

# Memorandum



CITY OF DALLAS

DATE July 22, 2022

TO Honorable Mayor and Members of the City Council

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

## Background

On July 12, 2022, Dallas Area Rapid Transit's (DART) Committee of the Whole, approved a resolution,

...directing the President & Chief Executive Officer to include a Certain Amount of Sales Tax Revenue Funds and a Certain Amount of Mobility Assistance and Innovation Funds in the Fiscal Year 2023 Budget and Fiscal Year 2023 Twenty-Year Financial Plan for Allocation of Funds to Service Area Cities for the public transportation system or complementary transportation system purposes (Slide 1; [https://www.dart.org/about/board/boardagendas/wholeitem18\\_12jul22.pdf](https://www.dart.org/about/board/boardagendas/wholeitem18_12jul22.pdf)).

While the Committee of the Whole approved the resolution to consider the allocation of funds (\$214.3M in sales tax revenues and \$55.2M of mobility assistance and innovation funds apportioned based upon DART sales tax collections within Service Area Cities for FY 2020 and FY 2021) to DART's service area cities, during the later DART Board meeting on July 12, 2022, DART's Board voted to postpone consideration of the resolution considering the allocation of sales tax revenue and mobility assistance and innovation funds.

As the DART Board will consider the potential allocation of funds to DART's service area cities at a future date to be determined, the purpose of this memorandum is to share recommendations for use of these funds within the City of Dallas to support the public transportation system or complementary transportation system purposes.

## Proposed Use of DART Sales Tax and Mobility Assistance Innovation Funds

As noted above, DART's Board will be considering an allocation of funds, totaling approximately \$269.5M, to DART's service area cities. Should the allocation of funds be approved by the DART Board, City staff recommends funding the following public transportation system and complementary transportation system initiatives:

1. Operating funds to the North Central Texas Council of Governments (NCTCOG) to leverage additional federal transportation and capital funds,
2. Streetcar operating and maintenance costs,
3. Begin design of the future bond street reconstruction projects,
4. Reconstruct traffic signals, to include addition of technology enhancements, such as bus queue jumps technology, on major DART bus route corridors,
5. Sidewalk Master Plan projects,
6. Americans with Disability Act-compliant curb ramps,
7. Bus shelter improvements on the highest traveled bus routes and those with the longest wait times,

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8. Bike lane upgrades,
9. Infrastructure investments to support traffic-oriented development (TOD) and mixed-income development,
10. DART's K-12 Student Transit Program,
11. DART Bus Driver Retention Incentives.

Understanding the proposed City of Dallas uses of the potential allocation of DART's sales tax and mobility assistance and innovations funds, updates will be provided to the City Council once DART's Board or leadership takes and further action. Should there be any questions on the status of the funding allocations or the proposed uses of the funds, please contact me by email at [robert.perez@dallas.gov](mailto:robert.perez@dallas.gov).



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Assistant City Manager

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Carl Simpson, Interim Assistant City Manager  
Jack Ireland, Chief Financial Officer  
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