AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009 (ARRA)
SUCCESES IN THE DALLAS-FORT WORTH REGION
($ in Millions)

$ 885.71 Awarded
-  .43 Returned at project close out
$ 885.28 Total ARRA expenditures
+ 268.58 Additional RTC Partnership Funds
$1,153.86 Total Investment

Top ARRA Projects
DFW Connector - $260.8
Chisholm Trail Parkway at IH 20 - $116.6
Green Line Light Rail - $86.2
Orange Line Light Rail - $60.6
Downtown Dallas Streetcar - $26.0
PGBT/SH 161 TIFIA Loan - $20.0
## Mobility 2040 Prioritization and Expenditures

<table>
<thead>
<tr>
<th>Category</th>
<th>Expenditures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximize Existing System</td>
<td></td>
</tr>
<tr>
<td>Infrastructure Maintenance</td>
<td>$37.4</td>
</tr>
<tr>
<td>• Maintain &amp; Operate Existing Facilities</td>
<td></td>
</tr>
<tr>
<td>• Bridge Replacements</td>
<td></td>
</tr>
<tr>
<td>Management and Operations</td>
<td>$7.2</td>
</tr>
<tr>
<td>• Improve Efficiency &amp; Remove Trips from System</td>
<td></td>
</tr>
<tr>
<td>• Traffic Signals and Bicycle &amp; Pedestrian Improvements</td>
<td></td>
</tr>
<tr>
<td>Growth, Development, and Land Use Strategies</td>
<td>$3.6</td>
</tr>
<tr>
<td>More Efficient Land Use &amp; Transportation Balance</td>
<td></td>
</tr>
<tr>
<td>Strategic Infrastructure Investment</td>
<td>$27.2</td>
</tr>
<tr>
<td>Rail and Bus</td>
<td></td>
</tr>
<tr>
<td>Induce Switch to Transit</td>
<td></td>
</tr>
<tr>
<td>HOV/Managed Lanes</td>
<td>$43.4</td>
</tr>
<tr>
<td>Increase Auto Occupancy</td>
<td></td>
</tr>
<tr>
<td>Freeways/Tollways and Arterials</td>
<td></td>
</tr>
<tr>
<td>Additional Vehicle Capacity</td>
<td></td>
</tr>
<tr>
<td><strong>Mobility 2040 Expenditures</strong></td>
<td><strong>$118.9</strong>*</td>
</tr>
</tbody>
</table>

*Actual dollars, in billions. Values may not sum due to independent rounding.
Regional Veloweb

Facility Status

- Existing: 442 Miles
- Funded: 146 Miles
- Planned: 1,288 Miles
- Total: 1,876 Miles
- Major Roads

Facility recommendations indicate transportation need. Corridors specific alignment, design, and operational characteristics for the Regional Veloweb system will be determined through ongoing project development.
Major Transit Corridor Recommendations

- **Recommended Rail**
- **Existing Rail**
- **Recommended High-Intensity Bus**
- **Major Roadways**

Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.
Major Roadway Recommendations

Facility recommendations indicate transportation need. Corridor specific alignment, design, and operational characteristics will be determined through ongoing project development.
Funded Major Arterial Improvements

- Capacity Improvement
- Freeways/Tollways
- Other Major Roadways

Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.
Illustrative Major Roadway Corridors for Future Evaluation

Illustrative roadway corridors indicate an identified transportation need and do not represent recommendations or specific alignments. Recommendations may be developed for future MTPs through feasibility analyses, thoroughfare plans, and environmental studies.
Supplemental Policy Initiatives

• RTC Policy Bundle Initiative
  • Aims to find solutions beyond infrastructure improvements to achieve regional transportation goals
  • Participation is voluntary
  • Participating local governments would receive credits to help offset local funds on federal projects

• RTC Policy Position on Transit Implementation in the Cotton Belt Corridor (P16-01)
  • Calls for expedited project delivery
  • If rail cannot be expedited, review other options for early implementation
Transportation Improvement Program (TIP) Impacts

• A subset of projects listed in the 2015-2018 TIP document will be impacted by scope, timing, and funding changes identified in Mobility 2040 recommendations.

