

1997 DART LAP/CMS PROGRAM



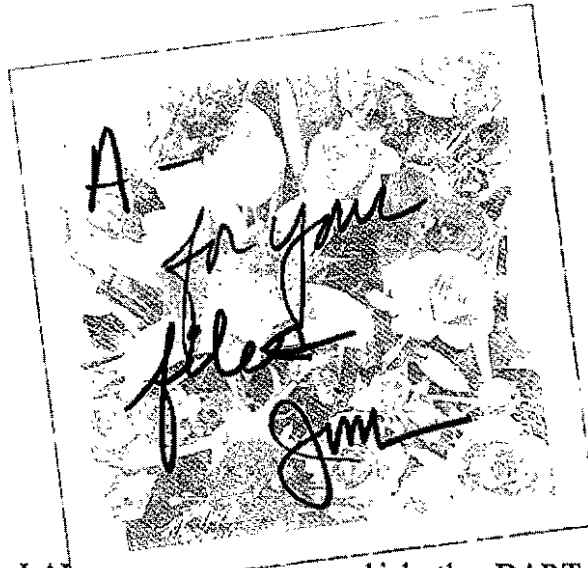
Dallas Area Rapid Transit  
P.O. Box 660163  
Dallas, Texas 75266-0163  
214/749-3278

October 21, 1997

Mr. James C. Pierce, Jr., P.E.  
Assistant City Engineer  
Town of Addison  
P. O. Box 144  
Addison, TX 75001

Re: LAP/CMS

Dear Mr. Pierce:



Attached are the LAP and LAI applications which the DART Board approved on September 9, 1997. Also enclosed is a check in the amount of \$672,918.40 representing payment for five new LAP/CMS projects; with two projects being paid at 20% and three projects being paid at 100% according to the new LAP/CMS guidelines (attached). We now show that you have a balance of \$29,821.96 left for programming.

If you have any questions, please feel free to call me at 749-2913 or Julie Rodriguez, my secretary at 749-2831.

Sincerely,

Tom K. Ryden, P.E.  
Sr. Manager Project Development

TKR:jr

Attachments

VENDOR 100371 TOWN OF ADDISON

DATE 10/14/97 00279326

0279326

INVOICE NO.	DATE	DESCRIPTION	GROSS AMOUNT	DISCOUNT	NET
092497	9/24/97	LAP/CMS PAY 5 P	672918.40		672918.40

Dallas Area Rapid Transit  
P.O. Box 660163 • Dallas, Texas 75266-7222  
214/749-3278

672918.40 TOTAL 672918.40 672918.40



Dallas Area Rapid Transit  
P.O. Box 660163  
Dallas, Texas 75266-7222  
214/749-3278

NationsBank  
NationsBank of Texas, N.A.

0279326

VOID AFTER 60 DAYS

PAY EXACTLY \$\*\*672,918 DOLLARS AND 40 CENTS

DATE 10/14/97 AMOUNT \$\*\*672,918.40

TOWN OF ADDISON 100371  
PO BOX 144  
ADDISON TX 75001

TO THE  
ORDER  
OF

*James Allen*  
*K Cleveland*

AUTHORIZED SIGNATURE

⑈0279326⑈ ⑆111901551⑆ ⑈4840798⑈



Dallas Area Rapid Transit

RESOLUTION

of the

970172

RESOLUTION

DALLAS AREA RAPID TRANSIT  
(Executive Committee)

FY 1997 and FY 1998 Local Assistance Program (LAP)/Congestion Management System  
(CMS) Programming Requests from the Town of Addison

WHEREAS, the Town of Addison is eligible for participation in DART LAP/CMS projects; and

WHEREAS, the activities requested are consistent with the intent of the LAP/CMS program guidelines; and

WHEREAS, funding for the activities requested is within current Budget and Financial Plan allocations.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that the FY 1997/98 LAP/CMS programming requests for the Town of Addison, as contained in Attachment I, are approved.

Philip J. Ritter  
Secretary

Billy J. Ratcliff  
Chairman

APPROVED AS TO FORM:

DART Counsel

ATTEST:

Roger Snoble  
President/Executive Director

September 9, 1997

Date

**FUNDING APPLICATION FOR DART'S LAP/CMS PROGRAM**

**DART RECEIVED**

SEP 02 1997

LAP/CMS Project No. (for DART use only) 009 - 001 - 97001  
 city no. project type project no. PROJECT DEVELOPMENT

<b>GENERAL INFORMATION</b>	Date Submitted <u>August 27, 1997</u>
Applicant City: <u>Addison</u>	City CIP No. _____
Project Eligibility Type: (see list, reverse side) <u>1. Roadway Improvements</u>	
Project Name: <u>Arapaho Realignment/Extension</u>	
Boundaries/short description <u>Realign Arapaho Road from Tollway to Marsh Lane</u>	
Approx. Begin/End Dates: from <u>Underway</u> to <u>2004</u>	

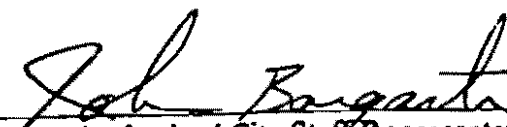

FUNDING		PROJECTED COST DISTRIBUTION	
Current LAP/CMS Request	\$ 844,592.00	Planning /Environmental Studies	\$
Previously Approved LAP/CMS Date(s) <u>2/94, 9/94, 10/94, 10/95</u>	\$ 3,523,559	Engineering/Design	\$ 30,000
Federal (if applicable)	\$	Right-of-Way	\$ 1,000,000
State (if applicable)	\$	Construction	\$ 183,530.43
Local (if applicable)	\$	Testing/Inspection	\$
* Other (if applicable)	\$ 638,938.43	Operations/Maintenance	\$
<b>TOTAL</b>	<b>\$5,007,089.43</b>	<b>TOTAL</b>	<b>\$1,483,530.43</b>

**DETAILED PROJECT DESCRIPTION**

(List/Explain bus routes affected, intersections to improve, project scope, phases, etc. Attach project justification as needed.)  
 (List/explain fund transfers, reprogramming requested if applicable.)

Arapaho Road realignment will relieve traffic on Belt Line Road and will also serve the new Transit Center on the realigned Arapaho Road. The first phase of the project runs from the Tollway to Addison Road. The second phase runs from Addison Road to Marsh Lane. \$28,000 is requested from 1997/98 CMS funds. The remainder is requested from reprogrammed funds as per the attached list. Total cost of this project is estimated to be approximately \$18,000,000. Funds not provided by DART CMS will be provided from local sources. The project will affect all bus routes that will feed into the new Transit Center.

\* Pending LAP applications attached

	Director of Public Works	August 27, 1997
Authorized City Staff Representative	Title	Date
	Sr. Manager Project Development	9-3-97
DART Staff Concurrence	Title	Date

FUNDING APPLICATION FOR DART'S LAP/CMS PROGRAM

970172  
 DART RECEIVED  
 SEP 02 1997

LAP/CMS Project No. (for DART use only) 009 - 001 - 97002  
 city no. project type project no.

PROJECT DEVELOPMENT

<b>GENERAL INFORMATION</b>	Date Submitted <u>August 27, 1997</u>
Applicant City: <u>Addison</u>	City CIP No. _____
Project Eligibility Type: (see list, reverse side) <u>1. Roadway Improvements</u>	
Project Name: <u>Keller Springs/Quorum intersection</u>	
Boundaries/short description _____	
Approx. Begin/End Dates: from _____ to _____	



FUNDING		PROJECTED COST DISTRIBUTION	
Current LAP/CMS Request	\$ 250,000	Planning /Environmental Studies	\$
Previously Approved LAP/CMS Date(s)	\$	Engineering/Design	\$ 40,000
Federal (if applicable)	\$	Right-of-Way	\$
State (if applicable)	\$	Construction	\$ 210,000
Local (if applicable)	\$	Testing/Inspection	\$
Other (if applicable)	\$	Operations/Maintenance	\$
<b>TOTAL</b>	<b>\$ 250,000</b>	<b>TOTAL</b>	<b>\$ 250,000</b>

**DETAILED PROJECT DESCRIPTION**

(List/Explain bus routes affected, intersections to improve, project scope, phases, etc. Attach project justification as needed.)  
 (List/explain fund transfers, reprogramming requested if applicable.)

This project will provide for widening the Keller Springs roadway at Quorum Drive to allow construction of left turn lanes from the east-west direction on Keller Springs. The project will ease traffic congestion at this intersection. Request funds be allocated from 1997/98 CMS funds.

Bus route affected: 341

	Director of Public Works	August 27, 1997
Authorized City Staff Representative	Title	Date
	Sr. Manager Project Development	9-3-97
DART Staff Concurrence	Title	Date

**970172**  
**FUNDING APPLICATION FOR DART's LAP/CMS PROGRAM**

**DART RECEIVED**

SEP 02 1997

LAP/CMS Project No. (for DART use only) 009 - 001 - 97003  
 city no. project type project no.

PROJECT DEVELOPMENT

<b>GENERAL INFORMATION</b>		Date Submitted <u>August 27, 1997</u>
Applicant City: <u>Addison</u>	City CIP No. _____	
Project Eligibility Type: (see list, reverse side) <u>1. Roadway Improvements</u>		
Project Name: <u>Belt Line - Quorum/Midway Intersections</u>		
Boundaries/short description <u>Same as above.</u>		
Approx. Begin/End Dates: from <u>Underway</u> to <u>1/1/99</u>		

FUNDING		PROJECTED COST DISTRIBUTION	
Current LAP/CMS Request	\$ 850,000	Planning /Environmental Studies	\$
Previously Approved LAP/CMS Date(s) <u>10/23/90, 4/11/95</u>	\$ <u>773,606</u>	Engineering/Design	\$ <u>50,000</u>
Federal (if applicable)	\$	Right-of-Way	\$
State (if applicable)	\$	Construction	\$ <u>800,000</u>
Local (if applicable)	\$	Testing/Inspection	\$
Other (if applicable)	\$	Operations/Maintenance	\$
<b>TOTAL</b>	<b>\$1,623,606</b>	<b>TOTAL</b>	<b>\$ 850,000</b>

**DETAILED PROJECT DESCRIPTION**

(List/Explain bus routes affected, intersections to improve, project scope, phases, etc. Attach project justification as needed.)  
 (List/explain fund transfers, reprogramming requested if applicable.)

Affects bus route along Belt Line Road. Improves intersections of Quorum and Midway with Belt Line Road. Project adds dual left turn lanes and free right turn lanes at both intersections. Source of funds - 1997/98 CMS funds.

Bus routes affected: 83, 172, 205, 322, 333, 363, and 400

*John Boyatzis*  
 Authorized City Staff Representative

Director of Public Works August 27, 1997  
 Title Date

*Tom K. Nelson*  
 DART Staff Concurrence

Sr. Manager Project Development 9-3-97  
 Title Date

**FUNDING APPLICATION FOR DART's LAP/CMS PROGRAM**

**970172 DART RECEIVED**

SEP 02 1997

LAP/CMS Project No. (for DART use only) 009 - 001 - 97004  
 city no. project type project no. PROJECT NO. \_\_\_\_\_

<b>GENERAL INFORMATION</b>	Date Submitted <u>August 27, 1997</u>
Applicant City: <u>Addison</u>	City CIP No. _____
Project Eligibility Type: (see list, reverse side) <u>1. Roadway Improvements</u>	
Project Name: <u>Belt Line/Tollway Single Point Urban Interchange</u>	
Boundaries/short description <u>Same as above.</u>	
Approx. Begin/End Dates: from <u>10/1/97</u>	to <u>6/1/98</u>

FUNDING		PROJECTED COST DISTRIBUTION	
Current LAP/CMS Request	\$ 50,000	Planning /Environmental Studies	\$
Previously Approved LAP/CMS Date(s)	\$	Engineering/Design	\$ 50,000
Federal (if applicable)	\$	Right-of-Way	\$
State (if applicable)	\$	Construction	\$
Local (if applicable)	\$	Testing/Inspection	\$
Other (if applicable)	\$	Operations/Maintenance	\$
<b>TOTAL</b>	<b>\$ 50,000</b>	<b>TOTAL</b>	<b>\$ 50,000</b>

**DETAILED PROJECT DESCRIPTION**

(List/Explain bus routes affected, intersections to improve, project scope, phases, etc. Attach project justification as needed.)  
 (List/explain fund transfers, reprogramming requested if applicable.)

Belt Line Road bus routes 363 & 400 are affected. This project is for preliminary engineering to reconfigure the existing Belt Line Road/Tollway interchange to act as a single interchange instead of two. This will allow the simultaneous operation of left turns, east/west traffic and north/south traffic. This should improve the efficiency of this intersection 15 to 20%. Funding from unprogrammed 1996/97 LAP funds.

*John Bengate*  
 Authorized City Staff Representative  
*Tom K. Nolan*  
 DART Staff Concurrence

Director of Public Works August 27, 1997  
 Title Date  
 Sr. Manager Project Development 9-3-97  
 Title Date



**970172**  
**FUNDING APPLICATION FOR DART's LAP/CMS PROGRAM**

**DART RECEIVED**

SEP 02 1997

LAP/CMS Project No. (for DART use only) 009 - 021 - 97002  
 city no. project type project no.

PROJECT DELIVERABLES


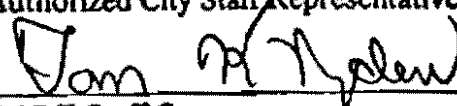
<b>GENERAL INFORMATION</b>		Date Submitted <u>August 27, 1997</u>
Applicant City: <u>Addison</u>	City CIP No. _____	
Project Eligibility Type: (see list, reverse side) <u>21. Technical Assistance Program</u>		
Project Name: <u>Technical Assistance</u>		
Boundaries/short description <u>Engineering Department Salaries</u>		
Approx. Begin/End Dates: from <u>10/1/97</u> to <u>9/30/98</u>		

FUNDING		PROJECTED COST DISTRIBUTION	
Current LAP/CMS Request	\$ 34,000	Planning /Environmental Studies	\$
Previously Approved LAP/CMS Date(s)	\$	Engineering/Design	\$
Federal (if applicable)	\$	Right-of-Way	\$
State (if applicable)	\$	Construction	\$
Local (if applicable)	\$ 86,000	Testing/Inspection	\$
Other (if applicable)	\$	Operations/Maintenance	\$
<b>TOTAL</b>	<b>\$ 120,000</b>	<b>TOTAL</b>	<b>\$</b>

**DETAILED PROJECT DESCRIPTION**

(List/Explain bus routes affected, intersections to improve, project scope, phases, etc. Attach project justification as needed.)  
 (List/explain fund transfers, reprogramming requested if applicable.)

Partial reimbursement for Engineering Department Salaries dedicated to the Town's traffic and transportation program. Funded from 1997/98 CMS funds.

 Authorized City Staff Representative	Director of Public Works <span style="float: right;">August 27, 1997</span> Title <span style="float: right;">Date</span>
 DART Staff Concurrence	Sr. Manager Project Development <span style="float: right;">9-3-97</span> Title <span style="float: right;">Date</span>

970172  
970172

APPLICATION FOR LOCAL ASSISTANCE PROGRAM

RECEIVED

SEP 02 1997

<b>TYPE OF SUBMISSION (1)</b> <input type="checkbox"/> Capital (C) <input type="checkbox"/> Technical (T) <input checked="" type="checkbox"/> Revision (R)	<b>DATE SUBMITTED (2)</b> 8/27/97 <b>PROJECT NO.</b> _____ <b>CATEGORY CODE (see reverse)</b> (3) _____ (4) _____ (5) _____ (6) _____ (7) _____ (8) _____
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<b>APPLICANT INFORMATION</b>	
<b>LEGAL NAME (9)</b> Town of Addison	<b>ORGANIZATIONAL UNIT (10)</b> Department of Public Works
<b>ADDRESS</b> City <u>Addison</u> (11) County <u>Dallas</u> (12) State <u>Texas</u> (13) Zip Code <u>75001</u> (14)	<b>CONTACT PERSON</b> Name: <u>Jim Pierce</u> Telephone: <u>(972) 450-2879</u>

**PROJECT TITLE (15)** Arapaho Road Realignment Extension

**PROJECT DESCRIPTION AND JUSTIFICATION (16)**

Request \$283,138.22 of unprogrammed '96/'97 LAP funds be programmed for this project.

**PROPOSED PROJECT**  
 Start Date \_\_\_\_\_ (17) Ending Date \_\_\_\_\_ (18)

ESTIMATED FISCAL YEAR FUNDING		CONSTRUCTION COST DISTRIBUTION	
Federal	\$ (19)	Engineering/Design	\$ (26)
City	\$ (20)	Right-of-Way	\$ (27)
State	\$ (21)	Construction	\$ (28)
Local	\$ (22)	Other	\$ (29)
Other	\$ (23)	Total	\$ (30)
DART	\$ (24)		
<b>TOTAL</b>	<b>\$ (25)</b>		

<b>SIGNATURE OF AUTHORIZED REPRESENTATIVE</b> 	<b>TITLE</b> Director of Public Works <b>DATE SIGNED</b> 9-25-97
---	---

**FOR DART USE ONLY**

To DART Staff _____ Date _____ To TASC _____ TASC Review _____	To P&D Committee _____ Date _____ P&D Review _____ Approved by P&D _____
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970172

RECEIVED

APPLICATION FOR LOCAL ASSISTANCE PROGRAM SEP 02 1997

TYPE OF SUBMISSION (1) <input type="checkbox"/> Capital (C) <input type="checkbox"/> Technical (T) <input checked="" type="checkbox"/> Revision (R)	DATE SUBMITTED (2) <b>PROJECT DEVELOPMENT</b> 8/27/97
	CATEGORY CODE (see reverse) (3) _____ (4) _____ (5) _____ (6) _____ (7) _____ (8) _____

APPLICANT INFORMATION	
LEGAL NAME (9) Town of Addison	ORGANIZATIONAL UNIT (10) Department of Public Works
ADDRESS City <u>Addison</u> (11) County <u>Dallas</u> (12) State <u>Texas</u> (13) Zip Code <u>75001</u> (14)	CONTACT PERSON Name: <u>Jim Pierce</u> Telephone: <u>(972) 450-2879</u>

PROJECT TITLE (15) Midway/Lindbergh Intersection

PROJECT DESCRIPTION AND JUSTIFICATION (16)  
 The remainder of this project will be funded by Dallas County. Request \$139,170.00 be reprogrammed into Arapaho Road Realignment Extension.  
  
 See companion CMS application for justification and construction costs.

PROPOSED PROJECT Start Date _____ (17)	Ending Date _____ (18)
---	------------------------

ESTIMATED FISCAL YEAR FUNDING		CONSTRUCTION COST DISTRIBUTION	
Federal	\$ (19)	Engineering/Design	\$ (26)
City	\$ (20)	Right-of-Way	\$ (27)
State	\$ (21)	Construction	\$ (28)
Local	\$ (22)	Other	\$ (29)
Other	\$ (23)	Total	\$ (30)
DART	\$ (24)		
TOTAL	\$ (25)		

SIGNATURE OF AUTHORIZED REPRESENTATIVE 	TITLE Director of Public Works	DATE SIGNED 8-25-97
---	-----------------------------------	------------------------

FOR DART USE ONLY			
	Date		Date
To DART Staff	_____	To P&D Committee	_____
To TASC	_____	P&D Review	_____
TASC Review	_____	Approved by P&D	_____

**970172**  
APPLICATION FOR LOCAL ASSISTANCE PROGRAM

SEP 02 1997

<b>TYPE OF SUBMISSION (1)</b> <input type="checkbox"/> Capital (C) <input type="checkbox"/> Technical (T) <input checked="" type="checkbox"/> Revision (R)	<b>DATE SUBMITTED (2)</b> 8/27/97 <hr/> <b>CATEGORY CODE (see reverse)</b> (3) _____ (4) _____ (5) _____ (6) _____ (7) _____ (8) _____
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<b>APPLICANT INFORMATION</b>	
<b>LEGAL NAME (9)</b> Town of Addison	<b>ORGANIZATIONAL UNIT (10)</b> Department of Public Works
<b>ADDRESS</b> City <u>Addison</u> (11) County <u>Dallas</u> (12) State <u>Texas</u> (13) Zip Code <u>75001</u> (14)	<b>CONTACT PERSON</b> Name: <u>Jim Pierce</u> Telephone: <u>(972) 450-2879</u>

**PROJECT TITLE (15)**      Midway/Beltway Intersection

**PROJECT DESCRIPTION AND JUSTIFICATION (16)**

The remainder of this project will be funded by Dallas County. Request \$42,075.00 be reprogrammed into Arapaho Road Realignment Extension

See companion CMS application for justification and construction costs.

<b>PROPOSED PROJECT</b>
Start Date _____ (17)      Ending Date _____ (18)

<b>ESTIMATED FISCAL YEAR FUNDING</b>		<b>CONSTRUCTION COST DISTRIBUTION</b>	
Federal	\$ _____ (19)	Engineering/Design	\$ _____ (26)
City	\$ _____ (20)	Right-of-Way	\$ _____ (27)
State	\$ _____ (21)	Construction	\$ _____ (28)
Local	\$ _____ (22)	Other	\$ _____ (29)
Other	\$ _____ (23)	Total	\$ _____ (30)
DART	\$ _____ (24)		
<b>TOTAL</b>	<b>\$ _____ (25)</b>		

<b>SIGNATURE OF AUTHORIZED REPRESENTATIVE</b> 	<table style="width: 100%;"> <tr> <td style="width: 60%;"><b>TITLE</b></td> <td style="width: 40%;"><b>DATE SIGNED</b></td> </tr> <tr> <td>Director of Public Works</td> <td>_____</td> </tr> </table>	<b>TITLE</b>	<b>DATE SIGNED</b>	Director of Public Works	_____
<b>TITLE</b>	<b>DATE SIGNED</b>				
Director of Public Works	_____				

<b>FOR DART USE ONLY</b>			
	Date		Date
To DART Staff	_____	To P&D Committee	_____
to TASC	_____	P&D Review	_____
TASC Review	_____	Approved by P&D	_____

970172

RECEIVED

APPLICATION FOR LOCAL ASSISTANCE PROGRAM

SEP 02 1997

TYPE OF SUBMISSION (1) <input type="checkbox"/> Capital (C) <input type="checkbox"/> Technical (T) <input checked="" type="checkbox"/> Revision (R)	DATE SUBMITTED (2) <u>8/27/97</u>
	CATEGORY CODE (see reverse) (3) _____ (4) _____ (5) _____ (6) _____ (7) _____ (8) _____

APPLICANT INFORMATION LEGAL NAME (9) <u>Town of Addison</u>		ORGANIZATIONAL UNIT (10) <u>Department of Public Works</u>	
ADDRESS City <u>Addison</u> (11) County <u>Dallas</u> (12) State <u>Texas</u> (13) Zip Code <u>75001</u> (14)		CONTACT PERSON Name: <u>Jim Pierce</u> Telephone: <u>(972) 450-2879</u>	

PROJECT TITLE (15) Midway/Greenhill Intersection

PROJECT DESCRIPTION AND JUSTIFICATION (16)

The remainder of this project will be funded by Dallas County. Request \$70,720.00 be reprogrammed into Arapaho Road Realignment Extension

See companion CMS application for justification and construction costs.

PROPOSED PROJECT  
 Start Date \_\_\_\_\_ (17) Ending Date \_\_\_\_\_ (18)

ESTIMATED FISCAL YEAR FUNDING		CONSTRUCTION COST DISTRIBUTION	
Federal	\$ _____ (19)	Engineering/Design	\$ _____ (26)
City	\$ _____ (20)	Right-of-Way	\$ _____ (27)
State	\$ _____ (21)	Construction	\$ _____ (28)
Local	\$ _____ (22)	Other	\$ _____ (29)
Other	\$ _____ (23)	Total	\$ _____ (30)
DART	\$ _____ (24)		
TOTAL	\$ _____ (25)		

SIGNATURE OF AUTHORIZED REPRESENTATIVE 	TITLE <u>Director of Public Works</u>	DATE SIGNED <u>8-25-97</u>
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FOR DART USE ONLY

To DART Staff	_____	Date	_____	To P&D Committee	_____	Date	_____
To TASC	_____			P&D Review	_____		
TASC Review	_____			Approved by P&D	_____		

970172

RECEIVED

APPLICATION FOR LOCAL ASSISTANCE PROGRAM

SEP 02 1997

TYPE OF SUBMISSION (1) <input type="checkbox"/> Capital (C) <input type="checkbox"/> Technical (T) <input checked="" type="checkbox"/> Revision (R)	DATE SUBMITTED (2) <u>8/27/97</u> PROJECT DEV.....
	CATEGORY CODE (see reverse) (3) _____ (4) _____ (5) _____ (6) _____ (7) _____ (8) _____

APPLICANT INFORMATION	
LEGAL NAME (9) <u>Town of Addison</u>	ORGANIZATIONAL UNIT (10) <u>Department of Public Works</u>
ADDRESS City <u>Addison</u> (11) County <u>Dallas</u> (12) State <u>Texas</u> (13) Zip Code <u>75001</u> (14)	CONTACT PERSON Name: <u>Jim Pierce</u> Telephone: <u>(972) 450-2879</u>

PROJECT TITLE (15) Sidewalk/Bus Bench Pads

PROJECT DESCRIPTION AND JUSTIFICATION (16)

This project is complete. Request \$3,211.70 be reprogrammed into the Arapaho Road Realignment Extension.

