



## Legislation Text

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**File #:** 20-705, **Version:** 1

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**STRATEGIC PRIORITY:** Mobility Solutions, Infrastructure, and Sustainability

**AGENDA DATE:** May 13, 2020

**COUNCIL DISTRICT(S):** All

**DEPARTMENT:** Department of Transportation

**EXECUTIVE:** Majed Al-Ghafry

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### **SUBJECT**

Authorize reprogramming of funds in an amount not to exceed \$12,500,000.00 from the 2017 Bond Funds, from the signal synchronization program for the purpose of traffic signal construction, street illumination construction, replacement or upgrade, and traffic signal infrastructure asset management research and preservation - Financing: No cost consideration to the City

### **BACKGROUND**

On November 7, 2017, the City of Dallas voters approved 10 bond propositions for public purposes totaling \$1,050,000.00. Each proposition consisted of individual projects to be funded and completed over a five-year period. Proposition A, Streets and Transportation, accounted for \$533,980,000.00 of the total bond program which included \$20,000,000.00 for the signal synchronization program.

On December 3, 2019, the Department of Transportation presented to the Transportation and Infrastructure committee a "Preliminary Look into Traffic Signals Infrastructure." Approximately 68 percent of the city's signals infrastructure is over 30 years old. Some of the key corridors and neighborhood streets within the city lack basic adequate street illumination.

The success and investment in a signal synchronization program is highly dependent upon the technological capabilities and physical conditions of the signal infrastructure. The majority of the city's signal infrastructure does not meet the necessary requirements for an effective implementation of a signal synchronization program unless the signal infrastructure is upgraded. An innovative approach is necessary to undertake a systematic process to upgrade the signals and associated infrastructure. These potential upgrades will help the City improve safety as noted in the "Vision Zero" commitment and through improvements to emergency response times.

The proposed flexibility in funding covers the use of \$12,500,000.00 of the \$20,000,000.00 for signals infrastructure, street illumination, and signal infrastructure asset management based on the following distribution:

- Signals replacement/upgrade: Up to \$10,000,000.00
- Street Illumination: Up to \$ 2,150,000.00
- Signals infrastructure asset management and research: Up to \$ 350,000.00

The balance of the funds \$20,000,000.00 less \$12,500,000.00 leaving a balance of \$7,500,000.00 will remain in the signal synchronization program subject to future evaluation.

The Department of Transportation has developed criteria for prioritization of the signal replacement/upgrade and street illumination. Key criteria include:

- Leveraging percentage
- Safety improvements
- Emergency response corridors
- Proximity to schools and hospitals
- Site-specific risks

The signal infrastructure asset management and research will include the engagement of a local university to assist with exploring innovative ways to extend the useful life of some of the existing infrastructure to optimize the use of our available funds. This approach will include a value of research requirement to ensure allocated funds will provide the city with measurable return on investment.

The Department of Transportation will provide the City Council with a semi-annual report showing progress with the use of the flexible funds that aligns with the City's efforts to provide efficiency, transparency, and accountability on the status of all the approved bond program projects.

### **ESTIMATED SCHEDULE OF PROJECT**

Commitment of funds	Summer 2020
Obligation of funds	Fall 2022

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

The Transportation and Infrastructure Committee was briefed on a Preliminary Look into Traffic Signals Infrastructure on December 3, 2019.

### **FISCAL INFORMATION**

No cost consideration to the City.

### **MAP**

Attached