• All impacted projects will be amended in the 2017-2020 TIP (vs. in the 2015-2018 TIP listings) as these projects are not being implemented prior to finalization of the new TIP.

• Subsequent TIP action will be consistent with Mobility 2040 and the 2016 Transportation Conformity.
Purpose: Federal requirement in nonattainment areas to conduct air quality analysis on projects, programs, and policies identified in transportation plans, transportation improvement programs, federally funded projects, or projects required for federal approval

Analysis Years: 2017, 2027, 2037, and 2040

Latest Planning Assumptions: MOVE2014 Emissions Model
2014 Registration
2014 Traffic Count Data
2014 Meteorological Data

Motor Vehicle Emissions Budgets (MVEBs)*
Nitrogen Oxides ($\text{NO}_x$) = 148.36 tons/day
Volatile Organic Compounds (VOC) = 77.18 tons/day

Analysis Area: Ten-County Ozone Nonattainment Area

*Adequacy finding of MVEB’s for Transportation Conformity purposes effective January 26, 2016
Ten-County Nonattainment Area Under the Eight-Hour Ozone Standard
Nitrogen Oxides (NO$_x$) Emission Results

<table>
<thead>
<tr>
<th>Analysis Years</th>
<th>Emissions (tons/day)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>123.89</td>
</tr>
<tr>
<td>2027</td>
<td>58.94</td>
</tr>
<tr>
<td>2037</td>
<td>44.67</td>
</tr>
<tr>
<td>2040</td>
<td>45.02</td>
</tr>
</tbody>
</table>

2017 MVEB = 148.36 tons/day

Includes Reductions from RTC Initiatives of 2.60 tons/day

Volatile Organic Compounds (VOC) Emission Results

Public meetings held during highlighted months.
Request for Action

• Approve Mobility 2040

• Confirm the 2016 Transportation Conformity results

• Confirm that TIP related changes will occur through the 2017-2020 TIP approval process

• Approve the resolution R16-01 as outlined in the following slides
Approve Resolution (Reference Item 4.1)

Section 1: RTC adopts Mobility 2040: The Metropolitan Transportation Plan for North Central Texas, including the “RTC Policy Position on Transit Implementation in the Cotton Belt Corridor (P16-01)” and the RTC Policy Bundle Initiative.

Section 2: RTC approves the results of the 2016 Transportation Conformity, which demonstrates that implementation of Mobility 2040: The Metropolitan Transportation Plan for North Central Texas and appropriate TIP will not cause any new violations of the air quality standard, increase the frequency or severity of violations of the standard, or delay timely attainment of the standard.

Section 3: RTC request staff to conduct a Transportation Control Measure substitution concurrently during the conformity interagency consultation review. Subsequent final local action by the RTC on the TCM process and resulting conformity analysis will follow.
Section 4: The development of Mobility 2040: The Metropolitan Transportation Plan for North Central Texas utilized the most recent regional demographic projections.

Section 5: The recommendations included in Mobility 2040: The Metropolitan Transportation Plan for North Central Texas meet financial constraint requirements and all federal nondiscrimination and Environmental Justice requirements and have no disproportionate impacts on protected populations.

Section 6: RTC directs staff to appropriately amend other planning documents such as the Transportation Improvement Program and Unified Planning Work Program as needed to implement the policies, programs, and projects contained in Mobility 2040: The Metropolitan Transportation Plan for North Central Texas.
Section 7: The development of Mobility 2040: The Metropolitan Transportation Plan for North Central Texas and the 2016 Transportation Conformity was conducted in accordance with NCTCOG’s approved public participation plan, including presentation of draft recommendations and analysis results.