See companion CMS application for justification and construction costs.

PROPOSED PROJECT Start Date _____ (17)	Ending Date _____ (18)
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ESTIMATED FISCAL YEAR FUNDING		CONSTRUCTION COST DISTRIBUTION	
Federal	\$ _____ (19)	Engineering/Design	\$ _____ (26)
City	\$ _____ (20)	Right-of-Way	\$ _____ (27)
State	\$ _____ (21)	Construction	\$ _____ (28)
Local	\$ _____ (22)	Other	\$ _____ (29)
Other	\$ _____ (23)	Total	\$ _____ (30)
DART	\$ _____ (24)		
TOTAL	\$ _____ (25)		

SIGNATURE OF AUTHORIZED REPRESENTATIVE 	TITLE <u>Director of Public Works</u>	DATE SIGNED <u>8-25-97</u>
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FOR DART USE ONLY

To DART Staff	Date _____	To P&D Committee	Date _____
To TASC	_____	P&D Review	_____
TASC Review	_____	Approved by P&D	_____

APPLICATION FOR LOCAL ASSISTANCE PROGRAM

SEP 02 1997

TYPE OF SUBMISSION (1) <input type="checkbox"/> Capital (C) <input type="checkbox"/> Technical (T) <input checked="" type="checkbox"/> Revision (R)	DATE SUBMITTED (2) 8/27/97	PROJECT DEVELOPMENT
	CATEGORY CODE (see reverse) (3) _____ (4) _____ (5) _____ (6) _____ (7) _____ (8) _____	

APPLICANT INFORMATION LEGAL NAME (9) Town of Addison		ORGANIZATIONAL UNIT (10) Department of Public Works	
ADDRESS City Addison (11) County Dallas (12) State Texas (13) Zip Code 75001 (14)		CONTACT PERSON Name: Jim Pierce Telephone: (972) 450-2879	

PROJECT TITLE (15) Addison/Westgrove Intersection

PROJECT DESCRIPTION AND JUSTIFICATION (16)

This project is complete. Request \$13,407.64 be reprogrammed into the Arapaho Road Realignment Extension

See companion CMS application for justification and construction costs.

PROPOSED PROJECT Start Date _____ (17)	Ending Date _____ (18)
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ESTIMATED FISCAL YEAR FUNDING		CONSTRUCTION COST DISTRIBUTION	
Federal \$	(19)	Engineering/Design \$	(26)
City \$	(20)	Right-of-Way \$	(27)
State \$	(21)	Construction \$	(28)
Local \$	(22)	Other \$	(29)
Other \$	(23)	Total \$	(30)
DART \$	(24)		
TOTAL \$	(25)		

SIGNATURE OF AUTHORIZED REPRESENTATIVE <i>John Bangerter</i>	TITLE Director of Public Works	DATE SIGNED <i>John Bangerter</i>
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FOR DART USE ONLY			
	Date		Date
To DART Staff	_____	To P&D Committee	_____
TASC	_____	P&D Review	_____
TASC Review	_____	Approved by P&D	_____

APPLICATION FOR LOCAL ASSISTANCE PROGRAM SEP 0 1997

TYPE OF SUBMISSION (1) <input type="checkbox"/> Capital (C) <input type="checkbox"/> Technical (T) <input checked="" type="checkbox"/> Revision (R)	DATE SUBMITTED (2) <u>8/27/97</u>
	CATEGORY CODE (see reverse) (3) _____ (4) _____ (5) _____ (6) _____ (7) _____ (8) _____

APPLICANT INFORMATION	
LEGAL NAME (9) <u>Town of Addison</u>	ORGANIZATIONAL UNIT (10) <u>Department of Public Works</u>
ADDRESS City <u>Addison</u> (11) County <u>Dallas</u> (12) State <u>Texas</u> (13) Zip Code <u>75001</u> (14)	CONTACT PERSON Name: <u>Jim Pierce</u> Telephone: <u>(972) 450-2879</u>

PROJECT TITLE (15) Belt Line/Marsh Lane Intersection


PROJECT DESCRIPTION AND JUSTIFICATION (16)

This project is complete. Request \$41,359.86 be reprogrammed into the Arapaho Road Realignment Extention.

See companion CMS application for justification and construction costs.

PROPOSED PROJECT  
 Start Date \_\_\_\_\_ (17) Ending Date \_\_\_\_\_ (18)

ESTIMATED FISCAL YEAR FUNDING		CONSTRUCTION COST DISTRIBUTION	
Federal	\$ _____ (19)	Engineering/Design	\$ _____ (26)
City	\$ _____ (20)	Right-of-Way	\$ _____ (27)
State	\$ _____ (21)	Construction	\$ _____ (28)
Local	\$ _____ (22)	Other	\$ _____ (29)
Other	\$ _____ (23)	Total	\$ _____ (30)
DART	\$ _____ (24)		
TOTAL	\$ _____ (25)		

SIGNATURE OF AUTHORIZED REPRESENTATIVE 	TITLE <u>Director of Public Works</u>	DATE SIGNED <u>8-25-97</u>
---	--	-------------------------------

FOR DART USE ONLY

To DART Staff	Date _____	To P&D Committee	Date _____
To TASC	_____	P&D Review	_____
TASC Review	_____	Approved by P&D	_____



970172  
APPLICATION FOR LOCAL ASSISTANCE PROGRAM

SEP 02 1997

PROJECT DEVELOPMENT

<b>TYPE OF SUBMISSION (1)</b> <input type="checkbox"/> Capital (C) <input type="checkbox"/> Technical (T) <input checked="" type="checkbox"/> Revision (R)	<b>DATE SUBMITTED (2)</b> 8/27/97 <hr/> <b>CATEGORY CODE (see reverse)</b> (3) _____ (4) _____ (5) _____ (6) _____ (7) _____ (8) _____
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<b>APPLICANT INFORMATION</b>	
<b>LEGAL NAME (9)</b> Town of Addison	<b>ORGANIZATIONAL UNIT (10)</b> Department of Public Works
<b>ADDRESS</b> City <u>Addison</u> (11) County <u>Dallas</u> (12) State <u>Texas</u> (13) Zip Code <u>75001</u> (14)	<b>CONTACT PERSON</b> Name: <u>Department of Public Works</u> Telephone: <u>972   450-2879</u>

**PROJECT TITLE (15)** Westgrove/Sojourn Intersection Improvements

**PROJECT DESCRIPTION AND JUSTIFICATION (16)**

This project is complete. Request \$45,856.01 be reprogrammed into Arapaho Road Realignment Extension.

See companion CMS application for justification and construction costs.

**PROPOSED PROJECT**  
 Start Date \_\_\_\_\_ (17) Ending Date \_\_\_\_\_ (18)

<b>ESTIMATED FISCAL YEAR FUNDING</b>		<b>CONSTRUCTION COST DISTRIBUTION</b>	
Federal	\$ _____ (19)	Engineering/Design	\$ _____ (26)
City	\$ _____ (20)	Right-of-Way	\$ _____ (27)
State	\$ _____ (21)	Construction	\$ _____ (28)
Local	\$ _____ (22)	Other	\$ _____ (29)
Other	\$ _____ (23)	Total	\$ _____ (30)
DART	\$ _____ (24)		
TOTAL	\$ _____ (25)		

<b>SIGNATURE OF AUTHORIZED REPRESENTATIVE</b> 	<b>TITLE</b> Director of Public Works <b>DATE SIGNED</b> 8-25-97
---	---

**FOR DART USE ONLY**

To DART Staff _____ Date _____ To TASC _____ Date _____ TASC Review _____ Date _____	To P&D Committee _____ Date _____ P&D Review _____ Date _____ Approved by P&D _____ Date _____
--	--



Dallas Area Rapid Transit  
P.O. Box 660163  
Dallas, Texas 75266-0163  
214/749-3278

April 29, 1996

Mr. John Baumgartner, P. E.  
Director of Public Works  
Town of Addison  
P. O. Box 144  
Addison, TX 75001

Dear Mr. Baumgartner:

The Board adopted a new LAP/CMS program for eligible member cities on October 31, 1995, and incorporated that program into the new Transit System Plan and amended the Financial Plan on November 14, 1995. In addition to funding the new LAP/CMS program for eligible member cities through FY 2004 or until rail construction begins in a city, the Board endorsed proposed uses of LAP/CMS funds, approved certain guidelines for program eligibility and administration, plus approved an allocation of funds by city.

The current LAP program, which expires during FY 1996, is administered through Board adopted guidelines. These guidelines are presently incorporated in Interlocal Agreements (ILAs) with each member city. It is proposed that a similar approach be used for the new LAP/CMS program by adopting revised guidelines and amending the ILAs.

Discussions have been held with the Planning, Engineering, and Finance staffs of member cities to solicit ideas for how the new LAP/CMS program should be administered. Based on these discussions, additional program guidance is necessary before the program can be fully implemented. A draft of the proposed guidelines is attached and is being distributed to the eligible member cities for review and comment. The present schedule is to have new ILAs adopted in the July/August 1996 time frame.

Please provide comments to these draft guidelines by Monday, May 6, 1996. If there is enough interest, a meeting to discuss the guidelines will be scheduled shortly after the comments are received and reviewed.

Sincerely,

A handwritten signature in cursive script that reads 'Tom K. Ryden'.

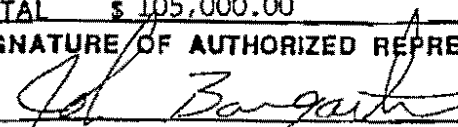
Tom K. Ryden, P.E.  
Sr. Manager Project Development

TKR:jr

c: Randy Moravec, Director of Finance

Enclosures

## APPLICATION FOR LOCAL ASSISTANCE PROGRAM

<b>TYPE OF SUBMISSION (1)</b> <input type="checkbox"/> Capital (C) <input checked="" type="checkbox"/> Technical (T) <input type="checkbox"/> Revision (R)		<b>DATE SUBMITTED (2)</b> February 13, 1995	
		<b>CATEGORY CODE (see reverse)</b> (3) _____ (4) _____ (5) _____ (6) _____ (7) _____ (8) _____	
<b>APPLICANT INFORMATION</b>			
<b>LEGAL NAME (9)</b> Town of Addison		<b>ORGANIZATIONAL UNIT (10)</b> Town of Addison-Engineering Department	
<b>ADDRESS</b> P. O. Box 144 City <u>Addison</u> (11) County <u>Dallas</u> (12) State <u>Texas</u> (13) Zip Code <u>75001</u> (14)		<b>CONTACT PERSON</b> Name: <u>John Baumgartner</u> Telephone: <u>( 214 ) 450-2886</u>	
<b>PROJECT TITLE (15)</b> Technical Assistance Program City Engineer/Planner Position			
<b>PROJECT DESCRIPTION AND JUSTIFICATION (16)</b> <p>Partial funding of the City Engineer and a Civil Engineer position. The duties of these positions include the following:</p> <ol style="list-style-type: none"> <li>1.) Town of Addison DART-LAP coordinator</li> <li>2.) Plan, administer and implement DART-LAP program.</li> </ol> <p>NOTE: These funds provide approximately 26% of the funding of the salary of these positions.</p>			
<b>PROPOSED PROJECT</b>			
Start Date _____ (17)		Ending Date _____ (18)	
<b>ESTIMATED FISCAL YEAR FUNDING</b>		<b>CONSTRUCTION COST DISTRIBUTION</b>	
Federal \$ _____ (19)	City \$ _____ (20)	Engineering/Design \$ _____ (26)	Right-of-Way \$ _____ (27)
State \$ 77,325.00 (21)	Local \$ _____ (22)	Construction \$ _____ (28)	Other \$ _____ (29)
Other \$ _____ (23)	DART \$ 27,675.00 (24)	Total \$ _____ (30)	
TOTAL \$ 105,000.00 (25)	<b>SIGNATURE OF AUTHORIZED REPRESENTATIVE</b>		<b>DATE SIGNED</b>
		Director Public Works	2/13/95
<b>FOR DART USE ONLY</b>			
To DART Staff _____	Date _____	To P&D Committee _____	Date _____
To TASC _____	_____	P&D Review _____	_____
TASC Review _____	_____	Approved by P&D _____	_____



Dallas Area Rapid Transit  
P.O. Box 660163  
Dallas, Texas 75266-0163  
214/749-3278

February 18, 1994

Mr. John R. Baumgartner  
Director of Public Works  
Town of Addison  
Public Works Department  
P.O. Box 144  
Addison, Texas 75001

Re: Local Assistance Program  
Beltline/North Dallas Tollway Intersection

Dear Mr. Baumgartner:

As requested in your letter dated January 10, 1994, we are enclosing a DART check in the amount of \$3,870.00 for 90% of the appraisal fee (\$4,300) on the above mentioned project.

If you have any questions regarding this matter, please call me at 749-2913.

Sincerely,

A handwritten signature in cursive script that reads "Tom K. Ryden".

Tom K. Ryden  
Manager  
Bus Project Development

TKR/jm

Enclosure

0208353

VENDOR 100371 TOWN OF ADDISON DATE 2/10/94 00208353

INVOICE NO.	DATE	DESCRIPTION	GROSS AMOUNT	DISCOUNT	NET
120794A	2/07/94	BELTLINE/N DALL	3870.00		3870.00
Dallas Area Rapid Transit P.O. Box 660163 4/749-3021			3870.00		3870.00
<b>TOTAL</b>			<b>3870.00</b>		<b>3870.00</b>



Dallas Area Rapid Transit  
P.O. Box 660163  
Dallas, Texas 75266-7222  
214/749-3021

NationsBank  
NationsBank of Texas, N.A.

0208353

VOID AFTER 60 DAYS

PAY EXACTLY \$\*\*\*\*3,870 DOLLARS AND 00 CENTS

DATE 2/10/94 AMOUNT \$\*\*\*\*3,870.00

TOWN OF ADDISON 100371  
P.O. BOX 144  
ATTN: JOHN BAUMGARTNER  
ADDISON TX 75001

TO THE ORDER OF

AUTHORIZED SIGNATURE

⑈ 208353⑈ ⑆ 11901551⑆ ⑈ 4840798⑈

File



Dallas Area Rapid Transit  
P.O. Box 660163  
Dallas, Texas 75266-0163  
214/749-3278

July 23, 1996

Mr. John R. Baumgartner, P.E.  
Director of Public Works  
City of Addison  
P. O. Box 144  
Addison, TX 75001

Dear Mr. Baumgartner:

Enclosed you will find the July 16, 1996, LAP Resolutions for the City of Irving projects that were submitted through your office. All of DART's LAP project files have been updated according to the Resolutions.

If you have any questions, please feel free to call me at 749-2913.

Sincerely,

A handwritten signature in black ink that reads "Tom K. Ryden". The signature is written in a cursive, flowing style.

Tom K. Ryden, P.E.  
Senior Manager  
Project Development

TKR:jr

Enclosures



Dallas Area Rapid Transit

RESOLUTION

of the

**RESOLUTION**

**DALLAS AREA RAPID TRANSIT  
(Executive Committee)]**

**FY 1996 Local Assistance Program (LAP) Requests from  
Addison, Glenn Heights, Irving, and Plano**

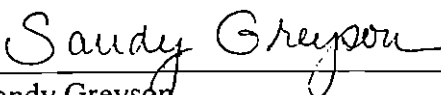
WHEREAS, Addison, Glenn Heights, Irving, and Plano are eligible for participation in DART Local Assistance Program (LAP) projects; and

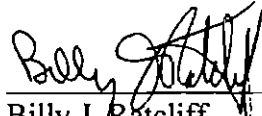
WHEREAS, the activities requested are consistent with the intent of the LAP program guidelines; and

WHEREAS, the activities requested are within current Budget and Financial Plan allocations.

NOW, THEREFORE BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that:

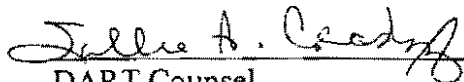
- Section 1: The FY 1996 Local Assistance Program request for Technical Assistance from Addison, as contained in Attachment 1, is approved.
- Section 2: The FY 1996 Local Assistance Program request for Capital Assistance from Glenn Heights as contained in Attachment 1, is approved.
- Section 3: The FY 1996 Local Assistance Program request for Capital Assistance from Irving as contained in Attachment 1, is approved.
- Section 4: The FY 1996 Local Assistance Program request for Technical and Capital Assistance from Plano as contained in Attachment 1, is approved.

  
\_\_\_\_\_  
Sandy Greyson  
Secretary


  
\_\_\_\_\_  
Billy J. Ratcliff  
Chairman

960130

APPROVED AS TO FORM:

  
\_\_\_\_\_  
DART Counsel

ATTEST:

  
\_\_\_\_\_  
Roger Snoble  
President/Executive Director

July 16, 1996

\_\_\_\_\_  
Date



960130

DART  
RECEIVED

MAY 14 1996

PROJECT DEVELOPMENT  
(214) 450-2041



**PUBLIC WORKS DEPARTMENT**

Post Office Box 144 Addison, Texas 75001

16801 Westgrove

May 7, 1996

Mr. Tom Ryden  
Dallas Area Rapid Transit  
P.O. Box 660163  
1401 Pacific Avenue  
Dallas, Texas 75266-7212

Re: 1994 - 95 DART - TAP Report  
Proposed 1995 - 96 DART - TAP Program

Dear Tom:

Attached for your review/approval is a copy of Addison's proposed Technical Assistance Program for the fiscal year 1995-96. It is my understanding that this will close out our TAP program as originally established in 1989.

The only programmed expenditure of 1994-95 TAP funds (\$28,243.15) was for staff support of the local assistance program. Both the City Engineer and the Capital Project Manager were utilized in planning and implementing the DART-LAP program during the 1994-95 fiscal year.

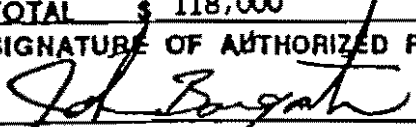
Please call me if you have any questions or need additional information.

Sincerely,

John R. Baumgartner, P.E.  
Director of Public Works

**APPLICATION FOR LOCAL ASSISTANCE PROGRAM**

MAY 14 1996

<b>TYPE OF SUBMISSION (1)</b> <input type="checkbox"/> Capital (C) <input checked="" type="checkbox"/> Technical (T) <input type="checkbox"/> Revision (R)		<b>DATE SUBMITTED (2)</b> May 7, 1996 <b>CATEGORY CODE (see reverse)</b> (3) _____ (4) _____ (5) _____ (6) _____ (7) _____ (8) _____	
<b>PROJECT DEVELOPMENT</b>			
<b>APPLICANT INFORMATION</b>			
<b>LEGAL NAME (9)</b> Town of Addison		<b>ORGANIZATIONAL UNIT (10)</b> Town of Addison Engineering Dept.	
<b>ADDRESS</b> P.O. Box 144 Addison (11) City _____ Dallas (12) County _____ TX (13) State _____ 75001 (14) Zip Code _____		<b>CONTACT PERSON</b> Name: John Baumgartner Telephone: (214) 450-2871	
<b>PROJECT TITLE (15)</b> Technical Assistance Program City Engineer/Planner Position			
<b>PROJECT DESCRIPTION AND JUSTIFICATION (16)</b>			
Partial funding of the City Engineer and a Capital Projects Manager position. The duties of these positions include the following:			
1. Town of Addison DART-LAP coordinator 2. Plan, administer and implement DART-LAP program.			
NOTE: These funds provide approximately 17% of the funding of the salary of these positions.			
<b>PROPOSED PROJECT</b>			
Start Date _____ (17)		Ending Date _____ (18)	
<b>ESTIMATED FISCAL YEAR FUNDING</b>		<b>CONSTRUCTION COST DISTRIBUTION</b>	
Federal \$ _____ (19)		Engineering/Design \$ _____ (26)	
City \$ 98,043.15 (20)		Right-of-Way \$ _____ (27)	
State \$ _____ (21)		Construction \$ _____ (28)	
Local \$ _____ (22)		Other \$ _____ (29)	
Other \$ _____ (23)		Total \$ _____ (30)	
DART \$ 19,956.85 + accrued interest (24)			
<b>TOTAL \$ 118,000 (25)</b>			
<b>SIGNATURE OF AUTHORIZED REPRESENTATIVE</b> 		<b>TITLE</b> Director of Public Works <b>DATE SIGNED</b> 05/07/96	
<b>FOR DART USE ONLY</b>			
To DART Staff _____ Date _____		To P&D Committee _____ Date _____	
To TASC _____		P&D Review _____	
TASC Review _____		Approved by P&D _____	

REC'D MAR 05 1996



from the desk of...

Tom K. Ryden

3-1-96

JOHN - ATTACHED ARE THE FOLLOWING

DOCUMENTS:

- o THE LAP ILA BETWEEN ADDISON & DART.
- o THE LAP GUIDELINES (INCLUDED IN THE ILA ALSO)
- o THE APPROVED 1995 SYSTEM PLAN (SEE DART RESOLUTION ON LAPICMS)

T RYDEN

P.S. WE ~~RE~~ NOW HAVE THE PAPERWORK TO PROCESS THE PAYMENT. GLAD THE MYSTERY WAS SOLVED.

**INTERLOCAL AGREEMENT  
BETWEEN THE  
TOWN OF ADDISON  
AND THE  
DALLAS AREA RAPID TRANSIT AUTHORITY  
FOR THE LOCAL ASSISTANCE PROGRAM**

This Interlocal Agreement ("Agreement") is made by and between the Town of Addison ("Town"), a Texas political subdivision, and the Dallas Area Rapid Transit Authority ("DART"), a regional transportation authority created and existing pursuant to Article 1118y, Vernon's Annotated Texas Civil Statutes (V.A.C.S.).

WHEREAS, DART has developed a Transit System Plan that includes a Local Assistance Program (LAP) consisting of a Capital Assistance Program (CAP) and a Technical Assistance Program (TAP); and

WHEREAS, DART Board proposed the LAP by resolution on April 11, 1989; and

WHEREAS, DART's member cities through the Technical Advisory Staff Committee (TASC) have been working, with the assistance of DART Program Planning staff, to develop the LAP; and

WHEREAS, the DART Board, at its June 27, 1989 meeting, approved the Guidelines for the Local Assistance Program which form the basis for this Agreement, amended the FY 1989 Capital Budget to fund the FY 1989 LAP and included LAP in its approved financial plan; and

WHEREAS, City and DART desire to formally implement the LAP and to establish procedures which will address how these programs will be identified, requested and compensated for through execution of this Agreement;

NOW, THEREFORE, the parties agree as follows:

- 1. Term: This Agreement shall become effective upon the date of execution hereof and shall remain in force until June 30, 1996, unless terminated by withdrawal from DART of the member jurisdiction. The Town may also terminate this Agreement by providing not less than sixty (60) days advance notice to DART in writing.

2. Administration: This Agreement shall be administered by the Town Manager of Town or his/her designee and the Executive Director of DART or his/her designee.
3. Technical Assistance Program (TAP): DART agrees to grant a portion of its funds to the Town, as shown in Exhibit A, attached hereto and made a part hereof, for a TAP as detailed in Exhibit B, (Guidelines for the Local Assistance Program), attached hereto and made a part hereof.

Each year prior to the beginning of the DART fiscal year (October 1), or July 1, 1989 for FY 1989, the Town, shall prepare and submit to DART and the TASC a Technical Assistance Work Program for review and recommendation of approval by the DART Planning and Development Committee. The Technical Assistance Work Program, Exhibit C to be attached and made a part hereof, outlines the projects or programs anticipated to be funded with TAP funds for the upcoming fiscal year. The Technical Assistance Work Program may be modified during the fiscal year with the mutual consent of both the Town and DART in writing. The total cost shall not exceed the funds allocated to the Town for that fiscal year plus any unexpended funds carried over from previous years.

