

PARK LANE / VICKERY MEADOW COMPLETE STREETS PROJECT

Connecting People to Opportunity

April 29, 2016

PROJECT TYPE: Complete Streets
LOCATION: Dallas, Texas
AREA: Urban
REQUESTED AMOUNT: \$13,000,000
DUNS NUMBER: 102462256



The Park Lane/Vickery Meadow Complete Streets Project TIGER 2016 application was submitted to the US Department of Transportation by a broad coalition of government agencies in the greater Dallas-Fort Worth metropolitan area, as well as multiple project partners and supporting organizations. For ease of communication, the main applicant contact is:

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Project Parties:

Dallas County
City of Dallas
Dallas Area Rapid Transit (DART)
North Central Texas Council of Govts (NCTCOG)

Congressional Districts and Elected Officials:

US Senator: Ted Cruz
US Senator: John Cornyn
US Congress, District 5: Jeb Hensarling

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I. PROJECT DESCRIPTION

The Park Lane/Vickery Meadow (PL/VM) Complete Streets project in Dallas, Texas is being submitted by the Regional Transportation Council (RTC) of the North Central Texas Council of Governments (NCTCOG) in coordination with project partners at the City of Dallas, Dallas County, and the Dallas Area Rapid Transit (DART). Additional involvement from the Dallas Independent School District (DISD) and Vickery Meadow Public Improvement District (VMPID), area businesses, and the community has been critical to the support of this project. The RTC is the independent policy body of 43 elected or appointed officials for the Metropolitan Planning Organization (MPO) of the Dallas-Fort Worth (DFW) region.

Texas is one of the Federal Highway Administration's (FHWA) designated Pedestrian-Bicycle Safety Focus States, and Dallas is one of its Focus Cities due to the high number of pedestrian crashes and fatalities. As such, the City of Dallas in partnership with Dallas County, DART, and NCTCOG participated in the FHWA facilitated **Vickery Meadow Pedestrian Road Safety Assessment (PRSA) in February 2015 (See Appendix F)** which was the first Assessment conducted in Texas.

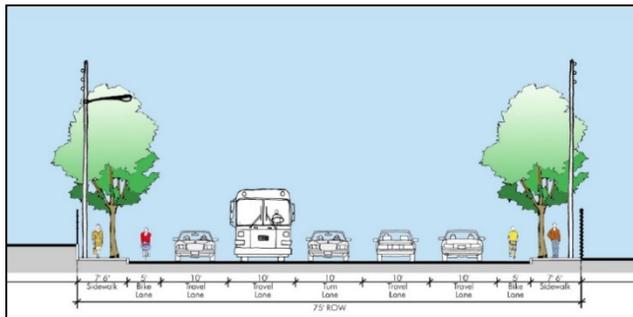


There had been various former studies and plans within the area that have not moved forward due to limited funding. However the Vickery Meadow PRSA provided a safety focus that all stakeholders got behind. Local agencies have come to the table with funds to leverage in partnership with possible future Transportation Investment Generating Economic recovery (TIGER) funds that will help fill the project funding gap. The Safety Assessment focused on pedestrian and bicycle safety issues in this neighborhood, including connections to area schools and transit facilities. The final PRSA report recommended complete street retrofits on several roadways to improve safety and to balance the needs of all modes of transportation compatible with the context of the Vickery Meadow neighborhood. In addition, the Assessment recommended improvements to street lighting, traffic and pedestrian signals, Americans with Disabilities Act (ADA) accommodations, pedestrian crossings, and implementing bicycle accommodations per the Dallas Bike Plan along Park Lane to the DART Park Lane rail station. **Proposed improvements in this TIGER project are based on this PRSA as well as the City of Dallas Complete Street Initiatives, Dallas Bike Plan, Vickery Meadow Station Area Plan, and numerous community improvement initiatives focused on the Vickery Meadow neighborhood.**

Vickery Meadow is an area of Dallas that faces vast challenges but also has a host of opportunities. This area is one of the most densely populated areas of the Dallas-Fort Worth metroplex and has a wide diversity of residents **with over 40 known languages spoken by children in the neighborhood schools.** Residents of the area are predominantly low income with low rates of literacy, lack of English language skills, and often minimal to no education and job training. Unemployment rates are higher than the state average and there has been concern expressed over a general despair and disinvestment that has added to poverty conditions. A growing number of international refugees are locating to the area and these residents often have difficulty acclimating to their new surroundings. The demographic data and maps in **Appendix D** identify the disparity of population density, households below poverty, and median household income of Vickery Meadow compared to nearby surrounding neighborhoods in Dallas, such as the neighborhoods located west of U.S. Highway (US) 75 which include some of the highest valued residential real estate in the Dallas-Fort Worth metropolitan area.

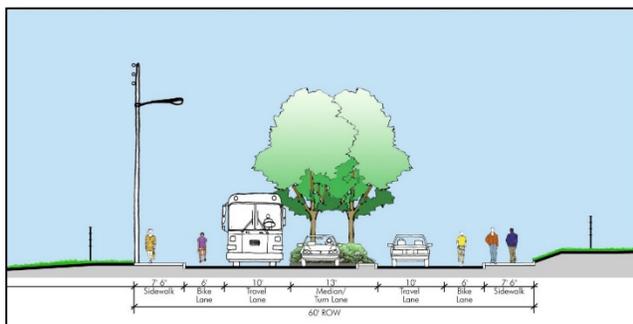
The Vickery Meadow area has a very high percentage of students walking to nearby schools and adult residents using active transportation travel modes, which is positive. However it has been a challenge to balance the needs of all road users, because Park Ln. is a significant east-west cut through for drivers to nearby US 75. As acknowledged in the Vickery Meadow PRSA, the diversity and challenges of this area of Dallas can be difficult for those outside the area to understand. The traditional methodology for roadway design has placed a higher prioritization on moving vehicles along roadways to benefit commuter traffic (approximately 15,000 - 20,000 average daily trips on Park Ln.), which is sometimes at the expense of the comfort and safety of non-motorized transportation modes and the residents of the neighborhood. Since transit cannot physically connect every home, job, and place residents want to go, the new and improved bicycle and pedestrian links to transit to be implemented with the TIGER project would be dramatic.

The TIGER Project will **implement complete street reconstruction improvements** to Park Ln., Holly Hill Dr., and Phoenix Dr., as well as **road diet and safety countermeasure improvements** on Shady Brook Ln., Fair Oaks Ave., and Pineland Dr./Eastridge Dr. Multiple safety countermeasures will be addressed throughout the area including the installation of buffered bike lanes, shared lane markings, street and pedestrian lighting, trail safety lighting, installation of refuge medians in various locations which will improve safety and traffic calming, new and wider sidewalks and related ADA improvements, school zone and related safety signage, as well as pedestrian crossing and safety countermeasure improvements at major intersections.



Typical section for the proposed Complete Street Improvements on Park Ln. between Greenville Ave. and Shady Brook Ln. which will include a road diet.

A road diet improvement will be applied to Park Ln. and other various roadways to accommodate bike lanes, wider sidewalks, new bus shelters, LED street lighting, and related proven safety countermeasures in various locations.



Typical section for the proposed road diet improvements to Park Ln. (west of Abrams Rd.) that will convert the existing 4-lane roadway to 3 lanes with 6-foot bike lanes.

Improvements will include spot sidewalk construction and ADA improvements, pedestrian crossing and related safety countermeasures, installation of refuge medians in various locations to improve safety and calm traffic, school zone and related safety signage, bus shelters, and new LED street lighting.