Section 8: The latest public involvement information for the 2016 Transportation Conformity, including Mobility 2040: The Metropolitan Transportation Plan for North Central Texas, will be transmitted to the interagency conformity consultation partners (FHWA, FTA, EPA, TxDOT, and TCEQ).

Section 9: This resolution will be transmitted to FHWA, FTA, EPA, TxDOT, TCEQ, DART, FWTA, DCTA, NTTA, Collin County Toll Road Authority, and all impacted local governments.

Section 10: This resolution shall be in effect immediately upon its adoption.
Websites

Additional information available online

Mobility 2040: [www.nctcog.org/mobility2040](http://www.nctcog.org/mobility2040)

IH 35E/IH 635 Interchange Rendering – IH 35E Managed Lanes “Y-Connection” Path

“Y-Connection” Area

NORTHBOUND IH35E EXPRESS (PM PEAK)

SOUTHBOUND IH35E EXPRESS (AM PEAK)

Courtesy: AGL Constructors (2016)
DIRECT RECIPIENT STATUS FOR THE MCKINNEY URBANIZED AREA (UZA)

Regional Transportation Council

Michael Morris, P.E.
Sarah Chadderdon, AICP
March 10, 2016
Background

U.S. Census Bureau
Urbanized Areas and Urban Clusters (2010)

Legend
- Dallas-Fort Worth-Arlington Urbanized Area
- McKinney Urbanized Area
- Denton-Lewisville Urbanized Area
- Urban Clusters
McKinney UZA

Population
170,030 (2010 Census)

Cities
McKinney, Princeton, Prosper, Celina, Melissa and Lowry Crossing

Annual Urbanized Area Formula Allocation
$2.6M

Direct Recipient Status History
Through 2013: Collin County Area Regional Transit (CCART)
2014 – Present: Texoma Area Paratransit System (TAPS)
Future: North Central Texas Council of Governments (NCTCOG) (proposed)
Eligible Direct Recipients

Public agencies (e.g., metropolitan planning organizations) may serve as Direct Recipient, including:

Cities
Counties
Councils of Governments
State Agencies
Metropolitan Transit Authorities
Public transportation agencies that are political subdivisions of the State of Texas (e.g. TAPS)
Small Urbanized Area Requirements

The Federal Transit Administration (FTA) has very specific roles and responsibilities for allocating and receiving federal funds. In small urbanized areas:

**MPOs**
- Regional Transportation Council programs funds
- Ensures coordinated planning

**Designated Recipient (i.e., TxDOT)**
- Allocates and apportions funding
- Responsible for oversight and compliance

**Direct Recipient**
- Receives funds directly from FTA
- Decides how service gets provided and identifies local needs
- Identifies local partnerships and matching funds
- Must ensure compliance with State and federal rules
## Timeline

<table>
<thead>
<tr>
<th>ACTION</th>
<th>WHEN</th>
</tr>
</thead>
<tbody>
<tr>
<td>TAPS ceases public transportation service in the McKinney Urbanized Area</td>
<td>December 2015</td>
</tr>
<tr>
<td>Coordination with cities in the McKinney Urbanized Area regarding Direct Recipient status</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Federal Transit Administration releases FY2016 apportionment</td>
<td>February 16, 2016</td>
</tr>
<tr>
<td>STTC: Action Item</td>
<td>February 26, 2016</td>
</tr>
<tr>
<td>RTC: Action Item</td>
<td>March 10, 2016</td>
</tr>
<tr>
<td>Send selected Direct Recipient to the Governor (i.e., TxDOT)</td>
<td>March 2016</td>
</tr>
<tr>
<td>Receive TxDOT and FTA approval</td>
<td>April 2016</td>
</tr>
<tr>
<td>Texas Transportation Commission allocates FY2016 funds for small urbanized areas</td>
<td>April 28, 2016</td>
</tr>
</tbody>
</table>
Requested Action

Concurrence of NCTCOG serving as the Direct Recipient of Federal Transit Administration funds for the McKinney Urbanized Area
Contacts

Sarah Chadderdon
Principal Transportation Planner
(817) 695-9180
schaddeordon@nctcog.org
TOLL MANAGED LANE
DATA MONITORING

Regional Transportation Council

March 10, 2016

Dan Lamers, P.E.
How much HOV 2+ Subsidy has the RTC been responsible for?

