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2002 Travel Demand Management

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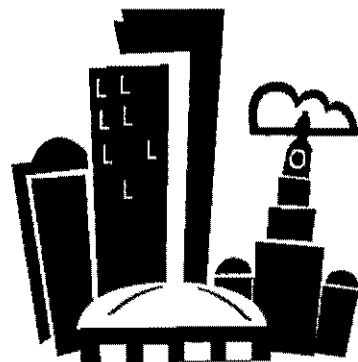
Commuter Vanpools from the T Work!



In this brochure, you'll find answers to the most commonly asked questions about vanpooling.

Commuter Vanpools from the T deliver a lot of great benefits:

- Save riders money on transportation to and from work
- Allow riders to read, work, and talk rather than fight traffic jams
- Help reduce traffic congestion and harmful ozone levels



Take a few minutes to read it — then call 817-336-RIDE to get started.

To enroll in the T's
Vanpool Program or
get more information,
call 817-336-RIDE

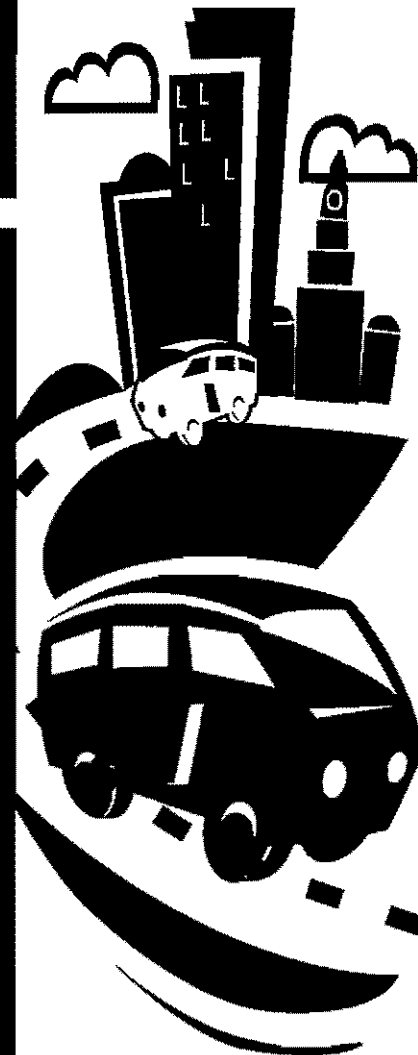


1600 E. Lancaster Avenue,
Fort Worth, Texas 76102-6720



The T Vanpool

*A Van-Tastic
way to Commute*



QA What is a vanpool?

A vanpool is a group of at least seven people who share the costs of getting to and from work. These individuals usually live and work near each other. Generally, vanpools will have one primary driver and one alternate driver.

QA What are the benefits of vanpooling?

Lower transportation costs, less wear and tear on riders' vehicles and less stress during commutes. In addition, vanpooling helps reduce traffic congestion and dangerous levels of ozone.

Vanpooling may also make riders eligible for savings on automobile insurance — in some cases, up to 15%. (Riders should contact their insurance agents for more information.) If necessary, the T will provide written verification of your vanpool participation.

QA How much does vanpooling cost?

Monthly fares will vary, depending on the origination point of the van and the daily miles involved. Riders pay only for the portion of the trip they use. For instance, if a vanpool picks up riders in different counties, it's possible that some riders may pay a few dollars more or less than others.

In addition to the base fare, riders may pay part of the monthly parking expense and a cleaning fee for the van. To encourage vanpooling, rider fares are currently subsidized through a Federal Clean Air grant.

QA When do riders pay their fare?

Fares are due in full by the first working day of each month.

QA What if the number of vanpool members falls below the minimum required?

A Low Ridership fee (\$5/month) may be charged if your group's ridership falls below these minimum requirements:

Capacity of Van	Minimum # of full-time riders
9 passengers	7
12 passengers	10
15 passengers	12

Riders can help keep monthly fares low by recruiting friends and co-workers to ride their van.

QA What if a rider has an emergency or is unable to take the van home at the specified time?

For full-time vanpoolers, the T provides a Guaranteed Ride Home (GRH) program. This is a low-cost solution to getting home when you have an emergency or unplanned overtime.

GRH may be used a maximum of two times in a three-month period. Riders are issued a GRH Card. The three-month period begins with the first use of the card.

QA What about overtime?

Monthly fares assume an average of 21 workdays per month. However, the T realizes that, on some occasions, riders will need to work more than 21 days a month. For this reason, the T offers an overtime policy.

If at least half the vanpool group works overtime, we recommend that riders take the van. The cost per passenger would be the daily rate (the fare divided by 21). If less than half the group works overtime, we recommend that carpooling be used. In this way, we can stretch limited funding and prevent our vanpool drivers from being billed for excess fuel and mileage expenses.