The TIGER Complete Streets project involves implementing an integrated system of multimodal transportation and safety countermeasures in the Vickery Meadow neighborhood of Dallas to **better connect people to opportunity. The TIGER project links numerous bus stops in the project area and the DART Park Lane light rail station to four schools, various employment and shopping centers, and medical facilities including the Texas Health Presbyterian Hospital which employs almost 3,230 full-time and part-time employees.** It will also implement bicycle access to the DART station, which is currently non-existent, and help complete gaps in the pedestrian “walkshed” to the DART rail station. The DART Park Lane station has the second highest number of passenger boardings, outside of Downtown Dallas, in the DART rail network within the city of Dallas.

These first and last mile connections to the DART Park Lane light rail station are critical for walking and bicycling access to residences and jobs in the area. Park Lane Station is a prime example of a transit facility that is proximate to a diverse set of jobs, households, schools, and medical offices within the bicycle and pedestrian zone. However, connections to most locations are difficult and feel unsafe for the majority of the population. Improving the ease in accessibility of Park Lane Station is vital to increasing safety for those that live and work in the Vickery Meadow neighborhood. In addition to improving accessibility to the station, another important area of focus is the quality of sidewalks and related pedestrian facilities. Every transit rider, at some point, is a pedestrian. With such high transit ridership in this area, not only should DART customers have safe places to wait for the bus, but also they need connections that facilitate a safer walk home. In addition to sidewalks, improved pedestrian lighting will enhance safety and security, especially in locations where street lights are lacking. As safety for all modes of transportation is improved, it will lead to an increase in cyclists and pedestrians who are transit riders.

TIGER Project Overview

Building on the recommendations of the Vickery Meadow PRSA, the City of Dallas Complete Street Initiatives, Dallas Bike Plan, and the Vickery Meadow Area Plan, the TIGER Complete Streets project includes transportation improvements that connect people to opportunity and will also invigorate opportunity within the area with features that will:

- implement proven safety countermeasures on several roadways and intersections throughout the neighborhood;
- reduce crashes, improve operations, and enhance pedestrian and bicycle safety;
- improve access to bus and rail transportation facilities;
- help connect disadvantaged residents to employment, medical, and educational destinations;
- provide safe routes to school improvements to four schools, with 2,700 students nearly all of which walk/bike to school; and
- serve as a complete street demonstration project for the North Texas Region.

The Park Lane/Vickery Meadow Complete Streets TIGER project includes the following:

Improvement Location	TIGER Project Improvement Summary
<p><u>Park Ln.</u> Complete Street Improvements and Intersection Safety Countermeasures</p>	<p>Complete street improvements to Park Ln. will be implemented from the Greenville Ave. intersection to Abrams Rd. (1.4 miles). Roadway reconstruction will occur between Greenville Ave. and Hemlock Ave. (east of the Five Points intersection). Multiple safety countermeasures will be addressed throughout the corridor including:</p> <ul style="list-style-type: none"> • a road diet and installation of bike lanes with designated color treatment; • LED street and pedestrian lighting; • installation of refuge medians in various locations which will improve safety and calm traffic; • new and wider sidewalks and related ADA improvements; • school zone and related safety signage; and • pedestrian crossing and safety countermeasure improvements at major intersections.
<p><u>Holly Hill Dr. and Phoenix Dr.</u> Complete Street Improvements</p>	<p>Holly Hill Dr. and Phoenix Dr. are existing rural section roadways lacking curb and gutter, sidewalks, storm water drainage, and street lighting. The roadways will be reconstructed and improved (0.8 miles) in the existing right-of-way as 2-lane urban complete street roadways with on-street parking, on-street bikeways, sidewalks, signage, and street lighting. A road diet project will be implemented for Holly Hill Dr. from Phoenix Dr. to Ridgecrest Rd. and the Lowe Elementary School to stripe buffered bike lanes on the existing roadway.</p>
<p><u>Road Diet and Intersection Safety Countermeasures</u></p> <ul style="list-style-type: none"> • Shady Brook Ln. • Fair Oaks Ave. • Pineland Dr. / Eastridge Dr. 	<p>Road diet projects with associated safety countermeasures will be implemented within existing right-of-way for Shady Brook Ln. (0.4 mi.), Fair Oaks Ln. (1 mi.) and Pineland Dr./Eastridge Dr. (1.4 miles), each of which is currently 4 lanes. The road diet project for each roadway will consist of restriping to 3 lanes with 6-foot wide bike lanes. Safety improvements will include:</p> <ul style="list-style-type: none"> • spot sidewalk construction and ADA improvements; • pedestrian crossing and safety countermeasure enhancements at major intersections of NW Hwy., Melody Ln. and Park Ln.; • installation of refuge medians in various locations to improve safety and calm traffic; • school zone and related safety signage; • High intensity Activated crossWalk (HAWK) signal at Conrad High School; and • LED street and pedestrian lighting.
<p><u>SoPac Trail</u> Safety Lighting</p>	<p>The Southern Pacific (SoPac) Trail is currently funded for construction from Greenville Ave. to Skillman St., but does not include security lighting. The TIGER project will fund security lighting along 2.4 miles of the trail within the Vickery Meadow neighborhood from Greenville Ave. to Skillman St. and will be maintained by the Vickery Meadow Public Improvement District.</p>

Park Lane / Vickery Meadow Complete Streets Project



2016 TIGER Proposed Projects

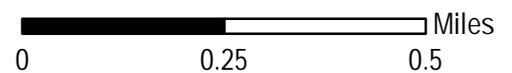
- ① Park Ln. Complete Street
- ② Holly Hill Dr. and Phoenix Dr. Complete Street
- ③ Shady Brook Ln. / Fair Oaks Ave. / Pineland Dr. / Eastridge Dr. Road Diet
- ④ SoPac Trail Safety Lighting

Other Area Projects

- (A) Park Ln. Improvements (Phase 1) - Funded
- (B) SoPacTrail (Phase 1) - Funded
- (C) Future Shared Use Path Connection to White Rock Creek Trail

Legend

- Proposed
- Other Area Funded Projects
- Trail (Existing)
- Future Trail Connection
- DART Rail Lines



Park Lane / Vickery Meadow Complete Streets Project

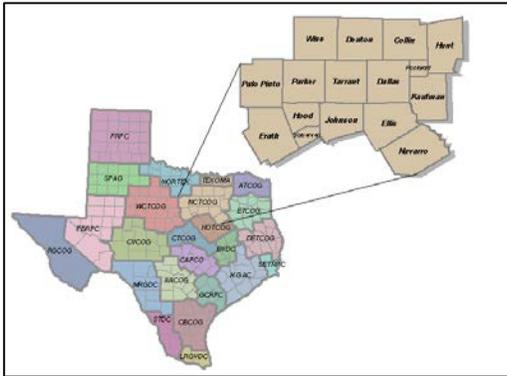
Bus Routes and Transit Stops



- 2016 TIGER Proposed Projects**
- ① Park Ln. Complete Street
 - ② Holly Hill Dr. and Phoenix Dr. Complete Street
 - ③ Shady Brook Ln. / Fair Oaks Ave. / Pineland Dr. / Eastridge Dr. Road Diet
 - ④ SoPac Trail Safety Lighting
- Other Area Projects**
- (A) Park Ln. Improvements (Phase 1)- Funded
 - (B) SoPacTrail (Phase 1) - Funded
 - (C) Future Shared Use Path Connection to White Rock Creek Trail

- Legend**
- DART Bus Stops
 - DART Routes
 - ▨ Proposed
 - ▨ Future Trail Connection
 - ▨ Other Area Funded Projects
 - ▨ Trail (Existing)
 - + DART Rail Lines

II. PROJECT LOCATION



The DFW metropolitan area has many needs in an area that is geographically larger than nine states, with a current population of 7.2 million, and is projected to grow to 10.7 million persons by 2040. Areas in the “sunbelt” are experiencing high population growth, however our transportation systems “grew up” around the car. This pattern has led to increasing challenges of rising congestion, poor air quality, sprawl, isolation, and growing division among communities and classes.

