

Memorandum



DATE September 16, 2022

CITY OF DALLAS

TO Honorable Members of the Transportation and Infrastructure Committee: Omar Narvaez (Chair), Tennell Atkins (Vice Chair), Adam Bazaldua, Cara Mendelsohn, Jesse Moreno, Jaynie Schultz, Gay Donnell Willis

SUBJECT **Update of the Dallas Area Rapid Transit (DART) Allocation of Funds to Service Area Cities**

Background

As shared in memorandums to the Mayor and City Council on July 22, 2022, and August 24, 2022, the DART Board had been considering and ultimately approved a \$214M allocation of excess sales revenues to its service area cities. The intent of the excess sales tax allocation of funds is to support the public transportation system or for complementary transportation system purposes within DART's service area cities.

Given DART's Board approval of the \$214M excess sales tax allocation, on September 13, 2022, DART's administration briefed their Budget and Finance Committee on feedback received from its service area cities and indicated that most cities favored a distribution of excess sales tax revenues based upon the allocated sales tax contributions to DART. It is anticipated that on September 27, 2022, the DART Board will vote to approve the final recommendation of the excess sales tax revenues.

Recommended Uses of DART Excess Sales Tax Revenues

Understanding DART's next steps in the allocation of the excess sales tax revenues, it should be noted that, the City of Dallas could expect approximately \$107M. Based upon the intent of the funds and the expected receipt of \$107M, staff recommends the following uses and allocations of funds:

Recommended Uses of DART Excess Sales Tax Revenues

Program or Projects	Program/Project Description	Funding Amount
1. NCTCOG Funding Partnership	Funding will be used as a NCTCOG revolver fund to leverage additional partnership funding for current and future projects	\$10,000,000
2. Reconstruct (28) traffic signals on major DART bus route corridors	Funding to reconstruct (28) traffic signals (cost of \$550K per intersection) at intersections along major DART bus route corridors; priority will be given to those routes in Equity Priority Areas ; improvements will include technology upgrades such as bus queue jumps, fiber installation, etc.	\$15,400,000

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Program or Projects	Program/Project Description	Funding Amount
3. Sidewalk Master Plan	Finish the initial \$30M of priority projects identified in the Sidewalk Master Plan	\$15,000,000
4. ADA Ramp Installation	Would completely address the \$54M backlog of missing ADA ramp across the City	\$55,000,000
5. Bus Shelter Improvements	Construct bus shelters at (125) of the highest traveled bus routes and those with the longest wait times; priority will be given to those routes in Equity Priority Areas (each shelter costs approximately \$65K)	\$8,125,000
6. Bike Lane Upgrades	Pilot new bike lane safety materials and begin retrofitting existing bike lanes with piloted materials; also explore options for additional bike lane cleaning and maintenance	\$2,000,000
7. Student Transit Program	Student Transit Program: Free transit services for youth to get to school and/or work if necessary	\$1,475,000
Total		\$107,000,000

As this memorandum has detailed the next steps and recommended uses of DART excess sales tax revenues, additional updates will be provided once the DART Board votes on the recommended allocation of DART's excess sales tax revenues. Should there be any immediate questions, please do not hesitate to contact me.



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Assistant City Manager

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Chris Caso, City Attorney
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Carl Simpson, Assistant City Manager
Jack Ireland, Chief Financial Officer
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