

Memorandum



CITY OF DALLAS

DATE February 10, 2017

TO The Honorable Members of the Transportation and Trinity River Project Committee:
Lee M. Kleinman (Chair), Deputy Mayor Pro Tem Erik Wilson (Vice-Chair), Sandy Greyson,
Mayor Pro Tem Monica R. Alonzo, Adam Medrano, and Casey Thomas II

SUBJECT 2017 Transportation Alternatives Set-Aside Program Call for Projects

In December 2016, the North Central Texas Council of Governments (NCTCOG) issued a call for projects to provide federal funding assistance for the 2017 Transportation Alternatives Set-Aside Program. General types of projects eligible under this program include on- and off-road pedestrian and bicycle facilities, and infrastructure projects for improving non-driver access to public transportation and enhanced mobility. In addition, pedestrian and bicycle infrastructure associated with Safe Routes to School (SRTS) projects that will substantially improve safety and the ability for students to walk and bicycle to school are also included. This program will provide a maximum funding award of \$5 million per project with a 20% minimum match requirement. For this Call, a total funding amount of \$23 million has been allocated for the Western and Eastern Sub-regions of the NCTCOG 12-County Metropolitan Planning Area. The funding target for Fort Worth is \$8 million and the funding target for Dallas and Paris is \$15 million.

The Park and Recreation Department has identified six projects to submit in this Call. They are as follows:

- 1) The Trinity Forest Spine Trail project has a \$10 million project cost and a local match of \$5 million that will be supplied by The Davis Advocates, LLC.
- 2) The Trinity Strand Trail Phase II project has \$6.36 million project cost and a local match of \$1 million that will be supplied by 2006 bond funds.
- 3) The Lake Highlands Trail Phase 2A and 2B project has a \$5 million project cost and a local match of \$1 million that will be supplied by 2012 bond funds.
- 4) The Lake Highlands Trail Northern Extension project has a \$2 million project cost and a local match of \$400,000 that will be supplied by 2012 bond funds.
- 5) The Katy Trail Lemmon Avenue and Fitzhugh Avenue pedestrian bridges have a total project cost of \$2 million and a \$400,000 local match requirement that will be fulfilled through funding from Friends of the Katy Trail.
- 6) The Ridgewood Trail Pedestrian Lighting project has a \$760,000 project cost and a \$152,000 local match requirement that will be provided through University Crossing Public Improvement District funding.

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The projects will be scored based on NCTCOG's pre-established evaluation criteria and City Council may need to be consulted further regarding project prioritization. The Park Board will be briefed on the Call for Projects submittal on February 23, 2017. A Council Resolution committing to the local match will be placed on the April 12, 2017 City Council Agenda. The final project selections will be announced by NCTCOG in May 2017.

Sincerely,



Willis Winters, FAIA
Director, Park and Recreation Department





c: T. C. Broadnax, City Manager
Larry Casto, City Attorney
Craig D. Kinton, City Auditor
Rosa A. Rios, City Secretary
Daniel F. Solis, Administrative Judge
Mark McDaniel, Acting First Assistant City Manager
Eric D. Campbell, Assistant City Manager