Vickery Meadow Neighborhood Overview

The PL/VM Complete Streets project area is located in a portion of northeast Dallas, east of US 75. **The Vickery Meadow neighborhood in Dallas is an ideal area to implement improvements that may create much needed ladders of opportunity for disadvantaged residents.** Vickery Meadow is perhaps the most ethnically diverse area of the city. Since the late 1980’s the area has become an attractive location for immigrant and refugee families to settle, a trend that was placed in the national spotlight when an Ebola patient arrived at Texas Presbyterian Hospital and the surrounding Vickery Meadow neighborhood. This is a distressed community that requires an interconnected solution, and transportation access and safety improvements are an important place to start. By investing in infrastructure supporting mobility options, community residents are afforded more opportunities and better access to employment, education, and training opportunities that can help them reach higher levels of income and help strengthen their families. The proposed roadway safety improvements will also provide residents a higher level of safety within their community which improves the overall quality of life.

The Vickery Meadow neighborhood is among **the densest residential areas in Dallas with 10,307 per square mile (12,453 per sq. mi. when excluding parks and open space), which is nearly four times the density per square mile of Dallas County.** The area consists primarily of apartment complexes and rental housing. A majority of these residential properties were developed in the 1970’s, and many are in need of repairs or reconstruction. Ninety-five percent of the housing units are renter occupied.

The neighborhood has a high poverty level, with 30% of the reported households with incomes below the federal poverty level. The median household income of \$26,120 is nearly half of the Dallas County median household income which averages approximately \$43,000. Some of the census block groups in the neighborhood have median household incomes less than \$15,000. The percent of people living in poverty in the area is estimated to be even higher than what is reported by the Census. Many residential units have multiple families residing in them, and though many are predominantly lower income wage earners, the impact is diluted by the number of persons residing in each home.

Over half of the households in the area are female headed, and 25% of the households are limited English-speaking. Twenty-two percent of the households within a 20-minute walk of the DART Park Lane rail station, located east of US 75, have annual incomes less than \$15,000 (ECONorthwest, Dallas TOD Market Data, 2012 and Nielsen Company, Vickery Meadow Station Area Plan).

Existing Conditions in the Park Lane / Vickery Meadow Area



Low Elementary School students crossing the Park Ln. (Five Points) intersection at afternoon dismissal.



Students crossing the Park Ln. (Five Points) intersection.



Elementary school students running across 5-lanes of traffic in a midblock location on Park Ln. lacking pedestrian crossings.



Aerial view of the Park Ln. (Five Points) intersection. Tasby Middle School is located at the upper left corner of the photo.

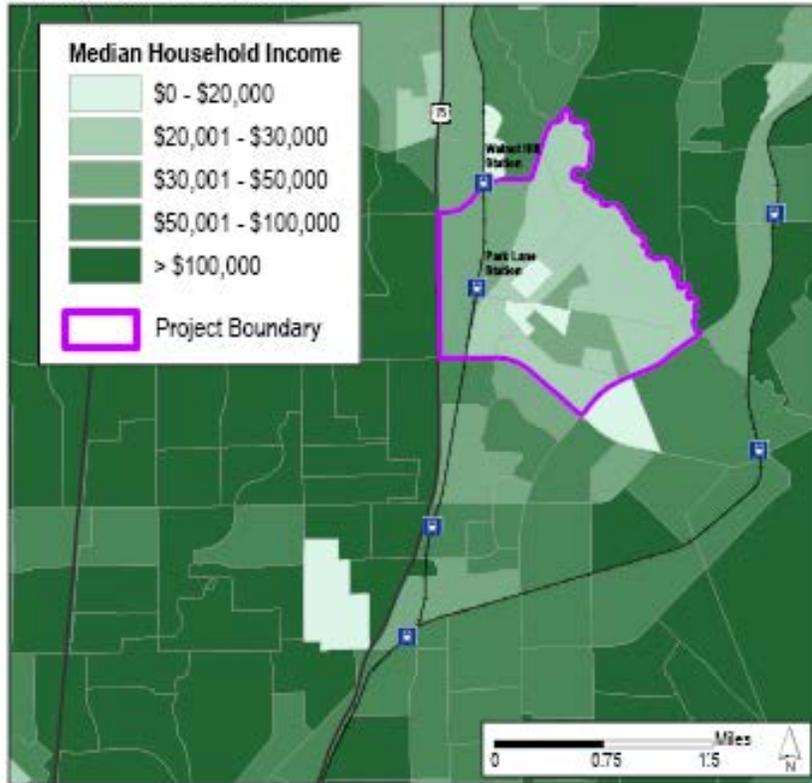


The existing Park Ln. roadway lacks bike facilities.

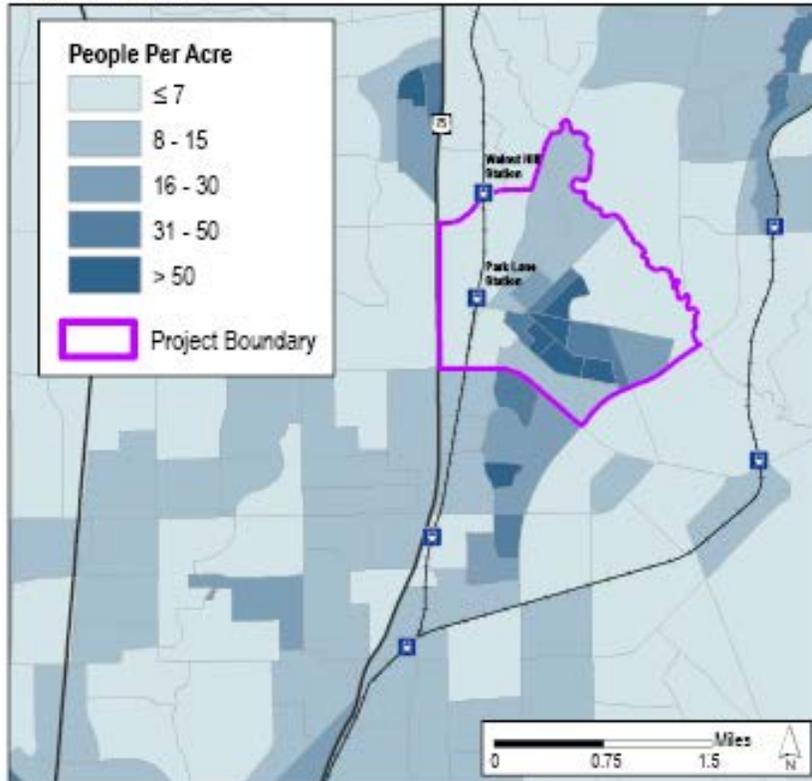


The PRSA team led by FHWA facilitators inspects areas along Park Ln. lacking sidewalks.

Median Household Income



Population Density



Providing pedestrian and bicycle infrastructure is a significant issue in Vickery Meadow since the number of people that use public transportation or walk to work is more than double the city average. **Nearly one-quarter of the households in the neighborhood do not own private vehicles.** Thus a significant number of residents rely on public transportation, walking, and bicycling as their primary source of transportation to work and school. The area has high pedestrian activity throughout the day and night in all weather conditions. With two elementary schools, one middle school, and one high school serving the Vickery Meadow neighborhood (combined enrollment of 2,700 students at the four schools), the DISD estimates that nearly all of the students walk and bike to school on a daily basis. There is no school bus service provided to these schools because they are within walking distance of the neighborhood.

The Vickery Meadow neighborhood has a proactive group of organizations and agencies supporting the broader neighborhood and improvements to infrastructure. There are many activities or efforts underway that have created momentum and can be leveraged for the TIGER project.

