

August 11, 2021

WHEREAS, the Union Pacific Railroad (UPRR) housed an intermodal operation known as Miller Yard located on the west side of Linfield Road near the Joppa community in Dallas, Texas; and

WHEREAS, on September 27, 2000, City Council authorized a contract to construct a vehicular bridge on Linfield Road over the UPRR tracks while maintaining the at-grade crossing by Resolution No. 00-2914; and

WHEREAS, the demand for UPRR's Miller Yard's operations grew with it resulting in the need to add a bypass track through the Miller Yard at Linfield Road; and

WHEREAS, the addition of faster moving trains, along with slower moving trains within the Miller Yard, would pose an increased safety risk to pedestrians and vehicular traffic using the existing at-grade crossing; and

WHEREAS, since 2015 UPRR in collaboration with the City of Dallas, the North Central Council of Governments (NCTCOG), and the Joppa community have engaged in numerous community meetings; and

WHEREAS, the community meetings culminated in a vote whereby the community agreed to permanently close the at-grade crossing in exchange for the construction of a pedestrian bridge parallel to the existing vehicular bridge that meets the current Americans with Disabilities Act Accessibility Guidelines; and

WHEREAS, the NCTCOG Regional Transportation Council approved \$8,550,000.00 to fund a pedestrian bridge project parallel to the existing Linfield Road vehicular bridge over the UPRR tracks; and

WHEREAS, the City of Dallas and the Texas Department of Transportation (TxDOT) has entered into a Master Agreement which states the general terms and conditions for the development of transportation projects through Advanced Funding Agreements (AFAs); and

WHEREAS, the City of Dallas is the lead agency to administer the preliminary engineering of the project pursuant to the terms of an AFA with the State of Texas acting through TxDOT; and

WHEREAS, revisions to the funding strategies for the construction component of this contract necessitate modifications to the Transportation Improvement Plan; and

WHEREAS, TxDOT requires that a city resolution or ordinance be made part of the construction contract.

August 11, 2021

Now, Therefore,

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

SECTION 1. That the City Manager is hereby authorized to accept a grant from the United States Department of Transportation, Federal Highway Administration through Texas Department of Transportation for a Congestion Mitigation and Air Quality Improvement Program Grant (Agreement No. CSJ 0918-47-309, CFDA No. 20.205) approved as to form by the City Attorney, in the amount of \$3,960,000.00 as federal share in the total project cost of \$5,223,740.00 (includes Federal \$3,960,000.00; Direct State \$40,000.00; Indirect State \$223,740.00 participation; and Local Match \$1,000,000.00), for costs related to the construction of a shared use path on Linfield Road over Union Pacific Railroad Rail Yard in the City of Dallas, with TxDOT in a total approximate amount of \$5,223,740.00, and all terms, conditions, and documents required by the agreement.

SECTION 2. That the City Manager is hereby authorized to establish appropriations in the amount of \$3,960,000.00 in the Linfield Project Construction Grant Fund, Fund F676, Department TRN, Unit 197C, Object 4599.

SECTION 3. That the Chief Financial Officer is hereby authorized to receive and deposit funds in the amount of \$3,960,000.00 into the Linfield Project Construction Grant Fund, Fund F676, Department TRN, Unit 197C, Revenue Code 6506.

SECTION 4. That the Chief Financial Officer is hereby authorized to disburse local funds in the amount of \$10,000.00 in accordance with the terms and conditions of the agreement from the Transportation Special Projects Fund, Fund 0761, Department TRN, Unit W702, Object 4599, Program TP21W702, Encumbrance/Contract No. TRN-2021-00016877.

SECTION 5. That the City Manager is hereby authorized to reimburse the granting agency any expenditures identified as ineligible and notify the appropriate City Council Committee of expenditures identified as ineligible not later than 30 days after the reimbursement.

SECTION 6. That the City Manager shall keep the appropriate City Council Committee informed of all final granting agency monitoring reports not later than 30 days after the receipt of the report.

SECTION 7. 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.