4. Capital Assistance Program (CAP): DART agrees to grant a portion of its funds to the Town, as shown in Exhibit A, attached hereto and made a part hereof, for a CAP as detailed in Exhibit B (Guidelines for the Local Assistance Program), attached hereto and made a part hereof. Each year prior to the beginning of the DART fiscal year (October 1), or July 1, 1989 for FY 1989, the Town, shall prepare and submit to DART and the TASC a Program of Capital Assistance Projects, to be attached hereto as Exhibit D and made a part hereof, for review and recommendation of approval by the DART Planning and Development Committee. The Program of Capital Assistance Projects may be modified during the fiscal year with the mutual consent of both the Town and DART in writing. The total cost shall not exceed the funds allocated to the Town for that fiscal year plus any unexpended funds carried over from previous years.

Each CAP project will display a minimum four foot by four foot (4 ft. x 4 ft.) sign on each approach to the project site indicating the project is funded with DART sales tax dollars. An example is available from DART.

- 5 Categories of Transit Related Projects: To be eligible for assistance under this program, projects shall be consistent with DART's enabling statute, Article 1118y V.A.C.S. which provides that DART may undertake projects which complement the public transportation system, including street modifications necessary to accommodate the public transportation system. The Town shall identify how the proposed project complements the public transportation system. The list below is to be used as a guide for the Town in developing its list of potential projects.

#### CATEGORIES OF TRANSIT RELATED PROJECTS

- Intersection Improvements
  - A. Additional right-of-way
  - B. Additional right and left turn lanes
  - C. Increased radii
  - D. Bus turn out areas
  - E. Other capacity improvements
- Capacity improvements on roadways with transit services
- Computerized traffic signal system
- Midblock bus turn out areas
- Small park and ride lots
- Grade separation construction
- Curb ramps (HandiRide)
- Sidewalks at transit facilities
- Traffic surveillance and control equipment
- Vehicles and support equipment directly related to the provision of transit service
- Employer side assistance (subsidy, additional service)
- Additional technical assistance service
- Project enhancing the flow of multi-occupant vehicles
- Final Engineering and Design of LAP projects
- Support of State Department of Highways and Public Transportation projects that directly benefit eligible jurisdictions such as Principal Arterial Street System (PASS) and Federal Aid Urban Systems (FAUS) programs and other locally-funded projects.

6. Compensation:

- a. Allocation of Funds. Based on the most recent twelve months of city sales tax information available to DART, a calculation of the allocation of CAP and TAP funds will be made and this information will be transmitted to each eligible jurisdiction no later than one

month prior to the beginning of the fiscal year. The resultant allocation will thereby revise Exhibit A. At the option of the Town, it may combine TAP funds with CAP funds to increase the Town CAP account. This option is not available to a member city which is not eligible for CAP funds.

- b. TAP. DART shall make available for distribution to the Town on July 1, 1989, or upon execution of this Agreement, the amount shown in Exhibit A for FY 1989. In subsequent fiscal years, DART shall make available to the Town on the first day of the DART fiscal year (October 1, unless changed by the DART Board) the amount for that fiscal year as provided in Section 6a, Allocation of Funds. No later than one month after the close of each fiscal year, each member city shall prepare and submit to DART and the TASC a summary accounting of Technical Assistance Work Program activities for the prior fiscal year.
- c. CAP. DART will distribute CAP funds to the Town for a Town Council approved project according to the following schedule.

Project cost of less than \$100,000

90% of the cost upon approval by the Town Council.

10% at the closeout of the project by the member city.

Project cost of over \$100,000

20% of the cost upon approval by the Town Council.

70% of the cost upon Notice To Proceed by the Town.

10% at the closeout of the project by the Town.

No later than three months after the completion of a CAP funded project, each member city shall prepare and submit to DART and the TASC a brief summary of the expenditure of CAP funds for that project.

DART will pay within thirty (30) days of receipt of an invoice with supporting documentation.

- d. Withdrawal from DART. If the Town withdraws from DART, TAP funds already received from DART for that fiscal year remain with the Town and are not required to be returned. Likewise, individual construction projects, for which construction contracts have been executed by the Town and a contractor prior to withdrawal of the Town, will be funded by the CAP and permitted to proceed to

completion. Changes made or additional costs incurred beyond the approved fund amount by the Town after withdrawal will not be funded by CAP. Upon withdrawal, all remaining unobligated funds revert to DART.

e. Other. The Town agrees that acceptance of CAP funds precludes the Town from applying for Section 9 funds from the Urban Mass Transportation Administration.

7. Procurement Responsibility: The receipt by the Town of funds from DART shall not create an agency relationship between the parties. The Town shall be responsible for procuring and administering TAP and CAP projects in accordance with State law and/or its Town charter provisions or ordinances. The resolution of any protests or disputes arising out of its procurement action or contract administration is the sole responsibility of the Town.

8. Indemnification: Town agrees to indemnify and defend DART, its officers and employees, against any claims, demands, causes of action, costs and liabilities resulting out of Town's failure to perform any Town obligation or duty/ <sup>under this agreement</sup> Similarly, DART agrees to indemnify and defend Town, its officers and employees, against any claims, demands, causes of action, costs and liabilities resulting out of DART's failure to perform any DART obligation or duty under this agreement.

9. Conflict of Interest: No officer or employee of Town or DART shall have any financial interest, direct or indirect, in this Agreement or any project funded hereby.

10. Notices: All notices, communications, invoices, and reports required or permitted pursuant to this Agreement shall be personally delivered or mailed to the respective parties as follows, or to such other person(s) or address(es) as either party may subsequently specify in writing:

a. If intended for Town to:

Town Manager  
Town of Addison  
P.O. Box 144  
Addison, Texas 75001




b. If intended for **DART**, to:

Executive Director  
Dallas Area Rapid Transit  
601 Pacific Avenue  
Dallas, Texas 75202

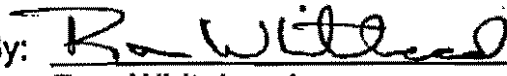
11. Venue and Governing Law: The obligation of the parties to this Agreement are performable in Dallas, Denton, Collin, Ellis and Rockwall Counties, Texas, and exclusive venue for any legal action in connection with this Agreement shall lie in Dallas County, Texas. This Agreement shall be governed by, and construed in accordance with, the laws and court decisions of the State of Texas.
12. Applicable Laws: This Agreement is made subject to the provisions and ordinances of the Town, as amended; Article 1118y, as amended, Texas Revised Civil Statutes; and all applicable State and Federal laws, regulations and requirements, as amended.
13. Legal Construction: In case any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other provision(s) hereof, and this Agreement shall be considered as if such invalid, illegal, or unenforceable provision(s) had never been contained in this Agreement.
14. Captions: The captions to various clauses to this Agreement are for informational purposes and shall not alter the substance of the terms and conditions of this Agreement.
15. Successors and Assigns: This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective successors and assigns.
16. Entire Agreement: This Agreement embodies the complete Agreement of the parties hereto relating to the matters covered herein, and cannot be modified except as provided herein by written addendum or agreement of the parties. No interlocal agreement heretofore entered into between the parties shall be construed to apply to the subject matter(s) covered by this Agreement, and such other interlocal agreement(s) shall continue in full force and effect in accordance with their terms.

EXECUTED this \_\_\_\_ day of \_\_\_\_\_, 1989, pursuant to the authority of Town Council Resolution No. \_\_\_\_\_, adopted \_\_\_\_\_, 1989, and DART Resolution No. 890080, adopted June 27, 1989.

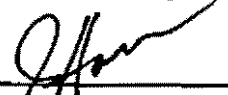
APPROVED AS TO FORM

By:   
Larry McCallum  
City Attorney

TOWN OF ADDISON

By:   
Ron Whitehead  
Town Manager

APPROVED AS TO FORM

By:   
John T. Hoeft  
General Counsel

DALLAS AREA RAPID TRANSIT


By:   
Charles S. Anderson  
Executive Director

EXHIBIT A

DALLAS AREA RAPID TRANSIT  
 LOCAL ASSISTANCE PROGRAM  
 JULY 1 TO SEPTEMBER 30, 1989

<u>JURISDICTION</u>	<u>TECHNICAL ASSISTANCE PROGRAM</u>	<u>CAPITAL ASSISTANCE PROGRAM</u>	<u>TOTAL LOCAL ASSISTANCE PROGRAM</u>
Dallas	\$147,888	NA	\$ 147,888
Irving	20,664	\$ 756,275	776,939
Plano	16,416	600,600	617,016
Garland	12,984	475,150	488,134
Richardson	12,576	460,200	472,776
Dallas County	9,985	NA	9,985
Carrollton	9,384	343,200	352,584
Farmers Branch	9,048	331,175	340,223
Addison	5,832	212,875	218,707
University Park	2,040	NA	2,040
Highland Park	1,248	NA	1,248
Rowlett	792	28,925	29,717
Coppell	528	19,175	19,703
Cockrell Hill	120	4,550	4,670
Glenn Heights	96	3,575	3,671
Buckingham	24	975	999
<b>TOTAL</b>	<b>\$249,625</b>	<b>\$3,236,675</b>	<b>\$3,486,300</b>

NA - Not Available to this jurisdiction.

06/28/89

## EXHIBIT B

# GUIDELINES FOR THE LOCAL ASSISTANCE PROGRAM

As Approved by the  
DART Board of Directors  
on June 27, 1989

### BACKGROUND

The draft Transit System Plan presented to the DART Board on April 4, 1989, proposed the implementation of a Local Assistance Program (LAP) consisting of a Capital Assistance Program (CAP) and Technical Assistance Program (TAP). The Board passed a resolution on April 11, 1989 further defining the Local Assistance Program and allocated \$13 million for CAP and \$1 million for TAP per year for seven years. Both programs are proposed to commence on July 1, 1989.

The Capital Assistance Program provides financial assistance, to member cities not scheduled to receive rail service during the first seven years of implementation of the Transit System Plan (all cities except the Cities of Dallas, University Park and Highland Park), for the implementation of projects which would complement and accommodate bus and public transit operations, improve transit service and reduce interference with other traffic as well as make traffic engineering improvements, known as Transportation System Management (TSM) projects.

The Technical Assistance Program is intended to provide financial resources for staff support to all member cities and Dallas County to develop and implement comprehensive local transit plans and programs in concert with DART's regional transit service and plan the projects to be included in the Capital Assistance Program.

The Board of Directors approved these guidelines on June 27, 1989 for incorporation into an Interlocal Agreement with each member jurisdiction.

## TECHNICAL ASSISTANCE PROGRAM

### PURPOSE

Provides funding to support transportation planning activities to develop and implement comprehensive local transit plans and programs in concert with DART's regional transit service and plan the projects to be included in the Capital Assistance Program.

Eligible jurisdictions include all DART member towns and cities and Dallas County.

Uses of funds may include, but are not limited to:

1. Transit Planning, Feasibility and Design Studies.
2. Salaries for new or existing city and Dallas County staff time specifically allocated for transportations planning and/ or studies, or interface with the DART staff on activities effecting the subject city and Dallas County.
3. Technical assistance seminars.
4. Study and implementation of transit-supportive land use planning policies and other policies that benefit the public transit.
5. Minor capital support for technical staff.
6. Use of funds by Dallas County will be limited to transportation planning within DART member city service area.

Each eligible jurisdiction shall enter into an Interlocal Agreement for use of its share of TAP funds.

At the option of an eligible jurisdiction, it may combine TAP funds with Capital Assistance Program (CAP) funds to increase the CAP account.

## TECHNICAL ASSISTANCE WORK PROGRAM

Prior to the beginning of each fiscal year, (July 1 for FY 1989), each eligible jurisdiction shall prepare and submit to the Technical Advisory Staff Committee a "Technical Assistance Work Program" for review and recommendation of approval by the Planning and Development Committee. The Technical Assistance Work Program will outline the projects or programs anticipated to be funded with TAP funds for that fiscal year. This effort will be coordinated with DART staff. The total cost shall not exceed the allocated funds for that fiscal year and any unexpended funds from previous years.

In FY 1989, the TAP is proposed to commence on July 1, 1989.

## ALLOCATION AND DISTRIBUTION OF FUNDS

Each member city will be allocated funds based on its proportionate share of sales tax contributed the previous fiscal year. Dallas County will be eligible for four percent (4%) of the total yearly allocation. Allocation and distribution to eligible jurisdiction will take place at the beginning of the DART fiscal year (October 1 of each year) with the exception of FY 1989, when 25% of the yearly allocation will be distributed on July 1, assuming approval of the LAP by the Board. See Table 1 for the FY 1989 allocation. In FY 1996, 75% of the yearly allocation will be distributed since the program will end on June 30, 1996. TAP funds will be maintained as separate line items in the DART Annual Budget (along with the investment earnings on each such account) for each eligible jurisdiction.

Eligible jurisdictions wishing to accumulate funds over several years may do so, or they may choose not to participate in the program. Allocated funds may be carried over to succeeding years.

No later than one month after the close of each fiscal year, each eligible jurisdiction shall prepare and submit to the Technical Advisory Staff Committee an accounting of the expenditure of Technical Assistance Program funds for the prior fiscal year.

## CAPITAL ASSISTANCE PROGRAM

### PURPOSE

The purpose of the Capital Assistance Program (CAP) is to return to each member city not scheduled to receive light rail service during first seven years of new service plan, a portion of the 1% sales tax revenues collected in that member city for TSM-type projects, as well as projects which would improve bus and public transit services and reduce interference with other traffic.

### CATEGORIES OF CAPITAL ASSISTANCE PROJECTS

Each city shall enter into an Interlocal Agreement for use of its share of CAP funds. This agreement will include a list of "Categories of Transit Related Projects" to be used as a guide for the cities in developing a list of potential projects. Projects shall be consistent with projects presently authorized by DART's enabling statute, Article 1118y V.A.C.S. See "Categories of Transit Related Projects" at the close of this section.

Each city should use the funds in the manner they believe will have the most impact on improving transit and traffic flow within and through their boundaries. All project justifications will be the sole responsibility of the city requesting the project.

Prior to the beginning of each fiscal year (October 1), (July 1 for FY 1989), each city shall prepare and submit to the Technical Advisory Staff Committee a "Program of Capital Assistance Projects" for review and recommendation of approval by the Planning and Development Committee. This effort will be coordinated with DART staff.\* The total cost of these projects shall not exceed the allocated funds for that fiscal year and any unexpended funds from previous years.

#### "Categories of Transit Related Projects"

1. Intersection Improvements
  - A. Additional Row
  - B. Additional right and left turn lanes
  - C. Increased Radii
  - D. Bus turn out areas
  - E. Other capacity improvements
2. Roadway Capacity Improvements with transit services

\*If the Town shall receive an adverse decision, it shall have the right to appeal such decision to the DART Board.

3. Computerized Traffic Signal System
4. Midblock bus turn out areas
5. Small park and ride lots
6. Grade separation construction
7. Curb ramps (HandiRide)
8. Sidewalks at transit facilities
9. Traffic Surveillance and Control Equipment
10. Vehicles and support equipment directly related to the provision of transit service
11. Employer Side Assistance (subsidy, additional service)
12. Additional Technical Assistance Service
13. Project enhancing the flow of multi-occupant vehicles
14. Final Engineering and Design of CAP projects
15. Support of State Department of Highways and Public Transportation projects that directly benefit eligible jurisdictions such as Principal Arterial Street System (PASS) and Federal Aid Urban Systems (FAUS) programs and other locally-funded projects.

## REVIEW OF PROJECTS

All programmed projects shall be submitted to the DART staff for review, comment and operational approval.

Each city will report quarterly on the progress of approved projects.

All improvements and/or facilities constructed with CAP funds become the property of the constructing city and maintenance of the facility becomes the responsibility of the city.

## ALLOCATION AND DISTRIBUTION OF FUNDS

Each eligible city will be allocated funds based on its proportionate share of sales tax contributed the previous fiscal year. This allocation will be calculated no later than one month prior to the beginning of the fiscal year and transmitted to the member jurisdiction. For FY 1989, 25% of the yearly allocation will be available on July 1, 1989. See Table 1 for the FY 1989 allocation. In FY 1996, 75% of the yearly allocation will be available since the program will end on June 30, 1996. CAP funds will be maintained as separate line items in the DART Annual Budget (along with the investment earnings on each such account) for each eligible member jurisdiction. Cities wishing to accumulate funds over several years may do so, or they may choose not to participate in the program. Allocated funds may be carried over to



succeeding years. There will be no competition for these funds among the cities.

CAP funds will be distributed to a city for an approved projects according to the following schedule.

Project cost of less than \$100,000

90% of the cost upon approval by the City Council.

10% at the closeout of the project by the city.

Project cost of over \$100,000

20% of the cost upon approval by the City Council.

70% of the cost upon Notice To Proceed by the city.

10% at the closeout of the project by the city.

## **INTERCITY COOPERATION AND COORDINATION**

Adjacent cities are encouraged to select projects which will facilitate the flow of intercity transit and traffic. Cities may undertake cooperative projects with other DART cities under this program.

## **WITHDRAWAL OF A MEMBER CITY AND ADDITION OF NEW MEMBER CITIES**

If a city withdraws from DART, the annual CAP and TAP fund total will be reduced by that cities' annual allocation, thereby keeping remaining cities with the same funding level. (With the withdrawal of Flower Mound, the CAP total is \$12,946,700 and the TAP total is 998,500.) Individual projects for which construction contracts have been executed by the city and a construction company prior to withdrawal of a city will be funded and permitted to proceed to completion. Upon withdrawal, all remaining funds revert to DART.

Likewise, if a city joins DART, the CAP and TAP annual fund total will be increased by that cities' annual percentage contribution to the DART tax base.

## **ADDITIONAL FEATURES OF THE LAP PROGRAM**

Assuming approval of the Transit System Plan on June 27, 1989, LAP will commence on July 1, 1989 with a three month program at 25% of yearly allocation (through September 30, 1989) then continuing through June 30, 1996, a period of seven years. On July 1, 1989, \$3,236,675 in CAP funds and \$249,625 in TAP funds will be allocated for FY 1989.

Cities and DART will develop a simple project programming, application, review and approval, reporting and invoicing process.

DART will develop a programming document for LAP and assemble a quarterly progress report based on input from the member cities.

Each construction project will display at least one sign on each approach to the site indicating funding for that project is provided through the DART Local Assistance Program.

TABLE 1  
DALLAS AREA RAPID TRANSIT  
LOCAL ASSISTANCE PROGRAM  
JULY 1 TO SEPTEMBER 30, 1989

<u>JURISDICTION</u>	<u>TECHNICAL ASSISTANCE PROGRAM</u>	<u>CAPITAL ASSISTANCE PROGRAM</u>	<u>TOTAL LOCAL ASSISTANCE PROGRAM</u>
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Buckingham	24	975	999
<b>TOTAL</b>	<b>\$249,625</b>	<b>\$3,236,675</b>	<b>\$3,486,300</b>

NA - Not Available to this jurisdiction.

06/28/89

# **GUIDELINES FOR THE LOCAL ASSISTANCE PROGRAM**

**As Approved by the  
DART Board of Directors  
on June 27, 1989  
and Revised  
on January 23, 1990**

## **BACKGROUND**

The draft Transit System Plan presented to the DART Board on April 4, 1989, proposed the implementation of a Local Assistance Program (LAP) consisting of a Capital Assistance Program (CAP) and Technical Assistance Program (TAP). The Board passed a resolution on April 11, 1989 further defining the Local Assistance Program and allocated \$13 million for CAP and \$1 million for TAP per year for seven years. Both programs are proposed to commence on July 1, 1989.

The Capital Assistance Program provides financial assistance, to member cities not scheduled to receive rail service during the first seven years of implementation of the Transit System Plan (all cities except the Cities of Dallas, University Park and Highland Park), for the implementation of projects which would complement and accommodate bus and public transit operations, improve transit service and reduce interference with other traffic as well as make traffic engineering improvements, known as Transportation System Management (TSM) projects.

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# **TECHNICAL ASSISTANCE PROGRAM**

## **PURPOSE**

Provides funding to support transportation planning activities to develop and implement comprehensive local transit plans and programs in concert with DART's regional transit service and plan the projects to be included in the Capital Assistance Program.

Eligible jurisdictions include all DART member towns and cities and Dallas County.

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Buckingham	24	975	999
<b>TOTAL</b>	<b>\$249,625</b>	<b>\$3,236,675</b>	<b>\$3,486,300</b>

NA - Not Available to this jurisdiction.

06/28/89



Dallas Area Rapid Transit  
P.O. Box 660163  
Dallas, Texas 75266-0163  
214/749-3278

October 22, 1996

Mr. John Baumgartner, P.E.  
Director of Public Works  
Town of Addison  
P. O. Box 144  
Addison, TX 75001

Re: LAP: CAP

Dear Mr. Baumgartner:

In response to your letter dated September 27, 1996, requesting payment for five Town of Addison projects, attached is a check in the amount of \$49,759.55. Everything on the letter was in order with our records except for one project which is the *Belt Line/Marsh Lane Intersection*. Please see a tabulation history of this project below:

Allocation:	\$800,000.00
Four (past) payments:	\$747,487.07
Left in Proj. Account:	\$ 52,512.93
9/27/96 payment request:	\$ 11,153.07
Left for reprogramming:	\$ 41,359.86

There is a \$212.00 difference on your records. If you have any questions in regards to this, please call me at 749-2913.

Sincerely,

Tom K. Ryden, P.E.  
Sr. Manager Project Development

TKR:jr

Attachment

DART/LAP REIMBURSEMENT  
REQUEST NUMBER 8  
SEPTEMBER 27, 1996

Addison/Westgrove Intersection	\$ 1,973.95	26300
Belt Line/Marsh Intersection	\$11,153.07	13300
Keller Springs/North Dallas Tollway Intersection	\$27,487.03	44302
Belt Line/North Dallas Tollway Intersection	\$ 6,022.28	42301
Westgrove/Sojourn Intersection	\$ 3,123.22	46300
Total Reimbursement Requested	\$49,759.55	^

4) Midway/Greenhill Intersection - This project is on hold.

DART Approved Project	\$ 75,000.00
Reimbursement by DART to date	\$ 4,280.00

5) Belt Line/Marsh Intersection - This project is complete. The remaining \$41,572.36 shall be reprogrammed.

**Previous Requests:**

DART Approved Project	\$ 800,000.00
Engineering - Espey Huston	\$ 19,590.00
SMR Landscaping	\$ 4,358.09
Barton-Aschman	\$ 2,836.15
Land Acquisition - Mobil	\$ 58,501.00
Mobil	\$ 5,000.00
TCB Trust	\$ 70,977.71
Watson and Taylor	
Realty Company	\$ 5,184.00
Actna	\$ 15,855.00
Pat Haggerty Co.	\$ 2,975.00
Cowles & Thompson	\$ 2,550.00
Construction - Ed Bell Construction	\$ 528,572.56
Valmont Industries	
(67% of \$29,778 for 4 signals poles	
at Belt Line and Marsh)	\$ 19,951.00
TU Electric	\$ 8,161.00
Groves Electric	\$ 2,036.03
Venice Ltd.	\$ 184.03
Hallas Landscape	\$ 755.50

Reimbursement by DART to date \$ 747,487.07

**New Invoices:**

Land - Legal Svcs, Cowles & Thompson	\$ 100.00
Engineering - Espey Huston	\$ 2,939.01
Thomas Reprographics	\$ 48.58
Construction - Banner Express	\$ 237.60
Groves Electric	\$ 800.00
Milltronics	\$ 180.00
SEC Marsh/Belt Line	\$ 319.34
Newman Signs	\$ 329.82
Consolidated Traffic	\$ 179.90
Groves Electric	\$ 956.34
B & M Construction	\$ 950.00
Tree Source	\$ 720.00
Equipment - Durable Specialties	\$ 3150.00
Administrative - Dallas Ft. Worth	
Suburban News	\$ 172.80
Daily Commerical Record	\$ 69.68

Reimbursement this request \$ 11,153.07

Total Project Costs \$ 758,427.64

*math error  
 actual amt  
 \$41,359.86  
 per Ryden letter  
 dated 10/22/96*

VENDOR **100371 TOWN OF ADDISON**

DATE **10/15/96** 00258348 0258348

INVOICE NO.	DATE	DESCRIPTION	GROSS AMOUNT	DISCOUNT	NET
100996	10/09/96	LAP/CAP	49759.55		49759.55
Dallas Area Rapid Transit P.O. Box 660163 • REPORT# 7526-7222 214/749-3278			<b>TOTAL</b>		<b>49759.55</b>



Dallas Area Rapid Transit  
P.O. Box 660163  
Dallas, Texas 75266-7222  
214/749-3278

NationsBank  
NationsBank of Texas, N.A.

