



Legislation Text

File #: 24-1869, Version: 1

STRATEGIC PRIORITY: Transportation & Infrastructure

AGENDA DATE: June 26, 2024

COUNCIL DISTRICT(S): 7

DEPARTMENT: Department of Transportation

EXECUTIVE: Majed Al-Ghafry

SUBJECT

Authorize Amendment No. 1 to the Interlocal Agreement between the City of Dallas and Dallas Area Rapid Transit (DART) to provide "on-demand" transportation services for the residents of the Joppa neighborhood utilizing DART's "on-demand" transportation services to **(1)** extend the term of the agreement from November 15, 2024 to March 15, 2027; **(2)** increase the authorized destinations from six to nine destinations; and **(3)** increase the number of allowed trips per day from two to four trips at no additional cost, during the construction of a pedestrian bridge over the Union Pacific Railroad tracks that parallel the existing Linfield vehicular bridge - Financing: No cost consideration to the City

BACKGROUND

Union Pacific Railroad (UPRR) housed an intermodal operation known as Miller Yard located on the west side of Linfield Road near the Joppa neighborhood 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 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 Texas Council of Governments (NCTCOG), and the Joppa community, including the South Central Civic League, 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:

- Construction of a pedestrian bridge parallel to the existing vehicular bridge that meets current ADAAG guidelines.

- Access improvements to the Carbondale Road ramping arrangements at Loop 12 in coordination between NCTCOG and the Texas Department of Transportation.
- UPRR’s contribution of funds for landscape beautification in the vicinity of this crossing along Carbondale Street.

As a result of the above agreement with the community, on June 13, 2019, NCTCOG’s Regional Transportation Council approved a total of \$8,000,000.00 of funds towards the design and construction of the pedestrian bridge which was authorized through three Advance Funding Agreements between the TxDOT and the City of Dallas on January 13, 2021, by Resolution No. 21-0132, and on August 11, 2021, by Resolution Nos. 21-1231 and 21-1232.

Since UPRR’s train operation at the Miller Yard requires stoppage of some trains on the tracks for an extended period of time, access to the temporary pedestrian crossing will be blocked which heightens the safety risks of the pedestrians trying to cross at this location. To address this concern, NCTCOG led discussions with UPRR, the City of Dallas, and DART to provide “on-demand” service to the residents whose address is in the Joppa neighborhood while the new pedestrian bridge is being constructed. Funding for the “on-demand” service is from UPRR’s contribution of \$500,000.00, which was authorized on June 9, 2021, by Resolution No. 21-1000.

This amendment is necessary to further accommodate the residents of the Joppa community through the duration of construction of the Joppa Neighborhood Improvement Project. In collaboration with DART, the City has determined that in the best interest of the community, it is necessary to extend the term of the agreement; increase the number of allowed destinations; and increase the number of allowed trips per day for an individual. This amendment does not require an increase to the amount allotted for the “on-demand” service.

ESTIMATED SCHEDULE OF PROJECT

Began Design	May 2022
Complete Design	December 2024
Begin Construction	March 2025
Complete Construction	March 2027

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

The Mobility Solutions, Infrastructure and Sustainability Committee was briefed on the “Union Pacific Railroad’s Operations” on September 25, 2017.

[The City Council was briefed by memorandum regarding this matter on October 2, 2020. < https://dallascityhall.com/government/citymanager/Documents/FY%2020-21%20Memos/Joppa-Neighborhood-Service-Plan_Memo_100220.pdf >](https://dallascityhall.com/government/citymanager/Documents/FY%2020-21%20Memos/Joppa-Neighborhood-Service-Plan_Memo_100220.pdf)

On October 13, 2020, the City Council authorized an agreement with UPRR to accept funds in the amount of \$500,000.00 for the purpose of addressing the impact of the permanent closure of the at-grade crossing at Linfield Road at pedestrian crossings until the new pedestrian bridge is constructed by Resolution No. 20-1529.

On October 13, 2020, the City Council authorized an Interlocal Agreement between the City of Dallas and DART, 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, by Resolution No. 20-1530.

On June 9, 2021, the City Council authorized rescinding and replacing an agreement with UPRR to increase the funds from \$500,000.00 to \$1,000,000.00 for the purpose of the UPRR’s contribution of \$500,000.00 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 \$500,000.00 for beautification and landscaping of the Railroad’s right-of-way by Resolution No. 21-1000.

FISCAL INFORMATION

No cost consideration to the City.

MAP

Attached