



Briefing on FY 2025 Capital Budget

Budget & Finance Committee
May 20, 2024

Andrew Kramer
AVP, Financial Planning & Analysis



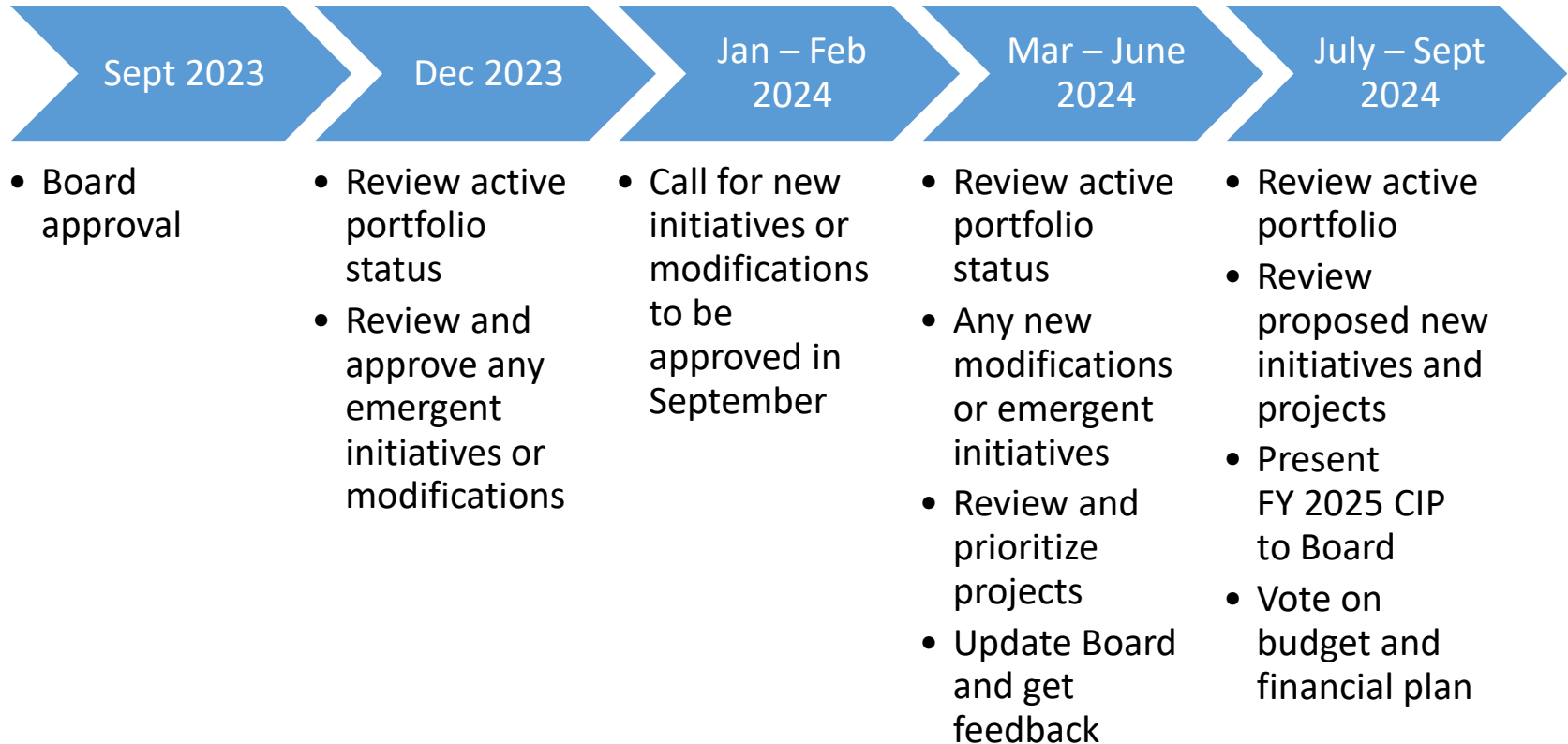
Overview

- Capital budget process
- Capital Improvement Program overview
- New FY 2025 project requests
- Budget development calendar
- Discussion

A city street scene featuring a yellow tram with 'LEDGETTER' and the number '171' on its front. The tram is on tracks in a city with modern glass-fronted buildings. A yellow rectangular box is overlaid on the center of the image, containing the text 'FY 2025 Capital Budget Process' in bold blue font. In the background, a building has a sign for '1505' and a phone number '214-571-1905'. On the left, a street sign for 'Akard St' is visible.

FY 2025 Capital Budget Process

FY 2025 Capital Budget Process



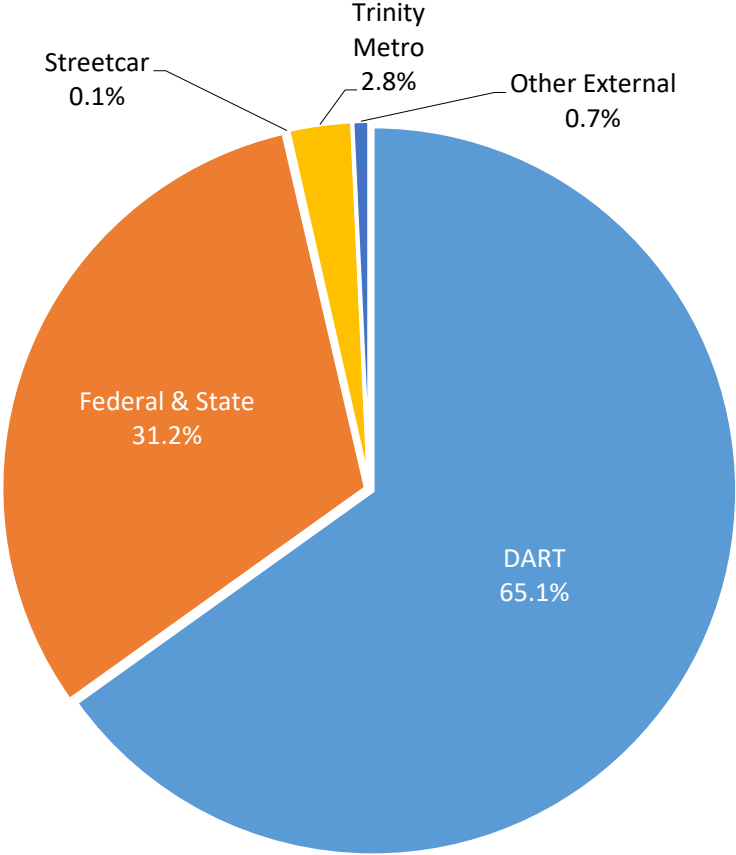
A city street scene with a yellow tram and modern buildings, overlaid with a yellow box containing the title text. The tram is moving away from the viewer, and the buildings are tall and modern. The text is in a bold, blue font.