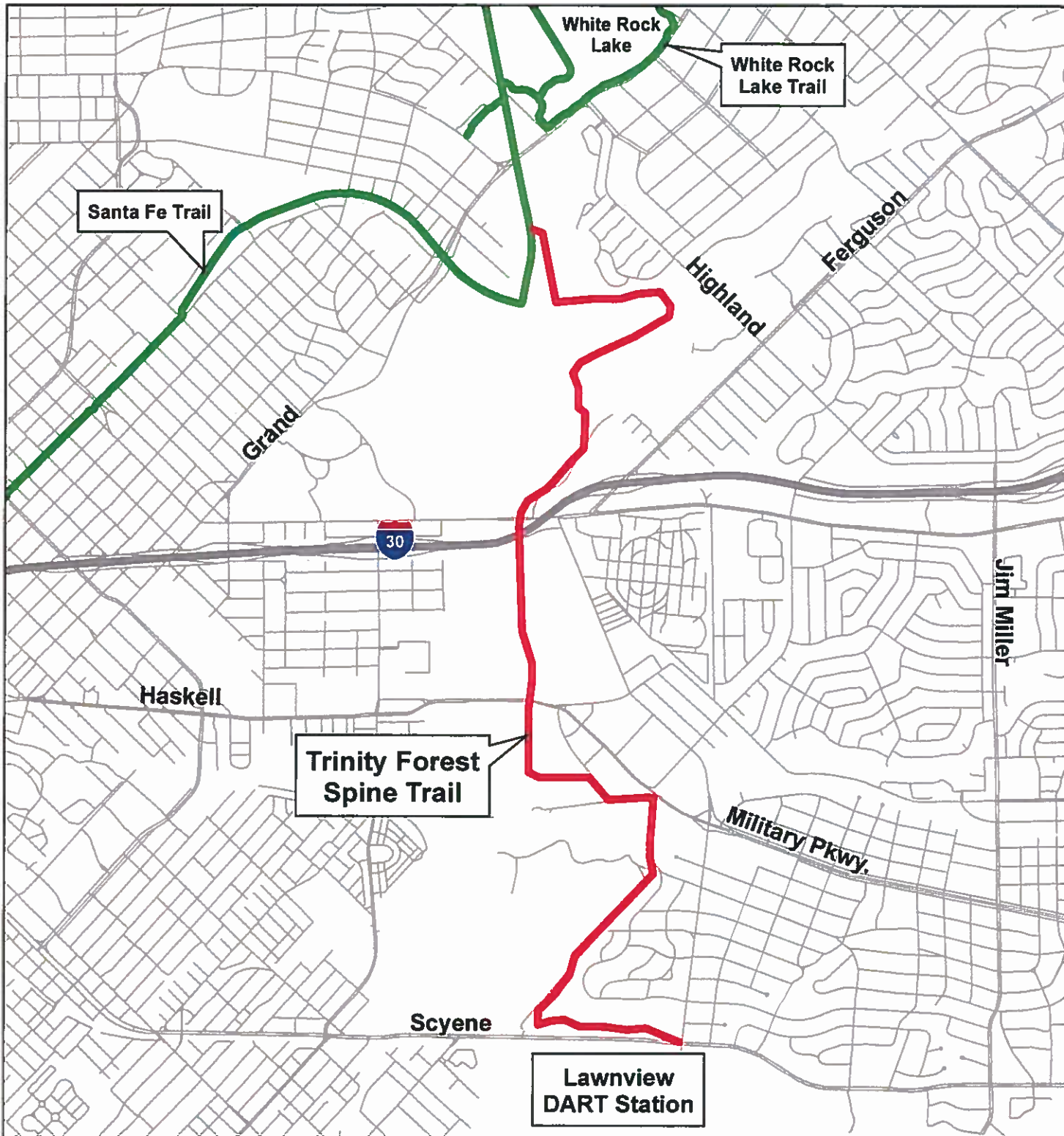
Jill A. Jordan, P.E., Assistant City Manager
Joey Zapata, Assistant City Manager
M. Elizabeth Reich, Chief Financial Officer
Sana Syed, Public Information Officer
Elsa Cantu, Assistant to the City Manager – Mayor & Council
Directors and Assistant Directors