0258348

VOID AFTER 60 DAYS

PAY EXACTLY \$\*\*\*49,759 DOLLARS AND 55 CENTS

DATE 10/15/96 AMOUNT \$\*\*\*49,759.55

TO THE ORDER OF TOWN OF ADDISON  
PO BOX 144  
ADDISON TX 75001

*K Cleveland*  
*James Allen*  
AUTHORIZED SIGNATURE

⑈0258348⑈ ⑆111901551⑆ ⑈4840798⑈



Dallas Area Rapid Transit  
P.O. Box 660163  
Dallas, Texas 75266-0163  
214/749-3278

October 22, 1996

Mr. John Baumgartner, P.E.  
Director of Public Works  
Town of Addison  
P. O. Box 144  
Addison, TX 75001

Re: LAP: CAP

Dear Mr. Baumgartner:

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Four (past) payments:	\$747,487.07
Left in Proj. Account:	\$ 52,512.93
9/27/96 payment request:	\$ 11,153.07
Left for reprogramming:	\$ 41,359.86

There is a \$212.00 difference on your records. If you have any questions in regards to this, please call me at 749-2913.

Sincerely,

Tom K. Ryden, P.E.  
Sr. Manager Project Development

TKR:jr

Attachment





Dallas Area Rapid Transit  
P.O. Box 660163  
Dallas, Texas 75266-0163  
214/749-3278

September 13, 1995

Mr. John Baumgartner P.E.  
Director of Public Works  
Town of Addison  
P.O. Box 144  
Addison Texas 75001

Dear Mr. Baumgartner:

In August DART's proposed FY 1996 Budget was sent to its member jurisdictions for review. Included are funds for the Local Assistance Program.

As in the past, the LAP Funds are allocated to each jurisdiction based on the relative sales tax contribution. Because FY 1996 is the last year for the original LAP program, total funds to be distributed are 75% of previous years. The attached program guidelines explain this distribution process.

So that you can better program eligible activities for FY 1996, be advised that your new LAP allocation is \$640,515.78. This amount includes \$620,558.94 for Capital Assistance and \$19,956.85 for Technical Assistance. Also, DART's records show that through July 1995 Addison has available for programming \$83,011 in existing Capital Assistance Funds and \$44,532 in existing Technical Assistance Funds. These amounts include earned interest.

Please review the attached program guidelines to re-familiarize yourself with reporting requirements, project approval procedures and fund disbursement milestones. I am again looking forward to working with you and your staff throughout the year.

If you have any questions, please call me at 749-2913.

Sincerely,

A handwritten signature in cursive script that reads "Tom K. Ryden".

Tom K. Ryden, P.E.  
Sr. Manager, Project Development

95:TKR:16

c.: Raymond Suarez

**INTERLOCAL AGREEMENT**

**BETWEEN**

**DALLAS AREA RAPID TRANSIT**

**AND**

**THE TOWN OF ADDISON, THE CITY OF CARROLLTON,  
THE CITY OF COCKRELL HILL, THE CITY OF FARMERS BRANCH,  
THE CITY OF GARLAND, THE CITY OF GLENN HEIGHTS,  
THE CITY OF IRVING, THE CITY OF PLANO,  
THE CITY OF RICHARDSON and THE CITY OF ROWLETT**

**ESTABLISHING GUIDELINES AND PROCEDURES FOR IMPLEMENTING A  
LOCAL ASSISTANCE PROGRAM/CONGESTION MANAGEMENT SYSTEM PROGRAM**

WHEREAS, on or about April 11, 1989 and June 27, 1989, DALLAS AREA RAPID TRANSIT ("DART") established a program for the return of a portion of DART's sales tax income to its member cities known and identified as the "Local Assistance Program" ("Lap Program"); and,

WHEREAS, the Lap Program was continued in full force and effect until November 14, 1995 at which time the DART Board, in Resolution No. 950260 adopted a new Transit System Plan pursuant to which the Lap Program would terminate on June 30, 1996; and,

WHEREAS, on June 25, 1996, in Resolution No. 960117 the DART Board extended certain LAP ILA's to the end of Fiscal Year 1996, being September 30, 1996; and,

WHEREAS, the DART Board created a new program for returning a portion of DART sales tax income to certain member cities, the "Local Assistance Program/Congestion Management System" ("LAP/CMS Program") effective on October 1, 1996, the first day of the 1997 fiscal year; and,

WHEREAS, on August 27, 1996, in Resolution No. 960153, the DART Board adopted a LAP/CMS Policy, including Guidelines for the LAP/CMS Program; and,

WHEREAS, eligibility for the LAP/CMS Program is limited to those member cities in which construction of light rail service has not yet commenced; and,

WHEREAS the parties desire to implement the LAP/CMS Program and to establish therefor guidelines and procedures for the creation, construction, completion, operation, maintenance and funding of projects; NOW THEREFORE,

**WITNESSETH:**

In consideration of the premises and the mutual promises and covenants contained herein, the parties agree as follows:

**ARTICLE ONE**

**Parties**

The parties to this Agreement are:

1.01. Dallas Area Rapid Transit ("DART"), a regional transportation authority organized pursuant to and in accordance with Chapter 452, Texas Transportation Code.

1.02. The Town of Addison; The City of Carrollton; The City of Cockrell Hill; The City of Farmers Branch; The City of Garland; The City of Glenn Heights; The City of Irving; The City of Plano; The City of Richardson; and The City of Rowlett.

## **ARTICLE TWO**

### **Definitions**

The following definitions shall apply to the terms used in this ILA, including without limitation the Guidelines:

2.01. "Allocations" shall refer to LAP/CMS Program fund allocations as determined in accordance with Section C of the Guidelines. The Allocation for the City of Irving shall be one half (1/2) that of other Eligible Member Cities Allocations because of the current work on Commuter Rail facilities in the City of Irving.

2.02. "Board" shall mean and refer to the Board of Directors of DART.

2.03. "City Council" shall mean and refer to the duly elected and acting City Council of each Eligible Member City.

2.04. "Commuter Rail" shall mean and refer to the self propelled diesel rail transit operations planned to connect the City of Dallas, the City of Fort Worth and DFW International Airport to be operated by DART and the "T" pursuant to a separate Interlocal Agreement with Railtran, on right-of-way owned by Railtran. Commuter Rail service is to operate under the assumed name of "Trinity Express."

2.05. "DART Enabling Legislation" means Chapter 452, Texas Transportation Code as the same may from time to time be amended.

2.06. "Eligible Member City ( City/Cities)" shall mean and refer to the Cities enumerated in Article 1.02 of this ILA.

2.07. "Eligible Projects" shall mean and include those listed in Section D of the Guidelines and any other project recommended by an Eligible Member City and specifically considered and approved by the Board.

2.08. "FTA" shall mean and refer to the Federal Transit Administration.

2.09. "Guidelines" shall mean and refer to the Guidelines for the LAP/CMS Program adopted by the Board on August 27, 1996 in Resolution No. 960153.

2.10. "ILA" shall mean and refer to this Interlocal Agreement.

2.11. "Light Rail" shall mean and refer to the DART electric powered rail system as distinguished from Commuter Rail.

2.12 "Railtran" shall mean and refer to DFW RAILTRAN a common administrative agency established by the Cities of Dallas and Fort Worth.

2.13. The "T" shall mean and refer to the Fort Worth Transportation Authority.

**ARTICLE THREE**  
**Incorporation of Guidelines**

The Guidelines are hereby incorporated into this ILA as if they were set out verbatim at this point. A set of Guidelines is attached to each copy of this ILA.

**ARTICLE FOUR**  
**Purposes of ILA**

4.01. The initial purpose of this ILA is to set forth the Eligible Member Cities' acceptance of and commitment to DART, and DART's commitment to the Eligible Member Cities, to jointly participate in and work together for the satisfactory implementation of the LAP/CMS Program.

4.02. By executing this ILA, each Eligible Member City accepts and approves the Guidelines as the basis for implementing the LAP/CMS Program.

4.03. It is the further purpose and intent of DART and the Eligible Member Cities to continue to explore other potential options which would permit continued and expanded revenue sharing with all of DART's member cities to meet their respective transportation requirements so long as such options do not adversely impact the DART Transit System Plan or the DART Service Plan or the DART Financial Plan.

**ARTICLE FIVE**  
**Term**

The term of this ILA shall commence as of the first day of October, 1996 and shall terminate for each Eligible Member City as provided in §C. ALLOCATIONS of the Guidelines. Though terminated as to a specific Eligible Member City, the ILA shall remain in full force and effect until all Allocations for the affected Eligible Member City are finally funded and the activities of such Eligible Member City are wound up. It is understood by all of the parties hereto that the Allocations and program duration's shown in Table 1 of the Guidelines are projections only and that actual Allocations will be based on actual sales tax collections and actual program duration will be determined by the schedule of rail construction. If a contract for rail construction in a Member City is not awarded by the year shown in said Table 1, Allocations will continue through the year in which a rail construction contract is awarded, or through 2004, when all program Allocations shall end.

**ARTICLE SIX**  
**Administration and Procurement of Eligible Projects**

It shall be the obligation of each Eligible Member City receiving funds under the LAP/CMS Program to supervise and administer the planning, design, land acquisition, construction, operation and maintenance of all Eligible Projects. Receipt of funds under the LAP/CMS Program shall not create an agency, partnership or joint venture relationship between DART and the Eligible Member City. Each Eligible Member City shall be responsible for handling all procurements needed for each Eligible Project in accordance with all applicable federal, state and local laws, codes, ordinances, rules and regulations of any governmental entity exercising jurisdiction over such Eligible Project, and the resolution of any protest, dispute, claim or demand arising out of any such action by the Eligible Member City shall be the sole responsibility of the Eligible Member City.

**ARTICLE SEVEN**  
**Indemnity**

To the extent permitted by applicable law, each Eligible Member City agrees to defend, indemnify and hold DART, its directors, officers and employees free and harmless against any claims, demands, causes of action, costs and liabilities, including attorney fees, resulting from the performance, or failure of the Eligible Member City to perform any obligation or duty in connection with this ILA. Likewise, to the extent permitted by applicable law, DART hereby agrees to defend, indemnify and hold each Eligible Member City, its council, officers and employees free and harmless against any claims, demands, causes of action, costs and liabilities, including attorney fees resulting from the performance, or failure of DART to perform any obligation or duty in connection with this ILA.

**ARTICLE EIGHT**  
**Conflict of Interest**

No City Council Member, officer, employee or agent of any Eligible Member City, and no Board Member, officer, employee or agent of DART shall have any financial interest, direct or indirect in this ILA or any Eligible Project.

**ARTICLE NINE**  
**Miscellaneous**

10.01. **Notices.** Any notice, communication, invoice or report required or permitted pursuant to this ILA and the Guidelines shall be in writing and shall be effective when personally delivered or three (3) days after being mailed by United States Mail, certified, return receipt requested, to the respective parties at the address set forth for each party in the signature block of this ILA. Any party may change its address by giving notice to all other parties.

10.02. **Governing Law; Venue.** This ILA is performable in Dallas, Denton, Collin, Ellis and Rockwall Counties, Texas and exclusive venue for any legal action in connection with this ILA shall lie in Dallas County, Texas. This ILA shall be governed by and construed in accordance with the laws of the State of Texas.

10.03. **Construction.** In the event one or more of the provisions contained in this ILA shall for any reason be held to be invalid, illegal or unenforceable, such invalidity, illegality or unenforceability shall not affect any other provision hereof and this ILA shall be considered as if such invalid, illegal or unenforceable provision(s) had never been contained herein.

10.04. **Successors and Assigns.** This ILA shall be binding upon and inure to the benefit of each of the parties hereto and their respective successors and approved assigns.

10.05. **Captions.** The captions of articles and sections within this ILA are for convenience and information and shall not alter the substance of the terms and conditions of the ILA.

10.06. **Entire Agreement.** This ILA embodies the entire agreement of the parties hereto relating to the matters covered herein and cannot be modified or amended except by a written addendum or agreement of the parties. No interlocal agreement heretofore entered into between any Eligible Member City and DART shall be construed to apply to the subject matter(s) covered by this ILA and such other interlocal agreements, if any, shall continue in full force and effect in accordance with their respective terms.


EXECUTED by the parties effective as of October 1, 1996.

DALLAS AREA RAPID TRANSIT

By:   
ROGER NOBLE  
President/Executive Director

P.O. Box 660163  
Dallas, Texas 75266-7201

**TOWN OF ADDISON**

By:   
RON WHITEHEAD  
City Manager

P.O. Box 144  
Addison, Texas 75001

**CITY OF CARROLLTON**

By: \_\_\_\_\_  
MARC GUY  
City Manager

1945 Jackson Road  
Carrollton, Texas 75011-0535

**CITY OF COCKRELL HILL**

By: \_\_\_\_\_  
LEO TREVINO LANDIN  
Mayor

4125 W. Clarendon  
Dallas, Texas 75211

**CITY OF FARMERS BRANCH**

By: \_\_\_\_\_  
RICHARD ESCALANTE  
City Manager

P.O. Box 819010  
Farmers Branch, Texas 75381-9010

**CITY OF GARLAND**

By: \_\_\_\_\_  
JEFF MUZZY  
City Manager

P.O. Box 469002  
Garland, Texas 75046

**CITY OF GLENN HEIGHTS**

By: \_\_\_\_\_  
EARL KEATON  
City Manager

1938 S. Hampton Road  
Glenn Heights, Texas 75154

**CITY OF IRVING**

By: \_\_\_\_\_  
STEVE McCULLOUGH  
City Manager

825 W. Irving Boulevard  
Irving, Texas 75060

**CITY OF PLANO**

By: \_\_\_\_\_  
THOMAS MUEHLENBECK  
City Manager

P.O. Box 860358  
Plano, Texas 75086-0358

**CITY OF RICHARDSON**

By: \_\_\_\_\_  
BILL KEFFLER  
City Manager

P.O. Box 830309  
Richardson, Texas 75083-0309

**CITY OF ROWLETT**

By: \_\_\_\_\_  
MIKE GIBSON  
City Manager

P.O. Box 99  
Rowlett, Texas 75088-0099

**GUIDELINES FOR THE LAP/CMS  
PROGRAM  
August 27, 1996**

**A. OBJECTIVE:**

Provide continued financial assistance for projects consistent with these guidelines and DART's enabling legislation that enhance mobility in DART member cities that do not yet have rail construction in progress.

**B. ELIGIBLE MEMBER CITIES:**

The following cities are eligible to receive LAP/CMS funds as of October 1, 1996:

Addison, Carrollton, Cockrell Hill, Farmers Branch, Garland, Glenn Heights, Irving, Plano, Richardson, Rowlett.

**C. ALLOCATIONS:**

The LAP/CMS fund allocations will be made available for use by an eligible member city annually from FY 1997 through FY 2004 when the program allocations end. The annual allocation will be calculated by multiplying by 15% (7.5% for Irving) the DART sales taxes collected in an eligible member city for the previous twelve month period ending June 30. Each new annual allocation will be available for expenditure on October 1 (beginning in 1996).

The FY 1996 Financial Plan includes approximately \$87,000,000 for this program. Table 1 shows the allocations by DART member city, based on the 1996 projections and anticipated program duration. The time schedule in Table 1 is subject to change during DART's annual budget cycle. A city will no longer be eligible to receive program funds in the fiscal year after the Board awards a contract to initiate rail construction within that member city. In no case shall the DART Board award such a contract more than six months prior to construction. The budget for LAP/CMS will be revisited based on agency requirements to meet its obligations.

**D. PROJECT ELIGIBILITY:**

Eligible types of projects are shown below. In general, eligible projects are divided into two categories: 1) Transit related street improvements and 2) Transit supportive projects and programs.

Typically, funds approved for capital projects may be used for planning, environmental impact studies, engineering, final design, right-of-way acquisition, construction, and testing/inspection/surveying. Maintenance and operations may also be funded if approved by the DART Board in accordance with Section E of the guidelines.

Any project not explicitly listed but considered allowable under DART's enabling legislation may be proposed for DART consideration. Additional eligible projects include:

**Transit related street improvements (streets with current or planned/previous bus routes).**

1. Roadway improvements that add capacity
  - Road widening
  - Adding storage to turn lanes
  - Adding turn lanes
  - Adding/deleting access points
  - Adding bus priority lanes
  - HOV lanes
2. Grade separations
3. Matching funds for federal/state programs
4. Intersection improvements
  - New signals
  - Computerization of signals
  - Traffic surveillance equipment
  - Telecommunications
5. Cooperative funding of intercity capacity improvements
  - Signal progression
  - Bus only lanes
  - Bus signal preemption
  - Arterial street HOV lanes
  - Roadway and intersection improvements
6. Special design provisions along roadways and intersections with planned bus routes
  - Shelters
  - Sidewalks
  - Bus stops
  - Bus turnouts
  - Bus priority treatments
7. Roadway and intersection safety improvements

**Transit supportive projects and programs**

8. Additional service including non-productive service (previously eliminated or not meeting warrants)
9. Transportation services for the elderly and/or disabled
  - Emergency medical
  - Shuttle services



10. ADA compliance items related to the provision of transit service
11. Sidewalks related to providing access to transit facilities or services
12. Bus shelters
13. Bus benches
14. Travel demand management
  - Transportation Management Association operating funds
  - User subsidies for transit service
  - Vanpool programs
  - Rideshare promotion and incentives
  - Alternate work schedule subsidies
  - Employer trip reduction support
  - Emergency ride home funding taxi/loaner car
15. Vans for vanpool programs
16. Park and Ride lots
17. Mid-block bus turnouts
18. Incorporating private transit services/facilities into DART
19. Transportation enhancements at existing and planned DART transit centers, transfer centers and rail stations.
20. DART and Railtran related railroad crossing and right of way improvements to include street closings or grade separations.
21. Technical Assistance Program (TAP) funds may include, but are not limited to:
  - Transit planning, feasibility, design and engineering studies
  - Salaries for new or existing city staff time specifically allocated for transportation planning and/or studies, or interface with the DART staff on activities affecting the subject city
  - Technical Assistance seminars
  - Study and implementation of transit-supportive land use planning policies and other policies that benefit public transit
  - Minor capital support for technical staff
22. Other projects not meeting the test of past, present, or future bus service, but which are of significance to mobility as long as benefits to transit can be demonstrated. For example: A project not located on a DART fixed transit route that relieves traffic congestion on a parallel or intersecting DART route could be eligible for LAP/CMS funding.

## **E. PROJECT MAINTENANCE AND OPERATION:**

Project maintenance is the responsibility of the project owner. If shared maintenance responsibility for a project is desired, the cost sharing arrangements must be approved by the DART Board and the eligible city as part of the project approval process. Operating costs of LAP/CMS projects may be eligible for LAP/CMS funding subject to DART Board approval.

## **F. PROJECT SUBMITTALS AND REPORTING:**

Cities will prepare LAP/CMS applications for consideration and approval by DART. DART staff will have 30 days to review and respond to the applications. Once approved, the funding amount in the application becomes "programmed". Left over funding returned to DART after project closing becomes "unprogrammed". A city may simultaneously return and "reprogram" left over funds by submitting a project application for approval along with the left over monies.

DART will prepare, by September 1 of each year, a projected LAP/CMS allocation for each city for budget purposes consistent with the DART Financial Plan in effect at that time. DART will report quarterly (within 30 days after close of the quarter) on the status of the LAP/CMS fund including amounts allocated, amounts programmed, amounts expended, amounts available for reprogramming from completed projects, and a total amount available for programming for each eligible city.

Eligible cities will provide to DART notice of requests for LAP/CMS payment (at least 90 days in advance of a request for LAP/CMS payment) for any amount exceeding \$250,000.

Eligible cities will maintain accurate books and records of all approved projects. Cities will maintain separate records on each project including project budgets, budget amendments, revised budget balances, expenditures to date, estimated cost to complete, and DART payments to date. DART maintains the right to audit a city's books to ensure that funds are spent in accordance with the approved workplan and DART's enabling legislation. Cities maintain the right to audit DART's books to ensure that the fund allocations and disbursements are in accordance with these guidelines and other applicable laws.

Eligible cities will provide an Annual Cash Flow Projection report (See Table 2) for all approved projects by June 30 of each year beginning in 1997. DART may request updated cash flow projections from time to time to monitor its projected cash outflows.

## **G. CASH PAYMENTS:**

DART will prefund Technical Assistance Program (TAP) costs on an annual basis after submittal of an annual work plan by the eligible member city and approval by DART. Technical Assistance funding will be 3% of an eligible city's annual program allocation.

DART will distribute LAP/CMS funds to the city for a City Council approved project according to the following schedule:

Project cost of \$250,000 or less

100% of the cost upon approval by the City Council

DART will pay within thirty (30) days of receipt of a request for payment with supporting documentation.

Project cost of over \$250,000

20% of the cost upon approval by the City Council.

80% of the cost upon Notice of Award by the city.

Provided that written notice is received from the city at least 90 days in advance, DART will pay within thirty (30) days of receipt of a request for payment over \$250,000 with supporting documentation.

Eligible cities will provide to DART a completion report for each project documenting final acceptance of the project and final project cost. Project documentation will consist of a statement of project expenditures attested by an authorized financial staff member, copies of paid invoices, or other similar documents.

DART staff is authorized without further Board approval to pay at project closeout an amount up to 10% higher than the approved project amount for properly documented eligible project costs. At project completion, cities will return any LAP/CMS funds distributed but unspent. These funds will be available for reprogramming.

Any unused funds allocated to an eligible city in any year will continue to be available to that city in succeeding years unless the city withdraws from DART. Interest will not be paid on allocated, but unpaid LAP/CMS balances.

## **H. OTHER FINANCIAL CONSIDERATIONS:**

Since the LAP/CMS program allows for funding of operating and capital transit projects, member cities will be eligible to apply for and receive FTA funds with prior approval by the DART Board. Plano will continue to be eligible to receive funds for projects begun prior to FY 1989.

Member cities may pool their LAP/CMS allocations for approval and implementation of eligible projects.

Advanced (beyond 1 year) programming of funds is allowed subject to Board approval; however, cities may not program, in any future year, more than the current year's LAP/CMS allocation.

Board approval will be required for projects over \$100,000. DART staff will approve projects requiring LAP/CMS funding in amounts of \$100,000 or less. A city may appeal to the Board any DART staff decision regarding project approval.

Starting October 1, 1997, all unused existing LAP funds will be administered as part of the new LAP/CMS program. Interest will accrue on the unpaid LAP balance through September 30, 1997, at a fixed rate of 4%.

All DART payments for LAP or LAP/CMS projects will be drawn from the eligible city's existing LAP fund balance until it is exhausted. After all LAP funds allocated are disbursed, further payments will be drawn from that city's LAP/CMS allocation.

#### **I. EXPANDED REVENUE SHARING**

In accordance with Section 5 of DART Board Resolution No. 950260 of November 14, 1995, it is DART's intent to continue to explore options for expanded revenue sharing with member cities to meet the region's transportation needs. These guidelines do not reflect the process to be used to provide expanded revenue sharing.

#### **J. WITHDRAWAL OF MEMBER CITIES**

If a city withdraws from DART, no additional LAP/CMS funding will be allocated to that city. In the event of a withdrawal, only individual projects for which construction contracts have been executed or for which formal funding agreements have been executed will be funded by DART and allowed to proceed to completion, and the funds for completing these projects will be included as that city's specific obligation if that city withdraws from DART. All other funds revert to DART. Once a city calls a withdrawal election, no new LAP/CMS projects will be considered for approval until after the election is canvassed.

#### **K. PROJECT IDENTIFICATION**

Each construction project will display at least one sign on each approach to the construction site indicating funding for that project is provided through the DART LAP/CMS program. In addition, after implementation, if a project shall have a visible permanent marker, it shall indicate that funding for the project was provided through the DART LAP/CMS program.

Table 1

**LAP/CMS PROJECTIONS  
COMPARISON BY MEMBER CITY (1)**

**(In Thousands of Dollars)**

CITY	FY 1997 Allocation	15% LAP TO CONSTRUCTION		Fiscal Year for Cities
		Projected		
		Total Program Cost		
Addison	\$ 1,136	\$11,599		2004
Carrollton	1,908	17,313		2003
Cockrell Hill	6	83		2004
Dallas	0	0		na
Farmers Branch	1,518	12,522		2003
Garland	1,975	4,127		1998
Glenn Heights	8	89		2004
Highland Park	0	0		na
Irving (2)	2,149	21,878		2004
Plano	4,167	12,908		1999
Richardson	2,768	4,971		1998
Rowlett	188	1,835		2004
University Park	0	0		na
<b>Total</b>	<b>\$15,823</b>	<b>\$87,324</b>		<b>2004</b>

1 Assumes program allocations end in FY 2004 for all cities. Allocations based on sales tax collections from July 1, 1995 through June 30, 1996.

