

**Proposed Design of
RTC Partnership Programs 2 and 3
FY 2005-2009**

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FEDERAL FUNDING ALLOCATION BY PROJECT TYPE
Prior RTC Funding Initiatives and Proposal for PP2/PP3

Project Type	1992 CFP*	1994 CFP	Urban Street Program	TTC/RTC Partnership Programs	1999 CFP	2002 SPI*	Total by Project Type (1992 to Present)	Percent of Total Funding (1992 to Present)	Change in Allocation of Funds	Percent of Total Funding (Proposed)	Program Implementation
Addition of Lanes Arterials	\$296,450,889			\$97,634,850	\$43,965,361	\$26,452,129	\$464,503,229	29.69	↓	10.00	STP-MM
Addition of Lanes Highways				\$102,478,882	\$5,224,962	\$4,220,000	\$111,923,844	7.15	↓	0.00	STP-MM
Alternative Fuels	\$34,135,187				\$10,218,190	\$3,200,000	\$47,553,377	3.04	↓	1.00	Local
Bike/Pedestrian	\$1,341,442	\$4,362,050			\$14,994,410		\$20,697,902	1.32	=	1.00	Local
Bottleneck Removal	\$371,380			\$19,467,022	\$1,525,864	\$3,520,000	\$24,884,266	1.59	=	2.00	STP-MM
Bus Transit	\$1,000,000	\$46,000			\$1,270,000	\$374,240	\$2,690,240	0.17	=	0.00	CMAQ
Grade Separation		\$2,248,848		\$5,237,376	\$28,450,916	\$7,907,200	\$43,844,340	2.80	=	3.00	CMAQ
HOV	\$48,887,995				\$15,518,060		\$64,406,055	4.12	↓	2.00	CMAQ
Interchanges	\$11,691,000			\$63,369,513		\$7,709,427	\$82,769,940	5.29	=	5.00	STP-MM
Intersection Improvements	\$75,107,726	\$35,031,686		\$6,438,972	\$10,246,549	\$27,752,434	\$154,577,367	9.88	↓	7.30	CMAQ
ITS	\$11,516,233	\$22,118,173			\$43,229,903	\$7,583,469	\$84,447,778	5.40	↑	6.00	CMAQ
New Roadways Arterials	\$24,023,306			\$9,600,000	\$19,683,889	\$8,240,000	\$61,547,195	3.93	↓	2.70	STP-MM
New Roadways Highways		\$632,800		\$122,262,200			\$122,895,000	7.85	↓	0.00	STP-MM
Other				\$9,750,000	\$260,000	\$2,304,000	\$12,314,000	0.79	=	1.00	Local
Park-and-Ride/Rail Transit	\$862,400	\$108,000			\$17,488,364	\$1,800,000	\$20,258,764	1.29	=	1.00	CMAQ
Rail Transit	\$10,000,000	\$39,445,000		\$8,120,000	\$34,259,066	\$33,068,000	\$124,892,066	7.98	↑	31.00	CMAQ
Rehabilitation			\$22,025,498	\$8,800,000	\$3,323,192		\$34,148,690	2.18	↓	0.00	STP-MM
Safety					\$666,755		\$666,755	0.04	↑	2.00	STP-MM
Special Studies				\$80,000			\$80,000	0.01	=	0.00	Local
Traffic Signal Improvement	\$32,647,851	\$8,039,163		\$569,900	\$20,926,415	\$3,414,842	\$65,598,171	4.19	↓	2.00	Local
Travel Demand Management	\$1,316,000	\$7,164,000		\$340,000	\$11,154,908		\$19,974,908	1.28	=	1.00	Local
Emergency/New Projects/ Cost Overruns							\$0	0.00	↑	22.00	STP-MM/CMAQ
Total Funding Program	\$549,351,409	\$119,195,720	\$22,025,498	\$454,148,715	\$282,406,804	\$137,545,741	\$1,564,673,887	100.00		100.00	

*CFP = Call For Projects
 SPI = Strategic Programming Initiative

PROPOSED DESIGN OF PARTNERSHIP PROGRAMS 2 AND 3
Distribution of Funds by Project Type

