



## Legislation Details (With Text)

<b>File #:</b>	20-1658	<b>Version:</b>	1	<b>Name:</b>	
<b>Type:</b>	CONSENT AGENDA	<b>Status:</b>		Approved as Amended	
<b>File created:</b>	8/20/2020	<b>In control:</b>		Department of Transportation	
<b>On agenda:</b>	10/13/2020	<b>Final action:</b>		10/13/2020	
<b>Title:</b>	Authorize an Interlocal Agreement between the City of Dallas and Dallas Area Rapid Transit 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 - Not to exceed \$500,000.00 - Financing: Transportation Special Projects Fund				
<b>Sponsors:</b>					
<b>Indexes:</b>	7				
<b>Code sections:</b>					
<b>Attachments:</b>	1. Map, 2. Resolution				

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

**AGENDA DATE:** October 13, 2020

**COUNCIL DISTRICT(S):** 7

**DEPARTMENT:** Department of Transportation

**EXECUTIVE:** Majed Al-Ghafry

### SUBJECT

Authorize an Interlocal Agreement between the City of Dallas and Dallas Area Rapid Transit 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 - Not to exceed \$500,000.00 - Financing: Transportation Special Projects Fund

### 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, poses 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 (this action).

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 will be processed through a separate council resolution upon inclusion into the Statewide Transportation Improvement Plan and ensuing receipt of State and Federal approval. UPRR is currently upgrading their tracks in the area, and it is necessary to proceed with the closure of the at-grade vehicular and pedestrian crossing (this action).

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 and Dallas Area Rapid Transit to provide "on-demand" service to the residents whose address is in the Joppa neighborhood (this action) while the new pedestrian bridge is being constructed. Funding for the "on-demand" service will be from UPRR's contribution that the city will accept under a different council action which was initially slated for landscape beautification in the bridge project area. The landscape beautification funds will be added by NCTCOG to the bridge funds (future council action) initially approved by RTC on June 13, 2019.

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

The Mobility Solutions, Infrastructure and Sustainability Committee was briefed on Union Pacific Railroad's operations on September 25, 2017.

City Council will be briefed by memorandum on October 2, 2020.

#### **FISCAL INFORMATION**

Fund	FY 2020-21	FY 2021-22	Future Years
Transportation Special Projects Fund	\$200,000.00	\$200,000.00	\$100,000.00

**MAP**

Attached