



Legislation Text

File #: 20-2479, **Version:** 1

STRATEGIC PRIORITY: Mobility Solutions, Infrastructure, and Sustainability
AGENDA DATE: January 13, 2021
COUNCIL DISTRICT(S): 7
DEPARTMENT: Department of Transportation
EXECUTIVE: Majed Al-Ghafry

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 0918-47-310, CFDA No. 20.205) in the amount of \$1,225,000.00 as federal share in the total project cost of \$1,305,370.00 (includes Federal \$1,225,000.00, Direct State \$25,000.00 and Indirect State \$55,370.00 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 shared use path on Linfield Road over Union Pacific Railroad Railroad Yard in the City of Dallas; **(2)** establishment of appropriations in the amount of \$1,225,000.00 in the Linfield Project Grant Fund; **(3)** receipt and deposit of funds in the amount of \$1,225,000.00 in the Linfield Project Grant Fund; and **(4)** execution of the Local Project Advance Funding Agreement with TxDOT in a total approximate amount of \$1,305,370.00 and all terms, conditions, and documents required by the grant agreement - Total amount of \$1,225,000.00 - 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 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 (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:

- Preliminary engineering for construction of a pedestrian bridge parallel to the existing vehicular bridge that meets current Americans with Disability Act Accessibility Guidelines (ADAAG) (**This Action**).

As a result of the above agreement with the community, on June 13, 2019, NCTCOG's Regional Transportation Council (RTC) approved a total of \$8,092,310.00 of funds towards the design and construction of the pedestrian bridge.

This action provides \$1,305,370.00 for preliminary engineering for this project. There will be a future agenda item for construction of this project. Changes in funding strategies necessitate a modification to the Transportation Improvement Plan (TIP) which is anticipated to occur in August 2021. After the TIP modification, staff will return to City Council with an agenda item in the current amount of \$6,784,940.00 (the balance of the approved funding) for the construction of this project.

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.

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.

ESTIMATED SCHEDULE OF PROJECT

Begin Preliminary Engineering Design	March 2021
Complete Preliminary Engineering Design	March 2022

FISCAL INFORMATION

Fund	FY 2021	FY 2022	Future Years
Federal Participation (100% for City's Environmental and Engineering) (this action)	\$900,000.00	\$325,000.00	\$0.00
Federal Participation (100% for Direct State Costs)	\$ 25,000.00	\$ 0.00	\$0.00
State Participation (TxDOT Indirect Costs)	\$ 55,370.00	\$ 0.00	\$0.00
Total Project Cost/Total Budget Estimate	\$980,370.00	\$325,000.00	\$0.00

Federal Participation (100% for City's Environmental/Engineering)	\$1,225,000.00
Federal Participation (100% for Direct State Costs)	\$ 25,000.00
State Participation (TxDOT Indirect Costs)	<u>\$ 55,370.00</u>

Total Project Cost	\$1,305,370.00
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MAP

Attached