Transportation Alternatives
Set-Aside Program

2019 Call for Projects Recommendations for the North Central Texas Region

Surface Transportation Technical Committee
May 24, 2019
Daniel Snyder
What is the Transportation Alternatives Set-Aside Program?

- Similar to the previous Transportation Alternatives Program (TAP) and Transportation Enhancements (TE)
- Requires states to sub-allocate to areas based on population
- MPOs serving urbanized areas with populations over 200,000 are responsible for selecting projects through a competitive process
Eligible Project Activities

• Shared-Use Paths (Trails)
• On-Street Bikeways
• Bicycle/Pedestrian Signalization
• Sidewalks, Crosswalks, Curb Ramps
• Traffic Controls and Calming Measures
• Signage
• Road Diets
Federal Funding Allocation for Fiscal Year 20

<table>
<thead>
<tr>
<th></th>
<th>Western Region (Fort Worth District) (34%)</th>
<th>Eastern Region (Dallas District) (66%)</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019 TA Set-Aside Funds Available</td>
<td>$ 2,700,960</td>
<td>$ 5,243,040</td>
<td>$ 7,944,000</td>
</tr>
<tr>
<td>Category</td>
<td>Scoring</td>
<td>Description</td>
<td></td>
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<tr>
<td>------------------------</td>
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<td>---------------------------------------------------------------------------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>Regional Network</td>
<td>25</td>
<td>Improves connectivity of Mobility 2040 regional paths and bikeways between cities and counties.</td>
<td></td>
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<tr>
<td>Regional Connectivity</td>
<td>25</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mobility</td>
<td>20</td>
<td>Improves connections and access to transit.</td>
<td></td>
</tr>
<tr>
<td>Safety</td>
<td>15</td>
<td>Improves safety and provides facilities for pedestrians and bicyclists with a high level of comfort and suitability for users of all ages and abilities.</td>
<td></td>
</tr>
<tr>
<td>Reducing Barriers</td>
<td>10</td>
<td>Provides safe crossing of existing travel obstacles such as major roadways, interchanges, railroads, and bodies of water.</td>
<td></td>
</tr>
<tr>
<td>Congestion Reducing</td>
<td>10</td>
<td>Provides alternative travel options as an option to motor vehicle trips in areas with greater opportunity for walking and bicycling.</td>
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</tr>
<tr>
<td>Destination Density</td>
<td>5</td>
<td>Provides access to areas with a high density of major employers and destinations.</td>
<td></td>
</tr>
<tr>
<td>Air Quality Benefits</td>
<td>5</td>
<td>Improves air quality by supporting non-motorized facility usage.</td>
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<tr>
<td>Equity</td>
<td>5</td>
<td>Improves access to disadvantaged populations and underserved communities.</td>
<td></td>
</tr>
<tr>
<td>Local Network Connectivity</td>
<td>5</td>
<td>Implements locally planned priorities.</td>
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</table>
## Additional Considerations

<table>
<thead>
<tr>
<th>Category</th>
<th>Scoring</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Readiness and Other Factors</td>
<td>20</td>
<td>Project readiness / ability to obligate funds and initiate construction quickly. Other factors related to project impact upon the community and local match.</td>
</tr>
<tr>
<td>Project Innovation</td>
<td>5</td>
<td>Project implements innovative or new treatments and technology that can serve as a model for the region.</td>
</tr>
</tbody>
</table>
2019 TA Set-Aside Applications Received and Requested Federal Funding

<table>
<thead>
<tr>
<th></th>
<th>Western Region (Fort Worth District)</th>
<th>Eastern Region (Dallas District)</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Number of Applications Received</td>
<td>13</td>
<td>16</td>
<td>29</td>
</tr>
<tr>
<td>Federal Funding Requested</td>
<td>$ 13,344,691</td>
<td>$ 20,603,864</td>
<td>$ 33,948,555</td>
</tr>
<tr>
<td>Federal Funding Available</td>
<td>$ 2,700,960</td>
<td>$ 5,243,040</td>
<td>$ 7,944,000</td>
</tr>
<tr>
<td>Requested Funding Exceeding</td>
<td>$ 10,643,731</td>
<td>$ 15,360,824</td>
<td>$ 26,004,555</td>
</tr>
</tbody>
</table>
## 2019 TA Set-Aside Funding Recommendations - Fort Worth District

<table>
<thead>
<tr>
<th>Nominating Entity</th>
<th>Project Name</th>
<th>Recommended TA Set-Aside Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Grapevine</td>
<td>Cotton Belt Trail Segment 2</td>
<td>$1,923,024</td>
</tr>
<tr>
<td>City of Grapevine</td>
<td>Cotton Belt Trail Segment 1</td>
<td>$777,936</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$2,700,960</strong></td>
</tr>
</tbody>
</table>

¹ = Project construction to be implemented by DART. Funding for design of the entire 26-mile Cotton Belt Trail corridor was approved by the Regional Transportation Council on October 11, 2018.

$ = Highlighted project indicates reduced recommended federal funding based on availability and increased local match.
## 2019 TA Set-Aside/ CMAQ Funding Recommendations - Dallas District

<table>
<thead>
<tr>
<th>Nominating Entity</th>
<th>Project Name</th>
<th>Recommended TA Set-Aside Funds</th>
<th>Recommended CMAQ Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 City of Plano ¹</td>
<td>Cotton Belt Trail Segment 26</td>
<td>$1,700,718</td>
<td>$0</td>
</tr>
<tr>
<td>2 City of Richardson ¹</td>
<td>Cotton Belt Trail Segment 21</td>
<td>$460,851</td>
<td>$0</td>
</tr>
<tr>
<td>3 City of Dallas ¹</td>
<td>Cotton Belt Trail Segments 18 and 20</td>
<td>$2,419,157 ²</td>
<td>$0</td>
</tr>
<tr>
<td>4 City of Coppell ¹</td>
<td>Cotton Belt Trail Segment 3</td>
<td>$662,314 ²</td>
<td>$1,567,454 ²</td>
</tr>
<tr>
<td>5 Dallas County</td>
<td>Harry Hines Multimodal Connection</td>
<td>$0</td>
<td>$2,399,747</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$5,243,040</strong></td>
<td><strong>$3,967,201</strong></td>
</tr>
</tbody>
</table>

¹ = Project construction to be implemented by DART. Funding for design of the entire 26-mile Cotton Belt Trail corridor was approved by the Regional Transportation Council on October 11, 2018.