QA What if a rider decides to leave the vanpool?

If a rider is leaving the group, he or she should notify the driver as soon as possible. This way, a new rider can be located.

QA How does a rider get started?

Simply contact the T at 817-336-RIDE for a list of vanpools in your area.

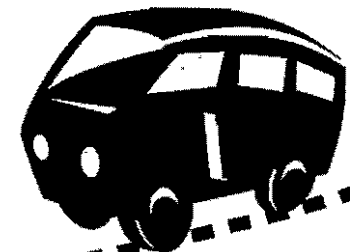
QA What are the responsibilities of riders?

T vanpool riders have five basic responsibilities:

- Pay on time
- Be on time
- Buckle up
- Pick up after yourself
- Obey the vanpool rules

Each vanpool has its own set of rules, and the driver will advise riders of them. In order to keep the vanpool running smoothly, it's important that riders follow these rules.

Vanpooling with the T can make commuting less costly — and a less stressful — experience. Call today for information!



Get the vanpool advantage. Call 817-336-RIDE today.

How Can We Get Started?

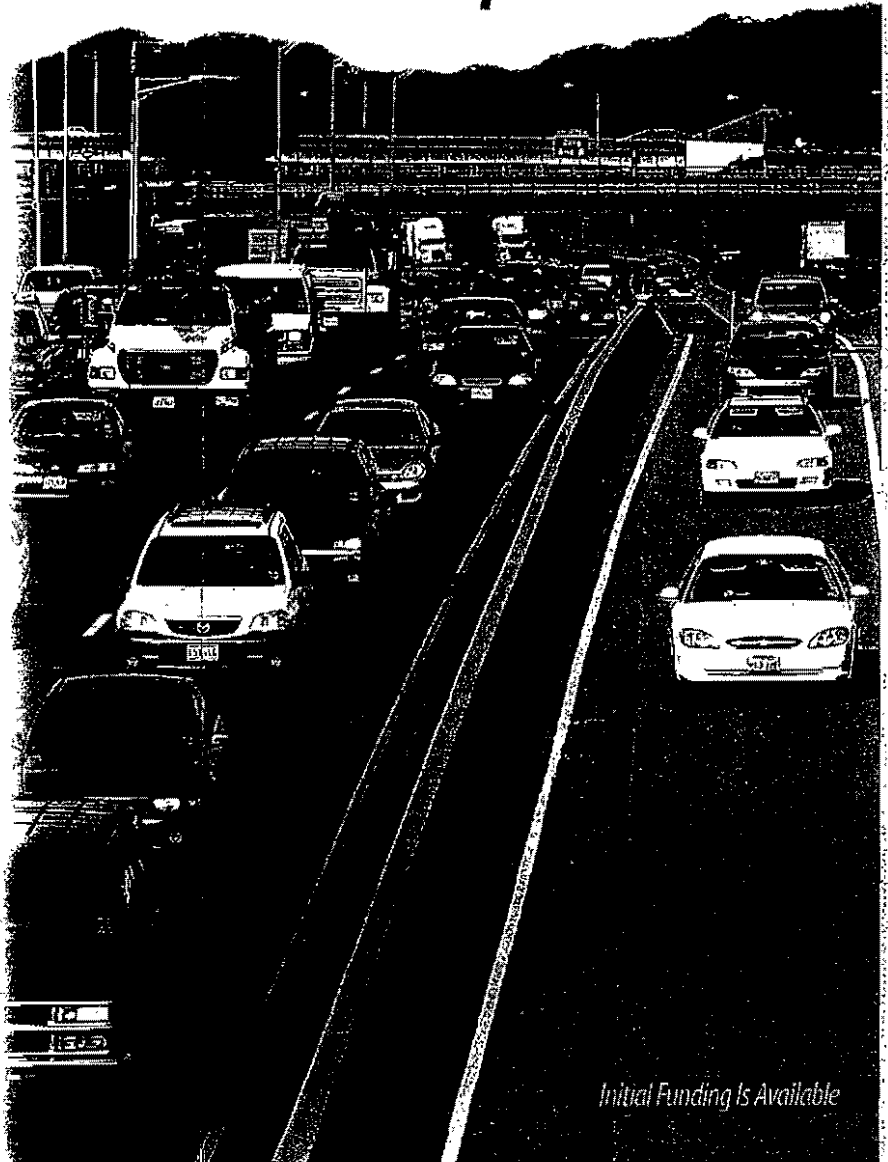
TMA's are a partnership between government and the private sector, so the first thing is finding a transit agency sponsor like DART. Your transit partner will know how to create a plan and apply for a grant to get going.

Make A Call Today!

Find out if a TMA can help solve your transportation problem. Call

*Rafael Sustaita
TMA Development
Dallas Area Rapid Transit
214-749-3241
rsustait@DART.org*

Could a Transportation Management Association Help You?