Capital Improvement Program (CIP) Overview

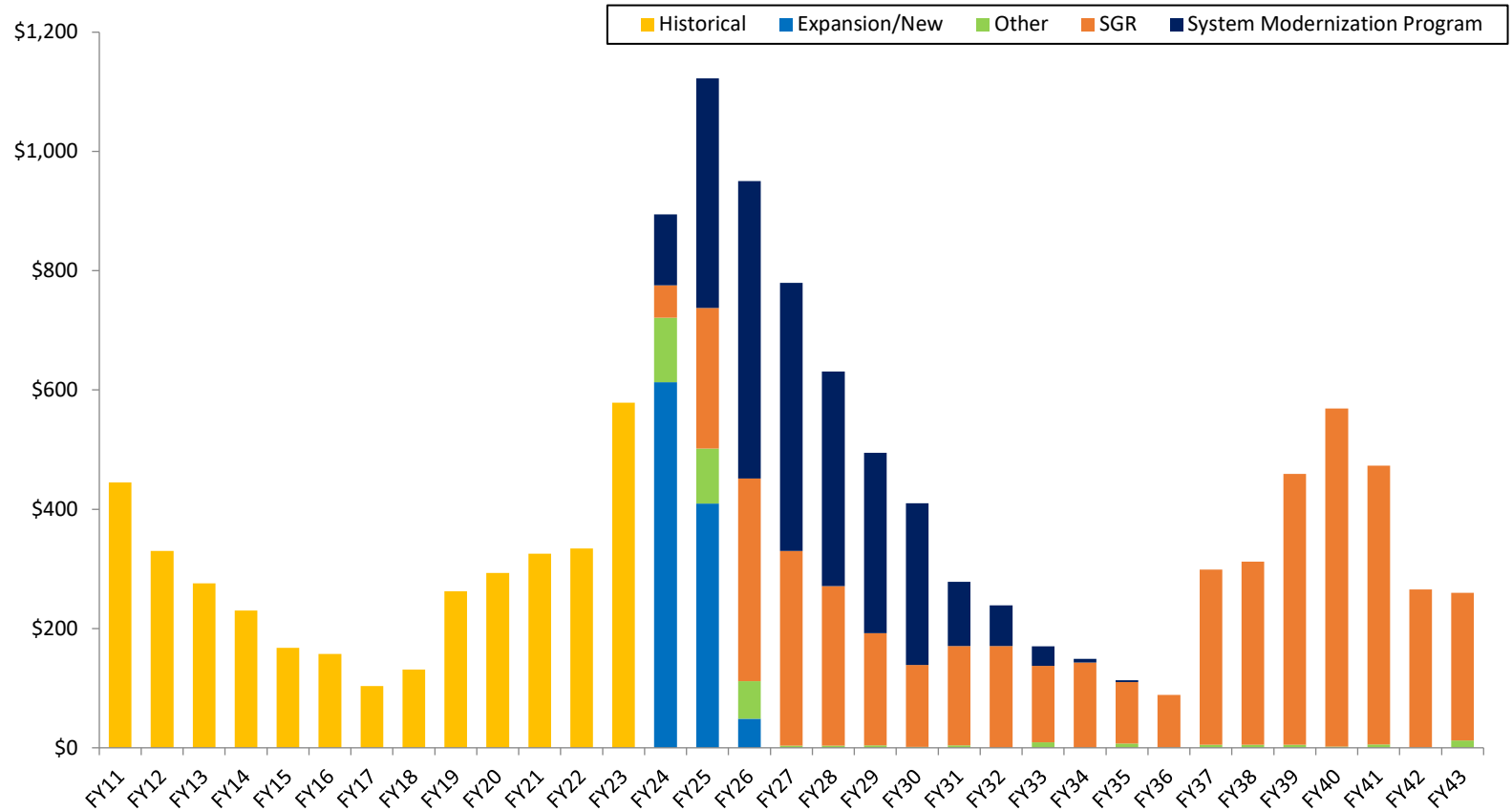
FY 2024 CIP (\$M)

Capital and Non-Operating	5-Year Total	20-Year Total
Agency-Wide	\$308.2	\$759.4
Bus	615.7	1,609.9
Light Rail Transit	1,422.4	3,727.7
Streetcar	103.4	105.0
Commuter Rail	1,561.4	2,001.7
Paratransit	1.1	4.5
General Mobility – Road Improvements	15.6	15.6
Non-Operating	249.8	307.9
Capital Planning, Development, and Startup	99.9	428.2
Total Capital and Non-Operating	\$4,377.6	\$8,960.0

FY 2024 20-Year Capital Funding



Capital Spending by Year (\$M)



A city street scene with a tram and buildings, overlaid with a yellow box containing the text "New FY 2025 Capital Requests". The background shows a street with tram tracks, a tram with "LEDGETTER" on its destination sign, and modern buildings. A sign for "1505" is visible on one of the buildings. The text is in a bold, blue font.