$380,110 as of December 2015

How much of the Vanpool Toll reimbursement has the RTC been responsible for?

$717.58 from October 2014 - October 2015

How long can the RTC keep the HOV policy at 2+?

For now, it remains 2+ and it will continue to be monitored quarterly

Have there been any additional NTTA customer service needs?

No, minimal impact

Have the speeds on the Toll Managed Lane facilities dropped below 35 mph?

No
# Toll Managed Lane Data Monitoring

**Cumulative December 2013 – October 2015**

<table>
<thead>
<tr>
<th></th>
<th>HOV 2+ Subsidy Costs</th>
<th>NTTA Customer Service (Additional Needs)</th>
<th>Project Performance Events (Speeds &lt; 35 mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LBJ Express</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>North Tarrant Express</strong></td>
<td>$263,833</td>
<td>Negligible</td>
<td>0</td>
</tr>
<tr>
<td><em>SH 183/121 from IH 35W to SH 121</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>LBJ Express</strong></td>
<td>$116,277</td>
<td>Negligible</td>
<td>0</td>
</tr>
<tr>
<td><em>IH 635 from Preston Road to Greenville Avenue</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>IH 35E from Loop 12 to IH 635</em></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>DFW Connector</strong></td>
<td>N/A</td>
<td>Negligible</td>
<td>0</td>
</tr>
<tr>
<td><em>SH 114 from Kimball Avenue to Freeport Parkway</em></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Requested Action

Staff is requesting the amendment of the RTC managed lane policy to extend the “on or before” date of implementing the HOV 3+ requirement for the peak period discount to June 1, 2018, pending future subsidy expenditure levels. Staff will continue quarterly reports to the RTC.

8. High-occupancy vehicles with three or more occupants will receive a 50 percent discount during the peak period*. This discount will phase out after the air quality attainment maintenance period. Eligible HOVs must pre-register as part of the HOV pre-declaration process. RTC-sponsored public vanpools are permitted to add peak-period tolls as eligible expenses. Therefore, the Comprehensive Development Agreement firm will be responsible for the high-occupancy vehicle discount and the Regional Transportation Council will be responsible for the vanpool discount. Managed Lane occupancy requirements of 3+ may begin on or before June 1, 2016 2018, resulting in the initial implementation of the existing HOV 2+ policy. HOV 3+ will be implemented when necessary due to operational constraints.
DFW CONNECTOR PILOT PROGRAM
PURPOSE

Pilot Initiated at RTC Suggestion to TxDOT

Test Ability to Cover Collection Risk for Pay-by-Mail Users

Periodically Increase Pay-by-Mail Surcharge (at 90, 180 days)

Market-Driven Approach to Increase Toll Tag Usage

Potential to Apply Lessons Learned to IH 35W Corridor (TxDOT has Collection Risk)
OBSERVATIONS

Overall Traffic is Increasing
(Toll Tag and Pay-by-Mail Transactions)

Pay-by-Mail Surcharge is at 90%

Transaction Split has Leveled out at ~70%/30%
(Toll Tag - 70%; Pay-by-Mail - 30%)

NTE: ~65%/35%
LBJ: ~65%/35%
NTTA System: ~80%/20%
Next Steps: Marketing Efforts

Determine Market Segments for the 30%
  (e.g., regular, intermittent, non-payers, other)

Design Outreach for Each Market Segment

Potential to Develop Incentives by Market Segment

Potential to Address Environmental Justice

Coordinate Efforts with NTTA, TxDOT, and Private Sector
PROJECT MILESTONE
POLICY IMPLEMENTATION

Regional Transportation Council
March 10, 2016
In June 2015, the Regional Transportation Council (RTC) approved the Project Milestone Policy.