2 Irving projected to receive 50% of the allocation of other cities for LAP/CMS.

Table 2

EXAMPLE OF ANNUAL CASH FLOW PROJECTION WORKSHEET									
City of _____									
Date _____									
(a) Approved Project Description	(b) Project Number	(c) Approved Budget	(d) Budget Transfer	(c) + (d) Current Budget	(f) Payments Rec'd to Date	(g) Projected Payments from DART			(f+g+h+i) Total Payments
						(h) FY _____	(i) FY _____	(j) FY _____	
<b>Total</b>									

125,000

File  
DART  
LAP?  
QB

**INTERLOCAL AGREEMENT  
BETWEEN THE  
TOWN OF ADDISON  
AND THE  
DALLAS AREA RAPID TRANSIT AUTHORITY  
FOR THE LOCAL ASSISTANCE PROGRAM**

This Interlocal Agreement ("Agreement") is made by and between the Town of Addison ("Town"), a Texas political subdivision, and the Dallas Area Rapid Transit Authority ("DART"), a regional transportation authority created and existing pursuant to Article 1118y, Vernon's Annotated Texas Civil Statutes (V.A.C.S.).

WHEREAS, DART has developed a Transit System Plan that includes a Local Assistance Program (LAP) consisting of a Capital Assistance Program (CAP) and a Technical Assistance Program (TAP); and

WHEREAS, DART Board proposed the LAP by resolution on April 11, 1989; and

WHEREAS, DART's member cities through the Technical Advisory Staff Committee (TASC) have been working, with the assistance of DART Program Planning staff, to develop the LAP; and

WHEREAS, the DART Board, at its June 27, 1989 meeting, approved the Guidelines for the Local Assistance Program which form the basis for this Agreement, amended the FY 1989 Capital Budget to fund the FY 1989 LAP and included LAP in its approved financial plan; and

WHEREAS, City and DART desire to formally implement the LAP and to establish procedures which will address how these programs will be identified, requested and compensated for through execution of this Agreement;

NOW, THEREFORE, the parties agree as follows:

1. Term: This Agreement shall become effective upon the date of execution hereof and shall remain in force until June 30, 1996, unless terminated by withdrawal from DART of the member jurisdiction. The Town may also terminate this Agreement by providing not less than sixty (60) days advance notice to DART in writing.

2. Administration: This Agreement shall be administered by the Town Manager of Town or his/her designee and the Executive Director of DART or his/her designee.
3. Technical Assistance Program (TAP): DART agrees to grant a portion of its funds to the Town, as shown in Exhibit A, attached hereto and made a part hereof, for a TAP as detailed in Exhibit B, (Guidelines for the Local Assistance Program), attached hereto and made a part hereof.

Each year prior to the beginning of the DART fiscal year (October 1), or July 1, 1989 for FY 1989, the Town, shall prepare and submit to DART and the TASC a Technical Assistance Work Program for review and recommendation of approval by the DART Planning and Development Committee. The Technical Assistance Work Program, Exhibit C to be attached and made a part hereof, outlines the projects or programs anticipated to be funded with TAP funds for the upcoming fiscal year. The Technical Assistance Work Program may be modified during the fiscal year with the mutual consent of both the Town and DART in writing. The total cost shall not exceed the funds allocated to the Town for that fiscal year plus any unexpended funds carried over from previous years.

4. Capital Assistance Program (CAP): DART agrees to grant a portion of its funds to the Town, as shown in Exhibit A, attached hereto and made a part hereof, for a CAP as detailed in Exhibit B (Guidelines for the Local Assistance Program), attached hereto and made a part hereof. Each year prior to the beginning of the DART fiscal year (October 1), or July 1, 1989 for FY 1989, the Town, shall prepare and submit to DART and the TASC a Program of Capital Assistance Projects, to be attached hereto as Exhibit D and made a part hereof, for review and recommendation of approval by the DART Planning and Development Committee. The Program of Capital Assistance Projects may be modified during the fiscal year with the mutual consent of both the Town and DART in writing. The total cost shall not exceed the funds allocated to the Town for that fiscal year plus any unexpended funds carried over from previous years.

Each CAP project will display a minimum four foot by four foot (4 ft. x 4 ft.) sign on each approach to the project site indicating the project is funded with DART sales tax dollars. An example is available from DART.



- 5 Categories of Transit Related Projects: To be eligible for assistance under this program, projects shall be consistent with DART's enabling statute, Article 1118y V.A.C.S. which provides that DART may undertake projects which complement the public transportation system, including street modifications necessary to accommodate the public transportation system. The Town shall identify how the proposed project complements the public transportation system. The list below is to be used as a guide for the Town in developing its list of potential projects.

#### CATEGORIES OF TRANSIT RELATED PROJECTS

- Intersection Improvements
  - A. Additional right-of-way
  - B. Additional right and left turn lanes
  - C. Increased radii
  - D. Bus turn out areas
  - E. Other capacity improvements
- Capacity improvements on roadways with transit services
- Computerized traffic signal system
- Midblock bus turn out areas
- Small park and ride lots
- Grade separation construction
- Curb ramps (HandiRide)
- Sidewalks at transit facilities
- Traffic surveillance and control equipment
- Vehicles and support equipment directly related to the provision of transit service
- Employer side assistance (subsidy, additional service)
- Additional technical assistance service
- Project enhancing the flow of multi-occupant vehicles
- Final Engineering and Design of LAP projects
- Support of State Department of Highways and Public Transportation projects that directly benefit eligible jurisdictions such as Principal Arterial Street System (PASS) and Federal Aid Urban Systems (FAUS) programs and other locally-funded projects.

6. Comuensation:

- a. Allocation of Funds. Based on the most recent twelve months of city sales tax information available to DART, a calculation of the allocation of CAP and TAP funds will be made and this information will be transmitted to each eligible jurisdiction no later than one

month prior to the beginning of the fiscal year. The resultant allocation will thereby revise Exhibit A. At the option of the Town, it may combine TAP funds with CAP funds to increase the Town CAP account. This option is not available to a member city which is not eligible for CAP funds.

- b. TAP. DART shall make available for distribution to the Town on July 1, 1989, or upon execution of this Agreement, the amount shown in Exhibit A for FY 1989. In subsequent fiscal years, DART shall make available to the Town on the first day of the DART fiscal year (October 1, unless changed by the DART Board) the amount for that fiscal year as provided in Section 6a, Allocation of Funds. No later than one month after the close of each fiscal year, each member city shall prepare and submit to DART and the TASC a summary accounting of Technical Assistance Work Program activities for the prior fiscal year.
- c. CAP. DART will distribute CAP funds to the Town for a Town Council approved project according to the following schedule.

Project cost of less than \$100,000

90% of the cost upon approval by the Town Council.

10% at the closeout of the project by the member city.

Project cost of over \$100,000

20% of the cost upon approval by the Town Council.

70% of the cost upon Notice To Proceed by the Town.

10% at the closeout of the project by the Town.

No later than three months after the completion of a CAP funded project, each member city shall prepare and submit to DART and the TASC a brief summary of the expenditure of CAP funds for that project.

DART will pay within thirty (30) days of receipt of an invoice with supporting documentation.

- d. Withdrawal from DART. If the Town withdraws from DART, TAP funds already received from DART for that fiscal year remain with the Town and are not required to be returned. Likewise, individual construction projects, for which construction contracts have been executed by the Town and a contractor prior to withdrawal of the Town, will be funded by the CAP and permitted to proceed to

completion. Changes made or additional costs incurred beyond the approved fund amount by the Town after withdrawal will not be funded by CAP. Upon withdrawal, all remaining unobligated funds revert to DART.

e. Other. The Town agrees that acceptance of CAP funds precludes the Town from applying for Section 9 funds from the Urban Mass Transportation Administration.

7. Procurement Responsibility: The receipt by the Town of funds from DART shall not create an agency relationship between the parties. The Town shall be responsible for procuring and administering TAP and CAP projects in accordance with State law and/or its Town charter provisions or ordinances. The resolution of any protests or disputes arising out of its procurement action or contract administration is the sole responsibility of the Town.

8. Indemnification: Town agrees to indemnify and defend DART, its officers and employees, against any claims, demands, causes of action, costs and liabilities resulting out of Town's failure to perform any Town obligation or duty/ <sup>under this agreement</sup> Similarly, DART agrees to indemnify and defend Town, its officers and employees, against any claims, demands, causes of action, costs and liabilities resulting out of DART's failure to perform any DART obligation or duty under this agreement.

9. Conflict of Interest: No officer or employee of Town or DART shall have any financial interest, direct or indirect, in this Agreement or any project funded hereby.

10. Notices: All notices, communications, invoices, and reports required or permitted pursuant to this Agreement shall be personally delivered or mailed to the respective parties as follows, or to such other person(s) or address(es) as either party may subsequently specify in writing:

a. If intended for Town to:

Town Manager  
Town of Addison  
P.O. Box 144  
Addison, Texas 75001

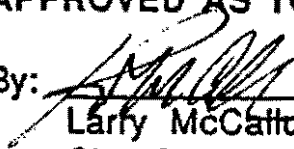
b. If intended for DART, to:

Executive Director  
Dallas Area Rapid Transit  
601 Pacific Avenue  
Dallas, Texas 75202

11. Venue and Governing Law: The obligation of the parties to this Agreement are performable in Dallas, Denton, Collin, Ellis and Rockwall Counties, Texas, and exclusive venue for any legal action in connection with this Agreement shall lie in Dallas County, Texas. This Agreement shall be governed by, and construed in accordance with, the laws and court decisions of the State of Texas.
12. Applicable Laws: This Agreement is made subject to the provisions and ordinances of the Town, as amended; Article 1118y, as amended, Texas Revised Civil Statutes; and all applicable State and Federal laws, regulations and requirements, as amended.
13. Legal Construction: In case any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other provision(s) hereof, and this Agreement shall be considered as if such invalid, illegal, or unenforceable provision(s) had never been contained in this Agreement.
14. Captions: The captions to various clauses to this Agreement are for informational purposes and shall not alter the substance of the terms and conditions of this Agreement.
15. Successors and Assigns: This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective successors and assigns.
16. Entire Agreement: This Agreement embodies the complete Agreement of the parties hereto relating to the matters covered herein, and cannot be modified except as provided herein by written addendum or agreement of the parties. No interlocal agreement heretofore entered into between the parties shall be construed to apply to the subject matter(s) covered by this Agreement, and such other interlocal agreement(s) shall continue in full force and effect in accordance with their terms.

EXECUTED this \_\_\_\_ day of \_\_\_\_\_, 1989, pursuant to the authority of Town Council Resolution No. \_\_\_\_\_, adopted \_\_\_\_\_, 1989, and DART Resolution No. 890080, adopted June 27, 1989.

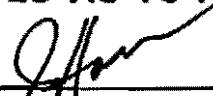
APPROVED AS TO FORM

By:   
\_\_\_\_\_  
Larry McCaffum  
City Attorney


TOWN OF ADDISON

By:   
\_\_\_\_\_  
Ron Whitehead  
Town Manager

APPROVED AS TO FORM

By:   
\_\_\_\_\_  
John T. Hoeft  
General Counsel

DALLAS AREA RAPID TRANSIT

By:   
\_\_\_\_\_  
Charles S. Anderson  
Executive Director

**EXHIBIT A**

**DALLAS AREA RAPID TRANSIT  
LOCAL ASSISTANCE PROGRAM  
JULY 1 TO SEPTEMBER 30, 1989**

<u>JURISDICTION</u>	<u>TECHNICAL ASSISTANCE PROGRAM</u>	<u>CAPITAL ASSISTANCE PROGRAM</u>	<u>TOTAL LOCAL ASSISTANCE PROGRAM</u>
Dallas	\$147,888	NA	\$ 147,888
Irving	20,664	\$ 756,275	776,939
Plano	16,416	600,600	617,016
Garland	12,984	475,150	488,134
Richardson	12,576	460,200	472,776
Dallas County	9,985	NA	9,985
Carrollton	9,384	343,200	352,584
Farmers Branch	9,048	331,175	340,223
Addison	5,832	212,875	218,707
University Park	2,040	NA	2,040
Highland Park	1,248	NA	1,248
Rowlett	792	28,925	29,717
Coppell	528	19,175	19,703
Cockrell Hill	120	4,550	4,670
Glenn Heights	96	3,575	3,671
Buckingham	24	975	999
<b>TOTAL</b>	<b>\$249,625</b>	<b>\$3,236,675</b>	<b>\$3,486,300</b>

NA - Not Available to this jurisdiction.

06/28/89

## **EXHIBIT B**

### **GUIDELINES FOR THE LOCAL ASSISTANCE PROGRAM**

**As Approved by the  
DART Board of Directors  
on June 27, 1989**

#### **BACKGROUND**

The draft Transit System Plan presented to the DART Board on April 4, 1989, proposed the implementation of a Local Assistance Program (LAP) consisting of a Capital Assistance Program (CAP) and Technical Assistance Program (TAP). The Board passed a resolution on April 11, 1989 further defining the Local Assistance Program and allocated \$13 million for CAP and \$1 million for TAP per year for seven years. Both programs are proposed to commence on July 1, 1989.

The Capital Assistance Program provides financial assistance, to member cities not scheduled to receive rail service during the first seven years of implementation of the Transit System Plan (all cities except the Cities of Dallas, University Park and Highland Park), for the implementation of projects which would complement and accommodate bus and public transit operations, improve transit service and reduce interference with other traffic as well as make traffic engineering improvements, known as Transportation System Management (TSM) projects.

The Technical Assistance Program is intended to provide financial resources for staff support to all member cities and Dallas County to develop and implement comprehensive local transit plans and programs in concert with DART's regional transit service and plan the projects to be included in the Capital Assistance Program.

The Board of Directors approved these guidelines on June 27, 1989 for incorporation into an Interlocal Agreement with each member jurisdiction.

## TECHNICAL ASSISTANCE PROGRAM

### PURPOSE

Provides funding to support transportation planning activities to develop and implement comprehensive local transit plans and programs in concert with DART's regional transit service and plan the projects to be included in the Capital Assistance Program.

Eligible jurisdictions include all DART member towns and cities and Dallas County.

Uses of funds may include, but are not limited to:

1. Transit Planning, Feasibility and Design Studies.
2. Salaries for new or existing city and Dallas County staff time specifically allocated for transportations planning and/ or studies, or interface with the DART staff on activities effecting the subject city and Dallas County.
3. Technical assistance seminars.
4. Study and implementation of transit-supportive land use planning policies and other policies that benefit the public transit.
5. Minor capital support for technical staff.
6. Use of funds by Dallas County will be limited to transportation planning within DART member city service area.

Each eligible jurisdiction shall enter into an Interlocal Agreement for use of its share of TAP funds.

At the option of an eligible jurisdiction, it may combine TAP funds with Capital Assistance Program (CAP) funds to increase the CAP account.



## **TECHNICAL ASSISTANCE WORK PROGRAM**

Prior to the beginning of each fiscal year, (July 1 for FY 1989), each eligible jurisdiction shall prepare and submit to the Technical Advisory Staff Committee a "Technical Assistance Work Program" for review and recommendation of approval by the Planning and Development Committee. The Technical Assistance Work Program will outline the projects or programs anticipated to be funded with TAP funds for that fiscal year. This effort will be coordinated with DART staff. The total cost shall not exceed the allocated funds for that fiscal year and any unexpended funds from previous years.

In FY 1989, the TAP is proposed to commence on July 1, 1989.

## **ALLOCATION AND DISTRIBUTION OF FUNDS**

Each member city will be allocated funds based on its proportionate share of sales tax contributed the previous fiscal year. Dallas County will be eligible for four percent (4%) of the total yearly allocation. Allocation and distribution to eligible jurisdiction will take place at the beginning of the DART fiscal year (October 1 of each year) with the exception of FY 1989, when 25% of the yearly allocation will be distributed on July 1, assuming approval of the LAP by the Board. See Table 1 for the FY 1989 allocation. In FY 1996, 75% of the yearly allocation will be distributed since the program will end on June 30, 1996. TAP funds will be maintained as separate line items in the DART Annual Budget (along with the investment earnings on each such account) for each eligible jurisdiction.

Eligible jurisdictions wishing to accumulate funds over several years may do so, or they may choose not to participate in the program. Allocated funds may be carried over to succeeding years.

No later than one month after the close of each fiscal year, each eligible jurisdiction shall prepare and submit to the Technical Advisory Staff Committee an accounting of the expenditure of Technical Assistance Program funds for the prior fiscal year.

## CAPITAL ASSISTANCE PROGRAM

### PURPOSE

The purpose of the Capital Assistance Program (CAP) is to return to each member city not scheduled to receive light rail service during first seven years of new service plan, a portion of the 1% sales tax revenues collected in that member city for TSM-type projects, as well as projects which would improve bus and public transit services and reduce interference with other traffic.

### CATEGORIES OF CAPITAL ASSISTANCE PROJECTS

Each city shall enter into an Interlocal Agreement for use of its share of CAP funds. This agreement will include a list of "Categories of Transit Related Projects" to be used as a guide for the cities in developing a list of potential projects. Projects shall be consistent with projects presently authorized by DART's enabling statute, Article 1118y V.A.C.S. See "Categories of Transit Related Projects" at the close of this section.

Each city should use the funds in the manner they believe will have the most impact on improving transit and traffic flow within and through their boundaries. All project justifications will be the sole responsibility of the city requesting the project.

Prior to the beginning of each fiscal year (October 1), (July 1 for FY 1989), each city shall prepare and submit to the Technical Advisory Staff Committee a "Program of Capital Assistance Projects" for review and recommendation of approval by the Planning and Development Committee. This effort will be coordinated with DART staff.\* The total cost of these projects shall not exceed the allocated funds for that fiscal year and any unexpended funds from previous years.

### "Categories of Transit Related Projects"

1. Intersection Improvements
  - A. Additional Row
  - B. Additional right and left turn lanes
  - C. Increased Radii
  - D. Bus turn out areas
  - E. Other capacity improvements
2. Roadway Capacity Improvements with transit services

\*If the Town shall receive an adverse decision, it shall have the right to appeal such decision to the DART Board.

3. Computerized Traffic Signal System
4. Midblock bus turn out areas
5. Small park and ride lots
6. Grade separation construction
7. Curb ramps (HandiRide)
8. Sidewalks at transit facilities
9. Traffic Surveillance and Control Equipment
10. Vehicles and support equipment directly related to the provision of transit service
11. Employer Side Assistance (subsidy, additional service)
12. Additional Technical Assistance Service
13. Project enhancing the flow of multi-occupant vehicles
14. Final Engineering and Design of CAP projects
15. Support of State Department of Highways and Public Transportation projects that directly benefit eligible jurisdictions such as Principal Arterial Street System (PASS) and Federal Aid Urban Systems (FAUS) programs and other locally-funded projects.

## REVIEW OF PROJECTS

All programmed projects shall be submitted to the DART staff for review, comment and operational approval.

Each city will report quarterly on the progress of approved projects.

All improvements and/or facilities constructed with CAP funds become the property of the constructing city and maintenance of the facility becomes the responsibility of the city.

## ALLOCATION AND DISTRIBUTION OF FUNDS

Each eligible city will be allocated funds based on its proportionate share of sales tax contributed the previous fiscal year. This allocation will be calculated no later than one month prior to the beginning of the fiscal year and transmitted to the member jurisdiction. For FY 1989, 25% of the yearly allocation will be available on July 1, 1989. See Table 1 for the FY 1989 allocation. In FY 1996, 75% of the yearly allocation will be available since the program will end on June 30, 1996. CAP funds will be maintained as separate line items in the DART Annual Budget (along with the investment earnings on each such account) for each eligible member jurisdiction. Cities wishing to accumulate funds over several years may do so, or they may choose not to participate in the program. Allocated funds may be carried over to

succeeding years. There will be no competition for these funds among the cities.

CAP funds will be distributed to a city for an approved projects according to the following schedule.

Project cost of less than \$100,000

90% of the cost upon approval by the City Council.

10% at the closeout of the project by the city.

Project cost of over \$100,000

20% of the cost upon approval by the City Council.

70% of the cost upon Notice To Proceed by the city.

10% at the closeout of the project by the city.

#### **INTERCITY COOPERATION AND COORDINATION**

Adjacent cities are encouraged to select projects which will facilitate the flow of intercity transit and traffic. Cities may undertake cooperative projects with other DART cities under this program.

#### **WITHDRAWAL OF A MEMBER CITY AND ADDITION OF NEW MEMBER CITIES**

If a city withdraws from DART, the annual CAP and TAP fund total will be reduced by that cities' annual allocation, thereby keeping remaining cities with the same funding level. (With the withdrawal of Flower Mound, the CAP total is \$12,946,700 and the TAP total is 998,500.) Individual projects for which construction contracts have been executed by the city and a construction company prior to withdrawal of a city will be funded and permitted to proceed to completion. Upon withdrawal, all remaining funds revert to DART.

Likewise, if a city joins DART, the CAP and TAP annual fund total will be increased by that cities' annual percentage contribution to the DART tax base.

#### **ADDITIONAL FEATURES OF THE LAP PROGRAM**

Assuming approval of the Transit System Plan on June 27, 1989, LAP will commence on July 1, 1989 with a three month program at 25% of yearly allocation (through September 30, 1989) then continuing through June 30, 1996, a period of seven years. On July 1, 1989, \$3,236,675 in CAP funds and \$249,625 in TAP funds will be allocated for FY 1989.

Cities and DART will develop a simple project programming, application, review and approval, reporting and invoicing process.

DART will develop a programming document for LAP and assemble a quarterly progress report based on input from the member cities.

Each construction project will display at least one sign on each approach to the site indicating funding for that project is provided through the DART Local Assistance Program.

**TABLE 1**  
**DALLAS AREA RAPID TRANSIT**  
**LOCAL ASSISTANCE PROGRAM**  
**JULY 1 TO SEPTEMBER 30, 1989**

<u>JURISDICTION</u>	<u>TECHNICAL ASSISTANCE PROGRAM</u>	<u>CAPITAL ASSISTANCE PROGRAM</u>	<u>TOTAL LOCAL ASSISTANCE PROGRAM</u>
Dallas	\$147,888	NA	\$ 147,888
Irving	20,664	\$ 756,275	776,939
Plano	16,416	600,600	617,016
Garland	12,984	475,150	488,134
Richardson	12,576	460,200	472,776
Dallas County	9,985	NA	9,985
Carrollton	9,384	343,200	352,584
Farmers Branch	9,048	331,175	340,223
Addison	5,832	212,875	218,707
University Park	2,040	NA	2,040
Highland Park	1,248	NA	1,248
Rowlett	792	28,925	29,717
Coppell	528	19,175	19,703
Cockrell Hill	120	4,550	4,670
Glenn Heights	96	3,575	3,671
Buckingham	24	975	999
<b>TOTAL</b>	<b>\$249,625</b>	<b>\$3,236,675</b>	<b>\$3,486,300</b>

NA - Not Available to this jurisdiction.

06/28/89

**DART**

**TRANSIT SYSTEM PLAN**

Approved November 14, 1995

**November 1995**



Dallas Area Rapid Transit

**RESOLUTION**

of the

**RESOLUTION**

**DALLAS AREA RAPID TRANSIT BOARD  
(Executive Committee)**

**Approval of the Transit System Plan and Financial Plan**

WHEREAS, the current Transit System Plan was adopted by the Board in June 1989; and

WHEREAS, the initiation of a Transit System Plan update was authorized by the Board in March 1993; and

WHEREAS, the distribution of the Final Draft Transit System Plan and Financial Plan for a final review was authorized by the DART Board of Directors in January 1995; and

WHEREAS, no issues were raised during this review period except discussion on the Local Assistance Program (LAP); and

WHEREAS, a new LAP/CMS program was approved by the Board on October 31, 1995; and

WHEREAS, the Transit System Plan needs to be consistent with the North Central Texas Council of Governments' regional transportation plan to ensure good regional planning and eligibility for federal funds.

