



Legislation Text

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**STRATEGIC PRIORITY:** Mobility Solutions, Infrastructure, and Sustainability

**AGENDA DATE:** August 11, 2021

**COUNCIL DISTRICT(S):** 7

**DEPARTMENT:** Department of Transportation

**EXECUTIVE:** Majed Al-Ghafry

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**SUBJECT**

Authorize **(1)** the acceptance of a grant from the United States Department of Transportation Federal Highway Administration through the Texas Department of Transportation (TxDOT) for the Congestion Mitigation and Air Quality Improvement Program (Agreement No. CSJ 0918-47-309, CFDA No. 20.205) 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; **(2)** the establishment of appropriations in the amount of \$3,960,000.00 in the Linfield Project Construction Grant Fund; **(3)** a required local match in the amount of \$1,000,000.00 from the Transportation Special Projects Fund; **(4)** the receipt and deposit of funds in the amount of \$3,960,000.00 in the Linfield Project Construction Grant Fund; **(5)** disbursement of a portion of local match funds in the amount of \$10,000.00 to TxDOT for State construction costs from the Transportation Special Projects Fund; and **(6)** execution of the Local Project Advance Funding Agreement with TxDOT in a total approximate amount of \$5,223,740.00 and all terms, conditions, and documents required by the grant agreement - Total amount of \$3,970,000.00 - Financing: Texas Department of Transportation Grant Funds (\$3,960,000.00) and Transportation Special Projects Fund (\$10,000.00) (see Fiscal Information)

**BACKGROUND**

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. In 2005, UPRR relocated its multimodal operation away from Miller Yard but maintained its status as a multi-use operation. In 2002, a vehicular bridge was constructed to minimize traffic interruptions to the Joppa neighborhood considering that Linfield Road functioned as its main access. As the economy grew, the demand for Miller Yard's operations grew with it resulting in the need to add a bypass track through the Miller Yard at Linfield Road. The addition of faster moving trains along with slower moving trains within the Miller Yard posed an increased safety risk to pedestrians and vehicular traffic which necessitated the consideration of the permanent closure of the surface railroad crossing. However, since the existing vehicular bridge has steeper grades that do not meet current Americans with Disabilities Act Accessibility Guidelines, the need for an alternate solution for pedestrian crossings was necessary.

Since 2015, UPRR in collaboration with the City of Dallas, the North Central Council of Governments, and the Joppa community including the South Central Civic League have engaged in numerous community meetings.

This action will authorize a Local Transportation Project Advance Funding Agreement for preliminary engineering of the project utilizing a combination of Transportation Development Credits, contributions from UPRR and regional funds associated with this project.

**ESTIMATED SCHEDULE OF PROJECT**

Begin Preliminary Engineering Design	October 2021
Complete Preliminary Engineering Design	December 2022
Begin Construction	June 2023
Complete Construction	June 2025

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

The Mobility Solutions, Infrastructure and Sustainability Committee was briefed on Union Pacific Railroad’s operations on September 25, 2017.

[City Council was briefed by memorandum regarding this project on October 2, 2020.](https://dallascityhall.com/government/citymanager/Documents/FY%2020-21%20Memos/Joppa-Neighborhood-Service-Plan_Memo_100220.pdf)  
<[https://dallascityhall.com/government/citymanager/Documents/FY%2020-21%20Memos/Joppa-Neighborhood-Service-Plan\\_Memo\\_100220.pdf](https://dallascityhall.com/government/citymanager/Documents/FY%2020-21%20Memos/Joppa-Neighborhood-Service-Plan_Memo_100220.pdf)>

[City Council was briefed by memorandum regarding this matter on August 6, 2021.](https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fdallascityhall.com%2Fgovernment%2Fcitymanager%2FDocuments%2FFY%252020-21%2520Memos%2FUpcoming-City-Council-Agenda-Items-29-and-30-Linfield-Road-Over-UPRR-Yard-Project_memo_080621.pdf&data=04%7C01%7Camanda.ybon%40dallascityhall.com%7Ccf399713f83446369e9208d958e06b67%7C2935709ec10c4809a302852d369f8700%7C0%7C0%7C637638543162221541%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C1000&sdata=i3ZuDqZ5R5o3Kkt16N46vflk6WUbcTsgidPqZ1nVWXs%3D&reserved=0)  
<[https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fdallascityhall.com%2Fgovernment%2Fcitymanager%2FDocuments%2FFY%252020-21%2520Memos%2FUpcoming-City-Council-Agenda-Items-29-and-30-Linfield-Road-Over-UPRR-Yard-Project\\_memo\\_080621.pdf&data=04%7C01%7Camanda.ybon%40dallascityhall.com%7Ccf399713f83446369e9208d958e06b67%7C2935709ec10c4809a302852d369f8700%7C0%7C0%7C637638543162221541%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C1000&sdata=i3ZuDqZ5R5o3Kkt16N46vflk6WUbcTsgidPqZ1nVWXs%3D&reserved=0](https://gcc02.safelinks.protection.outlook.com/?url=https%3A%2F%2Fdallascityhall.com%2Fgovernment%2Fcitymanager%2FDocuments%2FFY%252020-21%2520Memos%2FUpcoming-City-Council-Agenda-Items-29-and-30-Linfield-Road-Over-UPRR-Yard-Project_memo_080621.pdf&data=04%7C01%7Camanda.ybon%40dallascityhall.com%7Ccf399713f83446369e9208d958e06b67%7C2935709ec10c4809a302852d369f8700%7C0%7C0%7C637638543162221541%7CUnknown%7CTWFpbGZsb3d8eyJWljojMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IjEhaWwiLCJXVCi6Mn0%3D%7C1000&sdata=i3ZuDqZ5R5o3Kkt16N46vflk6WUbcTsgidPqZ1nVWXs%3D&reserved=0)>

**FISCAL INFORMATION**

Fund	FY 2021	FY 2022	Future Years
Federal Participation (80% Construction)	\$0.00	\$0.00	\$3,960,000.00
Transportation Special Projects Fund	\$0.00	\$0.00	\$ 10,000.00
Total	\$0.00	\$0.00	\$3,970,000.00

Federal Participation (80% Construction includes Direct Costs)	\$4,000,000.00
State Participation (TxDOT Indirect Costs)	\$ 223,740.00
Local Participation	<u>\$1,000,000.00</u>

Total Project Cost \$5,223,740.00

Construction costs are planned for Fiscal Year (FY) 23; FY24; and FY25.

**MAP**

Attached