New FY 2025 Capital Requests

New Requests by Mode (\$000)

Mode	Existing Service (SGR)	Service Expansion	Total
Agency-Wide	\$69,829	\$0	\$69,829
Bus	83,564	0	83,564
Light Rail Transit	166,650	20,000	186,650
Commuter Rail	22,967	0	22,967
Non-Operating	4,241	0	4,241
Total	\$347,251	\$20,000	\$367,251

- Total budget in 20-year financial plan – not just what will be in FY 2025
- Includes some budget increases for existing projects
- Service expansion is for new Loop 12 station in Irving

Affordability (\$000)

	Amount	Annual OpEx Cost	Total
<i>Projects by Mode</i>			
Agency-Wide	\$69,829	\$360	\$70,189
Bus	83,564	62	83,626
Light Rail Transit	186,650	557	187,207
Commuter Rail	22,967	0	22,967
Non-Operating	4,241	0	4,241
Total Project Requests	\$367,251	\$979	\$368,231
<i>External Funding</i>			
Discretionary grants	21,393		
Other cities (Irving)	12,500		
Trinity Metro (for TRE)	3,909		
Total External Funding	\$37,802		\$37,802
<i>DART Funding</i>			
Planned SGR	\$59,683		
Cash from deferred/canceled projects	\$106,148		
Total DART Funding	\$165,831		\$165,831
Funding Gap			(\$164,598)

New FY 2025 Capital Requests

- Still under review for viability and priority
- Some of the projects shown may not be included in the proposed FY 2025 budget and financial plan
- Projects recommended by management will be in the draft presented in July
- Total budget requests may be for multiple fiscal years based on cash flow needs

New Requests by Mode (\$000)

#	Non-Operating	Requested Budget
1	374 - 2025-2026 - Capital Planning Projects	\$3,000
2	374 - 2025 - Vulnerability Assessment and Resiliency Plan*	1,000
3	810 - 2023 - GRD/EPM Support Services**	241
Non-Operating Total		\$4,241

#	Bus	Requested Budget
1	870 - 2025 - On-Street Legacy Shelter Replacement	\$52,500
2	870 - 2025 - Large Shelter Replacement (DART Super Stops)	22,350
3	651 - 2025 - NABI Bus Repower	3,680
4	606 - 2025 - LuminAir Air Sanitization System	3,184
5	374 - 2025 - Mobility Hubs	1,500
6	686 - 2025 - PA/FS Bus Facilities Concrete Repairs	350
Bus Total		\$83,564

*Projects with external funding

**Line items in green represent budget increase requests for existing projects

New Requests by Mode (\$000)

#	Light Rail Transit (1/3)	Requested Budget
1	840 - 2023 - Mockingbird Depression Retaining Wall Inspection - Phase 2	\$55,808
2	840 - 2025 - Replace Tactile Warning Strip at LRT Stations	34,800
3	840 - 2025 - Remove Center Crosswalks at LRT Stations	20,300
4	840 - 2025 - Loop 12 Station*	20,000
5	870 - 2025 – System-Wide Elevator Replacement	14,770
6	870 - 2025 - Cityplace Station Rehabilitation	8,800
7	607 - 2025 - LRT Bridge Repair	6,315
8	663 - 2025 - LRV Journal Bearing and Pantograph Monitoring Sensors	3,152
9	688 - 2025 - CROF Wheel Truing Replacement	3,136
10	717 - 2025 - Railyard Management System	3,000
11	663 - 2025 - Rail Wheel Press Machine	2,671
12	688 - 2025 - Senate Street Bus Wash Bay Replacement	1,500
13	375 - 2025 - Cockrell Hill and Bernal-Singleton PTLs Camera and Digital Signage Install*	1,473
14	606 - 2025 - LRV Electric Horn Retrofit	1,388

New Requests by Mode (\$000)

#	Light Rail Transit (2/3)	Requested Budget
15	607 - 2025 - Southbound Tunnel Repairs	\$1,037
16	687 - 2025 - Tunnel Emergency Ventilation Fan Controls	1,010
17	687 - 2025 - Stair Replacement at Royal Lane and Walnut Hill/Denton Stations	940
18	687 - 2025 - Fire Standpipe Replacements at Various LRT Stations	800
19	607 - 2025 - DFW Station Concierge Booth	626
20	672 - 2025 - Rail Car Movers	540
21	687 - 2025 - Cityplace and Tunnel Equipment Room Door Replacements	500
22	687 - 2025 - Tunnel Emergency Ventilation Fan Spare Parts	500
23	687 - 2025 - PA/FS Rail Facilities Concrete Replacement	450
24	686 - 2025 - PA/FS Wayside HVAC Replacement	400
25	850 - 2025 - CBD Trackway Pavement Evaluation	350
26	687 - 2025 - NFPA Code Compliant Stairwell Pressurization Fans	300
27	686 - 2025 - PA/FS Rowlett Shop Repair	250
28	680 - 2025 - NRV Hi-Rail Trucks	250

New Requests by Mode (\$000)

#	Light Rail Transit (3/3)	Requested Budget
29	687 - 2025 - SMU Mockingbird Emergency Generator Quick Connects and Transfer Switches	\$225
30	687 - 2025 - Kiest Station Adjacent Lot Fencing	224
31	697 - 2025 - Signals - Tama Power Cable	200
32	688 - 2025 - Utility Task Vehicles	200
33	687 - 2025 - Equipment for Cityplace and Aerial Stations	170
34	688 - 2025 - Concrete Replacement at CROF	140
35	697 - 2025 - Signals - Service Truck Crane	120
36	697 - 2025 - Signals - Railroad Battery Recycle	117
37	672 - 2025 - CNC Machine for NWROF	85
38	688 - 2025 - Repair of the CROF High Mast Pole	35
39	830 - 2025 - Sidewalk Replacement - 2644 Ross Avenue	32
40	697 - 2025 - Signals - NWROF Wire Trough	25
41	685 - 2025 - Extension Ladder for Monroe Shops	11
	Light Rail Transit Total	\$186,650

New Requests by Mode (\$000)

