

October 13, 2020

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

WHEREAS, on September 27, 2000 the City of Dallas council awarded a contract to construct a vehicular bridge on Linfield Road over the UPRR tracks while maintaining the at-grade crossing; 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 Texas 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 current Americans with Disabilities Act Accessibility Guidelines; and

WHEREAS, on June 13, 2019, the NCTCOG Regional Transportation Council approved \$8,000,000.00 to fund a pedestrian bridge project parallel to the existing Linfield Road vehicular bridge over the UPRR tracks; and

WHEREAS, UPRR will contribute \$500,000.00 to assist the city and the Joppa neighborhood to address the impact of the permanent closure of the at-grade crossing at Linfield Road on pedestrian crossings until the new pedestrian bridge is constructed; and

WHEREAS, the City of Dallas in collaboration with UPRR and NCTCOG seek to provide access to the Joppa neighborhood residents that mitigates safety risks to pedestrians using an "on-demand" transportation service; and

WHEREAS, Dallas Area Rapid Transit (DART) offer "on-demand" transportation services operated by the DART contractor Uber Technologies, Inc supplemented by on-demand wheelchair accessible transportation services under the DART Rider Assistance Program when requested by a Participant in accordance with DART's established contract or program policies and procedures; and

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WHEREAS, in July 2020, the City of Dallas and DART with input from NCTCOG, began discussions about a service agreement to provide “on-demand” transportation services accessible services to the Joppa neighborhood residents to travel between the Joppa neighborhood and six destination sites as shown in the attached map; and

WHEREAS, Chapter 791 of the Texas Government Code and Texas Transportation Code Article 251 provide authorization for local governments to contract with each other for the performance of governmental functions and services.

Now, Therefore,

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

SECTION 1. That the City Manager is hereby authorized to execute an Interlocal Agreement between the City of Dallas and Dallas Area Rapid Transit, approved as to form by the City Attorney, to provide “on-demand” transportation services for the residents of the Joppa neighborhood utilizing DART’s “on-demand” transportation services to six destinations and during the construction of a pedestrian bridge over the Union Pacific Railroad tracks that parallel the existing Linfield vehicular bridge from Fall 2020 to Fall 2023, in an amount not to exceed \$500,000.00.

SECTION 2. That the Chief Financial Officer is hereby authorized to disburse funds in an amount not to exceed \$500,000.00 to Dallas Area Rapid Transit from Transportation Special Projects Fund, Fund 0761, Department TRN, Unit W649, Object 3532, Encumbrance/Contract No. TRN-2020-00014761, Vendor 232802.

SECTION 3. 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.