² = 929,785 Transportation Development Credits requested and recommended to award.
# Recommended Funding

<table>
<thead>
<tr>
<th>Funding Categories</th>
<th>Western Region (Fort Worth District)</th>
<th>Eastern Region (Dallas District)</th>
<th>Total Federal</th>
<th>Local Match</th>
<th>Grand Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>TA Set-Aside Funds Recommended</td>
<td>$2,700,960</td>
<td>$5,243,040</td>
<td>$7,944,000</td>
<td>$2,599,744</td>
<td>$10,543,744</td>
</tr>
<tr>
<td>CMAQ Funds Recommended¹</td>
<td>$0</td>
<td>$3,967,201</td>
<td>$3,967,201</td>
<td>$599,937</td>
<td>$4,567,138</td>
</tr>
<tr>
<td>Total Recommended TA Set-Aside and CMAQ Funding</td>
<td>$2,700,960</td>
<td>$9,210,241</td>
<td>$11,911,201</td>
<td>$3,199,681</td>
<td>$15,110,882</td>
</tr>
</tbody>
</table>

¹ = FY 20 CMAQ funds recommended to City of Coppell Cotton Belt Trail Section 3 for construction ($1,567,454).  
FY 21 CMAQ funds recommended to Dallas County Harry Hines Multimodal Connection for design ($300,000).  
FY 22 CMAQ funds recommended to Dallas County Harry Hines Multimodal Connection for construction ($2,099,747).
## Schedule

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle and Pedestrian Advisory Committee (BPAC) – Info on CFP</td>
<td>11/14/18</td>
</tr>
<tr>
<td>Surface Transportation Technical Committee (STTC) – Info on CFP</td>
<td>12/07/18</td>
</tr>
<tr>
<td>Regional Transportation Council (RTC) – Info on CFP</td>
<td>12/13/18</td>
</tr>
<tr>
<td>Call for Projects Opens</td>
<td>12/17/18</td>
</tr>
<tr>
<td>Deadline for Meetings to Review Applications for Completeness</td>
<td>2/8/19</td>
</tr>
<tr>
<td>Call for Projects Closes</td>
<td>3/01/19, 5 PM</td>
</tr>
<tr>
<td>Resolutions Due (If not included with the Application)</td>
<td>3/29/19, 5 PM</td>
</tr>
<tr>
<td>Review of Projects / Scoring by NCTCOG</td>
<td>March–April 2019</td>
</tr>
<tr>
<td>Public Meetings</td>
<td>May 13, 2019</td>
</tr>
<tr>
<td><strong>Surface Transportation Technical Committee (STTC) – Action on Selected Projects</strong></td>
<td><strong>5/24/19</strong></td>
</tr>
<tr>
<td>Regional Transportation Council (RTC) – Action on Selected Projects</td>
<td>6/13/19</td>
</tr>
<tr>
<td>Individual Meetings with TxDOT District Staff</td>
<td>June-July 2019</td>
</tr>
<tr>
<td><strong>Submit Deadline for Transportation Improvement Program (TIP) Modifications (November 2019 Cycle)</strong></td>
<td><strong>7/26/19</strong></td>
</tr>
<tr>
<td>Approval of Statewide Transportation Improvement Program (STIP)</td>
<td>November / December 2019</td>
</tr>
</tbody>
</table>
Requested Action

• Recommend Regional Transportation Council Approval of:
  • The proposed list of projects to fund through the 2019 Transportation Alternatives Set-Aside Program (TA Set-Aside) Call for Projects, as provided in Reference Item 3.2.
  • Administratively amending the TIP/STIP and amending other planning/administrative documents to incorporate these changes.
Contact Information

Karla Weaver, AICP
Senior Program Manager
kweaver@nctcog.org
(817) 608-2376

Matt Fall
Senior Transportation Planner
mfall@nctcog.org
(817) 695-9207

Kevin Kokes, AICP
Program Manager
kkokes@nctcog.org
(817) 695-9275

Daniel Snyder
Transportation Planner
dsnyder@nctcog.org
(817) 608-2394
Clean Fleets North Texas
2019 Call for Projects

Surface Transportation Technical Committee
May 24, 2019

Nancy Luong
Air Quality Planner
Air Quality Emphasis Areas

<table>
<thead>
<tr>
<th>High-Emitting Vehicles/Equipment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low Speeds</td>
</tr>
<tr>
<td><strong>Idling</strong></td>
</tr>
<tr>
<td>Vehicle Miles of Travel</td>
</tr>
<tr>
<td><strong>Energy and Fuel Use</strong></td>
</tr>
<tr>
<td>Cold Starts</td>
</tr>
<tr>
<td>Hard Accelerations</td>
</tr>
</tbody>
</table>
## Available Funding

**Funding Source:** Environmental Protection Agency (EPA) National Clean Diesel Funding Assistance Program

<table>
<thead>
<tr>
<th>Funding Category</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Remaining Funds from 2017 Award*</td>
<td>$122,727</td>
</tr>
<tr>
<td>New Funds from 2018 Award**</td>
<td>$1,110,350</td>
</tr>
<tr>
<td><strong>Total Funds Available</strong></td>
<td><strong>$1,233,077</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Benefits Anticipated</th>
<th>Lifetime Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nitrogen Oxides (NO\textsubscript{X}) Reductions</td>
<td>30.48 Tons</td>
</tr>
<tr>
<td>Particulate Matter Reductions</td>
<td>2.65 Tons</td>
</tr>
</tbody>
</table>

*Funds from 2017 Award Distributed Through Clean Fleets North Texas 2018 Call for Projects. Staff Proposes to Add Any Funds Released from Project Awards under the Clean Fleets North Texas 2018 Call for Projects to this Initiative

**EPA Award Included $39,789 for Staff Administration
## Project Eligibility

**Eligible Applicants:** Local Governments; Private Companies who Contract with Local Governments

<table>
<thead>
<tr>
<th>Eligible Activities</th>
<th>Funding Threshold</th>
</tr>
</thead>
<tbody>
<tr>
<td>Replace On-Road Diesel Trucks*</td>
<td>45% Cost if New is Electric</td>
</tr>
<tr>
<td>16,001 GVWR and Up; Model Year 1996-2006; (Also Model Year 2007-2009 if Replacing with Electric)</td>
<td>35% Cost if New is Powered by Engine Certified to CARB Optional Low-NO\textsubscript{x} Standards (Both Natural Gas and Propane Engines Currently Available)</td>
</tr>
<tr>
<td>Replace Non-Road Diesel Equipment*</td>
<td>25% Cost for All Others</td>
</tr>
<tr>
<td>Must Operate &gt;500 Hours/Year; Eligible Model Years Vary</td>
<td></td>
</tr>
</tbody>
</table>