#	Commuter Rail (1/2)	Requested Budget
1	607 - 2011 - TRE Noble Branch to West of Medical District Drive Double Tracking*	\$11,880
2	607 - 2024 - Relocate Irving Yard to Lumber Yard/Install Track	2,674
3	526 - 2025 - TRE - Track Panel Replacement W to E Richland Hills MP 617.66-618.61. M.L.#2*	2,162
4	526 - 2025 - TRE - Bungalow Replc - W.C. Junct MP 634.55*	1,100
5	526 - 2025 - TRE - HD Link Replacement - Nursery/Britain Road*	1,041
6	526 - 2025 - TRE - Spill Containment Installation on All Service Tracks*	640
7	526 - 2025 - TRE - Bi-Level Overhaul Specification Development*	591
8	526 - 2025 - TRE - Bridge Panel Replacement FM157 ML#1 MP 625.8*	433
9	526 - 2025 - TRE - Resurface Service Track Roads w/Asphalt*	310
10	526 - 2025 - TRE - Install RailSentry Grade Xing Protection @ Calloway Cemetery Road MP 626.29*	283
11	526 - 2025 - TRE - Install RailSentry Grade Xing Protection @ Market Center Blvd. MP 641.66*	283
12	526 - 2025 - TRE - Remodel Mens/Womens Locker Rooms*	243
13	510 - 2025 - Madill Elm Fork Trinity River Bridge	218

New Requests by Mode (\$000)

#	Commuter Rail (2/2)	Requested Budget
14	830 - 2025 - TRE - Bridge Lead Paint Encapsulation*	\$200
15	607 - 2025 - Madill Crossing Replacement at Crosby MP 701.17	149
16	607 - 2025 - Madill Crossing Replacement at Nursery Rd. MP 711.90	116
17	526 - 2025 - TRE - Grade Crossing Replacement @ Mosier Valley MP 625.50*	103
18	526 - 2025 - TRE - #20 TO-W. Tie E. Mockingbird Main MP 639.44*	100
19	526 - 2025 - TRE - #20 TO-W. Tie WC Junction Mileposts 634.46*	100
20	510 - 2025 - Dixon Road at Scyene Road Track Removal	97
21	526 - 2025 - TRE - 200 Ton Hydraulic Press*	90
22	526 - 2025 - TRE - Train Radios*	88
23	526 - 2025 - TRE - Track Panel Replacement @CPT 217 MP 644.15*	50
24	526 - 2025 - TRE - Band Saw*	13
Commuter Rail Total		\$22,967

New Requests by Mode (\$000)

#	Agency - Wide	Requested Budget
1	260 - 2025 - 1401 Pacific DART HQ Construction	\$53,000
2	870 - 2025 - Lancaster Corridor Improvements - RAISE Grant*	4,440
3	458 - 2024 - Upgrade Vehicle Gateways (Bus, LRV, TRE, SC, Police, NRV)	3,753
4	870 - 2025 - DART Design Criteria Redraft	3,500
5	331 - 2025 - Police RMS/CAD Software	1,245
6	608 - 2022 - SW - Generator Modification at Bus Facilities	1,000
7	607 - 2025 - Third-Party Consultant Support Services*	560
8	850 - 2025 - TOD & Economic Development	500
9	460 - 2025 - Network Switch Power Supply	476
10	433 - 2025 - Fare Roadmap Study/Analysis and RFP Requirements	400
11	698 - 2025 - COMM - NRV Purchase	330
12	331 - 2025 - Use of Force Simulator	250
13	253 - 2025 - Distribution Center Climate Control	245
14	333 - 2025 - Key Machine	75
15	433 - 2025 - Count Room Equipment	56
	Agency-Wide Total	\$69,829

A city street scene with a tram and buildings, overlaid with a yellow box containing the text "Specific Project Presentations". The tram is white and has "LEDGETTER" and "171" on its rear. The buildings are modern and have large windows. A sign on one of the buildings says "1505". A street sign on the left says "Akard St. 309 W".

Specific Project Presentations

Specific Project Discussions

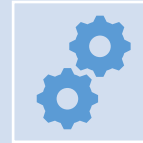
- Transit Asset Management (TAM)/State of Good Repair (SGR)
- Mockingbird retaining wall
- Streetcar
- System Modernization (including bus purchase)
- Bus stop amenities and pedestrian improvements

A blurred city street scene with a yellow bus in the background and a yellow text box overlay. The text box contains the title "Transit Asset Management/State of Good Repair".

Transit Asset Management/State of Good Repair

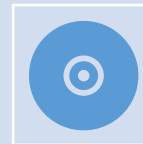
Transit Asset Management & State of Good Repair

- FTA Transit Asset Management (TAM) plans must include:
 - Asset inventory
 - Condition assessments of inventoried assets
 - Prioritized list of investments to improve the state of good repair of their capital assets



TAM

Provides a holistic view of asset management across the agency



State of Good Repair (SGR)

