



Legislation Details (With Text)

File #: 20-2509 **Version:** 1 **Name:**
Type: CONSENT AGENDA **Status:** Approved
File created: 12/17/2020 **In control:** Department of Transportation
On agenda: 1/27/2021 **Final action:**
Title: Authorize (1) the adoption of the updated 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:
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Attachments: 1. Resolution

Date	Ver.	Action By	Action	Result
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STRATEGIC PRIORITY: Mobility Solutions, Infrastructure, and Sustainability
AGENDA DATE: January 27, 2021
COUNCIL DISTRICT(S): 1, 2
DEPARTMENT: Department of Transportation
EXECUTIVE: Majed Al-Ghafry

SUBJECT

Authorize **(1)** the adoption of the updated 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 legislation requires that all public transit agencies prepare and adopt a Public Transportation Agency Safety Plan (PTASP) for their transit systems. For the City of Dallas this would include the Dallas Streetcar. These regulations also require that the PTASP be adopted by the governing body.

The first PTASP for the Dallas Streetcar was prepared in May 2020 and adopted by the City Council on September 23, 2020 by Council Resolution 20-1423. The December 2020 updated PTASP reflects updates to state and national standards that are referenced in the PTASP as well as changes to the organizational charts for Dallas Area Rapid Transit (DART) and for the City.

Prior to the PTASP, federal laws required safety planning for the Dallas Streetcar to be managed

through a System Safety Program Plan (SSPP). The first Streetcar SSPP was prepared in April 2015 in time for the beginning of the Streetcar service and also received minor annual updates until being replaced by the current PTASP.

DART and the McKinney Avenue Transit Authority (MATA) are also public transit agencies in the area and are therefore required to prepare a PTASP for their 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 are similar.

Approval of this item will allow the City to adopt the updated PTASP before the February 1, 2021 deadline and ensure the Dallas Streetcar complies 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 & maintenance of the TIGER Grant- funded 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 ILA to also include the O&M of the extensions to streetcar system by Resolution No. 16-0980.

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.

On September 23, 2020, City Council adopted the Public Transportation Agency Safety Plan by Resolution No. 20-1423.

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 tied to the adoption of the PTASP.