



Legislation Details (With Text)

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**Type:** CONSENT AGENDA      **Status:** Approved as an Individual Item

**File created:** 4/3/2020      **In control:** Department of Transportation

**On agenda:** 9/23/2020      **Final action:** 9/23/2020

**Title:** Authorize (1) the adoption of a Public Transportation Agency Safety Plan for the Dallas Streetcar System; and (2) the City Manager to sign the Public Transportation Agency Safety Plan - Financing: No cost consideration to the City

**Sponsors:**

**Indexes:** 1, 2

**Code sections:**

**Attachments:** 1. Resolution, 2. Public Transportation Agency Safety Plan

Date	Ver.	Action By	Action	Result
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**STRATEGIC PRIORITY:** Mobility Solutions, Infrastructure, and Sustainability

**AGENDA DATE:** September 23, 2020

**COUNCIL DISTRICT(S):** 1, 2

**DEPARTMENT:** Department of Transportation

**EXECUTIVE:** Majed Al-Ghafry

**SUBJECT**

Authorize (1) the adoption of a Public Transportation Agency Safety Plan for the Dallas Streetcar System; and (2) the City Manager to sign the Public Transportation Agency Safety Plan - Financing: No cost consideration to the City

**BACKGROUND**

Federal and state law now 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.

In the past, safety planning for the Dallas Streetcar was managed through a System Safety Program Plan (SSPP) which only required approval by the City Manager. The streetcar SSPP was prepared in April 2015 to coincide with the beginning of service. There have been minor revisions to the SSPP since 2015 with the most recent changes being made in December 2019. The SSPP will remain in effect until a PTASP is adopted.

Dallas Area Rapid Transit (DART) and the McKinney Avenue Transit Authority are also public transit agencies in the area and are therefore required to prepare a PTASP for their respective systems. The Dallas Streetcar is operated by DART under an interlocal agreement (ILA) with the City. This ILA tasks DART with the preparation of the PTASP on behalf of the City. As DART manages the operation of their light rail system and the Dallas Streetcar, the PTASP for both systems will be very similar.

Approval of this item will allow the City to adopt the PTASP and come into compliance with state and federal regulations.

### **PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)**

On May 28, 2014, City Council authorized the City Manager to negotiate an ILA with DART to detail agency roles and responsibilities related to operation and maintenance of the TIGER Grant- funded by Dallas Streetcar Project, Union Station to North Oak Cliff by Resolution No. 14-0831.

On June 15, 2016, City Council authorized an amendment to the above ILA to also include the operation and maintenance of the extensions to streetcar system by Resolution No. 16-0980.

On April 25, 2018, City Council authorized an amendment to the ILA with DART to establish a \$1.00 fare for the Dallas Streetcar by Resolution No. 18-0625.

On August 28, 2019, 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.

### **FISCAL INFORMATION**

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.