The target condition of our agency assets

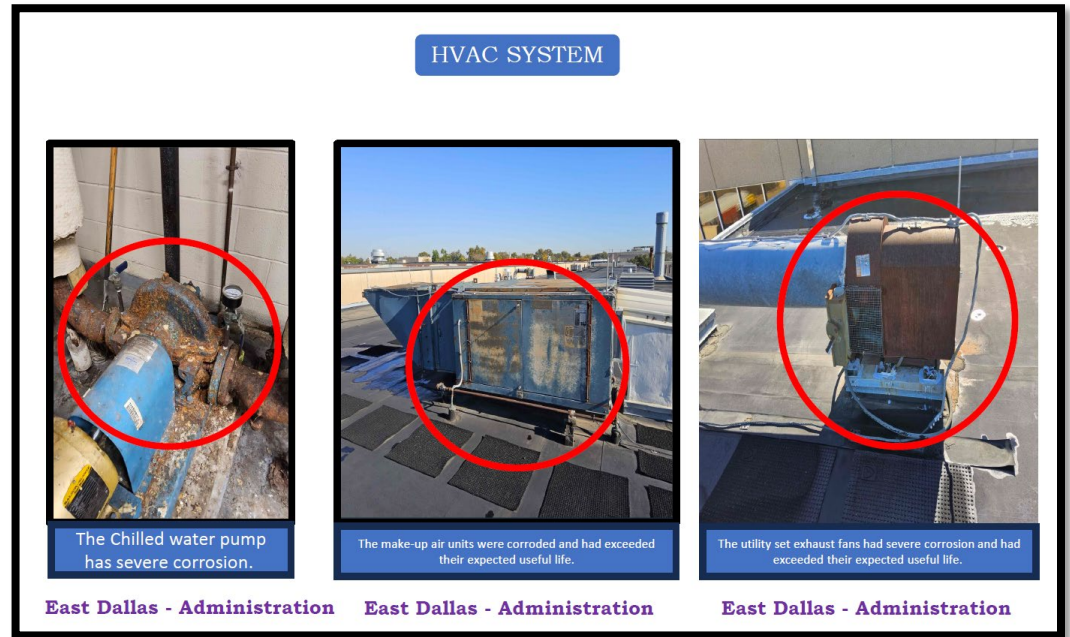


Asset Management

What we do to keep our assets in a consistent state of good repair

Project Objective & Scope

- In FY 2023, DART Development - Engineering Team, in collaboration with AECOM, engaged in a Baseline Assessment of capital assets agencywide
- Assessment will provide DART a Strategic SGR Management Plan to aid in financial planning, programming, and prioritization of SGR activities and investments
- The plan will highlight DART's SGR backlog as well as, provide a peer comparison, gap analysis and key performance indicators



SGR Summary of Overall Scores

DART SGR Summary of Overall Scores

DART Administrative and Maintenance	3/5
DART Bus Rolling Stock	2.9/5
DART Communication Houses	3.9/5
DART Light Rail Vehicles	3.1/5
DART Non-Revenue Vehicles	3.5/5
DART Park & Rides	4/5
DART Streetcar	2.8/5
DART Signal Houses	3.8/5
DART Light Rail Transit Stations	3.8/5
DART Streetcar Stations	4/5
DART Substations	3.9/5
DART Track	4/5
DART Tunnel	6.2/9
DART Bridges, Culverts & Retaining Walls	8/9
TRE / MaDill Bridges & Structures	6.7/9
TRE Administrative and Maintenance	3.9/5
TRE Signal Houses	3.8/5
TRE Stations	4/5
TRE Track	4/5

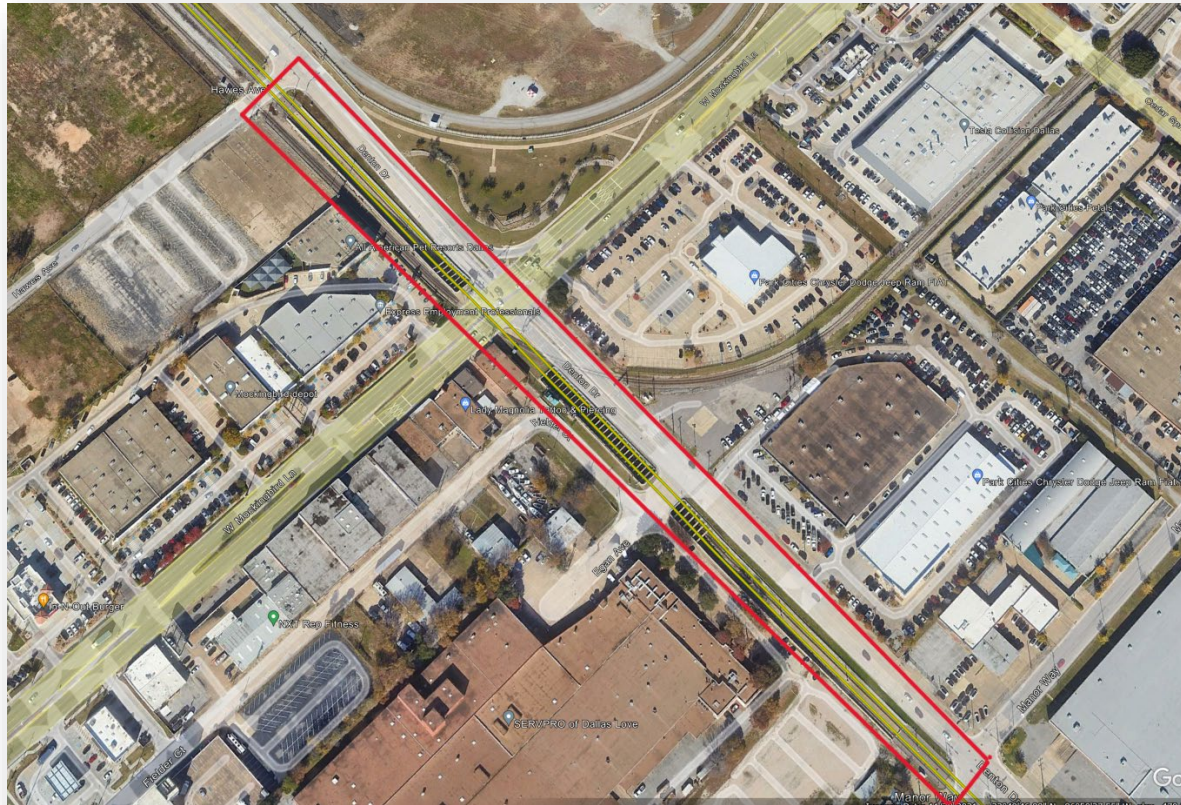
Upcoming Milestones

Action Item	Target Completion Date
Finalize development of SGR Management Plan/Strategy	May 2024
SGR project investment prioritization	May 2024
Additive Grade Crossing inspection	June 2024
Overhead Catenary System (OCS) inspection and assessment	TBD
Maximo and Masterworks data integration	September 2024
TAM Plan update	September 2024

A blue-tinted photograph of a city street. In the foreground, a tram with the number 171 and the name 'LEDGETTER' is visible. The street is paved with cobblestones and has tram tracks. Buildings with various signs, including '1505' and 'AKARD ST', are in the background. A yellow-bordered box is overlaid on the image, containing the text 'Mockingbird Depression Retaining Wall' in a bold, dark blue font.