*All Old Vehicles/Equipment Must be Scrapped; Other Model Years Eligible On Case-By-Case Basis

California Air Resources Board (CARB); Gross Vehicle Weight Rating (GVWR)
Proposed Eligibility and Selection Criteria

Eligibility Screens:
Fleet Policy Adoption
  Purpose: Reserve Funding for Fleets that are Engaged Beyond
  Grant Opportunities; Consistent with RTC Adoption of Clean Fleet Policy
Minimum Allowable Subaward: $100,000
  Purpose: Reduce Risk and Administrative Burden by Limiting
  Number of Subawards

Scoring Criteria:
  Cost Per Ton NO$_x$ Emissions Reduced 75%
  Purpose: Maximize Emissions Reductions
Subrecipient Risk & Oversight Criteria 25%
  Purpose: Balance Project Benefits with Administrative Burden
# Proposed Schedule

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Estimated Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td>STTC Approval to Open CFP</td>
<td>May 24, 2019</td>
</tr>
<tr>
<td>RTC Approval to Open CFP</td>
<td>June 13, 2019</td>
</tr>
<tr>
<td>CFP Opens</td>
<td>June 14, 2019</td>
</tr>
<tr>
<td>Application Deadline</td>
<td>Friday, September 6, 2019 at 5 pm</td>
</tr>
<tr>
<td>Staff Funding Recommendations Finalized</td>
<td>Early November 2019</td>
</tr>
<tr>
<td>STTC Action</td>
<td>November/December 2019</td>
</tr>
<tr>
<td>RTC Action</td>
<td>December 2019</td>
</tr>
<tr>
<td>Executive Board Authorization</td>
<td>December 2019</td>
</tr>
<tr>
<td>If Needed, Reopen CFP on Rolling 90-Day Basis to Fully Award Funds</td>
<td>As Needed Beginning October/November 2019</td>
</tr>
<tr>
<td>Project Implementation Deadline</td>
<td>March 31, 2021</td>
</tr>
</tbody>
</table>
Action Requested

Recommend RTC Approval Of:

Call for Projects Details
  Integrate Any Funds Released from Previous Call for Projects
  Eligibility Screens
  Selection Criteria

Schedule
  If Needed, Reopen Call for Projects for Rolling 90-Day Windows to Fully Award Funds
  May Relax Minimum Subaward Requirement
For More Information

**Nancy Luong**
Air Quality Planner
817-0704-5697
NLuong@nctcog.org

**Lori Clark**
Program Manager
817-695-9232
LClark@nctcog.org

Website
www.nctcog.org/aqfunding
2017 “Natural Hazard Mitigation Saves” report by: National Institute of Building Sciences Institute, Multi-hazard Mitigation Council (MMC), at the direction of the U.S. Congress

Riverine flooding – for $1 invested in mitigation strategies and higher standards (versus recovery from flooding actions), communities save $5-7

WHO: Project Team Members

A working group of partners and stakeholders to carry out a comprehensive planning effort in Wise County and portions of Dallas, Denton, Ellis, Johnson, Parker, and Tarrant counties.
WHERE: Proposed Study Area
WHY: Comprehensive, collaborative planning will dissolve silos and improve delivery of consolidated, adaptive infrastructure before expected population growth makes addressing these issues more difficult and costly.
PREVENTION VS. RESPONSE

Transportation Infrastructure
  Structure Elevation / Culverts / Model Growth
  Mechanical Culverts?
  Transportation “LEED” Certified (Ray Roberts / Lewisville)
  Green Parkway Widths / Detention

Safety
  Technology / Routing
  Prioritization / Low Lying Facilities

Stormwater
  Minimize / Reduce Downstream Detention
  Tools, Data, Experts
PREVENTION VS. RESPONSE CON’T.

Environmental Features
- Tree Farms / Intentional Saturation
- Filtration / Recharge

Wetland and Stream Bed Mitigation Banking

Environmental Stewardship as a Revenue Element
- Mitigation Banking
- Horse Farms
- Eco-Tourism
CONTRIBUTIONS:
Partners are critical to making this possible

<table>
<thead>
<tr>
<th>US Congress</th>
<th>US Housing and Urban Development (HUD)</th>
<th>US Army Corps of Engineers (USACE)</th>
<th>Federal Emergency Management Agency (FEMA)</th>
<th>Texas Department of Transportation (TxDOT)</th>
<th>Texas Water Development Board (TWDB)</th>
<th>Regional Transportation Council (RTC)</th>
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Project Funding Goal: $10 Million

*Project Has Begun With Getting the Money*
Legislative Update

SURFACE TRANSPORTATION TECHNICAL COMMITTEE | MAY 24, 2019

NICK ALLEN
NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS
Federal Update

Prospects for a bipartisan infrastructure bill

2019 goal: Both parties identified this as a significant priority for this year

April: Trump and Democratic Congressional leaders had a productive meeting, agreed to work toward an ambitious $2 trillion bill

This week: Follow-up meeting to discuss funding/financing mechanisms ended with accusations of politicking – negotiations seem stalled

Ahead: Congress still pursuing surface transportation reauthorization

House Appropriations Committee – FY 2020 Appropriations

Draft Transportation-HUD bill allocates $75.8B – $25.3B goes to USDOT

FAA’s aviation safety funding increases, but most programs stay at 2019 levels
86th Texas Legislature

Air Quality

**SB 1070 (Watson)**- Relating to certain programs under the Texas Clean Air Act that reduce vehicle emissions and improve air quality.
- SB 1070 was not discussed on the Senate floor
- Thank you to Senator Watson, Representative Israel, and their offices

**HB 3745 (Bell)**- Relating to the Texas Emissions Reduction Plan (TERP) fund and account.
- **HB 3745** was amended to contain language from **SB 531 (Birdwell)** extending TERP
86th Texas Legislature

High-Speed Rail

Harmful rider in the budget was NOT included
  • Language from last session was included, no change
  • Matches current law – no state appropriations for HSR

Two dozen high-speed rail bills filed
  • No bills made it to the House or Senate floor
  • No further action anticipated
86th Texas Legislature

Tolling / Toll Projects / CDAs

SB 198 (Schwertner)- Relating to payment for the use of a highway toll project.

