



Legislation Text

File #: 20-1498, **Version:** 1

STRATEGIC PRIORITY: Mobility Solutions, Infrastructure, and Sustainability
AGENDA DATE: August 12, 2020
COUNCIL DISTRICT(S): 6, 11, 12
DEPARTMENT: Department of Transportation
EXECUTIVE: Majed Al-Ghafry

SUBJECT

Authorize Supplemental Agreement No. 11 to the existing Master Interlocal Agreement between the City of Dallas and Dallas Area Rapid Transit, approved as to form by the City Attorney, that establishes certain obligations, conditions, roles, and responsibilities for the implementation and the long term maintenance associated with the portion of the Cotton Belt Project located within the City of Dallas (the "Project") - Financing: This action has no cost consideration to the City (see Fiscal Information)

BACKGROUND

Dallas Area Rapid Transit (DART) is currently designing and planning the construction and operation of a 26-mile rail line between Dallas Fort Worth International Airport and the City of Plano known as the Project. The project was recently renamed as the Silver Line.

The Project alignment follows the existing Cotton Belt rail line that passes through the cities of Plano, Richardson, Dallas, Addison, Coppell and Carrollton. A portion of the Project alignment that passes through the northern part of the City is an approximate three-mile section between the Dallas City Limit at the Dallas North Tollway to the Dallas City Limit west of Waterview Parkway that is in close proximity to schools, parks, and mixed-use development, and has several at-grade street crossings within the aforementioned limits as well as in the Cypress Waters Development Area. As part of public outreach and a thorough project review, local communities provided input to DART and to the City noting their concerns about the Project's impacts. These comments were incorporated in the environmental review process which culminated in the Federal Transit Administration's issuance of a "Record of Decision" and "Final Environmental Impact Statement" to DART.

Since January 2020, DART has been working on project refinements generally referred to as "10 percent design evolution" to be in line with the Dallas City Council Resolution No. 18-0488 dated March 28, 2018, whereby the City's conditional support for the project included several requirements that DART must meet for the City to support the project.

This Supplemental Agreement No. 11 formalizes the City of Dallas and DART's obligations, roles and responsibilities for the implementation and long-term maintenance of the project elements inclusive of the drainage pump station near the Hillcrest Road crossing with a portion of the maintenance requirements covered by the existing Master Interlocal Agreement. It also establishes for DART's contractor to reimburse the City for transportation and inspection services related to the construction of the project's portion within the City of Dallas City Limits, which will be appropriated at a future City Council date.

PRIOR ACTION/REVIEW (COUNCIL, BOARDS, COMMISSIONS)

On March 28, 2018, City Council authorized a resolution that lists support for the DART Cotton Belt Project and conditions associated with such support to mitigate the impacts of the project by Resolution No. 18-0488.

On January 22, 2020, City Council authorized an Interlocal Agreement between the City of Dallas and DART for the prohibition of freight services on DART's Cotton Belt Line of approximately a three-mile section from the Dallas City Limit at the Dallas North Tollway to the Dallas City Limit west of Waterview Parkway by Resolution No. 20-0202.

FISCAL INFORMATION

The estimated long-term maintenance and operation of the pump station cost consideration to the City is \$250,000.00 per year.

Estimated Revenue: Transportation Special Projects Fund \$500,000.00

MAP

Attached