Mockingbird Depression Retaining Wall

Project Overview



Aerial View of the Mockingbird Underpass (Mockingbird Depression) Project Limits

Project Overview



Project Overview



Bulging area in the west retaining wall



West retaining wall cracking & seepage

Project Overview

- Initial assessment – Visual survey and mapping completed July 2023
- Further assessment ongoing – Includes geotechnical, structural testing, survey, monitoring, design review, and analyses
- Extensive rehab or reconstruction of areas likely
- Coordination with Rail Operations will assist in framing work hours/restrictions; single-tracking operations would require a reduction in headway
- Limited space for construction activities

Next Steps

- Complete assessment with report recommendations – July 2024
- Monitor conditions
- Begin design for repair/replacement alternatives
- Construction likely FY 2026/FY 2027

FY 2025	FY 2026	FY 2027	FY 2028
\$3,632,682	\$24,337,693	\$24,337,693	\$3,500,000

A photograph of a Dallas Streetcar Central Link vehicle, a white and yellow tram, traveling on a city street. The tram is positioned in the center of the frame, moving towards the viewer. The street is paved with cobblestones and has tram tracks. In the background, there are several modern buildings with glass facades. A sign on one of the buildings reads "1505" and "214-571-1905". A street sign on the left side of the image reads "Akard St. 309 W". The tram has "LEDGETTER" written on its front and the number "171" on its side. The entire image is overlaid with a semi-transparent blue filter, and a yellow rectangular border highlights the central text area.

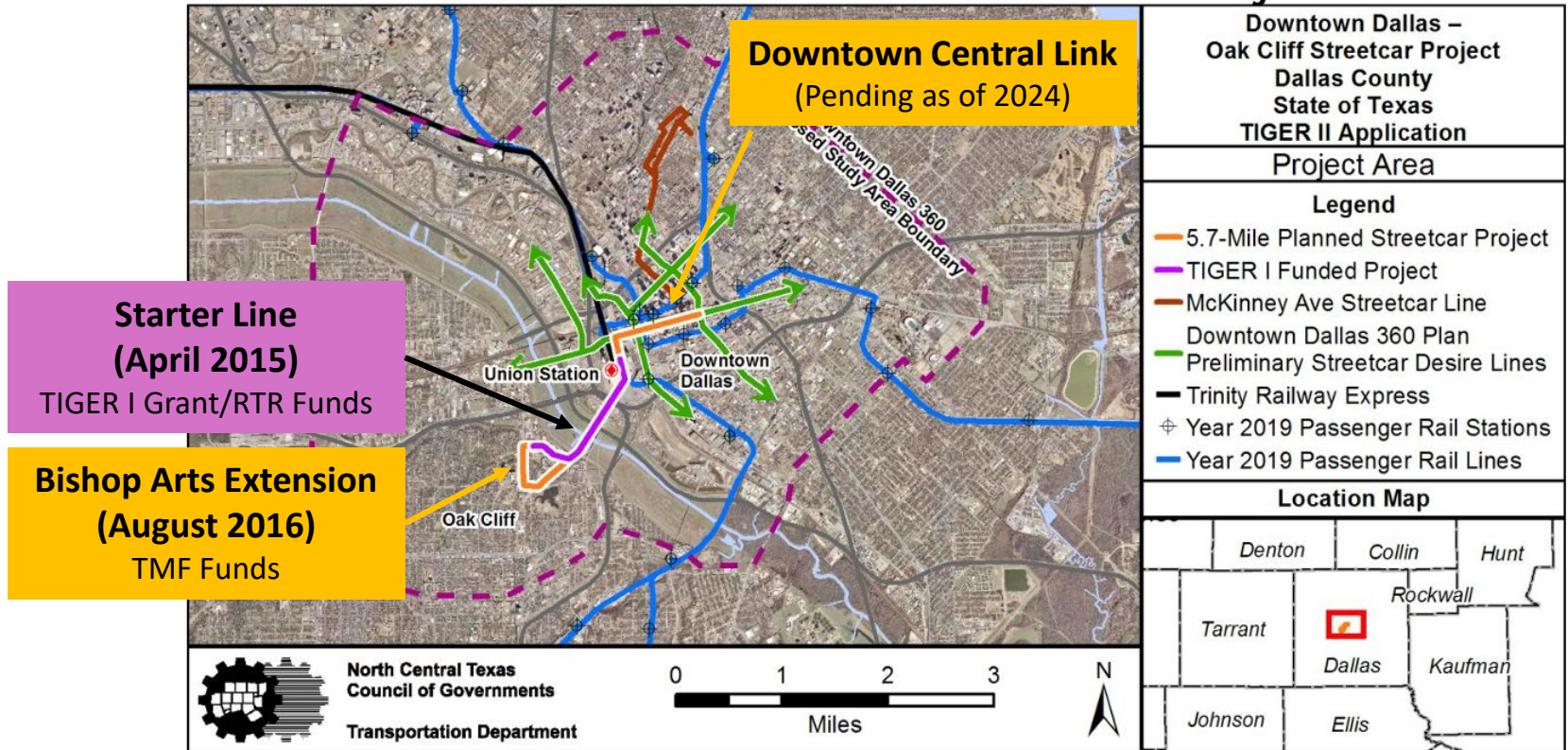
Dallas Streetcar Central Link

Background

- 2009 Federal Transit Administration (FTA) TIGER* I Grant application for starter line to Oak Cliff awarded in 2010
- 2010 TIGER II Grant application for Bishop Arts extension and portion of Central Link along Main Street (not awarded)
 - Local funds envisioned to be Regional Toll Revenue (RTR) at the time
 - NCTCOG later used Texas Mobility Funds (TMF) to advance Bishop Arts extension
- 2014 – DART proposed “Program of Interrelated Projects” under FTA Capital Investment Grant (CIG) program for three projects: Phase 1 of D2, platform extensions (Core Capacity), and Central Link (Small Starts)
 - Central Link intended to enhance downtown access, circulation, and capacity until D2 could be completed
- 2014 – Main Street Central Link recommendation (\$92.2M estimate)
- Several foundational agreements established during this time