1. The area is well served by DART bus and rail transit service, with high frequency. DART has committed to provide new enhanced bus shelters along the various bus routes within the project area.
2. Combined with Transportation Enhancement funds and other federal funds, the City of Dallas and Dallas County are investing \$8 million in a new shared use path along the former SoPAC rail line which will be an extremely important active transportation corridor for the area and will provide access to Conrad High School. The construction of the SoPAC trail is planned to begin in late 2016.
3. A new public library/community center is planned on City-owned property north of the intersection of Park Ln./Shady Brook Ln. (directly south of the Elementary and Middle schools). The Complete Streets improvements are critical for providing safe walking and biking access to these public institutions which will be primarily used by transit-dependent populations. The PRSA identified the need for a wide range of safety countermeasures in this area.
4. The Park Ln. Tax Increment Financing (TIF) district has helped support infrastructure development for the Park Lane Shops, located immediately southwest of the DART Park Lane station. This recently completed transit-oriented development includes retail, restaurants, and housing and is helping change the perception of this area located east of US 75.
5. Through targeted efforts, the Dallas Police Department and area stakeholders have been working to reduce the crime rate across the neighborhood in recent years. New and enhanced street lighting is an important strategy in these efforts.
6. The TIGER project will leverage and connect with funded improvements on Park Lane from US 75 to Greenville Ave. which has a commitment of over \$7 million of federal and local funds. Environmental approvals have been completed and design is 90% complete.
7. A future shared use path connection is planned from the intersection of Park Ln. and Abrams Rd. to the existing White Rock Creek Trail, which is the north/south spine in Dallas for the Regional Veloweb network. Appendix A has more information about the Regional Veloweb.

TIGER Long-Term Outcome and Criteria	Park Lane/Vickery Meadow Complete Streets Summary At a Glance	Page
State of Good Repair	<ul style="list-style-type: none"> • Safety countermeasures and the addition of non-motorized modes of travel will improve mobility and access to transit, thus maximizing the advantage of existing transit services in the area. • The project will repair and focus on ADA compliance. 	14
Economic Competitiveness	<ul style="list-style-type: none"> • Economic Development Benefit of \$18.4 million (discounted at 7%) and \$30.5 million (discounted at 3%). • Construction jobs for workers in economically disadvantaged areas where 30% of the households within the project area are currently below the federal poverty line. • Total estimated economic impact of \$46.8 million. • The added economic benefit for every \$1.00 of project investment is \$0.89 (discounted at 7%) and \$1.48 (discounted at 3%). 	14
Quality of Life	<ul style="list-style-type: none"> • Improved safety for transit dependent residents. • Improved first mile/last mile access to the DART rail station. • Reduced transportation costs for lower income households through bicycle and pedestrian connections to transit stations. • Road diets will calm traffic and reduce traffic noise. • Quality of life benefits totaling \$20.6 million (discounted at 7%) and \$34.4 million (discounted at 3%) include health, mobility, and reduced auto use. 	16
Environmental Sustainability	<ul style="list-style-type: none"> • Reduces 3,857 tons of CO₂ emissions between 2021 and 2041. • Reduces fuel use between 2021 and 2041 by 1.07 million gallons. • Fuel cost savings of \$1.4 million (discounted at 7%) and \$2.3 million (discounted at 3%). • Overall value of air quality benefits is \$127,580 (discounted at 7%) and \$216,755 (discounted at 3%). 	17
Safety	<ul style="list-style-type: none"> • Implement FHWA Proven Safety Countermeasures. • Enhanced safe access to schools. • Crash reduction benefit (bicycle, pedestrian, and auto) of \$67.7 million (discounted at 7%) and \$112.3 million (discounted at 3%) over a 20-year horizon. 	18
Innovation	<ul style="list-style-type: none"> • Improves non-motorized transportation and accessibility to transit facilities, including increased rail ridership. • Implement various FHWA Proven Safety Countermeasures, including road diets. • Implements LED street lighting. 	20
Partnership	<ul style="list-style-type: none"> • Regional partnership with the MPO, a municipality, a county, area schools, a transportation authority, the Public Improvement District, and various local businesses. 	21
Benefit-Cost Analysis	<ul style="list-style-type: none"> • Net benefit of the overall project is \$77 million (discounted at 7%) / \$131.7 million (discounted at 3%). • Overall Benefit/Cost ratio at 7% is 5.35 and at 3% is 7.74 	22

III. PROJECT PARTIES

The TIGER project is a multi-jurisdictional effort through a partnership of Dallas County, the City of Dallas, DART, and NCTCOG. NCTCOG, along with Dallas County will serve as the grantee and lead agency for coordination of the TIGER grant. As the lead implementation agency, Dallas County will be responsible for facilitating and coordinating construction and also monitoring progress and impact. The City of Dallas will coordinate on design and construction and maintain ownership and maintenance responsibilities of the roadways improved with the TIGER project. DART will own and maintain the various improvements for bus shelters and will contribute towards certain safety enhancements in the corridor. Additional detail about each individual entity is available in **Appendix A**.

The Dallas Independent School District (DISD) will play a critical role in coordination of the design of safety and access improvements leading to their various campuses throughout the project area. DISD will also work with NCTCOG to distribute educational materials as part of NCTCOG's regional bicycle and pedestrian safety campaign (Look Out Texans). Education to area residents about how to safely and correctly use new active transportation infrastructure is a critical part of making the improvements a success. With the wide background and dozens of languages spoken by residents in the area it will be important to work closely with the schools to reach out to families and residents of all ages.

The Vickery Meadow Public Improvement District and their board will be an important partner in the public involvement process of keeping the community involved and engaging dialogue with residents as the complete streets design and construction moves forward.

Once TIGER funds are received, Interlocal Cooperative Agreements will be developed between NCTCOG and Dallas County, and between Dallas County and the City of Dallas and DART. This group of agencies has a strong history of working together cooperatively on complex multi-jurisdictional construction projects, such as the Lake Highlands transit-oriented development area which included funding from NCTCOG, DART, the City of Dallas, the private sector, and Dallas County, and implementation and construction oversight by Dallas County, a model for this TIGER project.

IV. GRANT FUNDS AND SOURCES

The PL/VM Complete Streets TIGER application is requesting \$13 million from the TIGER discretionary grant program, out of a total project cost of \$20.6 million. The percent of total project costs paid by TIGER is 63%, with \$7.6 million (37%) provided by local match and other contributing federal sources as noted in the following table.

Grant Funds and Sources/Uses of Project Funds (See Appendix B for Detailed Project Budget)

Source and Use of Project Funds	Funding Amount	Percent Project Cost	Uses
TIGER 2016 Grant Funds	\$13,000,000	63%	Construction
City of Dallas The bond project list is identified in Appendix (E).	\$1,550,000	8%	Design and Construction
Dallas County (2012 Major Capital Improvement Program Funds) See Resolution in Appendix (E)	\$4,400,000	21%	Design and Construction
Dallas Area Rapid Transit See Letter of Commitment in Appendix (E)	\$150,000	<1%	Construction
North Central Texas Council of Governments (CMAQ and STP-MM funds)	\$1,500,000	7%	Design and Construction
Total Project Costs	\$20,600,000	100%	

The PL/VM Complete Streets TIGER Project will be associated with other projects in the area that have more than \$15 million in committed funding, for a total area investment of over \$35.6 million, **which leverages TIGER even further to contribute only 37% of the overall larger area infrastructure improvements shown on the area map (63% of funds will come from other sources)**. These projects are in addition and directly connected to the Complete Streets TIGER project, and will be enhanced by the TIGER funds:

- Park Ln. (US 75 to Greenville Ave.): \$7 million in federal and local funding
- SoPAC Trail: \$8 million in federal and local funding (approximately \$4.2 million local funds and \$3.8 million federal funds)

