



Legislation Text

File #: 23-545, **Version:** 1

STRATEGIC PRIORITY: Transportation & Infrastructure

AGENDA DATE: March 8, 2023

COUNCIL DISTRICT(S): 7

DEPARTMENT: Water Utilities Department

EXECUTIVE: Kimberly Bizer Tolbert

SUBJECT

Authorize a Reimbursement Agreement with Union Pacific Railroad Company for preliminary engineering services for the portion of the proposed expansion of the Dallas Floodway Extension Lamar Levee that impacts Union Pacific's operations, including improvements to infrastructure - Not to exceed \$225,000.00 - Financing: Trinity River Corridor Project Fund (1998 General Obligation Bond Funds)

BACKGROUND

The City of Dallas is the owner and operator of the Dallas Levee System extending from the Elm and West Forks of the Trinity River through the main stem and terminating at Interstate Highway 20. This system is regulated by the U.S. Army Corps of Engineers (USACE). In addition to regulating the Dallas Levee System, the USACE and City have been cost participating in two separate federal projects to improve the public safety of the residents and businesses that are served by this system. The City is required to own, in fee simple, all parcels related to the Dallas Levee System.

In July 2018, the Dallas Levee System flood risk management projects included in the Modified Dallas Floodway Project (DF) and the Dallas Floodway Extension (DFE) were authorized for funding under the Supplemental Appropriation in the Bipartisan Budget Act of 2018-Public Law 115-123 (PL-115-123). This information has been presented to the City Council and provided in memorandum to the City Council at major milestones since the notification by the USACE. All work associated with the design and construction of these improvements is being performed by USACE with the City serving as a technical advisor and client. An overview of the projects, federal funding and associated local requirements included in PL 115-123 are, as follows:

DFE: Up to \$135.25M for Lamar Levee and Cadillac Heights Levee

City is obligated to expend funds to complete necessary real estate activities such as acquisition, relocation and environmental remediation and public utility relocation; acquisition funds are potentially eligible for reimbursement in the future.

DF: \$261.9M for approved flood risk management such as levee raises and flattening, removal of the Atchison, Topeka and Santa Fe Bridge, Trinity Portland Pump Station, Charlie Pump Station, Delta Pump Station Rehabilitation, Hampton Pump Station and Nobles Sump Improvements

City is obligated to expend funds on 35 percent of the design and construction and environmental remediation and public utility relocation; the real estate funds are credits against the cost share for the project.

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

On August 12, 2015, City Council authorized reprogramming the remaining bond funds from the 1998 Bond Proposition 11 from the Trinity Lakes and Trinity Parkway to other flood control improvement consistent with the bond proposition approved by the voters by Resolution No. 15-1486.

[The Mobility Solutions, Infrastructure and Sustainability Committee was briefed by memorandum regarding the projects and requirements related to the US Army Corps of Engineers Supplemental Bipartisan Budget Act of 2018 \(PL-115-123\) on April 22, 2019.](https://dallascityhall.com/government/Council%20Meeting%20Documents/msis_5_supplemental-appropriation-in-the-bipartisan-budget-act-of-2018-update-on-flood-risk-management-projects_memo_042219.pdf)
<https://dallascityhall.com/government/Council%20Meeting%20Documents/msis_5_supplemental-appropriation-in-the-bipartisan-budget-act-of-2018-update-on-flood-risk-management-projects_memo_042219.pdf>

FISCAL INFORMATION

Fund	FY 2023	FY 2024	Future Years
Trinity River Corridor Project Fund (1998 General Obligation Bond Funds)	\$225,000.00	\$0.00	\$0.00

OWNER

Union Pacific Railroad Company

Lance M. Fritz, Chief Executive Officer

MAP

Attached