



## Legislation Text

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**File #:** 20-2477, **Version:** 1

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

**AGENDA DATE:** January 13, 2021

**COUNCIL DISTRICT(S):** 7

**DEPARTMENT:** Department of Transportation

**EXECUTIVE:** Majed Al-Ghafry

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### **SUBJECT**

Authorize the **(1)** 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 0581-01-157, CFDA No. 20.205) in the amount of \$1,212,500.00 as federal and state share in the total project engineering cost of \$1,304,805.00 (includes \$1,212,500.00 in Federal and State reimbursement, Direct State Cost of \$37,500.00, and Indirect State \$54,805.00 participation) for costs related to the preparation of preliminary engineering (design schematic, environmental documents/public involvement), plans, specifications and estimates to allow for the construction of intersection improvements including regrading, repaving, and sidewalks at Carbondale Street and Great Trinity Forest Way in the City of Dallas; **(2)** establishment of appropriations in the amount of \$1,212,500.00 in the Carbondale Project Grant Fund; **(3)** receipt and deposit of funds in the amount of \$1,212,500.00 in the Carbondale Project Grant Fund; and **(4)** execution of the Local Project Advance Funding Agreement with TxDOT in a total approximate amount of \$1,304,805.00 and all terms, conditions, and documents required by the grant agreement - Total amount of \$1,212,500.00 - Financing: Texas Department of Transportation Grant Funds

### **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, would pose 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 (ADAAG), 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 (NCTCOG), and the Joppa community including the South Central Civic League (SCCL) have engaged in numerous community meetings that culminated in a vote whereby the community agreed to permanently close the at-grade crossing with the following provisions:

- Construction of a pedestrian bridge parallel to the existing vehicular bridge that meets current ADAAG guidelines
- Access improvements to the Carbondale Road ramping arrangements at Loop 12 (Great Trinity Forest Way) in coordination between NCTCOG and the Texas Department of Transportation (TxDOT) (**This Action**)
- UPRR's contribution of funds for landscape beautification in the vicinity of this crossing along Carbondale Street.

As a result of the above agreement with the community, on June 13, 2019, NCTCOG's Regional Transportation Council (RTC) approved a total of \$1,304,000 of funds towards the design and construction of pedestrian access improvements to transit bus facilities (this action).

This action will authorize a Local Transportation Project Advance Funding Agreement for the engineering and construction of the project utilizing a combination of federal and state funds associated with this project.

#### **ESTIMATED SCHEDULE OF PROJECT**

Begin Design	March 2021
Complete Design	March 2022
Begin Construction	July 2022
Complete Construction	March 2024

#### **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 matter on October 2, 2020.

#### **FISCAL INFORMATION**

Fund	FY 2021	FY 2022	Future Years
Federal and TxDOT Participation (80% Federal and 20% TxDOT for City's Environmental, Engineering and Construction)	\$190,000.00	\$52,500.00	\$970,000.00
Federal Participation (80% for Direct State Costs)	\$ 30,000.00	\$ 0.00	\$ 0.00
TxDOT (20% Direct State Participation)	\$ 7,500.00	\$ 0.00	\$ 0.00
State Participation (TxDOT Indirect Costs)	\$ 54,805.00	\$ 0.00	\$ 0.00
Total Project Cost/Total Budget Estimate	\$282,305.00	\$52,500.00	\$970,000.00

Federal (80%) and TxDOT (20%) Participation	\$1,212,500.00
Federal Participation (Direct State Costs)	\$ 30,000.00
TxDOT (20% Direct State Participation)	\$ 7,500.00
State Participation (TxDOT Indirect Costs)	<u>\$ 54,805.00</u>

Total Project Costs	\$1,304,805.00
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**MAP**

Attached