HB 1951 (Krause)- Relating to the development, construction, and operation of toll projects.
  • Bill pronounced dead by procedural action
86th Texas Legislature

Miscellaneous Transportation Bills

**HB 1631** (Stickland)- Relating to prohibiting the use of photographic traffic signal enforcement systems.

**SB 282** (Buckingham)- Relating to the allocation of money associated with delays of transportation projects.

**SB 962** (Nichols)- Relating to the determination of the sufficient balance of the Economic Stabilization Fund for purposes of allocating general revenue to that fund and the State Highway Fund.

**HB 3082** (Murphy)- Relating to investigating and prosecuting the criminal offense of operating an unmanned aircraft over or near certain facilities.

- Included **SB 2299** (Powell) language in an amendment
Questions and Comments

Amanda Wilson  
Program Manager  
(817) 695-9284  
awilson@nctcog.org

Nick Allen  
Communications Coordinator  
(817) 704-5699  
nallen@nctcog.org

Rebekah Hernandez  
Communications Supervisor  
(682) 433-0477  
rhernandez@nctcog.org

Kyle Roy  
Communications Coordinator  
(817) 704-5610  
kroy@nctcog.org

https://www.nctcog.org/legislative
Federal Planning Requirements

- Metropolitan Transportation Plan (MTP) “Mobility 2045”
- Transportation Improvement Program (TIP)
- Unified Planning Work Program (UPWP)
- Public Participation Plan (PPP)
- Congestion Management Process (CMP)

Statutory References: CFR Title 23, Part 450, Subpart C
CMP History

1991 Congestion Management System (CMS) is required as part of the Intermodal Surface Transportation Efficiency Efficiency Act

1994 First CMS was Adopted

2005 CMS was Amended through MTP Update

2007 CMS was Updated and Renamed Congestion Management Process (CMP)

2013 RTC Approved CMP Update

2019 Update Efforts are Underway
CMP Requirements

A regionally-accepted approach for managing congestion that provides up-to-date information on multimodal transportation performance and assesses alternative strategies that meet state and local needs (Source: FHWA CMP Guidebook)

Mandated in any urbanized area with a population exceeding 200,000 (known as Transportation Management Area or “TMA”)

Federal regulations do not specify timelines for updates and are not prescriptive regarding the methods and approaches that must be used to implement a CMP

CMP Compliance

In a TMA designated as nonattainment for ozone or carbon monoxide, federal funds may not be programmed for any project that significantly increases capacity for single occupant vehicle (SOV) travel unless it complies with CMP requirements.

In any non-attainment TMA, all reasonable CMP strategies must be incorporated into these SOV capacity expansion projects unless exempted (e.g. safety or access improvements, bottleneck removals, or sustainable development projects).

NCTCOG is working with TxDOT to develop a more streamlined process for tracking CMP strategy implementation.

Statutory References: 23 CFR 450.322 (c), (e), and (f)
Assessing Strategies for Recurrent and Non-Recurrent Congestion
Types of CMP Strategies

Focus on Management and Operational Strategies which should include:

- Travel Demand Management (TDM) Strategies;
- Transportation System Management and Operational (TSMO) Strategies;
- Intelligent Transportation System (ITS) Technologies;
- Traffic Incident Management;
- Construction Management and Coordination; and
- Asset Optimization Improvements.
TDM Strategies
(Regional Vanpool Program)
TDM Strategies
(Bus and Light Rail Station with Park-and-Ride Lot)
Other TDM Strategies

- Try Parking It Ride-Match Program
- Regional Park-and-Ride Lots
- Bicycling and Walking Options
- Transportation Management Associations (TMAs)
- Regional Employer Trip Reduction Program
- Telecommuting and Compressed/Flexible Work Schedules
TSMO Strategies
(Traffic Signal Coordination and One-Way Streets)
ITS Technologies
(Toll Tag Readers, Electronic Signs, CCTVs)
Other TSMO and ITS Strategies

- Regional Traffic Signal Retiming Program (RTSRP)
- Truck Lane Restrictions
- Traffic Management Centers
- Special Events Management
- Vehicle Detection Technology
- 511DFW Traveler Information System
Traffic Incident Management
(Mobility Assistance Patrol, Emergency Responder Training)
Construction Management and Coordination

Regional Construction Coordinator

- Coordinate On-System and Off-System Construction
- Monitor TIP/MTP Construction Initiatives
- Establish Regional Coordination Working Group
- Integrate Construction Info into 511DFW System
- Construction Performance Measures and Targets
- Coordinate with Emergency Responders
Asset Optimization
(Lower-Cost Improvements within Existing ROW – Widened Shoulders, Frontage Roads)
Key Questions for the Next CMP Update

1. Keep or update the CMP Goals and Objectives?
2. Expand or reduce the CMP Performance Measures?
3. Maintain or change the CMP Network?
4. Retain or revise the CMP Scoring Criteria?
5. Keep or replace the CMP Corridor Rankings?
6. Add or reduce the number of CMP Policies?
7. Expand or downsize the number of CMP Strategies?
8. Retain or replace the CMP Corridor Fact Sheets?
Current CMP Work Efforts

- Data Collection and Analysis (Internal and External Outreach)
- Feedback on Performance Measures and Strategies (Existing and New)
- CMP Network Reevaluation (LOS Analysis / MTP Consistency)
- Outreach Efforts (Presentations and Web Page Updates)
# Roadway Corridors in 2013 CMP Update

<table>
<thead>
<tr>
<th>Highway Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>DNT</td>
</tr>
<tr>
<td>IH 20</td>
</tr>
<tr>
<td>IH 30</td>
</tr>
<tr>
<td>IH 35</td>
</tr>
<tr>
<td>IH 35E</td>
</tr>
<tr>
<td>IH 35W</td>
</tr>
<tr>
<td>IH 45</td>
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<td>IH 635</td>
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<td>IH 820</td>
</tr>
<tr>
<td>Loop 12</td>
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<tr>
<td>PGBT</td>
</tr>
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<td>SH 114</td>
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<td>SH 121</td>
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<td>SH 161</td>
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<td>SH 183</td>
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<td>SH 360</td>
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<tr>
<td>SP 97</td>
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<td>SP 408</td>
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<td>US 67</td>
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<td>US 75</td>
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<td>US 80</td>
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<td>US 175</td>
</tr>
<tr>
<td>US 287</td>
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</table>
# CMP Update Schedule

