requirement on the following federal off-system bridge program projects: Houston Street over IH-30 and Trinity River (CSJ No. 0918-47-511), and Jefferson Boulevard over IH-30 and Trinity River (CSJ No. 0918-47-512).

SECTION 3. That in receiving this waiver, the Local Government acknowledges its obligation to conform with all conditions of 43 TAC Section 15.55(d); such conditions that include but are not restricted to the following:

1. The Local Government must be currently in compliance with load posting and closure regulations as defined in National Bridge Inspection Standards under US Code of Federal Regulations, Title 23, Section 650.303.
2. The equivalent-match project work increases the load capacity of the existing bridge or other mainlane cross-drainage structure or upgrades the structure to its original load capacity with a minimum upgrade to safely carry school bus loading if located on a school bus route.
3. In performing, or causing to be performed, the equivalent-match project, the Local Government assumes all responsibilities for engineering and construction and complying with all applicable state and federal environmental regulations and permitting requirements for the structures being improved.
4. The work on the proposed equivalent-match project has not begun and will not begin until the local match fund participation waiver approval process has been completed.
5. The Local Government will be allowed three years after the contract award of the participation-waived project to complete the structural improvement work on the equivalent-match project.

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