NOW, THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that:

- Section 1: The Transit System Plan, including the capital project phasing and a new LAP/CMS program included as Exhibit 1 is hereby adopted.
- Section 2: The Financial Plan shown as Exhibit 2 is hereby adopted.
- Section 3: The Transit System Plan will be reviewed periodically and updated as needed in conjunction with the regional transportation plan.
- Section 4: Projects agreed to in the Interlocal Agreements with Member Cities requiring funding or expenditure of funds by DART shall be funded from the Transportation System Management (TSM) budget line item.



- Discuss in next meeting - shape of program

Addresses lost of interest

950260

Section 5: It is the Board's intent to continue to explore options which would allow continued and expanded revenue sharing with member cities to meet their transportation requirements, and which options do not adversely impact the DART Service Plan, including, but not limited to, the acquisition of additional debt or delay in the implementation of the DART Service Plan.

Section 6: The sales tax reserve account financial standard (Resolution No. 950130) is amended to allow the fund to be used for TSM enhancements

Sandy Greyson  
Sandy Greyson  
Secretary

Billy J. Ratcliff  
Billy J. Ratcliff  
Chairman

APPROVED AS TO FORM:

ATTEST:

Jillie A. Crady  
DART Counsel

Roger Snoble  
Roger Snoble  
President/Executive Director

November 14, 1995  
Date

**STAFF SUMMARY OF  
TASK FORCE RECOMMENDATIONS  
LAP/CMS  
October 30, 1995**

1. Starting in FY 1997 a new program will replace the current Local Assistance Program including CAP and TAP. The new program is depicted in Tables 1 and 2 as "15% LAP to Construction (No Additional Debt/Schedule Delay)" and will run through FY 2004.
2. Eligible member cities will receive 15% of the DART sales tax collected in the city and will continue to receive funds until construction of rail starts in that city.
3. Dallas, Highland Park, and University Park will not be eligible to receive funds due to rail service being under construction in their areas. The City of Irving will receive 7-1/2% of the DART sales tax collected in Irving until rail service to North Irving is under construction.
4. Rail construction will begin as soon as practical in accordance with the approved Transit System Plan.
5. The uses of funds will be limited to transit purposes as defined in DART's enabling legislation and in accordance with DART Board-adopted guidelines. A full range of transit projects and programs that will be supported are presented in Table 3 for illustrative purposes.
6. No interest will accrue to the unused balance of funds allocated to each city.

Table 1

<b>Local Assistance Program/Congestion Management System Funding Options</b> <b>Debt and Rail Construction Schedule Impacts of Various Options</b> <b>FY 1996 Preliminary Financial Plan</b> <small>(in millions)</small>						
	FY 1995 Financial Plan	LAP to Design	15% LAP to Construction		20% LAP to Construction	
			Additional Debt No Schedule Delay	No Additional Debt Schedule Delay	Additional Debt No Schedule Delay	No Additional Debt Schedule Delay
<b>Impact on Borrowing:</b>						
Maximum Debt O/S (1)	\$277	\$180	\$180	\$180	\$180	\$180
Total Borrowings (1)	\$582	\$235	\$280	\$225	\$300	\$235
Length of Debt in Years	10	8	8	8	8	8
<b>Cost of LAP/CMS:</b>						
Total LAP/ CMS	\$40	\$40	\$88	\$88	\$117	\$117
Additional Interest Expense	na	\$0	\$13	(\$1)	\$15	\$8
Additional Inflation	na	\$0	\$0	\$12	\$0	\$12
Cost for Life of Program	\$40	\$40	\$100	\$99	\$132	\$137
First Year Allocation	\$11.3	\$11.3	\$15.4	\$15.4	\$20.6	\$20.6
<b>Schedule Impact:</b>						
Rail Schedule Delay	0	0	0	6 mos. (2)	0	6 mos. (2)
	FY 1995 Financial Plan	LAP to Design	25% LAP to Construction		15% CMS	
			Additional Debt No Schedule Delay	No Additional Debt Schedule Delay	Additional Debt No Schedule Delay	No Additional Debt Schedule Delay
<b>Impact on Borrowing:</b>						
Maximum Debt O/S (1)	\$277	\$180	\$180	\$180	\$300	\$180
Total Borrowings (1)	\$582	\$235	\$320	\$205	\$500	\$235
Length of Debt in Years	10	8	8	8	11	8
<b>Cost of LAP/CMS:</b>						
Total LAP/ CMS	\$40	\$40	\$146	\$146	\$289	\$289
Additional Interest Expense	na	\$0	\$18	(\$1)	\$59	0
Additional Inflation	na	\$0	\$0	\$25	\$0	\$78
Cost for Life of Program	\$40	\$40	\$164	\$170	\$348	\$367
First Year Allocation	\$11.3	\$11.3	\$25.7	\$25.7	\$40.7	\$40.7
<b>Schedule Impact:</b>						
Rail Schedule Delay	0	0	0	1 year	0	3 years

(1) Excludes corporate headquarters note.

(2) Relative to May 1995 schedule, subject to change.

Table 2

LAPCIMS PROJECTIONS  
COMPARISON BY MEMBER CITY

City	LAP as Design (1)			19% LAP to Construction (2)			20% LAP to Construction (2)			18% LAP to Construction (2)			18% CMRO		
	FY 1997 Allocation	Total Program Cost	Fiscal Year for Cities (3)	FY 1997 Allocation	Total Program Cost	Fiscal Year for Cities (3)	FY 1997 Allocation	Total Program Cost	Fiscal Year for Cities (3)	FY 1997 Allocation	Total Program Cost	Fiscal Year for Cities (3)	FY 1997 Allocation	Total Program Cost	Fiscal Year for Cities (3)
Addison	\$881	\$6,164	2003	\$1,150	\$11,599	2004	\$1,534	\$15,465	2004	\$1,917	\$19,331	2004	\$3,036	\$21,683	2002
Buckingham	28	199	2003	35	353	2004	47	470	2004	58	588	2004	10	72	2002
Carrollton	1,823	7,115	2001	2,026	17,313	2003	2,701	23,084	2003	3,376	28,855	2003	4,142	39,193	2002
Cockrell Hill	9	60	2003	8	83	2004	11	111	2004	14	138	2004	10	72	2002
Dallas	0	0	na	0	0	na	0	0	na	0	0	na	7,553	53,599	2002
Farmers Branch	1,088	5,441	2001	1,465	12,522	2003	1,953	16,696	2003	2,442	20,870	2003	3,411	34,206	2002
Garland	1,625	1,625	1997	1,995	4,127	1998	2,660	5,302	1998	3,325	6,878	1998	660	4,683	2002
Glenn Heights	6	43	2003	9	89	2004	12	118	2004	15	148	2004	10	72	2002
Highland Park	0	0	na	0	0	na	0	0	na	0	0	na	61	432	2002
Irving (4)	1,591	11,138	2001	2,170	21,878	2004	2,893	29,171	2004	3,616	36,463	2004	7,340	52,087	2002
Plano	2,588	5,175	1998	4,020	12,908	1999	5,360	17,210	1999	6,700	21,513	1999	9,096	64,550	2002
Richardson	1,931	1,931	1997	2,361	4,883	1998	3,147	6,510	1998	3,934	8,138	1998	5,188	16,814	2002
Rowlett	169	763	2003	182	1,835	2004	243	2,447	2004	303	3,059	2004	61	432	2002
University Park	0	0	na	0	0	na	0	0	na	0	0	na	91	648	2002
<b>Total</b>	<b>\$11,379</b>	<b>\$39,654</b>	<b>2003</b>	<b>\$15,420</b>	<b>\$87,589</b>	<b>2004</b>	<b>\$20,560</b>	<b>\$116,784</b>	<b>2004</b>	<b>\$25,200</b>	<b>\$146,071</b>	<b>2004</b>	<b>\$40,690</b>	<b>\$188,745</b>	<b>2002</b>

(1) Percentage consistent with FY 1995 Inset Financial Plan. Allocations based on FY 1993 sales tax collections.  
 (2) MCTYX allocations.  
 (3) Assume program ends in FY 2004 for all cities. Allocations based on average FY 1994 and FY 1995 sales tax collections.  
 (4) Irring projected to receive 50% of the allocation of other cities for LAP to design and LAP to construction.  
 (5) Relative to May 1995 schedule, subject to change.

**PROPOSED USES OF LAP/CMS FUNDS**

**TRANSIT RELATED STREET IMPROVEMENTS**

(Streets with current or planned/previous bus routes)

1. Roadway improvements - adding capacity -
  - Road widening
  - Adding storage to turn lanes
  - Adding turn lanes
  - Adding/deleting access points
  - Adding bus priority lanes
  - HOV Lanes
  - Final Engineering and Design
2. Grade Separations
3. Matching funds for federal/state programs
4. Intersection Improvements
  - New Signals
  - Computerization of Signals
  - Traffic Surveillance Equipment
5. Cooperative funding of intercity capacity improvements
  - Signal Progression
  - Bus only lanes
  - Bus signal preemption
  - Arterial Street HOV lanes

**TRANSIT SUPPORTIVE PROJECTS AND PROGRAMS**

1. Additional Service
  - non-productive service (previously eliminated or not meeting warrants)
2. Transportation services for the elderly and/or disabled
  - emergency medical
  - shuttle services
3. ADA compliance items related to the provision of transit service
4. Sidewalks related to providing access to transit facilities or services
5. Bus Shelters
6. Bus Benches
7. Travel Demand Management
  - Transportation Management Association operating funds
  - User subsidies for transit service
  - Vanpool Programs
  - Rideshare promotion and incentives
  - Alternative work schedule subsidies
  - Employer trip reduction support
  - Emergency ride home funding taxi/loaner car
8. Vans for vanpool programs
9. Park and Ride Lots
10. Mid-block bus turnouts
11. Incorporating private transit services/facilities into DART
12. Technical Assistance Program (TAP)

All project requests will require Board approval. Additional projects not explicitly listed above but considered allowable under DART's enabling legislation may be proposed for



Dallas Area Rapid Transit  
P.O. Box 660163  
Dallas, Texas 75266-0163  
214/749-3278

March 20, 1998

Mr. James Pierce, P.E.  
Assistant City Engineer  
Department of Public Works  
Town of Addison  
P. O. Box 144  
Addison, TX 75001

Re: LAP/CMS FY 1998 First Quarter Report

Dear Mr. Pierce:

Attached is the FY 1998 First Quarter report for the Town of Addison LAP and LAP/CMS programs.

If I can be of further assistance, please call me at 214/749-2913.

Sincerely,

A handwritten signature in cursive script that reads "Tom Ryden / jr".

Tom K. Ryden, P.E.  
Sr. Manager Project Development

TKR:jr

Attachments

**ADDISON CAPITAL ASSISTANCE PROGRAM**

PROJECT #	PROJECT NAME	DATE APPROVED	APPROVED AMOUNT	AMOUNT TO BE REPROGRAMMED	EXPENDITURES DURING FY89-90	EXPENDITURES DURING FY91-92	EXPENDITURES DURING FY93-94	EXPENDITURES DURING FY95	EXPENDITURES DURING FY96	EXPENDITURES DURING FY97	TOTAL AMOUNT PAID PER PROJECT	PROGRAMMED FUNDS NOT YET PAID
	Addison Road/Excel Way (Intersection Improvements) per Resolution 990194	10/22/98	\$346,000.00									\$346,000.00
	TRANSFER TO TAP ACCOUNT FOR PAVEMENT MGMT. & THOROUGHFARE PLAN STAFF SALARIES Project Completed	12/19/89	\$18,712.40 \$5,859.60		\$24,572.00						\$24,572.00	\$0.00
	<b>SUBTOTAL THIS PROJECT</b>		<b>\$24,572.00</b>									
	TRANSFER TO TAP ACCOUNT TO HELP FUND SALARY FOR CITY ENGINEER Project Completed	10/23/90	\$4,672.93			\$4,672.93					\$4,672.93	\$0.00
	<b>SUBTOTAL THIS PROJECT</b>		<b>\$4,672.93</b>									
	Belt Line - Quorum/Midway Intersections PASS PROJECT Belt Line/Quorum Belt Line/Midway Right-of-Way Acquisition Project Completed	10/23/90 10/23/90 10/23/90 04/11/95	\$187,000.00 \$78,606.00 \$508,000.00								\$0.00 \$0.00	\$187,000.00 \$78,606.00 \$508,000.00
	<b>SUBTOTAL THIS PROJECT</b>		<b>\$773,606.00</b>									
	BELT LINE/ADDISON RD INTERSECT ADDITIONAL FUNDS Payment Payment Payment Project Completed Under Budget and funds transferred to the Keller Springs/N. Dallas Tollway Project	10/23/90 11/26/91 03/17/93 11/01/93 04/11/95 04/11/95	\$132,960.00 \$63,040.00				\$12,605.00 \$151,277.36		\$170.00		\$164,052.36	\$0.00
	<b>SUBTOTAL THIS PROJECT</b>		<b>\$164,052.36</b>									
	MONTFORT/BELT LINE INTERSECT Payment Payment Payment Payment Project Completed Under Budget and funds transferred to the Keller Springs/N. Dallas Tollway Project	10/23/90 03/17/93 02/10/94 10/04/94 04/11/95 04/11/95	\$125,000.00				\$19,926.00 \$56,064.42 \$8,128.68		\$3,622.75		\$87,741.83	\$0.00
	<b>SUBTOTAL THIS PROJECT</b>		<b>\$87,741.83</b>									
	TRAFFIC SIGNAL IMPROVEMENTS Payment Project Completed 10/4/94	10/23/90 10/04/94	\$20,400.00				\$20,400.00				\$20,400.00	\$0.00
	<b>SUBTOTAL THIS PROJECT</b>		<b>\$20,400.00</b>									
	SIDEWALK/BUS BENCH PADS Project Completed Under Budget Use the reprogrammed money according to Resolution #970172 per Tom Ryden: Reprogram \$3,211.70 into the Arapaho Road Realignment project. Project to remain closed.	11/26/91 04/11/95 09/09/97	\$41,000.00				\$34,404.00 \$3,384.30				\$37,788.30	\$0.00
	<b>SUBTOTAL THIS PROJECT</b>		<b>\$37,788.30</b>									
	ADDISON/WESTGROVE INTERSECT. Payment Payment Payment Payment and project completed. Reprogram balance per 9/27/96 letter	11/26/91 03/17/93 04/11/95 03/14/96 10/22/96	\$125,000.00				\$8,500.00	\$86,955.18	\$14,163.23	\$1,973.95	\$111,592.36	\$0.00

**ADDISON CAPITAL ASSISTANCE PROGRAM**

PROJECT #	PROJECT NAME	DATE APPROVED	APPROVED AMOUNT	AMOUNT TO BE REPROGRAMMED	EXPENDITURES	EXPENDITURES	EXPENDITURES	EXPENDITURES	EXPENDITURES	EXPENDITURES	TOTAL AMOUNT PAID PER PROJECT	PROGRAMMED FUNDS NOT YET PAID
					DURING FY89-90	DURING FY91-92	DURING FY93-94	DURING FY95	DURING FY96	DURING FY97		
	Use the reprogrammed money according to Resolution #970172 per Tom Ryden: Reprogram \$13,407.64 into the Arapaho Road Realignment project. Project to remain closed.	09/09/97	(\$13,407.64)									
	<b>SUBTOTAL THIS PROJECT</b>		<b>\$111,592.36</b>									
	MIDWAY/LINDBERG INTERSECT. Payment	11/26/91 03/17/93	\$150,000.00				\$10,830.00				\$10,830.00	
	Per Resolution #970172, apply the remaining funds to help program project: Arapaho Rd. Realignment Ext. Remainder of this project (Midway/Lindberg) will be funded by Dallas County. Close project per Jim Pierce.	09/09/97	(\$139,170.00)									\$0.00
	<b>SUBTOTAL THIS PROJECT</b>		<b>\$10,830.00</b>									
	MIDWAY/BELTWAY INTERSECT. Payment	11/26/91 03/17/93	\$45,000.00				\$2,925.00				\$2,925.00	
	Per Resolution #970172, apply the remaining funds to help program project: Arapaho Rd. Realignment Ext. Remainder of project will be funded by Dallas County. Close project per Jim Pierce.	09/09/97	(\$42,075.00)									\$0.00
	<b>SUBTOTAL THIS PROJECT</b>		<b>\$2,925.00</b>									
	MIDWAY/GREENHILL INTERSECT. Payment	11/26/91 03/17/93	\$75,000.00				\$4,280.00				\$4,280.00	
	Per Resolution #970172, apply the remaining funds to help program project: Arapaho Rd. Realignment Ext. Remainder of project will be funded by Dallas County. Close project per Jim Pierce.	09/09/97	(\$70,720.00)									\$0.00
	<b>SUBTOTAL THIS PROJECT</b>		<b>\$4,280.00</b>									
	BELTLINE/MARSH LN. INTERSEC. Additional Funds	11/26/91 06/14/94	\$550,000.00 \$250,000.00									
	Payment	03/17/93				\$19,590.00						
	Payment	10/04/94				\$635,526.80						
	Payment	04/11/95					\$5,525.00					
	Payment	03/14/96						\$86,845.27				
	Payment and project completed. Reprogram remaining balance per 9/27/96 letter	10/22/96								\$11,153.07	\$758,640.14	\$0.00
	Use the reprogrammed money according to Resolution #970172 per Tom Ryden: Reprogram \$41,359.86 into the Arapaho Road Realignment project. Project to remain closed.	09/09/97	(\$41,359.86)									
	<b>SUBTOTAL THIS PROJECT</b>		<b>\$758,640.14</b>									
	TRANSFER TO TAP FOR CITY ENGINEER/PLANNER POSITION	11/26/91 09/30/94	\$8,701.00				\$8,701.00				\$8,701.00	\$0.00
	<b>SUBTOTAL THIS PROJECT</b>		<b>\$8,701.00</b>									
	THOROUGHFARE PLAN	2/25/92	\$37,500.00									
	Payment	03/17/93				\$33,750.00					\$37,500.00	\$0.00
	Payment	11/01/93				\$3,750.00						
	<b>SUBTOTAL THIS PROJECT</b>		<b>\$37,500.00</b>									



**ADDISON CAPITAL ASSISTANCE PROGRAM**

PROJECT #	PROJECT NAME	DATE APPROVED	APPROVED AMOUNT	AMOUNT TO BE REPROGRAMMED	EXPENDITURES DURING FY89-90	EXPENDITURES DURING FY91-92	EXPENDITURES DURING FY93-94	EXPENDITURES DURING FY95	EXPENDITURES DURING FY96	EXPENDITURES DURING FY97	TOTAL AMOUNT PAID PER PROJECT	PROGRAMMED FUNDS NOT YET PAID
	BELT LINE/DALLAS NORTH TOLLWAY INTERSECTION	06/22/93	\$262,000.00				\$13,770.00					
	Payment	11/01/93					\$3,870.00					
	Payment	02/10/94						\$120.00				
	Payment	04/11/95							\$238,217.72			
	Payment	03/14/96										
	Payment and Project Completed per 9/27/96 letter	10/22/96								\$6,022.28	\$262,000.00	\$0.00
	<b>SUBTOTAL THIS PROJECT</b>		<b>\$262,000.00</b>									
	KELLER SPRINGS/DALLAS NORTH TOLLWAY INTERSECTION	6/22/93	\$226,150.00					\$35,825.00				
	Payment	04/11/95										
	Additional funds transferred from Belt Line/Montfort and Belt Line/Addison Rd. Projects	04/11/95	\$69,205.47									
	Payment	03/14/96							\$232,043.44			
	Payment and Project Completed	10/22/96								\$27,487.03	\$295,355.47	\$0.00
	<b>SUBTOTAL THIS PROJECT</b>		<b>\$295,355.47</b>									
	EXT ARAPAHO FROM NO DALLAS TOLLWAY TO MARSH LANE PHASE I	10/26/93	\$255,000.00									
	Payment	02/10/94					\$255,000.00				\$255,000.00	\$0.00
	<b>SUBTOTAL THIS PROJECT</b>		<b>\$255,000.00</b>									
	WEST GROVE/SOJOURN INTER. IMPV.	02/15/94	\$175,000.00									
	Payment	09/30/94					\$15,570.00					
	Payment	04/11/95						\$93,958.00				
	Payment	03/14/96							\$16,492.77			
	Payment and project completed.											
	Reprogram balance per 9/27/96 letter.	10/22/96								\$3,123.22	\$129,143.99	\$0.00
	Use the reprogrammed money according to Resolution #970172 per Tom Ryden: Reprogram \$45,856.01 into the Arapaho Road Realignment project. Project to remain closed.	08/09/97	(\$45,856.01)									
	<b>SUBTOTAL THIS PROJECT</b>		<b>\$129,143.99</b>									
	ARAPAHO REALIGNMENT/EXTENSION	02/15/94	\$803,000.00									
	Additional Funds	09/13/94	\$1,200,000.00									
	Additional Funds	10/01/94	\$900,000.00									
	Payment	04/11/95						\$184,715.00				
	Payment	03/14/96							\$9,500.00			
	Additional Funds	10/01/95	\$620,559.00									
	Payment	05/20/96							\$553,492.70			
	Additional Funds per Resolution #970172	09/09/97	\$283,138.22									
	Transferred \$139,170 from the Midway/Lindberg project to fund this (Arapaho) project per Resolution #970172	09/09/97	\$139,170.00									
	Transferred \$42,075 from the Midway/Beltway project to fund this (Arapaho) project per Resolution #970172	09/09/97	\$42,075.00									
	Transferred \$70,720 from the Midway/Greenhill project to fund this (Arapaho) project per Resolution #970172	09/09/97	\$70,720.00									
	Continued on LAP/CMS with a programmed amount of \$844,592.	09/09/97										
	Payment	09/12/97								\$1,014,825.00		
	Transfer from Belt Line/Marsh Ln. project per Resol. #970172	09/09/97	\$41,359.86									
											\$0,000	

ADDISON CAPITAL ASSISTANCE PROGRAM												
PROJECT #	PROJECT NAME	DATE APPROVED	APPROVED AMOUNT	AMOUNT TO BE REPROGRAMMED	EXPENDITURES DURING FY89-90	EXPENDITURES DURING FY91-92	EXPENDITURES DURING FY93-94	EXPENDITURES DURING FY95	EXPENDITURES DURING FY96	EXPENDITURES DURING FY97	TOTAL AMOUNT PAID PER PROJECT	PROGRAMMED FUNDS NOT YET PAID
	Transfer from Westgrove/Sojourn project per Resol. #970172	09/09/97	\$45,856.01									
	Transfer from Sidewalk Bus Bench Pads project per Resol. #970172	09/09/97	\$3,211.70									
	Transfer from Addison/Westgrove project per Resol. #970172	09/09/97	\$13,407.64								\$1,762,532.70	\$2,399,964.73
	<b>SUBTOTAL THIS PROJECT</b>		<b>\$4,162,497.43</b>									
	BELT LINE RD. 7 BUSINESS DR.	02/15/94	\$200,000.00									
	Additional Funds	06/14/94	\$50,000.00									
	Payment	10/04/94					\$225,000.00					
	Payment (and Project Complete)	04/12/95						\$25,000.00			\$250,000.00	\$0.00
	<b>SUBTOTAL THIS PROJECT</b>		<b>\$250,000.00</b>									
	<b>TOTAL</b>		<b>\$7,747,298.81</b>	<b>\$0.00</b>	<b>\$24,572.00</b>	<b>\$4,672.93</b>	<b>\$1,547,252.54</b>	<b>\$435,890.93</b>	<b>\$1,150,755.13</b>	<b>\$1,064,584.55</b>	<b>\$4,227,728.08</b>	<b>\$3,519,570.73</b>
	<b>TOTAL DISBURSEMENTS ALL YEARS</b>							<b>\$4,227,728.08</b>				

Project(s) Completed/Closed

**SUMMARY STATUS REPORT: 1/31/98  
(CAP ASSISTANCE FUNDS - ONLY)**

<b>FUNDS PROGRAMMED</b>	<b>\$7,747,298.81</b>
Funds Allocated thru FY 96	\$6,163,569.94
(plus) Interest Earned on Unpaid Balance to end of FY 97	\$1,519,644.44
Total Funds Available	\$7,683,214.38
(less) Total Paid to Date	\$4,227,728.08
Account Balance	\$3,455,486.30
(less) Programmed Funds Not Yet Paid	\$3,519,570.73
<b>Unprogrammed Balance (currently available)</b>	<b>(\$64,084.43)</b>

