

Memorandum



CITY OF DALLAS

DATE October 7, 2022

TO Honorable Mayor and Members of the City Council

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, and to the Transportation and Infrastructure Committee on September 19, 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, including the City of Dallas, favored and support a distribution of excess sales tax revenues based upon the allocated sales tax contributions to DART versus a population-based distribution. During the subsequent DART Committee of the Whole discussion on September 27, 2022, it was determined that the DART Board would vote on the final allocation methodology of the excess sales tax revenues on October 25, 2022.

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 based upon a sales tax-based allocation of funds, the City of Dallas could expect approximately \$107M. Given the intent of the funds and the anticipate 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 to 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	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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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); this would enhance DART's current bus shelter capital program	\$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/Homeless Transit Programs	Support DART's free transit services for youth (K-12) to get to school and/or work if necessary; and support homeless transit services	\$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 at robert.perez@dallas.gov.



Robert M. Perez, Ph.D.
Assistant City Manager

c: T.C. Broadnax, City Manager
Chris Caso, City Attorney
Mark Swann, City Auditor
Billerae Johnson, City Secretary
Preston Robinson, Administrative Judge
Kimberly Bizzor Tolbert, Deputy City Manager
Jon Fortune, Deputy City Manager

Majed A. Al-Ghafry, Assistant City Manager
M. Elizabeth (Liz) Cedillo-Pereira, Assistant City Manager
Carl Simpson, Assistant City Manager
Jack Ireland, Chief Financial Officer
Genesis D. Gavino, Chief of Staff to the City Manager
Directors and Assistant Directors