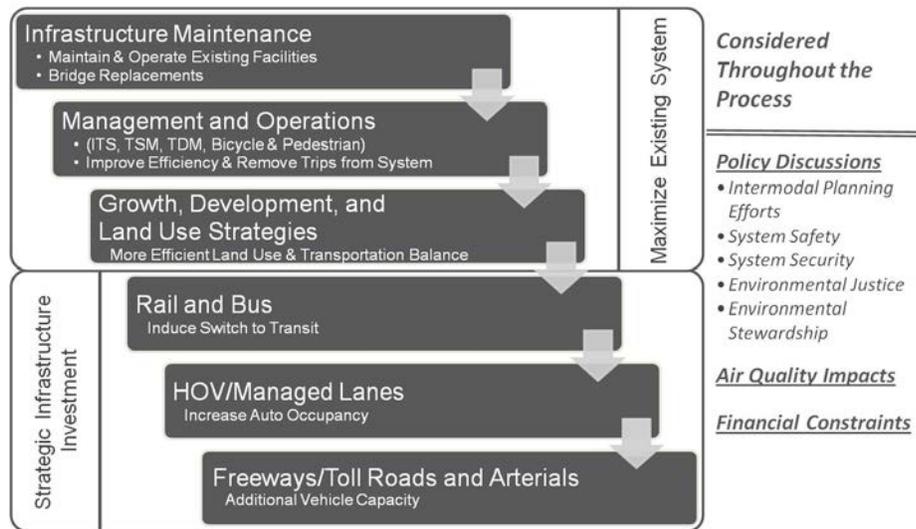
Funding including the SoPAC Trail Construction	Funding Amount	Percent Project Cost
TIGER 2016 Grant Funds	\$13 million	37%
City of Dallas	\$2.95 million	8%
Dallas County	\$8.6 million	24%
Dallas Area Rapid Transit	\$150,000	<1%
NCTCOG / Other Federal Funds	\$10.9 million	31%
Total	\$35,600,000	100%

V. SELECTION CRITERIA

A. Primary Selection Criteria

1. State of Good Repair

Improving the condition of existing transportation facilities and systems is an important focus for NCTCOG. Because the transportation needs of the region far outweigh the available funds, strategic investments in infrastructure are required. Mobility 2040: The Metropolitan Transportation Plan for North Central Texas, the long-range transportation plan for the region, has recommendations that attempt to balance between meeting the most critical mobility needs while making a variety of transportation options available. The regional plan places infrastructure maintenance as a top priority (see below), followed closely by the development of other management and operations type projects like alternative transportation facilities for bicyclists and pedestrians.



Source: Mobility 2040

The addition of safe alternative modes of travel is viewed as a way to improve resiliency and to mitigate deficiencies and delays in the current auto-focused systems. Congestion in the DFW region is projected to continue increasing as identified by the maps in **Appendix D**. Relief to our roadway systems can be made by improving access to the established bus and rail transit network to enhance overall network efficiency, the accessibility and mobility of people, and it can promote economic growth and opportunities. This project also addresses the needs of vulnerable population groups that are not served by auto-oriented infrastructure. It also encourages active transportation and creates a healthier community.

The City of Dallas and the area PID will maintain these projects, and is utilizing local funds for roadway maintenance and asset management.

2. Economic Competitiveness

The assistance of federal funding for the project will substantially improve the economic competitiveness of the project area by facilitating investment in a project that will create sustainable

and active transportation options for current and future residents of the area. Additionally there are many vacant commercial properties that are not functioning to their highest and best use. The investment in multimodal infrastructure will serve as a catalyst to reinvestment by the business community in the neighborhood, which is a related goal of this project.

By creating a more complete transportation network including a safe bicycle and pedestrian network connected to public transit, the project will enhance the efficiency and productivity of commuters. The improved network will safely encourage mode shift to walking, bicycling, and the use of public transit – three cost-efficient transportation choices. It will also reduce congestion for drivers on parallel routes.

The results of the Benefit-Cost Analysis (BCA) outlined in **Appendix C**, include the following factors related to the economic competitiveness of the proposed project:

- Movement of Workers (Mobility Benefit)
- Economic Development Benefit
- Job Creation and Accessibility to Jobs Benefit

Movement of Workers: The Vickery Meadow area has a high transit dependent population (23% no car households) compared to other residents of the DFW region, and is substantially higher than the 10% city average and the 7% county average of no car households. Safe walking and bicycling options and connections to transit are crucial for the residents of Vickery Meadow to access jobs, training centers, and other services. The BCA estimates the benefits associated with new work commuters utilizing bicycle facilities, health benefits, and reduced auto use benefits will provide a **total Benefit of \$20.6 million (discounted at 7%) and \$34.4 million (discounted at 3%) for the overall TIGER project.**

Economic Development: The Economic development benefit calculated in the BCA considers factors such as increased land values, sales tax revenues, and other benefits due to increases in economic activity after constructing infrastructure including bikeways and sidewalks. **The BCA estimates a total Economic Development Benefit for the project of \$18.4 million (discounted at 7%) and \$30.5 million (discounted at 3%).** Investment in the area is also seen as a strategy to incentivize reinvestment of businesses and economic competitiveness where there has been blight and large, vacant commercial centers in the area, and has often lead to unwanted behaviors and crime concerns.

Job Creation and Accessibility to Jobs: The proposed project combines multiple complete street retrofits that will create both short and long term employment benefits in the Vickery Meadow area. The BCA estimates a total of 890 short term jobs and 509 long term jobs will be created as a result of this project. Additionally, this translates into **a cumulative spending benefit over the next 20 years of \$2.96 million as a result of the short term jobs created and an annual spending benefit of \$680,060 as a result of the long term jobs created.**

The job creation potential of the proposed project will contribute to mobility and economic revitalization in these areas. **Appendix D** contains a map identifying major employers nearby that will have improved accessibility for area residents. **There are over 275,000 jobs within three miles of the project area** which is easily accessible by improved bikeway infrastructure.

3. Quality of Life

The proposed project promotes the following Livability Principles developed by the U.S. Department of Transportation (DOT) in coordination with the U.S. Department of Housing and Urban Development (HUD), and U.S. Environmental Protection Agency (EPA):

Provide more transportation choices: The TIGER project will improve safe, reliable and economical transportation choices and access through bicycle and pedestrian transportation facilities to connect to existing bus routes/stops and the DART Park Lane rail station. The project includes traffic calming and road diets on streets that will reduce some of the cut-through traffic and make the roadway system more user-friendly and safer for local residents. In addition, safe walking and biking options will be provided to four schools in the area, where nearly all students walk and bike to school.

The improved bicycle and pedestrian modes are estimated to **reduce transportation costs through fuel savings by an estimated cost savings of \$1.4 million (discounted at 7%) and \$2.3 million (discounted at 3%)**. The TIGER project will also provide benefits from reduced auto use including reduced congestion, reduced air pollution, and user cost savings. For an urban area such as the Vickery Meadow area of Dallas, research indicates that reduced auto use benefits is 13 cents per mile for an average 3 mile weekday commuting trip. **These reduced auto use benefits total \$2.2 million (discounted at 7%) and \$3.5 million discounted at 3%.**

Use of the active transportation modes will improve the health of the residents, which is estimated to result in a **total health benefit of \$3.1 million (discounted at 7%) and \$4.7 million (discounted at 3%)**. The use of transit within the project area is also projected to increase by several hundred riders daily as a result of the proposed improvements (**See Appendix C**).

Promote equitable, affordable housing: **Approximately 22% of housing within the proposed project location areas are categorized as affordable** (median housing value below 30% of median household income). The TIGER project will connect affordable housing to existing bus and rail transit stations to lower the combined housing and transportation costs. The median household income in the area demonstrates the wide range of household income in this area (**See Appendix D**).