3715

**ADDISON LOCAL ASSISTANCE PROGRAM/CONGESTION MANAGEMENT SYSTEM (LAP/CMS)**

PROJECT #	PROJECT NAME	DATE APPROVED	FUNDS PROGRAMMED	UNPROGRAMMED BALANCE BY PROJECT	EXPENDITURES DURING FY 97	EXPENDITURES DURING FY 98	EXPENDITURES DURING FY 99	EXPENDITURES DURING FY 2000	TOTAL PAID TO DATE	PROGRAMMED FUNDS NOT YET PAID
00900197001	(Continuation) Arapaho Realignment/Extension Per Resolution #970172. Payment	09/09/97 10/21/97	\$844,592.00			\$168,918.40			\$168,918.40	\$675,673.60
	<b>SUBTOTAL THIS PROJECT</b>		<b>\$844,592.00</b>							
00900197003	Belt Line: Quorum & Midway Intersections Per Resolution #970172. Payment	09/09/97 10/21/97	\$850,000.00			\$170,000.00			\$170,000.00	\$680,000.00
	<b>SUBTOTAL THIS PROJECT</b>		<b>\$850,000.00</b>							
00900107004	Belt Line/Tollway (Single Point Urban Interchange) Per Resolution #970172 Payment	09/09/97 10/21/97	\$50,000.00			\$50,000.00			\$50,000.00	\$0.00
	<b>SUBTOTAL THIS PROJECT</b>		<b>\$50,000.00</b>							
00902197002	Technical Assistance Program Per Resolution #970172 Payment	09/09/97 10/21/97	\$34,000.00			\$34,000.00			\$34,000.00	\$0.00
	<b>SUBTOTAL THIS PROJECT</b>		<b>\$34,000.00</b>							
00900197002	Keller Springs/Quorum Intersection Per Resolution #970172 Payment	09/09/97 10/21/97	\$250,000.00			\$250,000.00			\$250,000.00	\$0.00
	<b>SUBTOTAL THIS PROJECT</b>		<b>\$250,000.00</b>							
3	Midway Road & Dooley Intersection Improvements per Resolution #970046 Payment	03/25/97 04/23/97	\$135,000.00		\$135,000.00				\$135,000.00	\$0.00
	<b>SUBTOTAL THIS PROJECT</b>		<b>\$135,000.00</b>							
2	Railroad Crossing Replacement on Surveyor Rd.	10/23/96	\$100,000.00		\$100,000.00				\$100,000.00	\$0.00
1	Technical Assistance Program	10/23/96	\$34,000.00		\$34,000.00				\$34,000.00	\$0.00
	<b>TOTAL</b>		<b>\$2,297,592.00</b>	<b>\$0.00</b>	<b>\$269,000.00</b>	<b>\$672,918.40</b>			<b>\$941,918.40</b>	<b>\$1,355,673.60</b>

**ADDISON LOCAL ASSISTANCE PROGRAM/CONGESTION MANAGEMENT SYSTEM (LAP/CMS)**

PROJECT #	PROJECT NAME	DATE APPROVED	FUNDS PROGRAMMED	UNPROGRAMMED BALANCE BY PROJECT	EXPENDITURES DURING FY 87	EXPENDITURES DURING FY 98	EXPENDITURES DURING FY 99	EXPENDITURES DURING FY 2000	TOTAL PAID TO DATE	PROGRAMMED FUNDS NOT YET PAID

SUMMARY STATUS REPORT: 1/31/98

<b>FUNDS PROGRAMMED</b>	\$2,297,592.00
Funds Allocated for FYs 97 and 98	\$2,298,276.00
(less) Total Paid to Date	\$941,918.40
Account Balance	\$1,356,357.60
(less) Programmed Funds Not Yet Paid	\$1,355,673.60
<i>Unprogrammed Balance (currently available)</i>	\$684.00

<b>FUTURE</b>	<b>1999 Projected Allocation</b>	\$1,162,684.00
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**TAP FUND PAYMENT SUMMARY**  
**TOWN OF ADDISON - SEPTEMBER 30, 1997**

Date	Action	Resolution	FY89-96 Allocation	Interest	Allocation + Interest	Programmed	Unprogrammed	Funds Paid
06/27/89	DART initiates LAP program	890080						
11/17/89	Letter and LAP application to DART for 89/90 Programming along with request for transfer from CAP \$24,572 to TAP.							
12/05/89	FY89 - Approved by P&D Committee; check request processed and mailed.		5,832.00		5,832.00	5,832.00	0.00	
12/05/89	FY90 - Approved by P&D Committee; check request processed and mailed.		26,563.00		26,563.00	26,563.00	0.00	32,395.00
12/19/89	P&D Comm. approved \$24,472 transfer from CAP to TAP							
10/17/90	FY91 - Program approved; check request processed and mailed.	900195	26,020.00	647.47	26,667.47	26,667.47	0.00	26,667.47
11/27/90	FY 89/90 - additional documentation to support request of November 17, 1989.							
12/19/90	Letter to Addison along with a check for \$4,672.93 from CAP budget to complete funding of approved FY 91 TAP project. (Copy of check request & letter in file; no check.)							
10/16/91	FY92 - Program approved; check request processed and mailed.	910200	23,964.00		23,964.00	23,964.00	0.00	23,964.00
10/15/92	FY93 - Check request processed and mailed.		26,796.00		26,796.00		26,796.00	26,796.00
06/22/93	FY 93 - LAP application submitted for programming of \$9,750 and approved by the Board.	930133				9,750.00	(9,750.00)	
11/08/93	FY94 - Check request processed and mailed.		27,485.64		27,485.64		27,485.64	27,485.64
11/16/94	DART sends letter of notification to Addison for FY95 funds along with request for FY95 work program and FY94 year end report.							
03/14/95	FY95 - Program approved; check request processed and mailed.	950064	27,675.00	567.15	28,242.15	28,242.15	0.00	28,242.15
07/16/96	FY 96 - Program approved by the Board.	960130	19,956.85	854.15	20,811.00		0.00	0.00
08/02/96	FY 96 - Check requested processed and mailed					20,811.08		20,811.08
	<b>TOTALS</b>		<b>184,292.49</b>	<b>2,068.77</b>	<b>186,361.26</b>	<b>141,829.70</b>	<b>44,531.64</b>	<b>186,361.34</b>

D A R T  
LOCAL ASSISTANCE PROGRAM

The purpose of the Local Assistance Program (LAP) is to return to each member city which is not scheduled to receive light rail service during the first seven years of the new service plan, a portion (approximately 14% to 15%) of the 1% sales tax revenue collected in that member city for Transportation System Management (TSM) projects, as well as for projects which would improve bus and public transit services and reduce interference with other traffic.

ESTIMATED FUNDS ALLOCATION FOR THE TOWN OF ADDISON

Local Assistance Program	- \$ 851,500 Annual
Technical Assistance Program	- \$ 23,328 Annual
Total Annual (Estimated)	- \$ 874,828
Total Assistance for Total Program Time (7 Years)	- \$6,123,796

Funds based on current annual percentage contribution to the DART tax base.

*Dart funds for  
underpass  
matching from Carrollton  
Dallas*

**DART**

**RESOLUTION**

**RESOLUTION**

Dallas Area Rapid Transit

of the

**DALLAS AREA RAPID TRANSIT BOARD**

(Executive Committee)

**Local Assistance Program**

WHEREAS, Dallas Area Rapid Transit has developed a new Transit System Plan that includes both short and long range projects for public transportation in the DART Service Area; and

WHEREAS, the Board desires to give its member jurisdictions the most benefit possible from the sales taxes they contribute while DART's long-range programs are being completed; and

WHEREAS, one of the elements of the Transit System Plan is the DART Local Assistance Program to provide financial assistance to its member cities for the planning and implementation of minor traffic engineering improvements, known as Transportation System Management (TSM) projects, as well as other related projects, which would accommodate bus operations, improve transit service and reduce interference with other traffic; and

WHEREAS, DART has been working with its member cities on local transportation needs during the development of the Transit System Plan; and

WHEREAS, local jurisdictions generally do not have the technical or financial resources to develop and implement comprehensive transit programs in concert with regional DART transit service, which could be provided with a DART Technical Assistance Program; and

WHEREAS, it is proposed that member cities not scheduled to receive rail service within the first seven years of the Plan (all cities except Dallas, Highland Park, and University Park) be eligible to participate in the Local Assistance Program program; and

NOW THEREFORE, BE IT RESOLVED by the Dallas Area Rapid Transit Board of Directors that:

SECTION 1. DART will create a Local Assistance Program (LAP) to meet the local transit mobility needs of eligible DART member jurisdictions, to be funded with \$13 million of sales tax revenues per year for a maximum period of seven years from the date of approval of this resolution. Funds for the Local Assistance Program

will be maintained in separate accounts (along with the investment earnings on each such account) for each eligible member jurisdiction (comprised of all DART member jurisdictions except the Cities of Dallas and University Park and the Town of Highland Park). Each account shall be proportioned according to each eligible jurisdiction's proportion of its annual sales tax collections.

SECTION 2. If a DART member jurisdiction chooses to utilize LAP account funds, it must negotiate an Interlocal Agreement with DART for use the funds for a public transit project or projects presently authorized by DART's enabling statute, Article 1118y V.A.C.S., specifically for that jurisdiction. Improvements approved by DART, and made in cooperation with member jurisdictions, could include, but are not limited to:

- Bus turnouts;
- Special turning or auxiliary lanes;
- Intersection improvements;
- Off-street bus layover locations;
- Improved signal systems; and
- Support of State Department of Highways and Public Transportation projects that directly benefit eligible member jurisdictions such as the Principal Arterial Street System (PASS) and the Federal Aid to Urban Systems (FAUS) programs and other locally-funded projects.

SECTION 3. DART staff will develop a Technical Assistance Program which would be funded at \$1 million per year for a maximum of seven years and will be available to all member jurisdictions.

SECTION 4: DART staff will further develop the Local Assistance Program and report back on it to the Board, through the Planning and Development Committee, within 30 days.

SECTION 5. Any jurisdiction that joins DART after the passage of this resolution is eligible to negotiate an Interlocal Agreement for the purposes described above. Any new jurisdiction entering DART that wishes to enter into such an Interlocal Agreement will be eligible and encouraged to participate in both the Local and Technical Assistance Programs.



DALLAS AREA RAPID TRANSIT

LOCAL ASSISTANCE PROGRAM  
FY 1990-96

(in thousands of 1989 dollars)

CITY	EST. ANNUAL SHARE	TOTAL FY 1990-96	PERCENT OF TOTAL
IRVING	3,026	21,180	23.27%
PLANO	2,403	16,818	18.48%
GARLAND	1,900	13,302	14.62%
RICHARDSON	1,841	12,884	14.16%
FARMERS BRANCH	1,324	9,270	10.19%
CARROLLTON	1,373	9,614	10.56%
ADDISON	851	5,960	6.55%
ROWLETT	116	811	0.89%
COPPELL	77	541	0.59%
FLOWER MOUND	53	369	0.41%
COCKRELL HILL	18	123	0.14%
GLENN HEIGHTS	14	98	0.11%
BUCKINGHAM	4	30	0.03%
TOTAL	\$ 13,000	\$ 91,000	100.00%

Examples of Projects:

1. SDHPT PASS (Principal Arterial Street System)  
Program Support
2. Improved Traffic Signalization Program
3. Intersection Improvements
4. Bus Turnouts/Turning Lanes/Off-Street  
Layover Locations
5. Right-of-Way Acquisition for highway/urban  
Arterial facilities which accommodate public transit

**GUIDELINES FOR THE  
LOCAL ASSISTANCE PROGRAM**

**Consisting of a  
Technical Assistance Program  
and a  
Capital Assistance Program**

**As Approved by the  
Dallas Area Rapid Transit  
Board of Directors  
on June 27, 1989**

# GUIDELINES FOR THE LOCAL ASSISTANCE PROGRAM

As Approved by the  
DART Board of Directors  
on June 27, 1989

## BACKGROUND

The draft Transit System Plan presented to the DART Board on April 4, 1989, proposed the implementation of a Local Assistance Program (LAP) consisting of a Capital Assistance Program (CAP) and Technical Assistance Program (TAP). The Board passed a resolution on April 11, 1989 further defining the Local Assistance Program and allocated \$13 million for CAP and \$1 million for TAP per year for seven years. Both programs are proposed to commence on July 1, 1989.

The Capital Assistance Program provides financial assistance, to member cities not scheduled to receive rail service during the first seven years of implementation of the Transit System Plan (all cities except the Cities of Dallas, University Park and Highland Park), for the implementation of projects which would complement and accommodate bus and public transit operations, improve transit service and reduce interference with other traffic as well as make traffic engineering improvements, known as Transportation System Management (TSM) projects.

The Technical Assistance Program is intended to provide financial resources for staff support to all member cities and Dallas County to develop and implement comprehensive local transit plans and programs in concert with DART's regional transit service and plan the projects to be included in the Capital Assistance Program.

The Board of Directors approved these guidelines on June 27, 1989 for incorporation into an Interlocal Agreement with each member jurisdiction.

## TECHNICAL ASSISTANCE PROGRAM

### PURPOSE

Provides funding to support transportation planning activities to develop and implement comprehensive local transit plans and programs in concert with DART's regional transit service and plan the projects to be included in the Capital Assistance Program.

Eligible jurisdictions include all DART member towns and cities and Dallas County.

Uses of funds may include, but are not limited to:

1. Transit Planning, Feasibility and Design Studies.
2. Salaries for new or existing city and Dallas County staff time specifically allocated for transportations planning and/ or studies, or interface with the DART staff on activities effecting the subject city and Dallas County.
3. Technical assistance seminars.
4. Study and implementation of transit-supportive land use planning policies and other policies that benefit the public transit.
5. Minor capital support for technical staff.
6. Use of funds by Dallas County will be limited to transportation planning within DART member city service area.

Each eligible jurisdiction shall enter into an Interlocal Agreement for use of its share of TAP funds.

At the option of an eligible jurisdiction, it may combine TAP funds with Capital Assistance Program (CAP) funds to increase the CAP account.

## TECHNICAL ASSISTANCE WORK PROGRAM

Prior to the beginning of each fiscal year, (July 1 for FY 1989), each eligible jurisdiction shall prepare and submit to the Technical Advisory Staff Committee a "Technical Assistance Work Program" for review and recommendation of approval by the Planning and Development Committee. The Technical Assistance Work Program will outline the projects or programs anticipated to be funded with TAP funds for that fiscal year. This effort will be coordinated with DART staff. The total cost shall not exceed the allocated funds for that fiscal year and any unexpended funds from previous years.

In FY 1989, the TAP is proposed to commence on July 1, 1989.

## ALLOCATION AND DISTRIBUTION OF FUNDS

Each member city will be allocated funds based on its proportionate share of sales tax contributed the previous fiscal year. Dallas County will be eligible for four percent (4%) of the total yearly allocation. Allocation and distribution to eligible jurisdiction will take place at the beginning of the DART fiscal year (October 1 of each year) with the exception of FY 1989, when 25% of the yearly allocation will be distributed on July 1, assuming approval of the LAP by the Board. See Table 1 for the FY 1989 allocation. In FY 1996, 75% of the yearly allocation will be distributed since the program will end on June 30, 1996. TAP funds will be maintained as separate line items in the DART Annual Budget (along with the investment earnings on each such account) for each eligible jurisdiction.

Eligible jurisdictions wishing to accumulate funds over several years may do so, or they may choose not to participate in the program. Allocated funds may be carried over to succeeding years.

No later than one month after the close of each fiscal year, each eligible jurisdiction shall prepare and submit to the Technical Advisory Staff Committee an accounting of the expenditure of Technical Assistance Program funds for the prior fiscal year.

## CAPITAL ASSISTANCE PROGRAM

### PURPOSE

The purpose of the Capital Assistance Program (CAP) is to return to each member city not scheduled to receive light rail service during first seven years of new service plan, a portion of the 1% sales tax revenues collected in that member city for TSM-type projects, as well as projects which would improve bus and public transit services and reduce interference with other *TRAFFIC*.

### CATEGORIES OF CAPITAL ASSISTANCE PROJECTS

Each city shall enter into an Interlocal Agreement for use of its share of CAP funds. This agreement will include a list of "Categories of Transit Related Projects" to be used as a guide for the cities in developing a list of potential projects. Projects shall be consistent with projects presently authorized by DART's enabling statute, Article 1118y V.A.C.S. See "Categories of Transit Related Projects" at the close of this section.

Each city should use the funds in the manner they believe will have the most impact on improving transit and traffic flow within and through their boundaries. All project justifications will be the sole responsibility of the city requesting the project.

Prior to the beginning of each fiscal year (October 1), (July 1 for FY 1989), each city shall prepare and submit to the Technical Advisory Staff Committee a "Program of Capital Assistance Projects" for review and recommendation of approval by the Planning and Development Committee. This effort will be coordinated with DART staff. The total cost of these projects shall not exceed the allocated funds for that fiscal year and any unexpended funds from previous years.

#### "Categories of Transit Related Projects"

1. Intersection Improvements
  - A. Additional Row
  - B. Additional right and left turn lanes
  - C. Increased Radii
  - D. Bus turn out areas
  - E. Other capacity improvements
2. Roadway Capacity Improvements with transit services
3. Computerized Traffic Signal System

4. Midblock bus turn out areas
5. Small park and ride lots
6. Grade separation construction
7. Curb ramps (HandiRide)
8. Sidewalks at transit facilities
9. Traffic Surveillance and Control Equipment
10. Vehicles and support equipment directly related to the provision of transit service
11. Employer Side Assistance (subsidy, additional service)
12. Additional Technical Assistance Service
13. Project enhancing the flow of multi-occupant vehicles
14. Final Engineering and Design of CAP projects
15. Support of State Department of Highways and Public Transportation projects that directly benefit eligible jurisdictions such as Principal Arterial Street System (PASS) and Federal Aid Urban Systems (FAUS) programs and other locally-funded projects.

#### REVIEW OF PROJECTS

All programmed projects shall be submitted to the DART staff for review, comment and operational approval.

Each city will report quarterly on the progress of approved projects.

All improvements and/or facilities constructed with CAP funds become the property of the constructing city and maintenance of the facility becomes the responsibility of the city.

#### ALLOCATION AND DISTRIBUTION OF FUNDS

Each eligible city will be allocated funds based on its proportionate share of sales tax contributed the previous fiscal year. This allocation will be calculated no later than one month prior to the beginning of the fiscal year and transmitted to the member jurisdiction. For FY 1989, 25% of the yearly allocation will be available on July 1, 1989. See Table 1 for the FY 1989 allocation. In FY 1996, 75% of the yearly allocation will be available since the program will end on June 30, 1996. CAP funds will be maintained as separate line items in the DART Annual Budget (along with the investment earnings on each such account) for each eligible member jurisdiction. Cities wishing to accumulate funds over several years may do so, or they may choose not to participate in the program. Allocated funds may be carried over to succeeding years. There will be no competition for these funds among the

CAP funds will be distributed to a city for an approved projects according to the following schedule.

Project cost of less than \$100,000

90% of the cost upon approval by the City Council.

10% at the closeout of the project by the city.

Project cost of over \$100,000

20% of the cost upon approval by the City Council.

70% of the cost upon Notice To Proceed by the city.

10% at the closeout of the project by the city.

### **INTERCITY COOPERATION AND COORDINATION**

Adjacent cities are encouraged to select projects which will facilitate the flow of intercity transit and traffic. Cities may undertake cooperative projects with other DART cities under this program.

### **WITHDRAWAL OF A MEMBER CITY AND ADDITION OF NEW MEMBER**

If a city withdraws from DART, the annual CAP and TAP fund total will be reduced by that cities' annual allocation, thereby keeping remaining cities with the same funding level. (With the withdrawal of Flower Mound, the CAP total is \$12,946,700 and the TAP total is 998,500.) Individual projects for which construction contracts have been executed by the city and a construction company prior to withdrawal of a city will be funded and permitted to proceed to completion. Upon withdrawal, all remaining funds

Likewise, if a city joins DART, the CAP and TAP annual fund total will be increased by that cities' annual percentage contribution to the DART tax base.

### **ADDITIONAL FEATURES OF THE LAP PROGRAM**

Assuming approval of the Transit System Plan on June 27, 1989, LAP will commence on July 1, 1989 with a three month program at 25% of yearly allocation (through September 30, 1989) then continuing through June 30, 1996, a period of seven years. On July 1, 1989, \$3,236,675 in CAP funds and \$249,625 in TAP funds will be allocated for FY 1989.

Cities and DART will develop a simple project programming, application, review and approval, reporting and invoicing process.



DART will develop a programming document for LAP and assemble a quarterly progress report based on input from the member cities.

Each construction project will display at least one sign on each approach to the site indicating funding for that project is provided through the DART Local Assistance Program.

TABLE 1  
DALLAS AREA RAPID TRANSIT  
LOCAL ASSISTANCE PROGRAM  
JULY 1 TO SEPTEMBER 30, 1989

<u>JURISDICTION</u>	<u>TECHNICAL ASSISTANCE PROGRAM</u>	<u>CAPITAL ASSISTANCE PROGRAM</u>	<u>TOTAL LOCAL ASSISTANCE PROGRAM</u>
Dallas	\$147,888	NA	\$ 147,888
Irving	20,664	\$ 756,275	776,939
Plano	16,416	600,600	617,016
Garland	12,984	475,150	488,134
Richardson	12,576	460,200	472,776
Dallas County	9,985	NA	9,985
Carrollton	9,384	343,200	352,584
Farmers Branch	9,048	331,175	340,223
Addison	5,832	212,875	218,707
University Park	2,040	NA	2,040
Highland Park	1,248	NA	1,248
Rowlett	792	28,925	29,717
Coppell	528	19,175	19,703
Cockrell Hill	120	4,550	4,670
Glenn Heights	96	3,575	3,671
Buckingham	24	975	999
<b>TOTAL</b>	<b>\$249,625</b>	<b>\$3,236,675</b>	<b>\$3,486,300</b>

NA - Not Available to this jurisdiction.

06/28/89

INTERLOCAL AGREEMENT  
BETWEEN THE  
CITY OF \_\_\_\_\_  
AND THE  
DALLAS AREA RAPID TRANSIT AUTHORITY  
FOR THE LOCAL ASSISTANCE PROGRAM

This Interlocal Agreement ("Agreement") is made by and between the City of \_\_\_\_\_ ("City"), a Texas political subdivision, and the Dallas Area Rapid Transit Authority ("DART"), a regional transportation authority created and existing pursuant to Article 1118y, Vernon's Annotated Texas Civil Statutes (V.A.C.S.).

WHEREAS, DART has developed a Transit System Plan that includes a Local Assistance Program (LAP) consisting of a Capital Assistance Program (CAP) and a Technical Assistance Program (TAP); and

WHEREAS, DART Board proposed the Local Assistance Program by resolution on April 11, 1989; and

WHEREAS, DART's member cities through the Technical Advisory Staff Committee (TASC) have been working, with the assistance of DART Program Planning staff, to develop the Local Assistance Program; and

WHEREAS, the Board, at its June 27, 1989 meeting, approved the "Guidelines for the Local Assistance Program" which form the basis for this Agreement, amended the FY 1989 Capital Budget to fund the FY 1989 LAP and included LAP in its approved financial plan; and

WHEREAS, City and DART desire to formally implement the Local Assistance Program and to establish procedures which will address how these programs will be identified, requested and compensated for through execution of this Agreement;

NOW, THEREFORE, the parties agree as follows:

1. Term: This Agreement shall become effective upon the date of execution hereof and shall remain in force until June 30, 1996, unless terminated by withdrawal from DART of the member jurisdiction. The City may also terminate this Agreement by providing not less than sixty (60) days advance notice to the DART in writing.

2. Administration: This **Agreement** shall be administered by the City Manager of **City** or his/her designee and the Executive Director of **DART** or his/her designee.
3. Technical Assistance Program (TAP): **DART** agrees to grant a portion of its funds to the **City**, as shown in Exhibit A, attached hereto and made a part hereof, for a Technical Assistance Program as detailed in Exhibit B, (Guidelines for the Local Assistance Program), attached hereto and made a part hereof.

Each year prior to the beginning of the DART fiscal year (October 1), or July 1, 1989 for FY 1989, the **City**, shall prepare and submit to the Technical Advisory Staff Committee a "Technical Assistance Work Program" for review and recommendation of approval by the DART Planning and Development Committee. The Technical Assistance Work Program, Exhibit C to be attached and made a part hereof, outlines the projects or programs anticipated to be funded with TAP funds for the upcoming fiscal year. The "Technical Assistance Work Program" may be modified during the fiscal year with the mutual consent of both the **City** and **DART** in writing. The total cost shall not exceed the funds allocated to the **City** for that fiscal year plus any unexpended funds carried over from previous years.

