DART/RTC TRANSIT RELATED IMPROVEMENT PROGRAM (TRIP) FUNDING PARTNERSHIP

REGIONAL TRANSPORTATION COUNCIL
MARCH 9, 2017
BACKGROUND

- In December 2016, DART staff requested assistance from NCTCOG to develop a partnership to help assist in their Transit Related Improvement Program (TRIP).
- The TRIP program is designed to help DART respond to concerns from member cites without rail service or rail service in the approved financial plan.
- Through this partnership, staff proposes to increase the Regional Transportation Council (RTC)/Local pool through an innovative funding exchange.
RTC/DART PROPOSED PARTNERSHIP DEAL POINTS

- DART and the RTC each contribute half the funds to the TRIP program in 2 phases.
- In addition, the RTC will send another $10M for DART in each phase ($20M total).
- In return, DART will send the same amount of local funds back to the RTC.
- The local funds will repopulate the RTC/Local pool.

<table>
<thead>
<tr>
<th>RTC Commitments</th>
<th>Phase 1 FY 2018-2020</th>
<th>Phase 2 FY 2021-2025</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTC to DART (50%)</td>
<td>$7,025,000</td>
<td>$9,000,000</td>
</tr>
<tr>
<td>RTC/DART swap</td>
<td>$10,000,000</td>
<td>$10,000,000</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$17,025,000</strong></td>
<td><strong>$19,000,000</strong></td>
</tr>
</tbody>
</table>
RTC/LOCAL FUNDS

RTC/Local Pool was established in 2005 with funds from several funding exchanges.
- e.g., $57M with Denton County, $21M with Dallas.

RTC funded local air quality, sustainable development projects, and other regionally significant projects with the funds.

RTC/Local funds will be used for air quality projects, innovative finance, leveraging, cash flow, and other regional transportation projects.

As the existing RTC/Local balance is spent down, NCTCOG staff has been seeking opportunities and potential partnerships to “re-populate” the account.
- e.g., DFW Airport (Glade Road), Others?
PROPOSED PROJECT TYPES

- DART will utilize TRIP funds to build for the following types of projects with the affected cities:

<table>
<thead>
<tr>
<th>Agency</th>
<th>Project Types</th>
</tr>
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<tbody>
<tr>
<td>Cockrell Hill</td>
<td>Street repair and signal upgrades</td>
</tr>
<tr>
<td>Glenn Heights</td>
<td>Street repair, signal upgrades and transportation studies</td>
</tr>
<tr>
<td>University Park</td>
<td>Signal upgrades, radio system upgrades, road repair, road reconstruction, and intersection improvement</td>
</tr>
<tr>
<td>Highland Park</td>
<td>Signal upgrades, radio system upgrades, road repair, road reconstruction, and intersection improvement</td>
</tr>
</tbody>
</table>

- DART will use local funds for the above improvements:
  - The RTC’s federal funds will be used on DART projects to offset their local expenditures on TRIP.
  - This strategy concentrates federal money on a few bigger projects versus several small projects.
Cotton Belt Rail Line:

<table>
<thead>
<tr>
<th>Funding Phase</th>
<th>Fiscal Year</th>
<th>Funding Amount</th>
<th>Work Phase</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>2018</td>
<td>$17,025,000</td>
<td>Environmental and Preliminary Engineering</td>
</tr>
<tr>
<td>2</td>
<td>2021</td>
<td>$19,000,000</td>
<td>Construction</td>
</tr>
</tbody>
</table>
TIMELINE

December 2016  DART request for partnership
January 2017  Initial DART Action on TRIP
February 2017  STTC Action
March 2017  RTC Action
April 2017  Executive Board Action

DART Agreement Action
Recommendation for RTC approval of the DART/RTC Transit Related Improvement Program Partnership with an exchange of:

- $17M in federal funds for $10M local in 2018 (Phase 1)
- $19M in federal funds for $10M local in 2021 (Phase 2)

Approval to administratively amend the 2017-2020 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program (STIP) and other planning/administrative documents to incorporate the new projects.
CONTACT

Christie Gotti
Senior Program Manager
(817) 608-2338
cgotti@nctcog.org

Amanda Long-Rodriguez
Transportation Planner
(817) 608-2367
along@nctcog.org

Ken Kirkpatrick
Counsel for Transportation
(817) 695-9278
kkirkpatrick@nctcog.org