Enhance economic competitiveness: The project increases economic competitiveness of the area by improving access to many large employers (with 150+ employees). See the Major Destinations and Employers map in **Appendix D**. The project is estimated to create 890 short term jobs and 509 long term jobs over time once the project is completed. Through the infrastructure investment the area will become more desirable to investors and will bring other businesses to residents.

Support existing communities: The project supports the existing community which is in an aging area of Dallas and which has a large concentration of low income households. **The percentage of households in the overall project area currently below the poverty line is nearly 30%, which is above the city (24%) and significantly higher than the county (10%)**. The concentration of households below poverty is also displayed on the map included in **Appendix D**. This strategic investments of TIGER funds will aid in revitalizing an economically distressed area.

An Environmental Justice Index (EJI) is used by NCTCOG to aggregate low income and minority populations for analysis efforts. Low income and minority status are aggregated and analyzed in an effort to examine the effects of recommendations in long range transportation planning for the Dallas-Fort Worth region, on the protected population as a whole. The EJI has been refined to

reflect the demographic and development patterns of the region. Three variables, including percent below poverty, percent minority, and persons per square mile, are used to identify the block groups with dense minority and low income populations. It is staggering to see the variation of this community compared to its nearby neighbors. The EJI map in **Appendix D** identifies the project area to include the highest range of EJI categories.

Coordinate policies and leverage investment: The TIGER project leverages federal funding by making safer active transportation connections to existing bus and rail transit stations improving accessibility for a wider range of users. The project also implements the City of Dallas Complete Streets Initiative as improvements including road diets will be accomplished on multiple roadways. The project will implement first mile/last mile active transportation connections to rail stations which is a policy of Mobility 2040. It will also leverage other state and local investments in the area including \$8 million of federal, County, and City funds for the SoPAC trail and the \$7 million in state and local dollars for improvements to Park Lane, from US 75 to Greenville. The TIGER funded improvements will also implement the many years of public involvement and input to revitalize the Vickery Meadow area and make good on the promises to area residents for needed improvements.

Value to communities and neighborhoods: The project will implement complete streets with bicycle and pedestrian facilities that improve safety for pedestrians, bicyclists, and motorists. Several neighborhood organizations were involved in the project planning stages and there are many stakeholders invested in the positive outcomes and success of this project. Residents have repeatedly expressed concerns for safety and the need for infrastructure investment. Poor lighting, disconnected sidewalk networks, no bicycle accommodations, and cluttered utilities creating ADA challenges for the disabled and families with strollers are all issues that will be addressed by the project. These improvements will provide a sense of pride to area residents and create a place where they can be safer and more comfortable in their environment and daily activities.

4. Environmental Sustainability

The proposed complete streets projects will promote non-motorized transportation options which will improve the environment by decreasing fuel consumption and emissions as a result improving air quality in the region. Air quality has been an issue of significant concern in DFW for over two decades. Currently, the EPA classified ten counties in the region as moderate nonattainment under the National Ambient Air Quality Standard (NAAQS) for ozone, including Dallas County where the project is located. North Texas also received a grade of “F” from the American Lung Association in 2013 for ozone. There is a strong need to reduce emissions from mobile sources in the region to not only meet the ozone standard, but also to protect the health of residents, most importantly the sensitive populations.

The proposed project will reduce greenhouse gas emissions and improve environmental quality of the region. Based on the air quality analysis included in the BCA, **the overall project is estimated to reduce 11.3 tons of Nitrogen Oxides (NO_x), 11.7 tons of Volatile Organic Compounds (VOC), and 3.85 tons of Carbon Dioxide (CO₂) between 2021 and 2041.** The monetized value of Non-CO₂ Emission Benefits is \$69,826 (discounted at 3%) and \$40,775 (discounted at 7%). The monetized value of CO₂ Emission Benefits is \$142,533 (discounted at 3%). **Overall value of air quality benefits are \$216,755 (discounted at 3%).**

The BCA estimates **a total fuel savings of one million gallons for the proposed improvements** in the area between 2021 (completion of construction) and 2041. **These savings amount to \$2.35 million (discounted at 3%).**

Green Infrastructure opportunities and components will be reviewed for possible inclusion where feasible within the projects. Permeable pavement materials that assist in storm water mitigation, along with xeriscape plant materials will be investigated. The project will include solar for bus shelters and LED street lighting. The use of LED streetlights will further enhance the environmental and sustainability benefits. Financially, the project will benefit from reduced operational and maintenance costs associated with light-emitting diodes (LEDs), which consume less energy and therefore cost less to operate. The project also supports air quality by minimizing increased energy demand, which helps minimize increases in air pollution produced by electrical generating units. Finally, energy security is supported by placing a minimal incremental energy load on the grid, helping to ensure grid reliability and adequate energy supply.

Opportunities for additional green infrastructure and materials will be pursued through the design process. The use of the Clean Construction Specification will increase the sustainability benefits for the project, including reductions in air pollutants and petroleum consumption. Investment in newer construction equipment and/or diesel retrofit technologies will result in use of cleaner-burning engines in place of higher-polluting equipment. This will minimize criteria emissions, including ozone-forming NO_x, from construction equipment, which is critical for further progress in working toward attainment of the federal ozone standard. Additional reductions are anticipated in particulate matter (PM) and diesel exhaust. These reductions positively impact human health, which is negatively impacted by exposure to ozone, fine particulate matter, and diesel exhaust. Furthermore, because newer equipment often has a better fuel economy than older engines and incorporate technologies that allow for minimized idling and other efficiencies, use of the specification could yield reductions in petroleum consumption. These benefits will begin immediately upon project implementation but will last through the entire useful life of the cleaner equipment and technologies put into service on this project.

5. Safety

The Vickery Meadow area represents a high rate of bicycle and pedestrian crash density in Dallas County. Between 2011 and 2015, there were **73 bicycle and pedestrian accidents including five fatalities reported within the Vickery Meadow area.** Approximately half of these accidents involved pedestrians crossing mid-block without a marked crossing. Thirty percent of these accidents involved pedestrians in crosswalks or crossing driveways on pedestrian facilities and being struck by vehicles, including 23% of bicycle and pedestrian accidents involving turning vehicles. The high rate of pedestrians on streets with fast moving vehicles and many turning movements has created a safety issue for all road users, especially those most vulnerable including children and the elderly.

The Vickery Meadow PRSA documented the many challenges facing the area in balancing the needs of all road users (See **Appendix F**). The high number and diversity of pedestrians in the area is vastly disproportionate compared to the city at-large. Intersection geometries in most locations are designed to encourage large volumes of traffic and high speed turns, thus creating a challenging environment for pedestrians.

Photos from the FHWA Facilitated Vickery Meadow PRSA



The complete street improvements will provide improved pedestrian and bicycle connections to the Park Lane DART station (background).



Intersection safety countermeasures will be implemented at multiple locations.



The road diet and addition of bike lanes on Fair Oaks Ave. will improve safety for children walking to Conrad High School



FHWA facilitators discuss necessary ADA and safety countermeasures at the intersection of Park Ln. and Shady Brook Ln.



The complex "Five Points" intersection will be improved with multiple safety countermeasures.



The improvements will include road diets, addition of bike lanes, and other improvements to enhance safety for pedestrians, bicyclists and motorists.