Streetcar Starter Line and Expansion TIGER II Grant Application

Exhibit 2: Downtown Dallas – Oak Cliff Streetcar Project Area



Dallas Streetcar and DART FY 2015 Financial Plan

- To support Small Starts application for Central Link (see Line #220 below), DART allocated local funding in FY 2015 Financial Plan
- Project did not advance given need for sustainable O&M sources and ongoing D2 alignment discussions
- Funding for the Central Link remains in FY 2024 Financial Plan

FY 2015 Financial Plan

#	PROJECT NAME:	Expansion/ Enhancement Projects	State of Good Repair	Other	FY2015	5 Year Total	20 Year Total	External Funding	Operating cost/ (Saving)
220	Dallas Streetcar Extension (Central Link)				922	73,755	92,194	\$40,000	
221	Dallas Streetcar Extension (Bishop Arts/Convention Center Loop)				800	30,800	30,800	30,800	

FY 2024 Financial Plan

Five-Year Cash Flows and 20-Year Totals - Streetcar

CIP #	Project Name	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	5-Year Total (000s)	20-Year Total (000s)	Grant/External Funding
SC - GW - 01	Dallas Central Streetcar Link	766	8,454	31,658	36,878	18,439	96,194	96,194	50%
SC - GW - 02	Northern Streetcar Extension (Convention Center Loop)	3,500	3,500	0	0	0	7,000	7,000	100%



City & DART Partnership Agreement/MOU

- In June 2023, the City of Dallas and DART signed a Partnership Agreement/Memorandum of Understanding (MOU) to capture the key actions and commitments necessary to achieve and maintain good standing relative to Public Transportation Improvement (PTI) Interlocal Agreement funds and to advance collaboration on other partnerships
- Item 16 under Partnership Commitments states:
 - *The City commits to develop a sustainable governance and funding structure to support the operations, maintenance, and capital expansion of the City of Dallas Streetcar. DART, as the City of Dallas’s streetcar contract operator, shall advise the City of best practices for a viable and resilient streetcar operations.*

Dallas Streetcar Status

- October 2023 – City staff and Downtown Dallas, Inc. (DDI) jointly presented to Dallas City Council on the status and next steps
 - Central Link status
 - Need for sustainable O&M funding strategy
 - Interest in broader streetcar expansion program
- The city is preparing a Request for Proposal (RFP) for planning and O&M strategy efforts using \$750,000 of PTI funds

Master Streetcar Interlocal Agreement (ILA)

- Several ILAs consolidated into a Master Streetcar ILA in 2019
- Limits DART O&M funding to original Starter Line base funding as required by FTA TIGER Grant
- Future projects would have a Project Specific Agreement

City Responsibilities	DART Responsibilities
<ul style="list-style-type: none"> • Streetcar System Owner • Project Scope • Planning Funding • Grant Management (unless DART is grantee) • Design and Construction Funding • Utility Relocations • O&M Funding 	<ul style="list-style-type: none"> • Technical Advisor/Owner Representative • Planning, Environmental, and Preliminary Design • Final Design, Procurement, and Construction • Operations and Maintenance • System Safety • Fare Collection

Dallas Streetcar Funding

- Under Master ILA, the City is responsible for 100% of capital and operating costs
- Annual O&M is approximately \$2.2 million
 - DART contributes baseline funding for operations through 2040 (25 years) ~ \$650,000 annually per FTA TIGER grant
- DART is not under any obligation for capital or additional O&M funding unless determined through a Project Specific Agreement
- Dallas City Council interest in additional DART contributions (Res. 220317)

SECTION 3. That if at the 30 percent design milestone of the revised D2 alignment, or by the end of calendar year 2024, whichever is earlier, the City Council determines that the construction of the D2 project will be deferred, there will be discussions with the City and DART regarding their future potential increased contributions to the Dallas Streetcar program, other DART transportations programs, and other transit services improvements, that may result in future interlocal agreement(s).



System Modernization

Program Schedule

PROGRAM SCHEDULE* [System Modernization]	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34
	LRV Replacement Program	PROCUREMENT		DESIGN	PHASED PRODUCTION AND DELIVERY							
Platform Full Raise		DESIGN	CONSTRUCTION									
Operating Facilities Modifications		DESIGN	NWROF CONSTR	CROF CONSTR.								
Unified Signal System	STUDY	DESIGN	IMPLEMENTATION									
Consolidated Dispatch & Command Center	CONSTRUCTION		← OPENS November 2024									
Resiliency Projects	STUDY	PROCUREMENT	IMPLEMENTATION									
Bus Replacement Program		PROCUREMENT	DESIGN	PHASED PRODUCTION AND DELIVERY								
<i>*DRAFT Program schedule subject to change</i>												

Heavy-Duty CNG Bus Procurement



DART's current NABI Fleets (475 buses) and New Flyer Fleet 43 (46 buses) are subject to replacement within FY 2028



DART was awarded \$103 million as part of the Low Emissions grant program



\$400 million has been allocated for the fleet replacement of 522 buses



The new CNG transit buses will support the 2026 FIFA World Cup by moving people from various countries who are visiting Dallas



DART will use the Department of Enterprise Services' ILA through State of Washington contract for bus deliveries

Budget – System Modernization / PMC

DART
Independent Cost Estimate
Program Management Services

System Modernization Program Management Consultant Services

TBD

Various

05

11/17/2023

Contract Name:
Contract Number:
Project Number:
Rev. No.
Date Prepared:

Description of Work (Scope Summary):

Consultant to support the development and implementation of the system program elements and the integration of those elements into the legacy system. Maximizing the customer experience and minimizing impacts of the program to active operations will be central to design, implementation and integration of all program elements. At a minimum, the consultant will be asked to provide conceptual design and development support, project management services, customer