<table>
<thead>
<tr>
<th>Month Range</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>February 2019</td>
<td>STTC Overview Presentation</td>
</tr>
<tr>
<td>March 2019</td>
<td>RTC Overview Presentation</td>
</tr>
<tr>
<td>April 2019</td>
<td>Public Input Meeting</td>
</tr>
<tr>
<td>April-Aug 2019</td>
<td><strong>Committee Outreach (STTC, RSAC, RFAC, PWC)</strong></td>
</tr>
<tr>
<td>Aug-Sept 2019</td>
<td>30-Day Public Comment Period</td>
</tr>
<tr>
<td>August 2019</td>
<td>STTC Workshop and Public Meeting – Draft CMP</td>
</tr>
<tr>
<td>September 2019</td>
<td>STTC (Info) – Scoring Criteria and Corridor Rankings</td>
</tr>
<tr>
<td>October 2019</td>
<td>RTC Workshop – Draft CMP</td>
</tr>
<tr>
<td>October 2019</td>
<td>STTC (Action) – Final CMP</td>
</tr>
<tr>
<td>November 2019</td>
<td>RTC (Action) – Final CMP</td>
</tr>
</tbody>
</table>
Contacts

Natalie Bettger, Senior Program Manager
Congestion Management and System Operation
(817) 695-9280 / nbettger@nctcog.org

Mike Galizio, Principal Transportation Planner
Congestion and Asset Management
(817) 608-2329 / mgalizio@nctcog.org

Clifton Hall, Transportation Planner
Congestion and Asset Management
(817) 608-2384 / chall@nctcog.org

www.nctcog.org/cmp
FY2020 and FY2021
Unified Planning Work Program for
Regional Transportation Planning

Surface Transportation Technical Committee
May 24, 2019
Unified Planning Work Program for Regional Transportation Planning

Required by Fixing America’s Surface Transportation (FAST) Act

Summarizes Annual MPO Funding

Addresses Regional and Local Issues

Inventories Planning and Programming Activities

Allocates Available Funds to Specific Tasks
Five Major Tasks

Task 1 – Administration and Management
Task 2 – Transportation Data Development and Maintenance
Task 3 – Short-Range Planning and Programming, and Air Quality and Transit Operations
Task 4 – Metropolitan Transportation Plan
Task 5 – Special Studies and System Operations
Local Government/Agency Submittals

41 Submittals Received

16 Agencies Submitted Projects:

- Cities of Dallas, Denton, Fort Worth, Irving, Kennedale, Lewisville, Mesquite, Plano, Terrell, and Richardson;
- Counties of Dallas and Hood;
- DFW Airport;
- Denton County Transportation Authority;
- Trinity Metro;
- NCTCOG

30 Projects Recommended for Inclusion

11 Projects Not Recommended for Inclusion
FY2020 and FY2021 Major Planning Initiatives

- Monitoring of Mobility 2045
- 2021-2024 Transportation Improvement Program
- Data Collection/Travel Model Enhancement
- Automated Vehicle Technology
- Freight Planning
- High-Speed Rail
- Bicycle/Pedestrian Plans
- Regional Transit Planning Assistance
- DFW Airport Freight/Regional People Mover Technology Access Study
- Harry Hines Boulevard Corridor Study
- MATA M-line Extension
# Development Schedule

<table>
<thead>
<tr>
<th>DATE</th>
<th>UPWP DEVELOPMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>February 22</td>
<td>Initiation of Requests for NCTCOG Assistance</td>
</tr>
<tr>
<td>February 22</td>
<td>STTC Notification of UPWP Development</td>
</tr>
<tr>
<td>March 14</td>
<td>RTC Notification of UPWP Development</td>
</tr>
<tr>
<td>March 22</td>
<td>Project Submittals for NCTCOG Assistance Due</td>
</tr>
<tr>
<td>May 13</td>
<td>Public Meeting on Draft Recommendations</td>
</tr>
<tr>
<td>May 24</td>
<td>Draft Recommendations to STTC for Information</td>
</tr>
<tr>
<td>June 1</td>
<td>Draft Due to TxDOT and Concurrently Provided to STTC</td>
</tr>
<tr>
<td>June 13</td>
<td>Draft Provided to RTC for Information</td>
</tr>
<tr>
<td>June 28</td>
<td>STTC Action on Recommended UPWP</td>
</tr>
<tr>
<td>July 11</td>
<td>RTC Action on Recommended UPWP</td>
</tr>
<tr>
<td>August 1</td>
<td>Final Document Due to TxDOT</td>
</tr>
<tr>
<td>August 22</td>
<td>Executive Board Endorsement of Recommended UPWP</td>
</tr>
</tbody>
</table>
Unified Planning Work Program

Contact Information

Dan Kessler
Assistant Director of Transportation
817-695-9248
dkessler@nctcog.org

Vickie Alexander
Program Manager
817-695-9242
valexander@nctcog.org

Tara Bassler
Transportation Program Assistant
817-704-2505
tbassler@nctcog.org

https://www.nctcog.org/trans/study/unified-planning-work-program
Surface Transportation Technical Committee
Information Item – Program Overview and Notice of Funding Availability
BUILD Discretionary Grant Program

Program Overview

- **BUILD** – Better Utilizing Investments to Leverage Development

- **$900 Million Available Nationwide in FY 2019:**
  - Grant Awards Maximum = $25 Million; Minimum = $5 Million (Urban)/$1 Million (Rural)
  - No more than 10% (or $90 Million) may be awarded to a single State
  - Up to 50% (or $450 Million) intended for projects in rural areas

- **Federal Cost Sharing:**
  - Up to 80% in urban areas (including BUILD); greater than 80% permitted for rural projects
  - Generation of non-Federal revenue no longer considered part of primary selection criteria

- **Non-Federal Cost Sharing:**
  - State, local, or private-sector funding
  - Other funds may include right-of-way contributions, toll credits, or recycled revenue from competitive sales/leases of publicly-owned/operated assets
BUILD Discretionary Grant Program

