

Date: February 27, 2023

To: Mark Israelson, City Manager

From: Jack Carr, P.E., Deputy City Manager

Subject: Project List for DART Funding Allocation

In response to COVID conditions, the Federal government provided operating relief funds to DART for COVID-related supplies and cleaning, as well as regular operating expenses and to replace fare revenue.

As a result of this infusion of funds, DART did not spend all of their sales tax collections. Last August, the DART Board directed that half of the unspent sales tax received in FY 2021 and FY 2022 (approximately \$214 million) be distributed to the cities.

DART has finalized the amount to be distributed to each city and has established the parameters for the use of funds. The stipulations for the use of funds are in the ILA.

Staff presented potential projects to the City Council and has continued to work with DART to refine the list of eligible projects. After the ILA is approved, the projects will be officially submitted to DART for their consideration.

During the January 9, 2023 Preliminary Open Meeting, City Council provided direction regarding the following list of projects to be presented for DART's consideration.

PLANO PROJECT LIST

1. Arterial Street Maintenance \$34.5M

The City of Plano uses a variety of street maintenance processes (e.g. sealing program and overlays) to extend pavement life. This work is completed with minimal disruption to vehicle movement.

a. Thin overlay \$22.5M

- Parkwood from Plano Pkwy to Spring Creek FY23 \$1.5M
- Additional overlay location FY23 \$1.5M
- Parker Road East/West FY24 \$5M
- Additional overlay location FY24 \$2.0M
- Independence and Hedgcoxe FY25 \$3.5M
- Additional overlay location FY25 \$4.0M
- Plano Pkwy East FY25 \$3M
- Additional overlay location FY26 \$2.0M

b. Under seal/joint sealing \$12M

- Sealing Contract FY23 \$2M
- Sealing Contract FY24 \$4M
- Sealing Contract FY25 \$4M

- Sealing Contract FY26 \$2M

2. Sidewalk Program \$6.8M

Many DART patrons walk to and from their selected mode of transit (e.g. GoLink, LRT, buses). This program corrects deficiencies in the sidewalk network where improvements are necessary to provide adequate service.

- a. Missing segments - design completed before FY 26 \$800,000
 - K Avenue Sidewalk Improvements from Parker to Legacy
 - a. Design FY24 \$150,000
 - b. Construction \$1M
 - 14th Street Sidewalk Improvements from Bradshaw to Plano Parkway
 - a. Design FY24-25 \$250,000
 - b. Construction \$2M
 - Plano Parkway Sidewalk Improvements from Alma to Jupiter
 - a. Design FY24-25 \$250,000
 - b. Construction \$2M
 - K Avenue – 12th Place to PGBT
 - a. Design FY24 \$150,000
 - b. Construction \$1M
- b. Deficiencies – Construction FY 26 \$2M
 - 0. Trip hazards, deteriorated sections, ADA corrections
 - a. 10th Street Sidewalk Reconstruction - \$320,000

3. Traffic Signal System \$6.15 M

Congestion occurs during most traffic signal system failures. The traffic signal system in Plano is reaching an age where components need to be replaced prior to failure. Replacement of components associated with the traffic signal system will allow the throughput of vehicles to be maximized, thereby reducing the travel time for all motorists, including DART passengers. Plano is developing plans for reworking the traffic signal system. The updated traffic signal preemption will include the opportunity to assist DART buses pass through traffic signals.

- a. Controllers
- b. Cabinets – FY23-24 \$3M
 - i. Upgrading cabinet technology with added capacity, larger Ethernet switches, fiber optic communications, enhanced traffic management, video sharing and future vehicle to infrastructure communication capabilities.
- c. Fiber optic cable – FY24 \$2.5M
 - i. Converting wireless to fiber optic communications. Major increase in communication speed and enhanced traffic management capabilities, video sharing capabilities, signal priority system connectivity, and future vehicle to infrastructure communication capabilities.
- d. CCTV Video Sharing System FY24 \$650,000
 - i. Expand coverage and ability to share video throughout the city. Enables staff to provide real-time current condition and ability to mitigate traffic congestion.

4. Senior Rides Program \$100K (estimate)

This request is to establish a funding source to subsidize eligible Plano residents (either age 65 or over or have a certified disability) that use the DART Rides program. The amount for this item includes \$3M for Medical Transportation Services as discussed in Item 7 below.

5. Residential Street Repair \$10M

The residential street network allows DART passengers using DART Rides and GoLink to travel safely in neighborhoods. Through this program, deteriorated pavement segments are systematically identified and replaced in an area-by-area process.

- a. Residential Zone K8/L8 FY25 \$6M
 - i. Bounded by Legacy, Custer, Hedgcoxe and Alma
- b. Residential Zone D6 FY25 \$4M
 - i. Bounded by Parker, DNT, Spring Creek, White Rock Creek

6. Parker Road Station Walkway Connection \$350K

The construction of the K Avenue Lofts at the northwest corner of the intersection of Park Boulevard and K Avenue will soon be completed. Many of the future residents will likely want to use DART for transportation. This project will provide a pedestrian connection between the platform and the properties east of the DART property.

7. Medical Transportation Services (included in Item 4)

Medical transportation services; specifically funding for payment of a bill sent to a patient who was transported by an ambulance and is not able to pay. The write-off is approximately \$12M for the three-year program.

DART staff has said Medical Transportation Services is intended to be used for non-emergency transportation for medical services (e.g. trips to doctor appointments). In conversations with DART, funds could be added to the eligible trips provided through the DART Rides program; therefore, \$3M has been included in Item 4 above.

8. Land for Public Works Complex \$7M

The Plano transportation system, maintained by Public Works staff, is reaching an age where the infrastructure is deteriorating at an accelerated rate, requiring a significant amount of maintenance to retain reliability.

With this increase in maintenance, additional staff and equipment will be needed, thereby requiring additional space at the Public Works Complex. Therefore, the City is currently evaluating options to provide the additional space.

The land at the Jack Hatchell Transit Center is currently underutilized and its proximity to the current Plano Public Works Complex could be useful for the space needed for the expansion of the maintenance facility.