173-038-02 7/2002

214-979-1111



Initial Funding Is Available

If You Have These Problems, It Can!

- Increased traffic congestion in your area
- Limited parking for employees and customers
- No regular transit service nearby
- Growing air pollution
- A special need to get employees to a certain location
- Any other specialized transportation-related problem

What A TMA Can Offer

- Vanpools, carpools and rideshare programs
- Emergency Ride Home
- Cash out for subsidized parking
- Free auto services for carpoolers (washes, oil changes)
- Midday shuttles to dining and shopping
- On-site amenities (ATMs, postal, cleaning)
- Compressed work weeks

TMA's Bring Together the Public and Private Sectors To Solve Transportation Problems

Who Can Join?

- Employers
- Developers
- Business Organizations (Chambers)
- Land Owners
- Local Transit Agencies
- Government Offices
- Taxing Districts

How Is A TMA Funded?

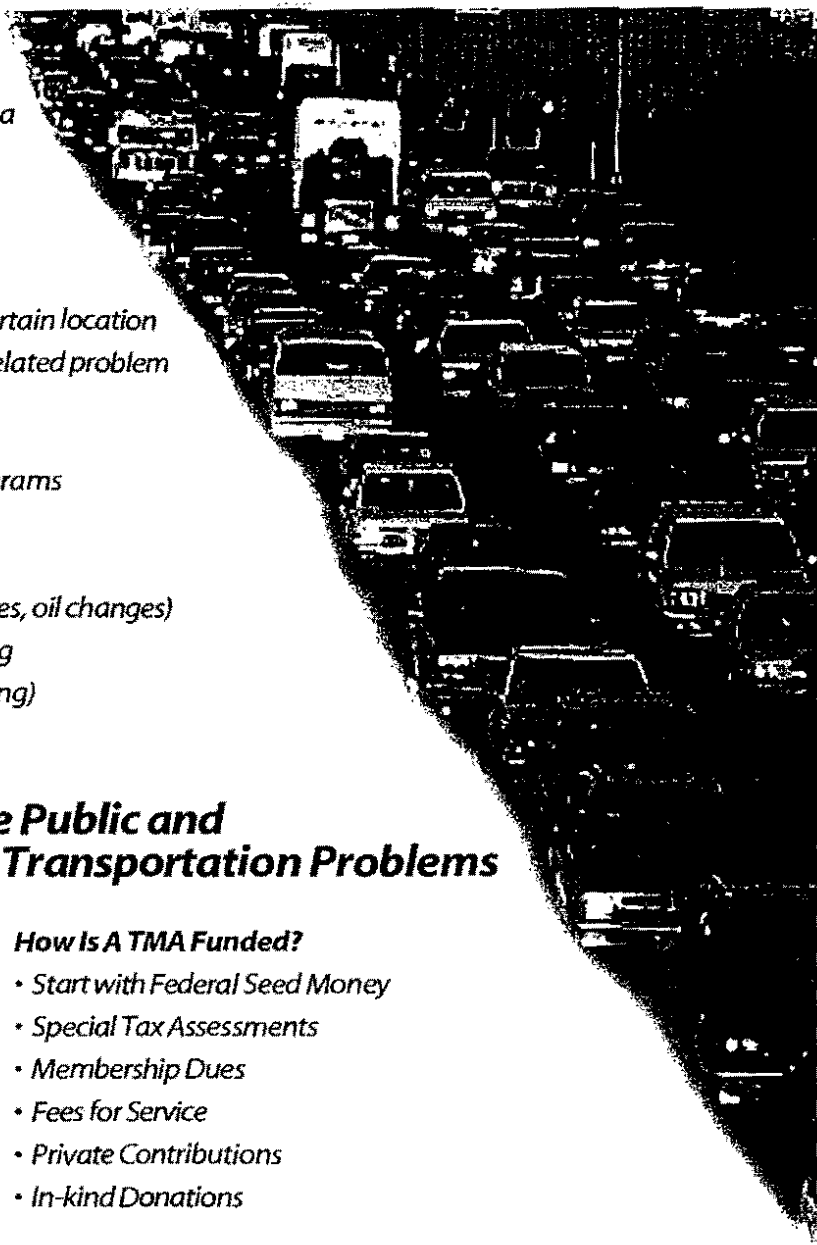
- Start with Federal Seed Money
- Special Tax Assessments
- Membership Dues
- Fees for Service
- Private Contributions
- In-kind Donations

What's the Cost?

A typical TMA budget can range from \$100,000 a year to many times that figure, depending upon the range of services and level of activities.

The FTA has funded TMA's ranging from \$25,000 per year for the Greater Princeton TMA to \$400,000 for the North San Diego County TMA.