Submittal/Funding Deadlines

- Application Submittal Deadline – July 15, 2019, 7:00 pm CDT
- USDOT Project Awards to be Announced by November 12, 2019
- Obligation Deadline – September 30, 2021
  - Signed/executed agreement between USDOT and Grant Recipient
  - Completed environmental clearance, design, and ROW acquisition required
- Expenditure Deadline – September 30, 2026
BUILD Discretionary Grant Program

Merit Criteria Evaluation

- Safety
- State of Good Repair
- Economic Competitiveness
- Environmental Protection
- Quality of Life
- Innovation (Technology Applications/Project Delivery Methods)
- Partnership
- Project Readiness
- Benefit-Cost Analysis
BUILD Discretionary Grant Program
Regional Project Selection Methodology

- Select potential urban/rural projects in both the east and west sub-regions
- Evaluate partnership opportunities with TxDOT, other transportation providers, and/or local governments
- Review recent discretionary grant submittals (BUILD, INFRA, TIGER, FASTLANE, SGR, etc.) and existing project commitments (MTP, 10-Year Plan, TIP, etc.)
- Determine significant economic development opportunities with needed transportation catalysts and review transportation performance targets
- **Likely submittal outcome:** 1 rail project; 2 roadway projects
**BUILD Discretionary Grant Program**  
**Previously Submitted NCTCOG Projects**

<table>
<thead>
<tr>
<th>Grant</th>
<th>Project</th>
<th>Agency</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>BUILD 2018</td>
<td>IH 635 (LBJ) East</td>
<td>NCTCOG</td>
<td>Not Selected</td>
</tr>
<tr>
<td>BUILD 2018</td>
<td>AllianceTexas/Haslet Accessibility Improvement Project</td>
<td>NCTCOG</td>
<td>Awarded</td>
</tr>
<tr>
<td>BUILD 2018</td>
<td>Trinity Railway Express (TRE) Multimodal Improvements</td>
<td>NCTCOG</td>
<td>Not Selected</td>
</tr>
<tr>
<td>INFRA 2019</td>
<td>Strategic NHS Bridge Program</td>
<td>NCTCOG</td>
<td>Pending</td>
</tr>
<tr>
<td>INFRA 2019</td>
<td>IH 30 Rockwall County – Lake Ray Hubbard Bridge</td>
<td>NCTCOG</td>
<td>Pending</td>
</tr>
<tr>
<td>INFRA 2019</td>
<td>North Texas MOVES Program</td>
<td>NCTCOG</td>
<td>Pending</td>
</tr>
<tr>
<td>State of Good Repair 2019 (FRA)</td>
<td>North Texas MOVES Program</td>
<td>NCTCOG</td>
<td>Pending</td>
</tr>
</tbody>
</table>

**NOTE:** INFRA 2018 – TxDOT North Tarrant Express – Awarded
BUILD Discretionary Grant Program

Potential Project Candidates

**Rail**
- North Texas MOVES Program (developed from recent BUILD, INFRA, and SGR grants)
- Projects: Double Track Medical Market Center to Stemmons Freeway, Double Track TRE near new Trinity Lakes Station, and ClearPath Technology – $44 Million
- Project components occur in both east and west sub-regions
- Local government approvals already obtained/confirmed for project components

**Roadway**
- TxDOT/NCTCOG staff feedback has identified the following preferred projects:
  - East: US 80 Reconstruction in Mesquite (IH 635 Belt Line Road) – $242 Million, or US 75 /Ridgeview Dr. Interchange in Fairview and US 75 Technology Lanes Extension to SRT/SH 121
  - West: SH 114 Frontage Roads in Southlake/Trophy Club/Westlake (FM 1938 – Dove Road) $36 Million

**Project funding sources, amounts, and BUILD Grant requests to be determined**
## BUILD Discretionary Grant Program

### Proposed Timeline

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 22, 2019</td>
<td>BUILD Grant Notice of Opportunity Announced</td>
</tr>
<tr>
<td>May 24, 2019</td>
<td>STTC Information (Identify Candidate Projects)</td>
</tr>
<tr>
<td>June 13, 2019</td>
<td>RTC Information (Identify Candidate Projects)</td>
</tr>
<tr>
<td>June 28, 2019</td>
<td>STTC Action (Project Scope &amp; Cost Estimate/Sources Finalized)</td>
</tr>
<tr>
<td>June 28, 2019</td>
<td>Request Deadline for Letters of Support</td>
</tr>
<tr>
<td></td>
<td>Send to Rebekah Hernandez - <a href="mailto:rherenandez@nctcog.org">rherenandez@nctcog.org</a></td>
</tr>
<tr>
<td>July 11, 2019</td>
<td>RTC Action</td>
</tr>
<tr>
<td>July 15, 2019</td>
<td>BUILD Application Submittal Deadline - <a href="http://www.grants.gov">www.grants.gov</a></td>
</tr>
<tr>
<td>July 25, 2019</td>
<td>Executive Board Endorsement</td>
</tr>
</tbody>
</table>
Contacts

Natalie Bettger
Senior Program Manager
(817) 695-9280
nbettger@nctcog.org

Dan Lamers
Senior Program Manager
(817) 695-9263
dlamers@nctcog.org

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

Karla Weaver
Senior Program Manager
(817) 608-2376
kweaver@nctcog.org

Application Preparation

Jeff Hathcock
Program Manager
(817) 608-2354
jhathcock@nctcog.org

Jeffrey C. Neal
Program Manager
(817) 608-2345
jneal@nctcog.org

May 24, 2019
Surface Transportation Technical Committee
Information Item – Program Overview and Notice of Funding Availability
TRAVEL DEMAND MANAGEMENT PROGRAM

2018 PERFORMANCE REPORT

Surface Transportation Technical Committee

Caryn Sanders
North Central Texas Council of Governments
May 24, 2019
Travel Demand Management (TDM) Program
2018 Performance Report Overview

- Try Parking It Commute Modes and Emissions
- Regional Vanpool Program
- Try Parking It Commuter Challenge Results
- Try Parking It 2019 News Updates
- Try Parking It G.R.E.E.N. Reward Partner Update
# Try Parking It Commute Modes
## January 2018 – December 2018