4. Capital Assistance Program (CAP): **DART** agrees to grant a portion of its funds to the **City**, as shown in Exhibit A, attached hereto and made a part hereof, for a Capital Assistance Program (CAP) as detailed in Exhibit B (Guidelines for the Local Assistance Program), attached hereto and made a part hereof. Each year prior to the beginning of the DART fiscal year (October 1), or July 1, 1989 for FY 1989, the **City**, shall prepare and submit to the Technical Advisory Staff Committee, a "Program of Capital Assistance Projects", to be attached hereto as Exhibit D and made a part hereof, for review and recommendation of approval by the DART Planning and Development Committee. The total cost shall not exceed the funds allocated to the **City** for that fiscal year plus any unexpended funds carried over from previous years.

Each CAP project will display at least one, four foot by four foot sign on each approach to the project site indicating the project is funded with DART sales tax dollars provided through the Local Assistance Program.

- 5 Categories of Transit Related Projects: To be eligible for assistance under this program, projects shall be consistent with DART's enabling statute, Article 1118y V.A.C.S. which provides that DART may undertake projects which complement the public transportation system, including street modifications necessary to accommodate the public transportation system. The City shall identify how the proposed project complements the public transportation system. The list below is to be used as a guide for the City in developing its list of potential projects.

#### CATEGORIES OF TRANSIT RELATED PROJECTS

- Intersection Improvements
  - A. Additional Row
  - B. Additional right and left turn lanes
  - C. Increased Radii
  - D. Bus turn out areas
  - E. Other capacity improvements
  - F. Capacity improvements on roadways with transit services
  - G. Computerized Traffic Signal System
  - H. Midblock bus turn out areas
- Small park and ride lots
- Grade separation construction
- Curb ramps (HandiRide)
- Sidewalks at transit facilities
- Traffic Surveillance and Control Equipment
- Vehicles and support equipment directly related to the provision of transit service
- Employer Side Assistance (subsidy, additional service)
- Additional Technical Assistance Service
- Project enhancing the flow of multi-occupant vehicles
- Final Engineering and Design of LAP projects
- Support of State Department of Highways and Public Transportation projects that directly benefit eligible jurisdictions such as Principal Arterial Street System (PASS) and Federal Aid Urban Systems (FAUS) programs and other locally-funded projects.

6. Compensation:

- a. Allocation of Funds. Based on the most recent sales tax information available to DART, an allocation of CAP and TAP funds will be calculated and transmitted to each eligible jurisdiction no later than one month prior to the beginning of the fiscal year. The resultant allocation will thereby revise Exhibit A. At the option of the City, it

may combine TAP funds with CAP funds to increase the **City** CAP account.

b. TAP. DART shall make available to the **City** on the first day of the DART fiscal year (October 1), with the exception of FY 1989, when 25% of the yearly allocation will be distributed on July 1, 1989 or upon execution of this agreement. No later than one month after the close of each fiscal year, each **City** shall prepare and submit to the Technical Advisory Staff Committee a summary accounting of Technical Assistance Work Program activities for the prior fiscal year.

c. CAP. DART will distribute CAP funds to the **City** for a City Council approved project according to the following schedule.

Project cost of less than \$100,000

90% of the cost upon approval by the City Council.

10% at the closeout of the project by the city.

Project cost of over \$100,000

20% of the cost upon approval by the City Council.

70% of the cost upon Notice To Proceed by the city.

10% at the closeout of the project by the city.

No later than three months after the completion of a CAP funded project, each **City** shall prepare and submit to the Technical Advisory Staff Committee a brief summary of the expenditure of CAP funds for that project.

DART will pay within thirty (30) days of receipt of an invoice with supporting documentation.

d. Withdrawal from DART. If the **City** withdraws from DART, TAP funds already received from DART for that fiscal year remain with the **City** and are not required to be returned. Likewise, individual construction projects, for which construction contracts have been executed by the **City** and a contractor prior to withdrawal of the **City**, will be funded by the CAP and permitted to proceed to completion. Changes made or additional costs incurred beyond the approved fund amount by the **City** after withdrawal will not be funded by CAP. Upon withdrawal, all remaining unobligated funds revert to DART.

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- e. Other. The City agrees that acceptance of TAP or CAP funds precludes the City from applying for Section 9 funds from the Urban Mass Transportation Administration.
7. Procurement Responsibility: The receipt by the City of funds from DART shall not create an agency relationship between the parties. The City shall be responsible for procuring and administering TAP and CAP projects in accordance with State law and/or its city charter provisions or ordinances. The resolution of any protests or disputes arising out of its procurement action or contract administration is the sole responsibility of the City.
8. Indemnification: City agrees to indemnify and defend DART, its officers and employees, against any claims, demands, causes of action, costs and liabilities resulting out of City's failure to perform any City obligation or duty. Similarly, DART agrees to indemnify and defend City, its officers and employees, against any claims, demands, causes of action, costs and liabilities resulting out of DART's failure to perform any DART obligation or duty.
9. Conflict of Interest: No officer or employee of City or DART shall have any financial interest, direct or indirect, in this Agreement or any project funded hereby.
10. Notices: All notices, communications, invoices, and reports required or

11. Venue and Governing Law: The obligation of the parties to this Agreement are performable in Dallas, Denton, Collin, Ellis and Rockwall Counties, Texas, and exclusive venue for any legal action in connection with this Agreement shall lie in Dallas County, Texas. This Agreement shall be governed by, and construed in accordance with, the laws and court decisions of the State of Texas.
12. Applicable Laws: This Agreement is made subject to the provisions and ordinances of the City of \_\_\_\_\_, as amended; Article 1118y, as amended, Texas Revised Civil Statutes; and all applicable State and Federal laws, regulations and requirements, as amended.
13. Legal Construction: In case any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other provision(s) hereof, and this Agreement shall be considered as if such invalid, illegal, or unenforceable provision(s) had never been contained in this Agreement.
14. Captions: The captions to various clauses to this Agreement are for informational purposes and shall not alter the substance of the terms and conditions of this Agreement.
15. Successors and Assigns: This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective successors and assigns.
16. Entire Agreement: This Agreement embodies the complete Agreement of the parties hereto relating to the matters covered herein, and cannot be modified except as provided herein by written addendum or agreement of the parties. No interlocal agreement heretofore entered into between the parties shall be construed to apply to the subject matter(s) covered by this Agreement, and such other interlocal agreement(s) shall continue in full force and effect in accordance with their terms.



EXECUTED this \_\_\_\_ day of \_\_\_\_\_, 1989, pursuant to the authority of City Council Resolution No. \_\_\_\_\_, adopted \_\_\_\_\_, 1989, and DART Resolution No. \_\_\_\_\_, adopted \_\_\_\_\_, 1989.

APPROVED AS TO FORM

CITY OF \_\_\_\_\_:

By: \_\_\_\_\_  
City Attorney

By: \_\_\_\_\_  
City Manager

APPROVED AS TO FORM

DALLAS AREA RAPID TRANSIT

By: \_\_\_\_\_  
JOHN T. HOEFT  
General Counsel

By: \_\_\_\_\_  
CHARLES S. ANDERSON  
Executive Director

EXHIBIT A

DALLAS AREA RAPID TRANSIT  
 LOCAL ASSISTANCE PROGRAM  
 JULY 1 TO SEPTEMBER 30, 1989

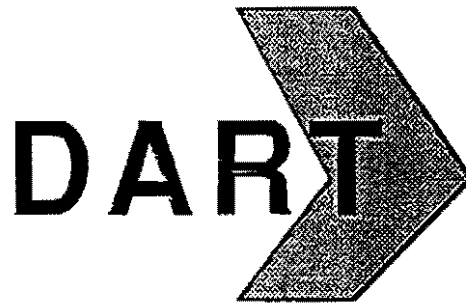
<u>JURISDICTION</u>	<u>TECHNICAL ASSISTANCE PROGRAM</u>	<u>CAPITAL ASSISTANCE PROGRAM</u>	<u>TOTAL LOCAL ASSISTANCE PROGRAM</u>
Dallas	\$147,888	NA	\$ 147,888
Irving	20,664	\$ 756,275	776,939
Plano	16,416	600,600	617,016
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Coppell	528	19,175	19,703
Cockrell Hill	120	4,550	4,670
Glenn Heights	96	3,575	3,671
Buckingham	24	975	999
TOTAL	\$249,625	\$3,236,675	\$3,486,300

NA - Not Available to this jurisdiction.

06/28/89

**Your DART Sales Tax  
Dollars at Work.**

**This Program Funded by**



**Through the Local  
Assistance Program**

**Construction by the  
City of Plano**

## Program of Capital Assistance Projects

Utilizing the "Application for Local Assistance Program" form, a member jurisdiction prepares a Program of Capital Assistance Projects which details the specific projects for which CAP funds will be requested and Council approval pursued. Additions and deletions to the project list may be made in writing during the fiscal year. This program becomes Exhibit D of the ILA.

The Program of Capital Assistance Projects is submitted to TASC for review and recommendation for approval by the Planning and Development Committee.

DART staff reviews the Program of Capital Assistance Projects, concurrent with TASC, and places projects on next Planning and Development Committee agenda for approval.

During the fiscal year, Council approves a specific project contained in the Program of Capital Assistance Projects for implementation.

The member jurisdiction follows its own procedures for the implementation of a capital improvement project. (Plan development, specifications, bid preparation, award of contract, etc.)

DART will distribute CAP funds for a Council-approved project according to the following schedule.

Project cost of less than \$100,000

90% of the cost upon approval by the Council.

10% at the closeout of the project by the city.

Project cost of over \$100,000

20% of the cost upon approval by the Council.

70% of the cost upon Notice To Proceed by the city.

10% at the closeout of the project by the city.

Each city will report quarterly on the progress of approved projects.

At the option of an eligible jurisdiction, it may combine TAP funds with CAP funds to increase the CAP account.

No later than three months after the completion of a CAP funded project, each member jurisdiction shall prepare and submit to the Technical Advisory Staff Committee a brief summary of the expenditure of CAP funds for that project.

Each CAP project will display a minimum four foot by four foot sign on each approach to the project site indicating the project is funded with DART sales tax dollars.

TECHNICAL AND CAPITAL ASSISTANCE  
ELIGIBLE FOR DART FUNDING  
IN THE LOCAL ASSISTANCE PROGRAM

TECHNICAL ASSISTANCE PROGRAM

1. Transit planning, feasibility and design studies
2. Salaries for new or existing city and Dallas County staff time specifically allocated for transportation planning and/or studies, or interface with the DART staff on activities affecting the subject city and Dallas County
3. Technical assistance seminars
4. Study and implementation of transit-supportive land-use planning policies and other policies that benefit the public transit
5. Minor capital support for technical staff
6. Use of funds by Dallas County will be limited to transportation planning within DART member city service area

CAPITAL ASSISTANCE PROGRAM

1. Intersection improvements
  - A. Additional row
  - B. Additional right-and left-turn lanes
  - C. Increased Radii
  - D. Bus turn out areas
  - E. Other capacity improvements
2. Roadway capacity improvements with transit services
3. Computerized traffic signal system
4. Midblock bus turnout areas
5. Small park-and-ride lots
6. Grade separation construction
7. Curb ramps (HandiRide)
8. Sidewalks at transit facilities
9. Traffic surveillance and control equipment
10. Vehicles and support equipment directly related to the provision of transit service
11. Employer side assistance (subsidy, additional service)
12. Additional technical assistance service
13. Project enhancing the flow of multi-occupant vehicles
14. Final engineering and design of CAP projects
15. Support of State Department of Highways and Public Transportation projects that directly benefit eligible jurisdictions such as Principal Arterial Street System (PASS) and Federal Aid Urban System (FAUS) programs and other locally-funded projects.

## LOCAL ASSISTANCE PROGRAM PROCEDURES

### Execution of the Interlocal Agreement

DART prepares standard Interlocal Agreement (ILA) and transmits it to member jurisdictions.

Member jurisdiction Council approves resolution authorizing execution of the ILA.

DART executes ILA and initiates payment of FY 1989 TAP funds.

DART returns a copy of fully-executed ILA to member jurisdiction.

Fully-executed ILA and the accompanying Exhibit A (LAP funding by member jurisdictions) constitutes an obligation of funds by DART to member jurisdictions required for award of LAP-funded contract by the member jurisdiction.

### Technical Assistance Work Program

Utilizing the "Application for Local Assistance Program" form, a member jurisdiction prepares a Technical Assistance Work Program which outlines activities to be TAP-funded for that fiscal year. This program becomes Exhibit C of the ILA.

Work Program is submitted to Technical Advisory Staff Committee (TASC) for review and recommendation for approval by the Planning and Development Committee of the DART Board.

DART staff reviews the Work Program, concurrent with TASC, and places the Work Program on next Planning and Development Committee agenda for approval.

At the close of each fiscal year, each eligible jurisdiction shall prepare and submit to the TASC an accounting of the expenditure of TAP funds for the prior fiscal year.

## APPLICATION FOR LOCAL ASSISTANCE PROGRAM

<b>TYPE OF SUBMISSION (1)</b> Application <input type="checkbox"/> Construction (C) <i>Capital</i> <input type="checkbox"/> Revision (R) <input type="checkbox"/> Technical (T)	<b>DATE SUBMITTED (2)</b> <hr/> <b>CATEGORY CODE (see reverse)</b> (3) _____ (4) _____ (5) _____ (6) _____ (7) _____ (8) _____
<b>APPLICANT INFORMATION</b>	
<b>LEGAL NAME (9)</b>	<b>ORGANIZATIONAL UNIT (10)</b>
<b>ADDRESS</b> City _____ (11) County _____ (12) State _____ (13) Zip Code _____ (14)	<b>CONTACT PERSON</b> Name: _____ Telephone: ( _____ ) _____
<b>PROJECT TITLE (15)</b>	
<b>PROJECT DESCRIPTION (16)</b>          	
<b>PROPOSED PROJECT (17) Start Date (18) Ending Date</b>	
<b>ESTIMATED FUNDING</b> Federal \$ .00 (19) City \$ .00 (20) State \$ .00 (21) Local \$ .00 (22) Other \$ .00 (23) DART \$ .00 (24) TOTAL \$ .00 (25)	<b>CONSTRUCTION COST DISTRIBUTION</b> Engineering/Design \$ .00 (26) Right-of-Way \$ .00 (27) Construction \$ .00 (28) Other TOTAL \$ .00 (29)
<b>SIGNATURE OF AUTHORIZED REPRESENTATIVE</b>	<b>TITLE</b>
<b>DATE SIGNED</b>	<b>TELEPHONE NUMBER</b>

**DRAFT**

CITY OF DALLAS  
DART TECHNICAL ASSISTANCE WORK PROGRAM  
JULY 1 TO SEPT. 30, 1989

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Use of Funds	Amount
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Transit Planning, Feasibility & Design Studies	36,647.27
Salaries for Staff Time:	
Study of Transit Uses in the Development Code	3,708.55
Station & Fixed Facility Site Selection and Area Planning	14,181.46
Technical Review of DART Planning Studies	7,834.67
CBD Transit Concept Development	21,765.14
DART/City Economic Development Interface	3,672.05
Study of Rail/Street Crossings and Mitigation Measures	14,483.25
DART/City Transit Operations Interface	4,747.00
DART/City Interlocal Agreements, Processes, and Standards	9,631.32
Technical Review of DART Design and Construction Programs	15,717.29
Technical Assistance Seminars	10,000.00
Minor Capital Support for Technical Staff	7,500.00
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Total	\$147,888.00



SALARIES FOR CITY STAFF TIME ALLOCATED TO THE  
TECHNICAL ASSISTANCE WORK PROGRAM 7/1/89 - 9/30/89  
CITY OF DALLAS DART COORDINATION PROJECTS AND PROGRAMS

1.) STUDY OF TRANSIT USES IN THE DEVELOPMENT CODE

Work with DART staff (for technical input) to:

- . develop recommendations relative to changes in the Development Code to accommodate transit uses.

Estimated 7/1/89 to 9/30/89 City costs applied to TAP: \$3,708.55

2.) STATION AND OTHER FIXED FACILITY: SITE SELECTION AND AREA PLANNING

Work with DART staff to select sites for stations and other facilities for:

- . the light rail starter system
- . the Railtran commuter rail line
- . the HOV interim lanes

With the participation of DART staff, develop station area plans which will establish:

- . future land use and development guidelines
- . traffic plans
- . implementation plans

Estimated 7/1/89 to 9/30/89 City costs applied to TAP: \$14,181.46

3.) TECHNICAL REVIEW OF DART PLANNING STUDIES

Participate in the review of DART planning studies including:

- . Downtown Circulator Feasibility Study
- . Railtran Corridor Planning Study
- . LBJ Corridor Transportation Study

Estimated 7/1/89 to 9/30/89 City costs applied to TAP: \$7,834.67

4.) CBD TRANSIT CONCEPT DEVELOPMENT

Work with DART and CDA staff to develop a design concept for rail transit in the CBD including:

- . station locations and DART R.O.W. requirements
- . interface with CBD pedestrian system and streetscape
- . interface with vehicular traffic
- . design guidelines for future development around stations
- . design guidelines for DART use of City streets
- . bus and/or other circulation system interface

Estimated 7/1/89 to 9/30/89 City costs applied to TAP: \$21,765.14

5.) DART/ CITY ECONOMIC DEVELOPMENT INTERFACE

Work with DART staff to:

- . explore and develop opportunities for the DART rail program to be a catalyst for economic development.

Estimated 7/1/89 to 9/30/89 City costs applied to TAP: \$3,672.05

6.) STUDY OF RAIL/STREET CROSSINGS AND MITIGATION MEASURES

Work with DART staff to evaluate the need for grade separated crossings, including performing for each crossing:

- . capacity and safety analysis
- . cost-benefit analysis

Work with DART staff to develop, along each alignment, mitigation measures regarding:

- . traffic impacts
- . community impacts
- . natural environment impacts
- . construction impacts

Estimated 7/1/89 to 9/30/89 City costs applied to TAP: \$14,483.25

7.) DART/CITY TRANSIT OPERATIONS INTERFACE

Work with DART staff to provide an on-going interface regarding operational issues associated with:

- . bus activities
- . rail activities
- . HOV activities

Estimated 7/1/89 to 9/30/89 City costs applied to TAP: \$4,747.00

8.) DART/ CITY INTERLOCAL AGREEMENTS, PROCESSES, AND STANDARDS

Work with DART staff to establish procedures and standards for efficient implementation including those for:

- . planning and development
- . design and construction

Estimated 7/1/89 to 9/30/89 City costs applied to TAP: \$9,631.32

9.) TECHNICAL REVIEW OF DART DESIGN AND CONSTRUCTION PROGRAMS

Review DART design and construction documents associated with:

- . bus activities
- . rail activities
- . HOV activities

Estimated 7/1/89 to 9/30/89 City costs applied to TAP: \$15,717.29

CITY OF PLANO LOCAL ASSISTANCE PROGRAM PROJECT LIST JULY 1 - SEPTEMBER 30, 1989

The following is a proposed list of projects to be funded through the DART Local Assistance Program using funds allocated to the City of Plano. Projects described are either intersection capacity improvements, intersection hazard removals or bus turnout facilities and therefore meet the criteria for funding under the Local Assistance Program.

1. INDEPENDENCE PARKWAY AT LEGACY DRIVE

Remove and replace concrete on Independence Parkway to correct hazardous grade change.

2. LEGACY DRIVE AT CUSTER ROAD

Remove and replace concrete on Legacy Drive west of intersection to correct hazardous grade change.

3. ALMA DRIVE AT LEGACY DRIVE

Add transition widening on Alma Drive, north and south of Legacy to facilitate intersection operation.

4. ALMA DRIVE AT PARK BOULEVARD

Widen inside lanes on Alma Drive, from four to six lanes, approximately 300 feet from intersection.

5. ALMA DRIVE AT PLANO PARKWAY

Add left turn lane for Alma Drive.

6. PLANO PARKWAY AT U.S. 75

Add right turn lane for eastbound Plano Parkway onto southbound U.S. 75 service road.

7. PLANO PARKWAY AT S.H. 5

Remove and replace concrete inside lane eastbound Plano Parkway to provide additional left turn capacity.

8. SPRING CREEK PARKWAY AT U.S. 75

Add right turn lane for eastbound Spring Creek Parkway onto southbound U.S. 75 service road.

9. PARK BOULEVARD AT COIT ROAD

Widen inside lanes of both Park and Coit, from four to six lanes, approximately 300 feet back from intersection.

10. COIT ROAD AT WEST 15th STREET

Widen inside lanes of both 15th and Coit to six lanes, approximately 300 feet back from intersection, also remove and replace concrete on 15th Street west of coit to eliminate hazardous grade change.

11. COIT ROAD AT PLANO PARKWAY

Add right turn lane from northbound Coit onto Plano Parkway.

12. Provide non intersection bus turnout lane on Plano Parkway between Coit and Independence.

13. Provide non intersection bus turnout lane on Coit Road between Park and Parker.

14. Provide non intersection bus turnout lane on Parker Road between Independence and Custer.

15. Provide non intersection bus turnout lane on Park Boulevard between Independence and Custer.

16. Provide non intersection bus turnout lane on west 15th Street between Independence and Custer.

17. Provide non intersection bus turnout lane on eastbound Spring Creek Parkway between Custer and Alma.

18. Provide non intersection bus turnout lane on westbound Spring Creek Parkway between Custer and Alma.

19. Provide non intersection bus turnout lane for northbound Preston Road between Park and Plano Parkway for southbound.

20. Provide non intersection bus turnout lane for southbound Preston between Park and Parker.

DART CAPITAL ASSISTANCE PROGRAM  
REQUEST FORM

CITY/COUNTY: Richardson

CONTACT PERSON: George Human

PROJECT NAME: P/A II

PROJECT DESCRIPTION: See Attachment A

DATE PREPAID: 6/28/89

JUSTIFICATION: See Attachment A

PROJECT COST: \$150,000

AMOUNT OF CAPITAL ASSISTANCE PROJECT FUNDING REQUESTED: \$150,000

TOTAL ANNUAL FUND ELIGIBILITY: \$460,200 July 1-August 31, 1989

FUNDS PREVIOUSLY COMMITTED FROM THIS YEARS ALLOCATION: \$ -0-

	<u>PLANNED</u>	<u>ACTUAL</u>
<b>PROCESSING SCHEDULE:</b>		
Transmitted to DART staff:	<u>6/29/89</u>	<u>6/29/89</u>
Transmitted to TASC committee	<u>6/29/89</u>	<u>6/29/89</u>
Transmitted to P&D committee	_____	_____
Approved by P&D committee	_____	_____
Funds Transferred to applicant	% _____	_____
	% _____	_____
	% _____	_____
TOTAL	_____	_____

ATTACHMENT A  
DART CAPITAL ASSISTANCE PROGRAM

JUNE 29, 1989

PROJECT DESCRIPTION:

Plano/Arapaho intersection improvements will involve constructing dual left turn lanes and right turn lanes north and southbound. Most of the private utilities have been relocated and construction plans are approximately 80% complete. Construction cost is estimated at \$150,000, and plans will be ready for advertising by the end of August. All right-of-way necessary for construction has been acquired.

JUSTIFICATION:

This project involves the intersection of two of Richardson's major thoroughfares which now carry a total volume of 63,000 vehicles per day at a level of service "E". DART route 372 utilizes this intersection 46 times per weekday.

CITY OF GARLAND  
LOCAL ASSISTANCE PROJECT LIST  
JULY 1, 1989 - SEPTEMBER 30, 1990

CAPITAL ASSISTANCE PROGRAM

1. Traffic Signalization

Funding of City of Garland's portion of Dallas County Signal Bond Program consisting of the modernization of traffic signals at 22 locations.

2. Consultant Contract - Design of intersection improvements Broadway at First

4. Consultant Contract-Traffic Signal System Design and Signal Timing--- East Area Signal System

5. Installation of Traffic Signal System -East area

6. Consultant Contract-Traffic Signal System Design and Signal Timing--- North Area System

7. Installation of Traffic signal System--North Area System

8. Consultant Contract-Traffic Signal System Design and Signal Timing---Central Business District

9. Installation of Traffic Signal System--Central Business District

10. Installtion of Traffic Signal System-South Area

11. Traffic Count Equipment

12. Vehicle Detector Installation

13. Tranplan Implementation

\* 14. Glenbrook Construction

15. Consultant Contract- Design City Wide Traffic Signal Modification at 30 locations

TECHNICAL ASSISTANCE PROGRAM

1. Consultant Contract - Traffic Signal System Design and Signal Timing

2. Consultant Contract - Tranplan Implementation

\* Still working with DART to confirm elibibility of this project