The existing roadway infrastructure, which prioritizes vehicle movements over pedestrians and bicyclists, has created unsafe conditions for bicyclists and pedestrians. General safety concerns identified in the PRSA include:

- intersection geometry and pedestrian crossings requiring safety countermeasure improvements
- traffic and pedestrian signals requiring upgrade or replacement to operate properly
- sidewalks that are narrow, missing, or in need of repair
- inadequate curb ramps and other ADA accommodations
- lack of on-street bicycle accommodations
- insufficient roadway and pedestrian lighting levels

The TIGER project will implement a wide range of safety countermeasures recommended by the PRSA including complete streets, road diets, sidewalks and crossing improvements, related ADA improvements, lighting and signal improvements, and the addition of bike lanes. As documented by FHWA research studies and evaluations these countermeasures will enhance safety, mobility and access for all road users and the complete streets environment to accommodate a variety of transportation modes. The improvements will also benefit motorists by reducing rear-end crashes, left-turn crashes, and right-angle crashes.

As suggested by FHWA Safety Countermeasures research, projects similar to the proposed TIGER project with lane reductions have proven to reduce vehicle speed as well as reduce the number of interactions between vehicles, bicycles, and pedestrians. These benefits result in a reduction of vehicle, bicycle, and pedestrian crashes. In addition, the road diets are expected to provide a benefit for automotive travel by reducing auto crashes by 29%.

B. Secondary Selection Criteria

1. Innovation

The Complete Streets TIGER project provides for innovation in that it promotes non-traditional forms of transportation as a focus. The network of non-motorized transportation choices and first mile/last mile connections to transit stations will improve the existing transportation system by improving energy efficiency, enhancing economic competitiveness, and by creating more livable communities overall. The proposed complete street project provides access to transit in an area with a large transit dependent population, as well as providing access to numerous nearby employment centers.

As the MPO of an ozone nonattainment area, the NCTCOG Transportation Department works to develop air quality control strategies to reduce emissions of criteria pollutants associated with ozone formation. These efforts are primarily focused on reducing NO_x emissions, which the Texas Commission on Environmental Quality (TCEQ) has determined are the primary cause of ozone pollution in the nonattainment area. To support these efforts, several innovative strategies are proposed to be employed on this project to help realize regional air quality and sustainability benefits that are ancillary to the principal project purpose. This will serve as a case study for the rest of the region and showcase how seemingly unrelated initiatives can be combined in a way that makes for a more comprehensively beneficial project.

Clean Construction Specification

Construction equipment contributes approximately 7% of all ozone-forming NO_x emissions in the 2012 emissions inventory for North Central Texas, according to TCEQ modeling. Contract specifications that include emissions-related requirements on public works or other construction projects can be an effective way to reduce emissions. Negative impacts associated with diesel pollution from construction equipment utilized in transportation projects were recognized at the federal level through introduction of the Clean Construction Act of 2011 and discussion of the prioritization of diesel retrofit projects in the interim Congestion Mitigation and Air Quality (CMAQ) guidance published in November 2013. To this point, NCTCOG developed Clean Construction Specification language to employ on this project. The project is proposed to incorporate the Clean Construction Specification on this project to mitigate emissions produced by vehicles and equipment utilized during the construction phase. The specification will require use of non-road equipment which meets Tier 3 or better emissions standards, with certain exemptions for situations where such equipment is not practicable (e.g. equipment which is seldom used or is brought on-site in an emergency situation). Operational requirements such as an idling limitation will also be in place. Up to 1% of the total project cost may be utilized to help offset additional project expenses associated with contractors' compliance with this requirement.

Light-Emitting Diode (LED) Street Lights

In recent years, many energy-efficiency lighting programs have moved away from conventional technologies toward LEDs. In 2004, NCTCOG and the Regional Transportation Council began work on a regional plan to convert existing traffic signals to light-emitting diode lamps in the ozone nonattainment area, and achieved 90% deployment by May 2006. In recent years, several cities have worked with local energy providers to convert existing streetlights to LED technology. The TIGER project will include requirements that all street lighting installed be powered by LED technology.

2. Partnership

(a) Jurisdictional and Stakeholder Collaboration

The Complete Streets TIGER application is a multijurisdictional effort of several agencies. NCTCOG, which serves as the regional MPO, will be the primary point of contact. The application is submitted in partnership with the City of Dallas and Dallas County. In 2012, Dallas County approved funding from the Major Capital Improvement Program (MCIP) to contribute toward the Complete Streets Project. Also in 2012, voters in Dallas approved funding for complete street projects on Holly Hill Dr. and Phoenix Dr. DART is also a funding partner and will be involved in planning for and funding improved bus shelters along each of the improvement corridors with existing bus services. **See Appendix E: Letters of Support**

The Complete Streets project has strong support from public and private partnerships in the area, including the Vickery Meadow PID and various major landowners of the area's largest apartment communities. The PID has very strong support from City officials and stakeholders. To further demonstrate the strength of support for this project, Dallas County has initiated a partnership with the VMPID to maintain the TIGER project security lighting along the SoPac trail. Such lighting, which

currently lacks funding, was requested by area residents and landowners during the design process for the SoPac trail to address safety concerns by the community. The design and construction of the SoPac trail is also led by Dallas County, in partnership with the City of Dallas, NCTCOG, and TxDOT.

(b) Disciplinary Integration

The PL/VM Complete Streets project has grown out of a robust planning process over the past several years, through the time and support of numerous stakeholders. The project brings together the city and county municipal government, the region’s largest transit agency, the MPO, as well as stakeholders from the PID and TIF, the Dallas Independent School District, the Dallas Police Department, and the Injury Prevention Center of Greater Dallas. The TIGER project would implement the vision and plans developed in recent years including the **City of Dallas Complete Streets Initiative, Dallas Bike Plan, the Vickery Meadow Area Plan, the Vickery Meadow Pedestrian Road Safety Assessment (Appendix F) and PHOTOVOICE 2015 (Appendix G).**

VI. RESULTS OF THE BENEFIT-COST ANALYSIS

The following table provides a summary of benefits and costs for the PL/VM Complete Streets project. The overall B/C ratio is 5.35 (discounted at 7%) and 7.74 (discounted at 3%). **The total net benefit of the overall project including Quality of Life (mobility, health, and reduced auto use), Air Quality, and Safety (crash reduction) benefits was estimated to be \$77 million (discounted at 7%) and \$131.8 million (discounted at 3%).**

Summary of Benefits and Costs

Discounted to 2015 at 3%				Discounted to 2015 at 7%			
Total Cost including O&M	Total Benefit	Benefit/Cost Ratio	Net Benefit	Total Cost	Total Benefit	Benefit/Cost Ratio	Net Benefit
\$19,562,738	\$151,346,167	7.74	\$131,783,429	\$17,707,277	\$94,755,770	5.35	\$77,048,492

The costs and benefits for the overall project between 2018 and 2041 are summarized in the following table by each benefit and cost indicator. The tables for each year and each project are available in **Appendix C**. The total cost of the overall project including construction and operation and maintenance was estimated to be \$17.7 million (discounted at 7%) and \$19.5 million (discounted at 3%).

Costs and Benefits by Type of Indicators

Costs and Benefits	Overall Project (\$)
Costs	
Construction Cost	\$20,600,000
Operation and Maintenance Cost	\$624,750
Total Cost (NPV)	\$21,224,750
NPV of Project Costs (3% Discount Rate)	\$19,562,738
NPV of Project Costs (7% Discount Rate)	\$17,707,277
Benefits	
Non-CO2 Emissions Benefit	\$114,604
Total Crash Reduction Benefit	\$172,200,469
Quality of Life (Mobility-Health-Reduced Auto Use) Benefit	\$53,136,116
BENEFIT SUBTOTAL	\$225,451,189
NPV of Project Benefits (3% Discount Rate)	\$151,199,359
NPV of Project Benefits (7% Discount Rate)	\$94,608,961
CO2 Emission Reduction Benefit	\$224,482
NPV of CO2 Emission Reduction Benefit (3% Discount Rate)	\$146,809
Total Benefit (3% Discount Rate)	\$151,346,167
Total Benefit (7% Discount Rate)	\$94,755,770
NET BENEFIT (3% Discount Rate)	\$131,783,429
NET BENEFIT (7% Discount Rate)	\$77,048,492

(NPV – Net Present Value)

Other Impacts or Indirect Benefits

Additional impacts of the proposed projects or indirect benefits were quantified and monetized values were calculated, but these variables were not included in the BCA because these benefits can be long term, and other external factors such as private investment can impact these benefits. Methodology for these estimates and detailed tables by project for each year between 2018 and 2041 are included in **Appendix C**.