Programs	STP-MM	CMAQ	RTC/Local	Total
Arterial Street Program -Addition of Lanes -New Roadways	12.7%			12.7%
Local Air Quality Program -New 8-Hour Improvements (unfunded) -Alternative Fuel Vehicle Technology -Bicycle/Pedestrian Regional Connections -Special Studies/Other -Traffic Signal Improvements -Travel Demand Management/Park-and-Ride -Intermodal/Freight (unfunded)			7%	7%
Freeway Interchange and Bottleneck Program	7%			7%
Arterial Intersection/Bottleneck Program -Safety -Grade Separations -Intersection Improvements -Bottleneck Removal	2%	10.3%		12.3%
High Occupancy Vehicle Lanes		2%		2%
Intelligent Transportation Systems		6%		6%
Transit (Partnership Program 2)		31%		31%
Sustainable Development (unfunded)				0%
Cost Overrun/Emergency/New Projects	2%	7%	13%	22%
	23.7%	56.3%	20%	100%

PROPOSED DESIGN OF PARTNERSHIP PROGRAMS 2 AND 3
Distribution of Funds with New Program Areas

Programs	STP-MM	CMAQ	RTC/Local	Total
Arterial Street Program ¹	12.7%			12.7%
Local Air Quality Program ²			7% 10%	7% 10%
Freeway Interchange and Bottleneck Program (1/3 federal, 1/3 State, 1/3 local)	7%			7%
Arterial Intersection/Bottleneck Program ³	2%	10.3%		12.3%
High Occupancy Vehicle Lanes		2%		2%
Intelligent Transportation Systems ⁴		6%		6%
Transit (Partnership Program 2)		31%		31%
Sustainable Development Projects/Programs			0% 9%	0% 9%
Cost Overrun/Emergency/New Projects	2%	7%	13% 1%	22% 10%
	23.7%	56.3%	20%	100%

Notes:

- 1 Includes addition of lanes projects and new roadway projects
- 2 Includes **new 8-hour improvements**, alternative fuel vehicle technology, bicycle/pedestrian regional connections, special studies/other, traffic signal improvements, travel demand management/park-and-ride, **intermodal/freight projects**, and local match for other federal projects.
- 3 Includes safety projects, grade separations, intersection improvements, and bottleneck removals.
- 4 Includes mobility assistance crews.

**AVAILABLE FUNDING
FOR PARTNERSHIP PROGRAMS 2 AND 3
FY 2005-2009**

	CMAQ (in millions)	STP-MM (in millions)	RTC/Local (in millions)	Total (in millions)
Available Funds	\$340.43	\$12.77	\$0	\$353.20
Decision #1 - Substitute CMAQ for STP-MM Funds (HOV)	-70.93	+70.93	0	0
Decision #2 - Expedite Rail¹	-70.64	0	+70.64	0
Total New Funds	198.86	83.70	70.64	353.20
Funds to be Reprogrammed	+12.55	+3.61	0	16.16
Total Available Funds	\$211.41	\$87.31	\$70.64	\$369.36

¹Proposed rate of return for local funds: 10% in FY 2005, 15% in FY 2006, 25% in FY 2007, 20% in FY 2008, and 30% in FY 2009.

PROPOSED DESIGN OF PARTNERSHIP PROGRAMS 2 AND 3
Final Distribution of Funds by Program Area¹

Programs	STP-MM	CMAQ	RTC/Local	Subtotal	Carryover Funds	Revised Total
Arterial Street Program ²		12.7%		\$44.86	12.7%	\$44.86
Local Air Quality Program ³			+ 7.34	35.32	10%	42.66
Freeway Interchange and Bottleneck Program (1/3 federal, 1/3 State, 1/3 local)	24.72	7%		24.72	7%	24.72
Arterial Intersection/Bottleneck Program ⁴	7.06	2%	36.38	43.44	12.3%	43.44
High Occupancy Vehicle Lanes			7.06	7.06	2%	7.06
Intelligent Transportation Systems ⁵			21.19	21.19	6%	21.19
Transit (Partnership Program 2)			109.49	109.49	31%	109.49
Sustainable Development Projects/Programs	+ 3.61		+ 5.21	31.79	9%	40.61
Cost Overrun/Emergency/New Projects	7.06	2%	24.72	35.32	10%	35.32
	\$83.70	23.7%	\$198.84	\$70.64	20%	\$353.20
						\$16.16
						\$369.36

Notes:

- 1 All funds are reflected in millions of dollars.
- 2 Includes addition of lanes projects and new roadway projects.
- 3 Includes **new 8-hour improvements**, alternative fuel vehicle technology, bicycle/pedestrian regional connections, special studies/other, traffic signal improvements, travel demand management/park-and-ride, **intermodal/freight projects**, and local match for other federal projects.
- 4 Includes safety projects, grade separations, intersection improvements, and bottleneck removals.
- 5 Includes mobility assistance crews.