Projects funded ten (10) or more years ago in which construction has not started are affected.

In November 2015, agencies submitted responses regarding the status of projects for review.
BACKGROUND—cont’d

Agencies could justify keeping projects by:

• Providing a realistic, achievable schedule
  ▪ Schedule must receive NCTCOG & TxDOT concurrence

• Providing documentation of policy board support
  ▪ If projects were advancing imminently or had policy board approval within the last six months, new action was not needed (just submit latest approval documentation).
  ▪ If policy support documentation was greater than six months old, new action was requested.

• Documenting the availability of local matching funds
INTENDED OUTCOMES

Increase the amount of available funds for priority, “ready-to-go” projects

Provide a realistic assessment of project status for decision-making

Balance project construction schedule capacity with the current financial constraints
# FUNDING BY SELECTION AUTHORITY AND MILESTONE STATUS

<table>
<thead>
<tr>
<th>Funding Type</th>
<th>Possibly Proposed to Cancel</th>
<th>Under Construction or Recently Let (Confirm Funding)</th>
<th>Possibly Confirm Funding (Policy Discussion Needed)</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTC-Selected Funding Categories*</td>
<td>.56</td>
<td>50.44</td>
<td>119.88</td>
<td>250.15</td>
</tr>
<tr>
<td>Non-RTC-Selected Funding Categories**</td>
<td>2.02</td>
<td>16.97</td>
<td>21.22</td>
<td>81.02</td>
</tr>
<tr>
<td>Total</td>
<td>2.58</td>
<td>67.41</td>
<td>141.10</td>
<td>331.17</td>
</tr>
</tbody>
</table>

* Congestion Mitigation Air Quality Improvement Program, Surface Transportation Program-Metropolitan Mobility, Regional Toll Revenue, etc.

** TxDOT Engineering Funds, TxDOT Right-of-Way Funds, Local Funds, etc.
NEXT STEPS

Continue to review project schedules prior to final recommendation next month and follow up with agencies

Bring the proposed actions to the Council as part of the 2017-2020 TIP development action item in April 2016
QUESTIONS/COMMENTS?

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Senior Program Manager
Ph: 817/608-2338
cgotti@nctcog.org

Adam Beckom, AICP
Principal Transportation Planner
Ph: 817/608-2344
abeckom@nctcog.org
Try Parking It Website Relaunch
and
Employer Trip Reduction Program

Regional Transportation Council
March 10, 2016

Natalie Bettger
Try Parking It Overview

• Initially Launched in 2006 as a Commuter Tracking System Only
  ▪ Website Created Specifically for NCTCOG
  ▪ Website Managed and Updated by NCTCOG Staff

• Updated in 2010 Adding a Ride-Matching Component

• Saved Over 5 Million Miles by March 2013

• Relaunched in December 2015 with New Logo
Out with the Old......In with the New!

Try Parking It is a ride-match and trip-logging program available for commuters in North Central Texas. You can locate carpool and vanpool matches, along with transit, biking, and walking buddy matches. Your active participation will not only aid in improving our air quality and decreasing traffic congestion, but it will allow you to earn points to use towards rewards. The more active you are, the more prizes you can redeem. Take a chance on an alternative trip, you won't be disappointed.

G.R.E.E.N. PARTNERS
Interested in having your company, brand, or service reach more people in North Texas?

Learn More Here >>

EMPLOYER PROGRAM
Decrease traffic/parking congestion, improve air quality, & reward your company and employees!

Learn More Here >>
Account Dashboard

Personal Information
- Sonya Landrum

Trip Profiles
- 0 Visible
- 1 Private

Find My Commute Options
- Origin: 616 Six Flags Drive, Arlington, TX

February 2016
- Monday, February 1
  - Telework (work from home)
  - Telework (work from home)

Milestones
- 0 Reached
- 1 Available

February 2016
- 37 Trips
- $47.99 Saved

Map of Fort Worth and surrounding areas.
Rideshare Matching and Commute Options
Commute Calendar
Multi-Modal Trip Logging

Use this page to report your daily trips with our easy-to-use, interactive calendar.