State and regional agencies also provide assistance. Caltrans has provided areas with a \$15,000 grant to conduct a feasibility study, followed by a \$60,000 to \$70,000 grant to help establish the organization.



ACT Mission Statement

The Association for Commuter Transportation (ACT) supports its members in their efforts to enhance mobility, improve air quality and conserve energy through Transportation Demand Management (TDM) activities. ACT serves as an information resource, provides advocacy on transportation issues involving commute alternatives, and offers networking and professional development opportunities to its members.

ACT Membership Categories

Organizational

Public agencies, private businesses, educational institutions, sole proprietorships, non-profits and other enterprises may join as organizations. Dues include full membership privileges for up to two employees in the same ACT Chapter area. The organization has the option of appointing another employee to finish out the year in the event of personnel changes. Additional members may be added to an organization's membership for an additional charge.

Individual

Individual members are welcome in ACT. Dues include full membership privileges for one person, covering the individual even if they change employment locations.

Student

Full-time students are eligible for ACT membership at a reduced rate.



ACT
Association for Commuter Transportation
PO Box 15542
Washington, DC 20003
202.393.3497
202.546.2196
act@act-hq.com
www.actweb.org



**The
Association
for Commuter
Transportation**



KEEPING YOU MOVING IN THE RIGHT DIRECTION

Movement... That's what transportation is all about, right? Getting to the places we want to go quickly and easily, whether it's work, school, the grocery store or the baseball stadium.

Unfortunately, it's getting harder to actually move these days. Rush-hour is now an all-day affair, with traffic congestion fouling our highways, our air and our mood. Let's face it — driving is driving people crazy.

The good news is: You're not traveling this road alone, thanks to the Association for Commuter Transportation (ACT).

Who is ACT?

ACT is North America's most respected association for professionals who specialize in commute options and solutions, as well as organizations, businesses and individuals interested in creating a more workable transportation system.

Together with employers and government agencies, ACT works to create programs, services and products that help reduce traffic congestion, increase mobility and improve air quality.

Employees want commuter assistance

Although the majority of businesses and employees still remain unaware of the benefits of commuter assistance, ACT has started working with many companies to help them understand the benefits of commuter assistance. ACT has also developed a new commuter assistance model for the workplace. (See Report, April 2001)

Why should you get in on the ACT?

Quite simply, because we're all affected on a daily basis by how well - or how poorly - our transportation system functions.

If you're an employer, you know that the quality of your employees' commute has a huge impact on their job performance and morale. Frustrating traffic jams, longer commute times and the rising cost of driving can decrease job satisfaction... and affect your ability to recruit and retain good employees.

Fortunately, more and more companies are realizing that implementing employee transportation programs makes good business sense. Employees with commute benefits keep more of their income and arrive at work happier, more relaxed and on time. Employers who provide commute benefits often recoup the cost of those programs through tax credits, savings on overhead and employee retention.

And, of course, government agencies and commute professionals know that efficient transportation is essential to the economic vitality of any community.

What will you get from ACT?

As an ACT member, you'll have access to the knowledge, resources and connections you need to solve your commute-related challenges.

ACT members represent a diverse cross-section of private-sector businesses and public-sector organizations. Working together to develop commute solutions with business and community benefits, ACT members have one thing in common: they're experts in developing innovative transportation solutions.

Thinking about starting a telework program? Want to know more about tax-free commute benefits? Wonder how a vanpool program would affect your bottom line? No need to reinvent the wheel; the answers and assistance you need are at your fingertips in the ACT membership directory.

As an ACT member, you'll enjoy the following benefits:

- Automatic membership in your local Chapter (in most areas), where you can meet nearby colleagues and discuss transportation issues important to your region;
- Networking opportunities with international, national and local TDM professionals, including TMA directors and members, transportation coordinators, planners, TDM consultants, government officials, educators, employers and others;
- An annual conference that is the TDM industry's premier professional development, networking and information-gathering event;
- A special TMA Summit conference every two years;
- TDM Review, a quarterly journal packed with current industry information, ACT updates, TDM-program case studies, technical papers and more;
- A monthly electronic newsletter;
- A members-only Web site that includes TDM-related job listings, a searchable directory of ACT members, a complete online version of TDM Review and more;
- An Internet Newsgroup bulletin board service for exchanging ideas and information with other ACT members worldwide; and
- Representation by active lobbyists in Washington, DC, who promote and support effective national policies on commuting issues.

Isn't it time to ACT?

Make your move now to become an ACT member. Submit the enclosed membership application by mail or fax. For more information, contact ACT National Headquarters at 202.393.3497, send an email to act@act-hq.com, or visit us online at www.actweb.org.