<table>
<thead>
<tr>
<th>Commute Mode</th>
<th>Number of Times Used</th>
<th>VMT Reduced (mi)</th>
<th>Percentage Used</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carpool - Drive &amp; Ride</td>
<td>20,024</td>
<td>376,630</td>
<td>32%</td>
</tr>
<tr>
<td>Vanpool - Drive &amp; Ride</td>
<td>1,368</td>
<td>55,868</td>
<td>2%</td>
</tr>
<tr>
<td>Transit - Bus</td>
<td>4,955</td>
<td>65,027</td>
<td>8%</td>
</tr>
<tr>
<td>Transit - Rail</td>
<td>7,520</td>
<td>141,957</td>
<td>12%</td>
</tr>
<tr>
<td>Walk</td>
<td>9,143</td>
<td>7,073</td>
<td>15%</td>
</tr>
<tr>
<td>Bike</td>
<td>6,889</td>
<td>25,049</td>
<td>11%</td>
</tr>
<tr>
<td>Telecommute</td>
<td>9,011</td>
<td>245,228</td>
<td>15%</td>
</tr>
<tr>
<td>Day Off —Compressed Week</td>
<td>2,953</td>
<td>55,958</td>
<td>5%</td>
</tr>
</tbody>
</table>
## Try Parking It Emissions & Health Savings by Commute Mode
### January 2018 – December 2018

<table>
<thead>
<tr>
<th>Commute Mode</th>
<th>Calories Burned</th>
<th>GHG (lbs)</th>
<th>NOx (lbs)</th>
<th>CO (lbs)</th>
<th>PM (lbs)</th>
<th>VOC (lbs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carpool - Drive &amp; Ride</td>
<td>0</td>
<td>160,266</td>
<td>116.15</td>
<td>1,606.14</td>
<td>19.00</td>
<td>535.71</td>
</tr>
<tr>
<td>Vanpool - Drive &amp; Ride</td>
<td>0</td>
<td>36,206</td>
<td>19.25</td>
<td>363.95</td>
<td>3.11</td>
<td>121.32</td>
</tr>
<tr>
<td>Transit - Bus</td>
<td>0</td>
<td>59,895</td>
<td>48.03</td>
<td>602.12</td>
<td>7.88</td>
<td>200.71</td>
</tr>
<tr>
<td>Transit - Rail</td>
<td>0</td>
<td>130,766</td>
<td>104.84</td>
<td>1,314.44</td>
<td>17.21</td>
<td>438.15</td>
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<tr>
<td>Walk</td>
<td>854,042</td>
<td>6,485</td>
<td>5.22</td>
<td>65.49</td>
<td>0.86</td>
<td>21.83</td>
</tr>
<tr>
<td>Bike</td>
<td>1,330,185</td>
<td>23,047</td>
<td>18.50</td>
<td>231.94</td>
<td>3.04</td>
<td>77.31</td>
</tr>
<tr>
<td>Telecommute</td>
<td>0</td>
<td>226,023</td>
<td>181.11</td>
<td>2,270.67</td>
<td>29.73</td>
<td>756.89</td>
</tr>
<tr>
<td>Day Off / Compressed Week</td>
<td>0</td>
<td>51,531</td>
<td>41.33</td>
<td>518.13</td>
<td>6.79</td>
<td>172.71</td>
</tr>
<tr>
<td>Brown Bag Lunch</td>
<td>0</td>
<td>233,409</td>
<td>186.23</td>
<td>2,334.79</td>
<td>30.57</td>
<td>778.26</td>
</tr>
<tr>
<td>Drive Alone ZEV</td>
<td>0</td>
<td>26,205</td>
<td>5.58</td>
<td>92.96</td>
<td>0.89</td>
<td>44.12</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2,184,227</strong></td>
<td><strong>953,833</strong></td>
<td><strong>726.24</strong></td>
<td><strong>9,400.63</strong></td>
<td><strong>119.08</strong></td>
<td><strong>3,147.01</strong></td>
</tr>
</tbody>
</table>
# Regional Vanpool Program
January 2018 – December 2018

<table>
<thead>
<tr>
<th>Vanpool Program</th>
<th>DART</th>
<th>Trinity Metro</th>
<th>DCTA</th>
<th>Private Provider</th>
<th>Combined</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Vans</td>
<td>176</td>
<td>80</td>
<td>30</td>
<td>92</td>
<td>378</td>
</tr>
<tr>
<td>Average Monthly Participants</td>
<td>1,224</td>
<td>568</td>
<td>298</td>
<td>531</td>
<td>2,621</td>
</tr>
<tr>
<td>Vehicle Miles of Travel Reduced</td>
<td>18,041,395</td>
<td>10,578,369</td>
<td>5,962,320</td>
<td>5,859,307</td>
<td>40,441,391</td>
</tr>
<tr>
<td>Vehicle Trips Reduced</td>
<td>535,526</td>
<td>245,776</td>
<td>137,922</td>
<td>221,378</td>
<td>1,140,602</td>
</tr>
<tr>
<td>NOx Emissions Reduced (lbs)</td>
<td>10,729</td>
<td>6,291</td>
<td>3,546</td>
<td>3,485</td>
<td>24,051</td>
</tr>
<tr>
<td>VOC Emissions Reduced (lbs)</td>
<td>3,576</td>
<td>2,097</td>
<td>1,182</td>
<td>1,162</td>
<td>8,017</td>
</tr>
</tbody>
</table>
Regional Bike Everywhere Challenge - May 2018
Commuters Encouraged to Bike Everywhere Instead of Driving

2018 Try Parking It Bike Everywhere Challenge

Results

<table>
<thead>
<tr>
<th>Metric</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Number of Bike Challenge Trips Logged</td>
<td>1,128</td>
</tr>
<tr>
<td>Total Distance of all Bike Trips (miles)</td>
<td>2,488.03</td>
</tr>
<tr>
<td>Total Calories Burned</td>
<td>132,129</td>
</tr>
<tr>
<td>Fuel Saved (gal)</td>
<td>116.21</td>
</tr>
<tr>
<td>GHG Saved (lbs)</td>
<td>2,283.30</td>
</tr>
</tbody>
</table>
NCTCOG Travel Demand Management Program hosted the Try Parking It Employee Transportation Champion Award Luncheon on June 29, 2018

- Recognized Individuals that Best Demonstrated a Commitment to Promoting and Advancing Workplace Commuter Transportation Options
- Employee Transportation Champion of the Year Awards were given in the Public Sector; Private Sector; and Education Sector
2018 Try Parking It
Employee Transportation Champion of the Year Winners

Sandy Bauman
ETC of the Year - Education Sector
University of North Texas Health Science Center – Fort Worth, Texas