37 trips logged
26 Points earned

329.1 miles travelled
9.7 gallons gas saved
5.7 gallons gas burned

191 lbs GHG* saved
112 lbs GHG* produced
3,314 calories burned

$47.99 saved
*Greenhouse Gases

View Milestone Rewards

Travel Modes

My Saved Trips
Regular
Telecommute

My Vehicles

<table>
<thead>
<tr>
<th>Sunday</th>
<th>Monday</th>
<th>Tuesday</th>
<th>Wednesday</th>
<th>Thursday</th>
<th>Friday</th>
<th>Saturday</th>
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<td>31</td>
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<td></td>
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<td></td>
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</tr>
</tbody>
</table>

February 29 is the last day to enter commuting data for January

Print Calendar
## Commute Calendar

### Commute Savings Report

#### Travel Breakdown

<table>
<thead>
<tr>
<th>Travel Mode</th>
<th>Trips (Earned)</th>
<th>Points (Earned)</th>
<th>Distance (Miles)</th>
<th>Fuel Saved (Gallons)</th>
<th>GHG Saved (Lbs) *</th>
<th>GHG Produced (Lbs)</th>
<th>Calories Burned</th>
<th>Money Saved *</th>
<th>Money Spent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Day Off</td>
<td>1</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rail</td>
<td>2</td>
<td>2</td>
<td>31.73</td>
<td>1.48</td>
<td>29.18</td>
<td></td>
<td></td>
<td>$7.52</td>
<td>$0.00</td>
</tr>
<tr>
<td>Walking, jogging</td>
<td>4</td>
<td>4</td>
<td>19.7</td>
<td>.92</td>
<td>18.07</td>
<td>2,378</td>
<td></td>
<td>$4.66</td>
<td>$0.00</td>
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<tr>
<td>Carpool Passenger</td>
<td>3</td>
<td>3</td>
<td>34.53</td>
<td>.73</td>
<td>14.28</td>
<td>17.39</td>
<td>$3.77</td>
<td>$4.37</td>
<td></td>
</tr>
<tr>
<td>Bicycle, roller blade</td>
<td>3</td>
<td>3</td>
<td>17.61</td>
<td>.82</td>
<td>16.2</td>
<td>936</td>
<td>$4.18</td>
<td>$0.00</td>
<td></td>
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<tr>
<td>Out Of Region</td>
<td>2</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Carpool Driver</td>
<td>2</td>
<td>2</td>
<td>22.84</td>
<td>.53</td>
<td>10.49</td>
<td>10.49</td>
<td>$2.70</td>
<td>$2.70</td>
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</tr>
<tr>
<td>Brown Bag Lunch</td>
<td>4</td>
<td>4</td>
<td>20</td>
<td>.96</td>
<td>18.48</td>
<td></td>
<td>$3.56</td>
<td>$0.00</td>
<td></td>
</tr>
<tr>
<td>Drove alone (car or motorcycle)</td>
<td>8</td>
<td>0</td>
<td>91.36</td>
<td></td>
<td>83.92</td>
<td></td>
<td></td>
<td>$0.00</td>
<td>$21.60</td>
</tr>
<tr>
<td>Telework (work from home)</td>
<td>8</td>
<td>8</td>
<td>91.36</td>
<td>4.28</td>
<td>83.92</td>
<td></td>
<td>$21.60</td>
<td>$0.00</td>
<td></td>
</tr>
</tbody>
</table>

* Compared to mid-size vehicle
# G.R.E.E.N. Rewards Partners

## What is a G.R.E.E.N Rewards Partner?

**GIVE**  
Give a certain amount of rewards monthly or quarterly for active users to win on the Try Parking It website. Rewards may include giveaways, discounts, a large contest prize, etc.