#1 Trinity Forest Spine Trail

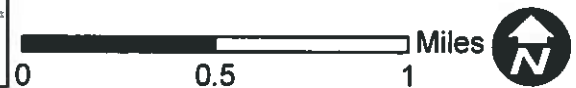
2017 TAP Call for Projects

Legend

-  City of Dallas
-  Roads
-  Trinity Forest Spine Trail
-  Completed Trails



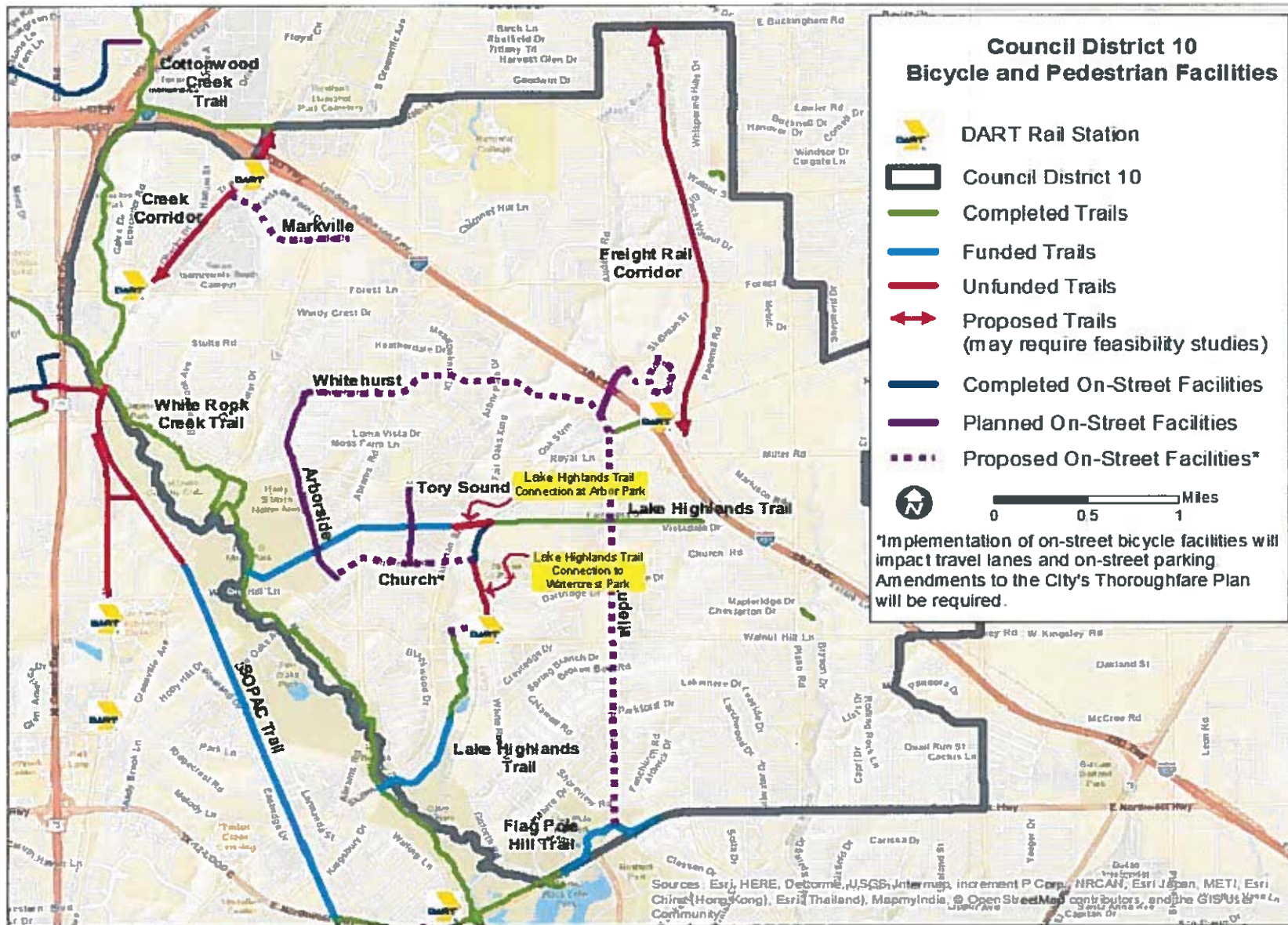
City of Dallas



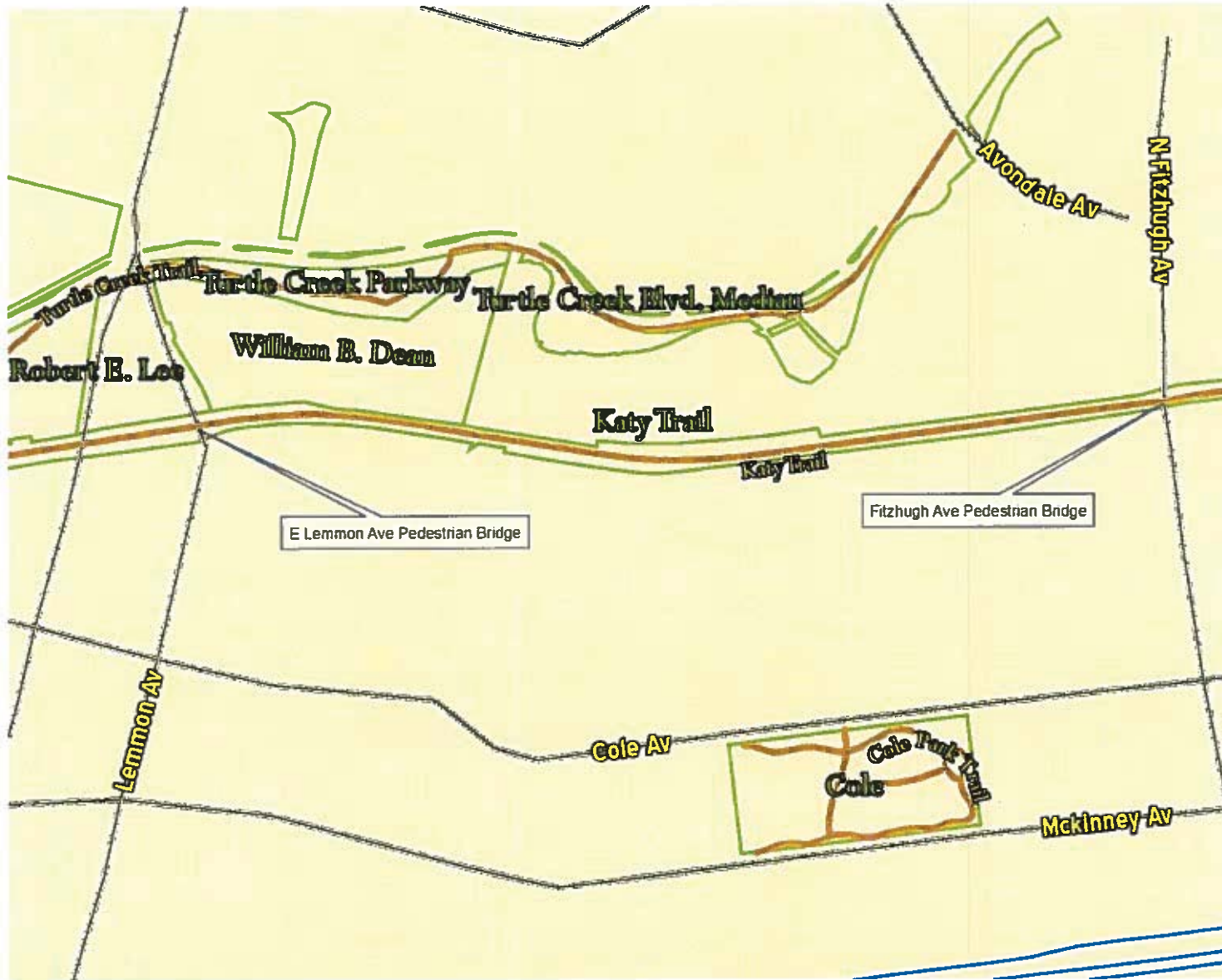
#2 Trinity Strand Trail Phase II Project - TAP Call for Projects



#3 and #4 Lake Highlands Trail Northern Extension (Watercrest St. Park) Lake Highlands Trail Phase 2A, 2B (Arbor Park) - TAP Call for Projects



#5 Katy Trail Lemmon Avenue and Fitzhugh Avenue Ped. Bridges - TAP Call for Projects



#6 Ridgewood Trail Ped. Lighting Project- TAP Call for Projects



Safe Routes to School Project Evaluation Criteria and Scoring

Category	Scoring (pts)	Description	Factors
Implements a Local Plan	20	Implements a project identified as a priority in a local Safe Routes to School plan	<ul style="list-style-type: none"> Implements an improvement or facility identified in a Safe Routes to School Plan, School Travel Plan or equivalent section in another plan The SRTS plan addresses all 5 E's: engineering, education, enforcement, encouragement, and evaluation
Safety	20	Improves the safety of students walking and bicycling to school	<ul style="list-style-type: none"> Identification of safety hazards and the potential of the proposed project to address the problems Potential of the project to increase the safety of high numbers of students already walking or bicycling to school in hazardous conditions
Congestion Reduction	20	Increases walking and bicycling by students in lieu of motor vehicle trips to and from school	<ul style="list-style-type: none"> Estimated number of students living near the school that would benefit from the improvements and could walk or bicycle to school if conditions were improved Total student enrollment at the school campus Percentage of students living within 2 miles of the school
Equity	20	Improves school access for disadvantaged populations and underserved communities	<ul style="list-style-type: none"> Improves access to schools with a high percentage of students classified as economically disadvantaged by the Texas Education Agency school report cards
Community Support and Stakeholder Involvement	15	Builds upon demonstrated community support for walking and bicycling to school	<ul style="list-style-type: none"> The school or community has demonstrated a commitment to walking and bicycling through events and programs such as Walk and Bike to School Days, pedestrian and bicycle education, Walking School Buses, etc. The application contains letters that indicate community support for the project from those in addition to the applicant and local elected officials A broad range of school, local government, and community stakeholders were involved in identifying the problem and potential solutions
Air Quality Benefits	5	Improves air quality by supporting non-motorized facility usage	<ul style="list-style-type: none"> Improves air quality based on the forecasted bicycle and pedestrian traffic counts resulting from the project
Subtotal	100		