Line Item	Engineering Services Funding Source	Multiplier	Total Project Budget	PMC Cashflow Projection for 1-5, 6-10, 10-12 Years			TOTAL
				1-5 Years	6-10 years	10-12 Years	
1	New LRV Replacement Program	5%	\$ 1,050,187,319	\$ 19,519,605.90	\$ 23,662,706.21	\$ 4,428,991.47	\$ 47,611,304
2	Modifications to CROF and NWROF Facilities	6%	\$ 32,750,030	\$ 1,685,092.84	\$ 431,116.04		\$ 2,116,209
3	Red and Blue Line Platform Level Boarding	6%	\$ 192,306,151	\$ 10,817,378.26	\$ 448,411.74		\$11,265,790
4	Unified Signal Modernization	9%	\$ 710,388,828	\$ 43,924,464.15	\$ 20,838,740.87		\$ 64,763,205
5	New Bus Replacement	6%	\$ 400,000,000	\$ 13,175,233.52	\$ 11,600,159.09		\$ 24,775,393
6	System Weatherization		\$ 67,500,000	\$ 1,215,000.00			\$ 1,215,000
			\$ 2,453,132,328				
			Total Labor Cost	\$ 90,336,775	\$ 56,981,134	\$ 4,428,991	\$ 151,746,900
			Contingency	\$ 10,037,419	\$ 6,331,237	\$ 492,110	\$ 16,860,767
			Total	\$ 100,374,194	\$ 63,312,371	\$ 4,921,102	\$ 168,607,667

Notes:

- 1) Took a percentage of soft cost budget within the respective project to fund this workpackage.
- 2) Individual project schedules were utilized to prepare cash flows
- 3) Costs include Non-Revenue Vehicles and other costs related to Project Support services
- 4) OCIP, Design and DSDC are not included in this workpackage
- 5) No costs related to Real Estate & Environmental services included



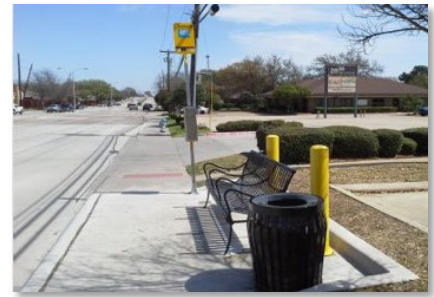
Bus Stop Amenities & Pedestrian Improvements

Current Amenities

- 7,082 bus stops
- 1,036 stops with shelters*
- 1,280 stops with benches
- 265 stops with freestanding lights

Most shelters have reached their end of useful life and lack modern features.

**some stops have multiple shelters*





What Do Riders Want?

What are the three most important areas in which DART can improve its existing bus shelters?

1. More protection from wind/rain/sun
2. Offer real-time schedule information
3. Improved lighting

Vision

→ Accessible

Create a stop environment that is convenient to use, with appropriate curb access and a sidewalk free from obstructions.

→ Safe, Secure, & Comfortable

Provide a stop with reliable lighting, ample seating, and protection from the elements.

→ Informative

Provide service and real-time travel information to riders at bus stops, including schedules and service disruption information.



Bus Shelter & Amenities Program

New Shelter Features:

- Real-time next bus arrival information
 - Includes option for service disruption information
- Modern solar lighting technology
- Improved seating and protection from the elements
- Health monitoring console to enable maintenance efficiencies
- New amenities installed on improved pads with ADA compliance



(Conceptual design only)

State of Good Repair

- Establish a 10-year replacement cycle for shelters
 - Currently no SGR replacement program
 - Replacements largely based on vandalism or vehicle strike
- Many shelters are 20+ years old
 - Limited travel information
 - Limited seating and protection from the elements
 - Solar units are failing, making proper lighting unreliable
- 17 Passenger Transfer Locations (PTL)
 - Site evaluation based on current/future routes and ridership
 - Larger footprint than typical shelters

Phased Approach

- Active project:
 - 400+ new shelters
 - 675 new benches
 - 203 new freestanding lights
 - New concrete pad installations
 - FY 2024 > FY 2027
- Phase II (FY 2025 request):
 - 1,015 new shelters and 17 new PTL shelters
 - Sidewalk/concrete pad improvements
 - FY 2025 > FY 2030

A photograph of a city street scene, likely in Minneapolis, featuring a tram on tracks. The tram is white and yellow, with 'LEDGETTER' and the number '171' visible on its front. The street is paved with cobblestones and has tram tracks. In the background, there are several tall buildings, including one with a large red sign that says '1505'. A street sign on the left reads 'Akard St. 309'. The entire image has a yellow tint and a yellow rectangular box is overlaid in the center, containing the text 'Budget Development Calendar' in bold blue letters.

Budget Development Calendar

FY 2025 Financial Planning Calendar

Date	Action/Briefing
April 9	COTW approval of Financial Standards for FY 2025 Annual Budget and 20-Year Financial Plan
April 12	Budget and Finance Committee – FY 2025 financial outlook
April 16	Board approval of Financial Standards for FY 2025 Annual Budget and 20-Year Financial Plan
May 8	Budget and Finance Committee – Amendments to FY 2025 Financial Standards and FY 2025 budget discussion
May 14	COTW approval of amendments to FY 2025 Financial Standards
May 20	Budget and Finance Committee – FY 2025 capital budget overview
May 28	Board approval of amendments to FY 2025 Financial Standards
June 17	Budget and Finance Committee – FY 2025 operating budget overview
July 16	Present President & CEO’s Proposed FY 2025 Annual Budget and 20-Year Financial Plan to COTW
August 13	COTW and Board approval to distribute Proposed FY 2025 Annual Budget and 20-Year Financial Plan to service area cities for review
September 5	Briefing for service area city managers and finance directors
September 10	COTW approval of FY 2025 Annual Budget and 20-Year Financial Plan
September 24	Board approval of FY 2025 Annual Budget and 20-Year Financial Plan



Discussion

Discussion Questions

- How does the Board wish us to handle the Dallas Streetcar budget in the Financial Plan?
- Are there any specific projects we need to evaluate for inclusion in the CIP?
- Do you have any other feedback?



Appendix

Priority Ratings

- Department VPs prioritize new capital project requests
 - Mission Critical: Can't be deferred or scaled down
 - Scale Down: Can accomplish project's key goals with a "bronze" version
 - Defer: Can be requested in future years
 - Cancel: Can be deleted to preserve cashflow for operations