**RECEIVE**  
Receive recognition on our website, in newsletters, social media, and more.

**EXPAND**  
Expand your customer demographic. You will reach a large amount of commuters by partnering with us, which can potentially result in new and lasting customers for your business.

**EFFECT**  
You are aiding in improving air quality and decreasing traffic congestion by joining our program. How? The rewards contributed by your business are motivating commuters to try alternative commutes, getting more vehicles off the road.

**NORTH TEXAS**  
We love our region, and we know you do too. Let’s work together in bringing awareness to alternative commutes and the amazing companies in our region!
G.R.E.E.N. Rewards Partner Opportunities

Opportunities for Cities, Transit Agencies, and Transportation Agencies

• Provide Tickets to City Sponsored Events

• Provide Tickets to Events at City/County-Owned Facilities

• Provide Transit Passes/Packs (Day Passes, Monthly Passes, etc.)

• Provide Free/Discounted Airport Parking Passes
Employer Portals and Administrators

Employer Administrator for Registered Employers

Individually Employer Webpage
- Company Logo Highlighted
- Customizable Text Seen Only by Registered Employees
- Employer-Specific Challenges and Rewards
- Track Environmental and Financial Savings by Site
- Employer Administrator Reports

Transit Administrator: Management Functionality and Reports

Site Administrator: Site Configuration, Management Functionality, and Reports
Site Administrator Portal

Users
694 Registered Users

Vanpools
341 Total Vanpools

Fully Registered Users
694
- Active / Looking For Matches: 652
- Active / Not Looking For Matches: 40
- Deactivated Users: 2

Unconfirmed Users
9,532

Total Users
10,226
Regional
Employer Trip Reduction (ETR)
Program Update
Program Goals:

- Educate Employers and Commuters about Congestion and Air Quality Benefits from Alternative Commute Strategies
- Offer Assistance in Starting or Managing Alternative Commute Programs
- Increase Number of Employee Transportation Coordinators (ETCs) in Our Region
- Increase Active Participation on www.TryParkingIt.com

Conduct Employer and Community Outreach:

- North Central Texas ETR Manual for Employers
- Breakroom Posters and Outreach/Educational Items
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  - Marketing
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  - Workplace Charging and Electric Vehicles
- The North Texas Green Parking Program

Contacts and Resources

- NORTH CENTRAL TEXAS EMPLOYER TRIP REDUCTION

Please contact NCTDGG staff about your company’s upcoming events, to schedule a lunch time or presentation, to receive marketing materials, and more. We also ask that you consider establishing an Employee Transportation Coordinator (ETC) that we may contact regarding alternative commute efforts. Also, feel free to contact your local transit agencies for more information on bus rides, trains, and the vanpool program. Please visit our program websites at the links provided below.

NCTDGG Travel Demand Management and Employer Trip Reduction:
TDM Program
TDM@nctdgg.org / 214-749-9200
www.nctdgg.org/TDM

Try Parking It
www.tryparkingit.com

Additional NCTDGG Program Websites:
- Air North Texas
  www.airnortexas.org
- Biking and Walking
  www.nctdgg.org/bikepool
- DFW Green Cities
  www.dfwgreencities.org
- DFW Connect A-Ride
  www.dfwconnectaride.com

Transit Agencies (Train, Rail, and Vanpool):
- Dallas Area Rapid Transit (DART)
  www.dart.org / 214-749-7453
- Denton County Transportation Authority (DCTA)
  www.dcta.net / 940-951-4000
- Fort Worth Transportation Authority (Fwo)
  www.ftx.com / 817-330-7483

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Regional ETR Program Services

NCTCOG Travel Demand Management Staff Available for:

• Employer-Specific ETR Program Development
• Information on Alternative Commute Options
• Program Support for City Staff/Employer Communications
• Employee Info Sessions
• Try Parking It Marketing Material
• Try Parking It Website Assistance
• Employer Transportation Coordinator Assistance and Training
• Outreach Event Participation
Travel Demand Management
Program Contacts

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