Association for Commuter Transportation
PO Box 15542
Washington, D.C. 20003
(202) 393-3497
FAX (202) 546-2196
act@act-hq.com

ACT Membership Application

Name

Title

Organization

Phone Number

Fax Number

Email Address

Address

City

State

Zip

Membership Category		Select ACT Council
<input type="checkbox"/> Organizational (includes 2 people)	\$400	<input type="checkbox"/> Public Policy
3rd - 4th members	\$150 ea.	<input type="checkbox"/> TMA
5 or more members	\$100 ea.	<input type="checkbox"/> Vanpool
<input type="checkbox"/> Individual	\$200	<input type="checkbox"/> Access to Jobs/

Additional Organizational Member

Title

Phone Number (for additional member)

Fax Number



ACT

Association for Commuter Transportation
PO Box 15542
Washington, D.C. 20003
(202) 393-3497
FAX (202) 546-2196
act@act-hq.com

Which of the following categories best describe your organization?

- TMA Consultant State/Local Government
- Federal Government Transit Agency Academic
- Regional/Rideshare Agency Employer
- Other: _____

What is your particular area of expertise as it relates to the commuter transportation field?

Who referred you to ACT? (if applicable)

Payment Information

Please return this application with payment to ACT.

- Check Visa MasterCard American Express Discover

Card Number

Exp. Date

Name of Cardholder

Signature

Mail or fax applications to:

Association for Commuter Transportation
PO Box 15542

Does Your Company C.A.R.E.?

Clean Air Recognition of Employers



You Can Make a Difference

The U.S. Environmental Protection Agency (EPA) has determined that the D/FW area must reduce its levels of ground-level ozone. Failing to do so by 2007 could result in punitive actions against our region as authorized by Congress in the Federal Clean Air Act, such as strict limitations on future industrial growth and a potential loss of billions of dollars in federal transportation funds. Decreased economic growth, loss of jobs due to facility relocations and a negative regional image would add to the dangers of poor air quality and its health consequences for North Texas residents. More than 50 percent of ozone is created by gas-powered engine emissions, such as those from cars and trucks.

Voluntary employee trip reduction efforts by area employers help reduce emissions that create ozone. Programs such as DART's E-Pass, A-Pass and M-Pass, organized carpool/vanpool projects, alternative work schedules and other employer-based initiatives go a long way towards improving air quality.

First Annual CARE Awards

DART, the North Texas Clean Air Coalition and the Greater Dallas Chamber of Commerce proudly recognize proactive companies making contributions to improved air quality for all North Texas citizens. By implementing voluntary trip reduction and other innovative air quality programs, you show that you care about the air we breathe. Points are given based on the type of clean air initiative taken by the company and totaled to determine the company's eligibility and type of membership. Awards, entitlement qualifications and point requirements are explained in this brochure.

CARE Awards Levels

Platinum Award

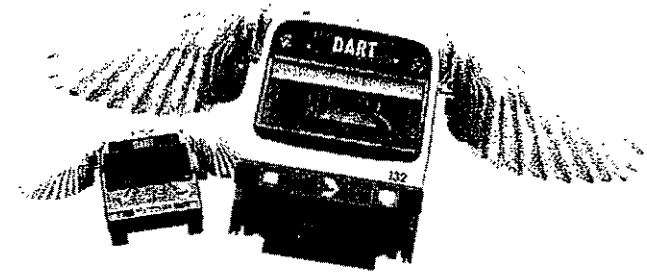
- Gold Member Recipient
- Two Winners in Two Categories:
 - Small Employer – 20 to 499 employees
 - Large Employer – 500+ employees
- Implementation of exemplary trip reduction or air quality improvement program(s)

Gold Member (120 points or more)

- Eligible for **Platinum Award**. One each will be awarded to a Gold Member in the Small Employer (20 – 499 employees) category and the Large Employer (500+ employees) category who have gone above and beyond the call of duty for air quality efforts.
- Company logo or name to appear in newspaper ads in **The Dallas Morning News** and the **Fort Worth Star-Telegram**.
- Invitation to an awards luncheon hosted by DART, the Greater Dallas Chamber of Commerce and the North Texas Clean Air Coalition where efforts will be recognized.
- Information about company's clean air program included in at least one news release distributed to local media.
- Consideration of the company's key executives for media interview opportunities.
- Recognition of company's clean air programs in newsletters (including those published by DART, the Greater Dallas Chamber of Commerce and the North Texas Commission).
- Company name listed on dart.org and northtexasair.org websites.

Silver Member (60 points or more)

- Company name to appear (in smaller print) in newspaper ads in **The Dallas Morning News** and the **Fort Worth Star-Telegram**.
- Invitation to an awards luncheon hosted by DART, the Greater Dallas Chamber of Commerce and the North Texas Clean Air Coalition where efforts will be recognized.
- Company name listed in at least one news release issued to local media.
- Recognition of company's clean air programs in newsletters (including those published by DART, the Greater Dallas Chamber of Commerce and the North Texas Commission).



