



Legislation Details (With Text)

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File created: 1/25/2024 **In control:** Department of Transportation

On agenda: 2/28/2024 **Final action:**

Title: Authorize (1) the adoption of a revised Public Transportation Agency Safety Plan for the Dallas Streetcar System; and (2) the City Manager to sign the ratification of the City Manager’s approval of the updated and revised Public Transportation Agency Safety Plan on December 22, 2023 - Financing: This action has no cost consideration to the City (see Fiscal Information)

Sponsors:

Indexes: 1, 2

Code sections:

Attachments: 1. Resolution, 2. Exhibit A

Date	Ver.	Action By	Action	Result
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STRATEGIC PRIORITY: Transportation & Infrastructure

AGENDA DATE: February 28, 2024

COUNCIL DISTRICT(S): 1, 2

DEPARTMENT: Department of Transportation

EXECUTIVE: Dr. Robert Perez

SUBJECT

Authorize (1) the adoption of a revised Public Transportation Agency Safety Plan for the Dallas Streetcar System; and (2) the **City Manager to sign the ratification of the City Manager’s approval of the updated and** revised Public Transportation Agency Safety Plan **on December 22, 2023** - Financing: This action has no cost consideration to the City (see Fiscal Information)

BACKGROUND

Federal and state law requires that all public transit agencies prepare and adopt a Public Transportation Agency Safety Plan (PTASP) for their transit systems. The City of Dallas, as owner of the Dallas Streetcar System, is subject to this PTASP requirement, and the PTASP must be adopted by the City Council.

The Dallas Streetcar is operated by Dallas Area Rapid Transit (DART) under an interlocal agreement (ILA) with the City. This ILA tasks DART with the preparation of the PTASP on behalf of the City.

The original PTASP was adopted by the City Council on September 23, 2020, by Resolution No. 20-

1423. DART and the City of Dallas review the PTASP annually to determine if modifications or updates are necessary and to ensure the PTASP is current and compliant with federal and state regulations. Minor revisions to the PTASP were authorized by the City Council in 2021 and 2022. Additional revisions are now needed to the PTASP and therefore adoption of a revised PTASP is required.

The revised draft was required to be provided to the State Safety Oversight Office of the Texas Department of Transportation (“SSO TXDOT”) by December 31, 2023. DART, who is responsible by agreement to draft the original PTASP and any subsequent revisions, did draft the revisions but did not approve the same until November 20, 2023. The City Manager, unable to get the matter on the City Council’s agenda, approved the revisions on December 22, 2023, so DART and the City were able to comply with the SSO TXDOT’s submission date of December 31, 2023. The City Council is being requested to ratify the City Manager’s approval of the 2023 revisions to the PTASP.

Approval of this item will allow the City to adopt the revised PTASP and remain in compliance with federal and state regulations.

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

On August 28, 2019, the City Council authorized the City Manager to execute a Master Streetcar ILA with DART for the purpose of restating and consolidating the provisions in the Streetcar Foundation Agreements that describe the respective duties, responsibilities and ownership interest of the City of Dallas and DART in relation to the Dallas Streetcar System by Resolution No. 19-1235.

On September 23, 2020, the City Council adopted the PTASP for the Dallas Streetcar by Resolution No. 20-1423.

On January 27, 2021, the City Council adopted a revised PTASP for the Dallas Streetcar by Resolution No. 21-0234.

On December 8, 2021, the City Council adopted a revised PTASP for the Dallas Streetcar by Resolution No. 21-1970.

On December 14, 2022, the City Council adopted a revised PTASP for the Dallas Streetcar by Resolution No. 22-1767.

FISCAL INFORMATION

This action has no cost consideration to the City. The cost for preparing the PTASP is budgeted as part of the operation and maintenance of the Dallas Streetcar. There is no additional cost associated to the adoption of the PTASP.