- A total **Economic Development Benefit** of \$18.4 million is estimated for the overall project discounted at 7% and \$30.5 million discounted at 3%.
- A total 890 **short term jobs** and 509 **long term jobs** is estimated to be created.

VII. PROJECT READINESS

A. Technical Feasibility

The project partners have completed, at minimum, feasibility and preliminary studies for all of the projects included in the application. All of the projects utilize conventional design and construction techniques and will conform to applicable federal, State, and local standards including current ADA standards. Additionally, all of the projects will conform to the requirements of local utility providers and DART.

B. Financial Feasibility

The TIGER project has local match fund commitments from each of the project partners. As shown in the **Grant Funds and Sources/Uses of Project Funds** table on page 13, with the award of the requested TIGER grant funds, each project segment is fully funded, including the specific sources of funds sufficient to cover estimated costs. Estimated costs for the project is provided in more detailed budgets in **Appendix B**. These local funding sources have contingency reserves should planned capital revenues not materialize. \$1.5 million of federal funds are being leveraged in addition to the local match commitments which makes the request for TIGER funds less and allows for funding to go further to develop more complete systems.

C. Project Schedule

Pre-construction activities have been completed, or will be underway by mid-2017, and all such activities will be completed prior to June 30, 2018. All necessary right-of-ways for the TIGER Project is already owned by the City of Dallas. As detailed in the Project Schedule, the projects can begin quickly upon the award of the TIGER grant. The funds can begin to be spent immediately upon receipt, and continue to be spent at a steady rate until the end of the project in 2021. A portion of the TIGER project can begin construction by the third quarter of 2017, with all phases under construction or beginning construction by mid-2019. All construction phases will be completed by the second quarter of 2021.

D. Required Approvals

1. Environmental Permits and Reviews

All of the projects included in this application are anticipated to have no significant environmental effects. The National Environmental Policy Act (NEPA) process has not been initiated for any of the projects included in this application because no federal or state money has previously been allocated to the projects. However, NEPA specialists have reviewed the proposed designs, assessed the current environmental conditions and potential effects, and consulted with TxDOT regarding the level of NEPA documentation needed. None of the projects require the acquisition of right-of-way, affect any Section 4(f) properties, require individual permits from the US Army Corps of Engineers or US Coast Guard, or impact any federal or state threatened/endangered species. In fact, the projects would be highly beneficial to the community by increasing safety for pedestrians, bicyclists, and vehicles through improved lighting, sidewalks, and ADA accommodations while decreasing traffic noise levels by reducing the number of lanes on Park Ln., Fair Oaks Ave., and Pineland Dr./Eastridge Dr.

Based on this information, all of the projects would each meet the conditions to be classified as Categorical Exclusions (CE). The majority of the projects would be considered C-list projects under 23 CFR 771.117 (e.g., utility installations for lighting, bicycle lanes, signs, pavement markings, traffic signals, ADA improvements). The reconstruction of Park Ln., Holly Hill Dr., and Phoenix Dr. would be considered a D-list project (e.g., modernization of an existing roadway by resurfacing or reconstruction, adding safety lighting).

In 2014, TxDOT assumed FHWA responsibility for approving NEPA documents in Texas (see <http://ftp.dot.state.tx.us/pub/txdot-info/env/toolkit/fhwa-nepa-assignment.pdf> and <http://ftp.dot.state.tx.us/pub/txdot-info/env/txdot-fhwa-nepa-assignment-mou.pdf> for the agreements between TxDOT and FHWA.) This delegation allows for quicker review and approval of all NEPA documents. Additionally, TxDOT has developed a checklist format for CEs, which will help streamline the NEPA review and approval process. All approvals are anticipated before January 2018.

2. Legislative Approvals

The TIGER project does not require any legislative approvals; no action by a legislative authority is required to move forward with the project.

3. State and Local Planning

This project is supported by **Mobility 2040: The Metropolitan Transportation Plan for North Central Texas**, the City of Dallas Complete Streets Initiative, and the City of Dallas' 2006 forwardDallas! Comprehensive Plan. If the PL/VM Complete Streets project is successful in receiving funds, the RTC will support its inclusion in the 2017-2020 Transportation Improvement Program for North Central Texas. Active Transportation projects, including first mile/last mile multimodal connections to transit are recommended as implementation. For more information you can view specific information in the Mobility Options Chapter starting at page 14:

<http://www.nctcog.org/trans/mtp/2040/documents/Mobility2040Chapters.pdf>

Other plans relevant to the TIGER project include:

City of Dallas Complete Streets Design Manual (Adopted Jan. 27, 2016):

http://dallascityhall.com/departments/pnv/transportation-planning/DCH%20Documents/DCS_ADOPTED_Jan272016.pdf

Pedestrian and Bicycle Routes to Rail Station Study (2015): Park Lane Station

http://www.nctcog.org/trans/sustdev/tod/factsheet/BP_ParkLane.pdf

Vickery Meadow Station Area Plan (2013):

http://dallascityhall.com/departments/pnv/strategic-planning/_layouts/15/WopiFrame.aspx?sourcedoc=/departments/pnv/strategic-planning/DCH%20Documents/pdf/Vickery_Meadow_Plan_with_resolution_page.pdf&action=default&DefaultItemOpen=1

Vickery Meadow TIF District (2009):

<http://www.dallas-ecodev.org/wp-content/uploads/2012/04/VickeryMeadow-Marketing.pdf>

Vickery Meadow TIF District – Project Plan and Reinvestment Zone Financing Plan (2005):

http://www.dallas-ecodev.org/wp-content/uploads/2012/04/vickery_meadow_plan.pdf

forwardDallas! Comprehensive Plan (2006):

<http://dallascityhall.com/departments/pnv/strategic-planning/Pages/forward-dallas.aspx>

E. Assessment of Project Risks and Mitigation Strategies

All of the projects are integral parts of larger, city-wide efforts and plans to improve pedestrian and bicycle safety across Dallas. These projects will not require the acquisition of right-of-way and will not require extensive environmental documentation or permitting (see Section V.4). All agencies involved annually receive and implement millions in various federal funds. Project management and oversight grant tools are available.

VIII. FEDERAL WAGE RATE CERTIFICATION



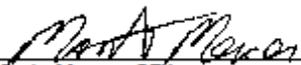
North Central Texas Council of Governments

DATE: April 13, 2016

SUBJECT: Federal Wage Rate Requirement

The North Central Texas Council of Governments (NCTCOG), as an applicant for Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant funds, certifies that for TIGER funds awarded to NCTCOG it will comply with the requirements of Subchapter IV of Chapter 31 of Title 40 (40 U.S.C. 3141, *et. seq.*) (federal wage rate requirements) as required by the Fiscal Year 2016 Continuing Appropriations Act.

Furthermore, NCTCOG annually certifies compliance with the Davis-Bacon Act as amended, 40 U.S.C. 3141 *et. seq.*, the Copeland "Anti-Kickback" Act, as amended, 18 U.S.C. 874, and the Contract Work Hours and Safety Standards Act, as amended, 40 U.S.C. 3701 *et. seq.*, regarding labor standards for federally assisted projects. NCTCOG certifies to this provision within its annual Certifications and Assurances to the Federal Transit Administration.



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