Clean Air Recognition of Employers (CARE) Awards

You are cordially invited to attend the first annual CARE Awards Luncheon hosted by DART, the North Texas Clean Air Coalition and the Greater Dallas Chamber of Commerce.

We will have a special guest speaker present.

DATE: Friday, November 22, 2002

TIME: 12 p.m. to 1:30 p.m.

LOCATION: Maggiano's Restaurant at NorthPark Center

ADDRESS: Accessible on the DART Red Line via Park Lane Station and the free NorthPark Center Trolley-Bus.

Please RSVP by 11/15/02 by calling Brenda at 214-749-2724.
Be sure to mention if you need a courtesy day pass.

Please complete the following worksheet and return to DART. For each listed Program, your company will receive the total eligible points if currently active, or zero points if not.
 No postage is necessary. Entries must be received by 10/28/02.

Clean Air Points Worksheet

PROGRAM	ELIGIBLE POINTS	EARNED POINTS
Have a designated Employee Transportation Coordinator (ETC). If yes, complete ETC information below.	10	
Provide transit passes for all employees (E-Pass)	60	
Provide transit passes for some employees (M-Pass, A-Pass)	20	
Provide vanpool subsidies (DART van)	20	
Provide carpool/vanpool ridematching (conducted DART Employee Transportation Survey)	10	
Provide RideSharing incentives, such as preferential parking for carpools/vanpools, employee comp time, emergency ride home or prizes for employees who participate in trip reduction activities	10	
Provide telework options for at least 20 percent of employees during ozone season	20	
Provide flextime, compressed work week or staggered work hours for at least 20 percent of employees during ozone season	20	
Schedule external meetings after 10:00 a.m. during ozone season	5	
Use fleet vehicles through effective vehicle maintenance program, refueling at night, converting to cleaner burning fuels or providing vehicles to arrange carpools and lunch meetings	10	
Delay maintenance work using two-cycle engines during ozone season	20	
Post clean air information in public areas or distribute electronically	5	
Provide lockers, racks and/or showers to encourage bicycling to work	10	
TOTAL POINTS EARNED		

Company Name: _____

ETC (Contact) Name: _____

ETC (Contact) Title: _____

Mailing Address: _____

City: _____ Zip Code: _____

Telephone Number: _____

Fax Number: _____

Email Address: _____

Please cut along dotted line, then fold, seal with tape and return this portion via mail.



NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

BUSINESS REPLY MAIL

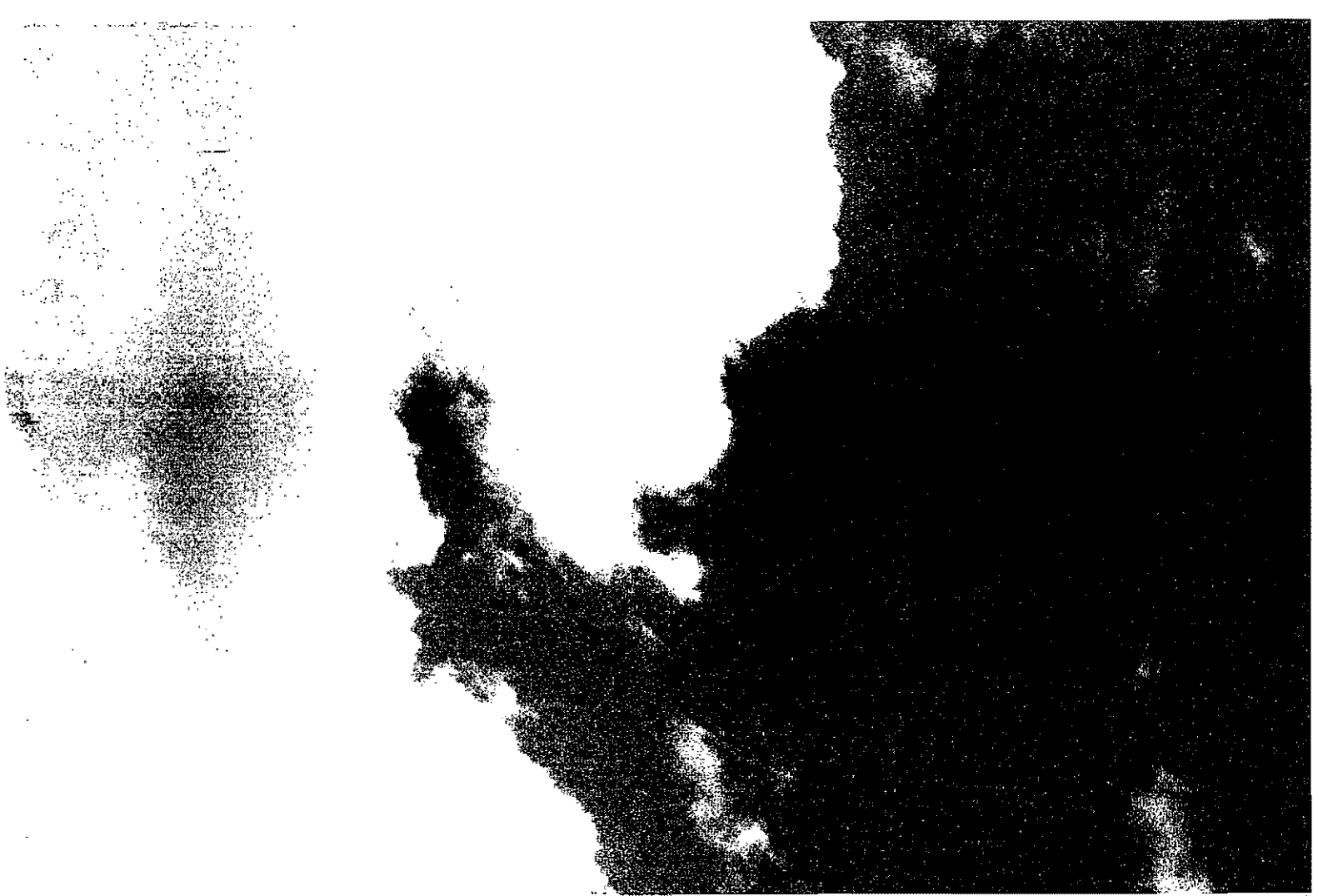
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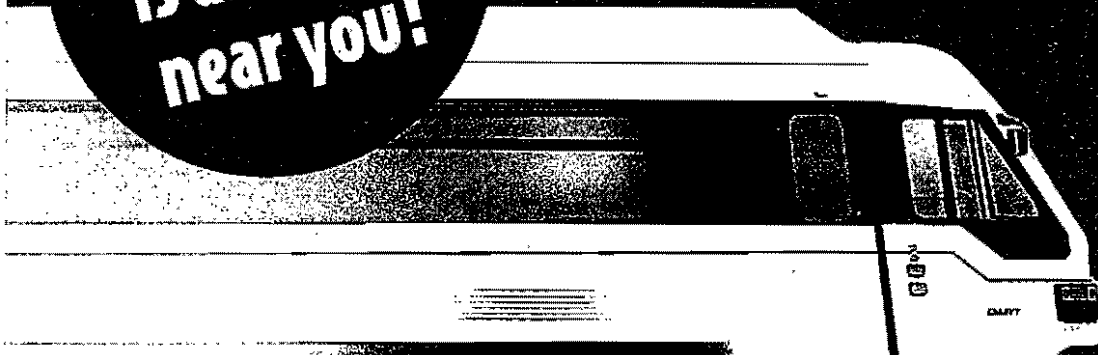
DALLAS, TX