Kendra Beseler and Ty Munger
ETC of the Year - Private Sector
Liberty Mutual Insurance Company – Plano, Texas

Kevin Overton and Brittany Hailey
ETC of the Year - Public Sector
City of Dallas – Dallas, Texas
Business Recruitment Efforts Led by The Burrell Group in Dallas, TX
- 226 Local Businesses to Date
- Nearly $418,000 Donated in Goods and Services Between December 2016 – April 2019
Try Parking It
G.R.E.E.N. Reward Partners To Date

Alamo Drafthouse Cinema
Amazing Lash Studio
Boi Na Braza Churrascaria
Bermuda Gold & Silver
Crazy Cowboy
Brown Chiropractic Center
Pluckers Wing Bar
Huy 55 Burgers, Shakes & Fries
GNC Live Well
Fireside Pies
Blo Blow-Dry-Bar
Try Parking It
G.R.E.E.N. Reward Partners To Date

Euro Automotive

Holistic Health

LA Fitness

McDonald's

Holey Boba & Donuts

Henry's Tavern

Hopdoddy

IT'SUGAR

Pet Supplies

Cinépolis

Kilwins

ORIGINS

Menchies Frozen Yogurt
Try Parking It
G.R.E.E.N. Reward Partners To Date

Newk's Eatery
McAlister's Deli
OBC
Ascension
Bellatrino
That Corn Man
Great British Proper Baking Co.
Heddin Family Farms
The Bourbon Street Drink Company
The Caribbean Cabana
PACIFIC TABLE
Jamba Juice
Rockin Ranch
Try Parking It
G.R.E.E.N. Reward Partners To Date

Farmer's Market
Hines Nut Company
Frost A Gelato Shoppe
iFLY Indoor Skydiving
Italian Cafe
It Works! Independent Distributor
ilumi
Kimbell Art Museum
Monster Yogurt
Cook Hall
Three Dog Bakery
The Bakery For Dogs
Music Institute At Carrollton Square
Messina Shoe Repair
Leslie Duong B.S. Biology
Dollar Branch
Try Parking It
G.R.E.E.N. Reward Partners To Date
Try Parking It
G.R.E.E.N. Reward Partners To Date
Try Parking It
G.R.E.E.N. Reward Partners To Date
Try Parking It
G.R.E.E.N. Reward Partners To Date

Dallas Civil Rights Museum
Try Parking It
G.R.E.E.N. Reward Partners To Date
Try Parking It
G.R.E.E.N. Reward Partners To Date

7-Eleven, Inc. – Plano
A.C.N. Herbs / Green Tea – Dallas
Abundantly Aromatic – Dallas
AMC Theatre Group – Plano
American Airlines Center – Dallas
Amon Carter Museum of American Art - Fort Worth
Bikram Yoga - Fort Worth
Black Academy of Arts and Letters – Dallas
Christi Harris Beaute Inc. – Addison
Color Shack Art Studio – Richardson
Cotton Patch – Allen
The Crow Collection of Asian Art Museum – Dallas
Dallas Black Dance Theatre – Dallas
Eno’s Pizza Tavern – Dallas
Fort Worth Opera - Fort Worth
The Fresh Market – Dallas
Gaylord Hotel and Resort – Grapevine
Green Pet – Dallas
Griffin Fitness – Hurst
Grimaldi's Pizzeria - Dallas
Jubilee Theatre - Fort Worth
The Juice Bar – Dallas
LCI Media – Dallas
Mad Duck Cyclery – Grapevine
Master Made Feeds – Grapevine
NRH2O Family Water Park - North Richland Hills
Pedals Cycling Studio – Keller
Popcorn Occasions – Hurst
Pyramid Restaurant at Fairmont Dallas Hotel – Dallas
Reata Restaurant - Fort Worth
Sweet Tomatoes - All DFW Locations
Texas Rangers – Arlington
Texas Revolutions Arena Football – Plano
Trouvi Cookies – Dallas
Wrap Addict: It Works - Dallas and Fort Worth
Anticipated Website Relaunch - August 1, 2019

Ability to Track Alternative Commutes by Synchronizing Account With Third Party Applications (UberPOOL, Lyft Shared, Strava, Under Armour Fitness, etc.)

Instant Redemption of Rewards

Automatic Import of Vans Managed by Commute with Enterprise Vanpools (DART, DCTA, and Trinity Metro Vans)
NCTCOG Travel Demand Management Program Contacts

Caryn Sanders
Transportation Planner
csanders@nctcog.org
817-704-5665

Sonya Jackson Landrum
Program Manager
slandrum@nctcog.org
817-695-9273

TryParkingIt@nctcog.org
8-HOUR OZONE NAAQS HISTORICAL TRENDS

Based on ≤70 ppb (As of May 24, 2019)

Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Source: TCEQ, [http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl](http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl)

ppb = parts per billion
**Consecutive Three-Year Periods**

1. **1997 Standard < 85 ppb (Revoked)**
2. **2008 Standard ≤ 75 ppb (Moderate by 2017)**
3. **2015 Standard ≤ 70 ppb¹ (Marginal by 2020)**

As of May 24, 2019

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¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the Design Value (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

Source: NCTCOG TR Dept
For More Information

Jenny Narvaez
Program Manager
(817) 608-2342
jnarvaez@nctcog.org

Jackson Enberg
Air Quality Operations Analyst
(817) 704-2506
jenberg@nctcog.org

Trey Pope
Air Quality Operations Analyst
(817) 695-9297
tpope@nctcog.org

https://www.nctcog.org/trans/quality/air/ozone
JOPPA IMPROVEMENTS

Linfield Road Crossing
# JOPPA IMPROVEMENTS

<table>
<thead>
<tr>
<th>Project</th>
<th>Agency</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Bypass Track</td>
<td>UPRR</td>
<td>$20 Million</td>
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<tr>
<td>Pedestrian Bridge</td>
<td>RTC</td>
<td>$4-8 Million</td>
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<tr>
<td>Loop 12 Improvements</td>
<td>RTC</td>
<td>$1.2 Million</td>
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<tr>
<td>Landscaping</td>
<td>UPRR</td>
<td>$.5 Million</td>
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<tr>
<td>UP Funding For Ped Bridge*</td>
<td>UPRR</td>
<td>$1 Million</td>
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<tr>
<td>Transit Shelters</td>
<td>DART</td>
<td>TBD</td>
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*Funding Dependent on Crossing Closure