



DCTA TRiP Funds Allocations

DCTA distributes TRiP funds according to each city’s percentage of sales contribution and applies that percentage to the “Net-Funds-Available” balance during the annual budget process.

For Example:

If:

- Net Funds Available after budgeting = \$5Million
and
- Sales Tax Revenue Contribution for the fiscal year is: 45% for Denton, 47% for Lewisville, and 8% for Highland Village

Then:

- Funding Allocation Breakdown = \$2.25M Denton, \$2.35M Lewisville, and \$400K Highland Village

Proposed projects must meet the following criteria to be eligible for DCTA TRiP funding:

- Project limits must be located primarily within the DCTA service area, the geographic boundaries of DCTA member cities, or within a quarter mile of any A-train Station or DCTA fixed bus route.
 - Projects that extend beyond this area should identify extra-territorial costs and alternate funding sources for the portion of costs not eligible for TRiP funding
- Clear and defensible nexus to DCTA Long-Range Service Plan goals
- Financially Feasible
 - Requested capital funding does not exceed the member city’s TRiP allocation, or
 - Funding sources have been identified and secured for project costs exceeding the requested amount

TRiP Fund Usage for Member Cities with Minimal Bus Service:

TRiP allocations are determined independently of the specific transit services offered to each member city. For instance, Highland Village qualifies to apply for TRiP funds because it receives DCTA services such as mobility-on-demand/microtransit (GoZone) and is located near the Highland Village/Lewisville Lake A-train Station. In this scenario, TRiP funds could support enhanced access to the “mobility on demand” and microtransit service.