Additional Considerations

Project Readiness and Other Factors	20	Project readiness / ability to obligate funds and initiate construction quickly. Other factors related to project impact upon the community	<ul style="list-style-type: none"> Status of engineering/design and construction Status of environmental approvals (if applicable) Additional local funding overmatch (closes a funding gap) Benefit versus cost Geographic distribution Agency's participation in Regional School Coordination Task Force meetings
Project Innovation	5	Project implements innovative treatments and technology or an approach to promoting safe routes to school that can serve as a model for the region	<ul style="list-style-type: none"> Use of a variety of treatments to create safe and comfortable crossings such as median crossing islands, Rectangular Rapid Flash Beacons, pedestrian hybrid beacons, additional crossing treatments, traffic calming measures, etc. Use of Separated bike lanes, protected intersections, bicycle facilities with Interim Approval by FHWA (e.g. bike boxes, bicycle signals, colored pavement), bicycle and pedestrian traffic count equipment, etc.
Total	125		

Active Transportation Project Evaluation Criteria and Scoring

Category	Scoring (pts)	Description	Factors
Regional Network Connectivity	25	Improves connectivity of Mobility 2040 regional paths and bikeways between cities and counties	<ul style="list-style-type: none"> Implements the Regional Veloweb network, including completing gaps between existing paths and extensions of the existing network
Mobility	20	Improves connections and access to transit	<ul style="list-style-type: none"> Implements facilities (sidewalks, paths, on-street bikeways) providing first/last mile access to transit stations and stops
Safety	15	Improves safety and provides facilities for pedestrians and bicyclists with a high level of comfort and suitable for users of all ages and abilities	<ul style="list-style-type: none"> Improves safety in documented high crash areas through safety countermeasures recommended by a safety report or study such as crossings, bicycle/pedestrian signalization, traffic calming, and separate facilities for various transportation modes
Reducing Barriers	10	Provides safe crossing of existing travel obstacles such as major roadways, interchanges, railroads, and bodies of water	<ul style="list-style-type: none"> Provides grade-separated or other barrier crossing improvements with a high level of comfort and suitable for users of all ages and abilities
Congestion Reduction	10	Provides alternative travel options in lieu of motor vehicle trips in areas with greater opportunity for walking and bicycling	<ul style="list-style-type: none"> Implements projects in areas with high vehicle congestion areas identified in Mobility 2040 Implements projects in areas with a high density of short car trips
Destination Density	5	Provides access to areas with a high density of major employers and destinations	<ul style="list-style-type: none"> Improves access to major destinations (schools, employment districts, major employers, high density residential, shopping, entertainment, and other special trip generators)
Air Quality Benefits	5	Improves air quality by supporting non-motorized facility usage	<ul style="list-style-type: none"> Improves air quality based on the forecasted bicycle and pedestrian traffic counts resulting from the project
Equity	5	Improves access to disadvantaged populations and underserved communities	<ul style="list-style-type: none"> Improves access for areas with greater percentages of minorities and low income households compared to the regional average, and areas with a high density of zero car households
Local Network Connectivity	5	Implements locally planned priorities	<ul style="list-style-type: none"> Implements a locally-planned facility identified in an on-street bicycle/pedestrian plan, trails plan, SRTS plan, or other related community master plan adopted by the governing body
Subtotal	100		

Additional Considerations

Project Readiness and Other Factors	20	Project readiness / ability to obligate funds and initiate construction quickly. Other factors related to project impact upon the community.	<ul style="list-style-type: none"> Status of engineering/design and construction Status of environmental approvals (if applicable) Status of stakeholder/community feedback and support Additional local funding overmatch (closes a funding gap) Economic vitality (supports community revitalization, redevelopment, and job creation) Benefit versus cost Geographic distribution
Project Innovation	5	Project implements innovative or new treatments and technology that can serve as a model for the region	<ul style="list-style-type: none"> Examples may include separated bike lanes, protected intersections, bicycle facilities with interim approval by FHWA (e.g. bike boxes, bicycle signals, colored pavement), bicycle and pedestrian traffic count equipment, etc. Use of a variety of treatments to create safe and comfortable crossings such as median crossing islands, Rectangular Rapid Flash Beacons, pedestrian hybrid beacons, additional crossing treatments, traffic calming measures, etc.
Total	125		