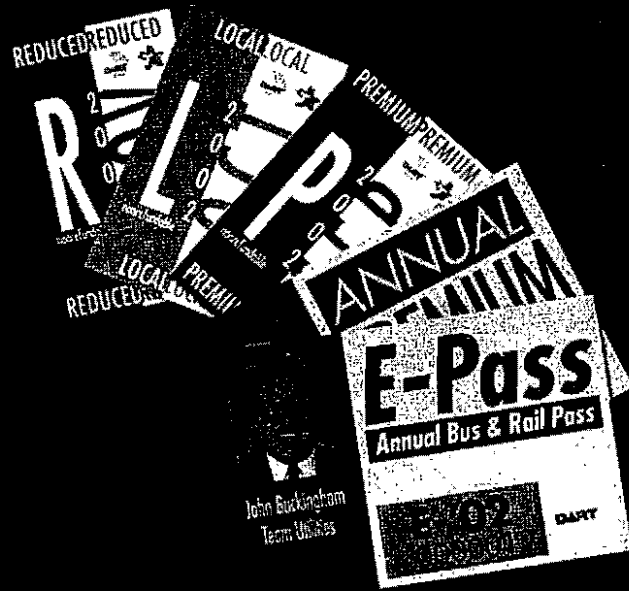
POSTAGE WILL BE PAID BY ADDRESSEE

CARE AWARDS
DALLAS AREA RAPID TRANSIT
PO BOX 660163
DALLAS TX 75266-9672



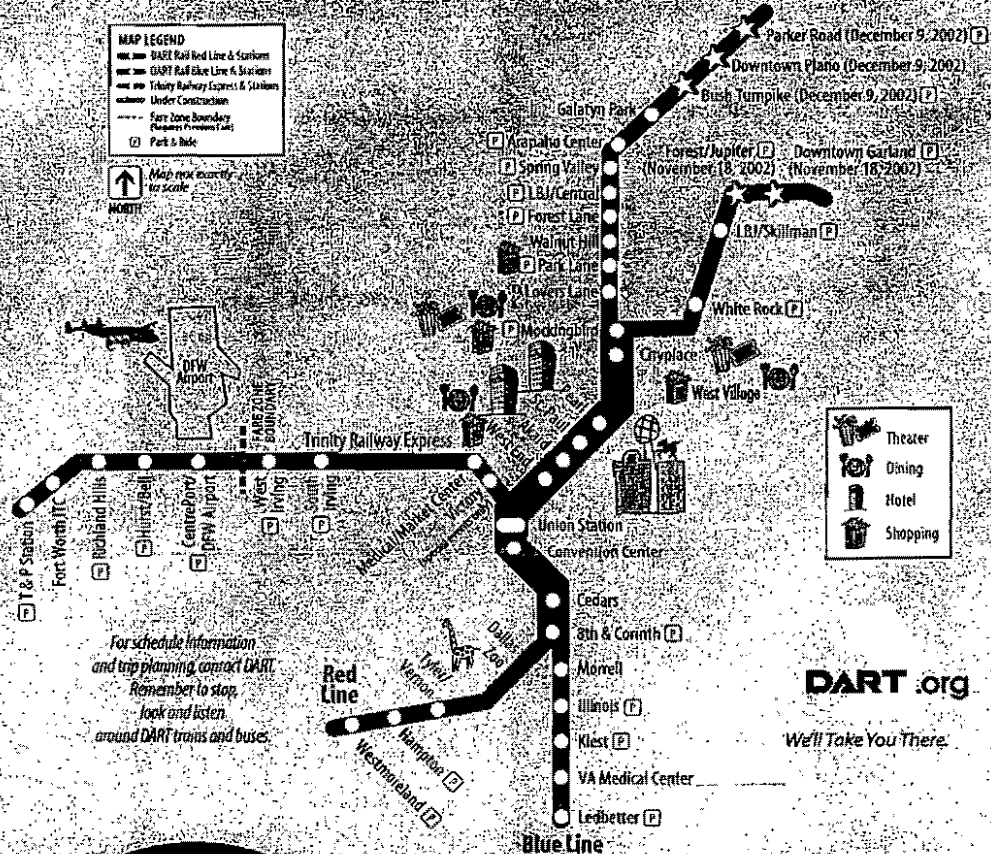
**DART Rail
is arriving
near you!**





DART employer services offer a variety of flexible pass programs to meet your needs.

Riding DART is easy! Just call 214-979-1111 and tell the Customer Assistance Representative where you are, where you want to go and what time you want to arrive. You can visit DART.org to get routes, fares and schedule information, too. We are ready to help you get wherever you want to be!



For schedule information and trip planning, contact DART. Remember to stop, look and listen around DART trains and buses.



DART connects to your door!

DART bus and shuttle programs are available to bring your employees right to your corporate campus.

That's right !

DART is bringing FREE DART PASSES for your employees. All you have to do is give us the opportunity to bring the passes and explain how the new rail station can help your workforce get to and from their jobs.

Soon, DART will be hosting a fun and informative event that your entire company can attend.

How can your company benefit from employees riding DART?

- Give your employees a "raise" by saving them up to \$5,000 a year in vehicle maintenance, fuel, depreciation and insurance
- The company saves parking lot construction/maintenance costs of up to \$10,000 per parking space
- Productivity increases because employees avoid driving frustrations, arrive on time and stress-free
- Transit that works in spite of car problems = decreased absences
- Decreased traffic and pollution = reputation as a good corporate citizen
- Ability to recruit from the entire metroplex

A representative will be calling soon to schedule the delivery of your free passes and invite you and your employees to the DART special event.

Or, you may call 214-747-RIDE (7433) for more information. DART.org



**With FREE
DART passes
for your employees...**



Dallas Area Rapid Transit
1401 Pacific Avenue
Dallas, Tx 75202

MEMORANDUM

DATE: 21 NOVEMBER 2002

TO: RON WHITEHEAD

FROM: JIM PIERCE *Jup*

SUBJECT: TRANSPORTATION MANAGEMENT ASSOCIATIONS

As per your request, I have done some research on Transportation Management Associations (TMA) and can report the following:

Most of my information has come from Christie Jestis, Transportation Planner with NCTCOG, who was very helpful and knowledgeable on the subject.

The Dallas-Fort Worth Metropolitan Area Travel Demand Management (TDM) program consists of a regional employer trip reduction program, a regional vanpool program, park-and-ride lot development, and the formation of transportation management associations (TMA's). Federal funds can be allocated to each of these TDM program areas during Regional Transportation Council (RTC) funding initiatives. With respect to TMA's, federal funds can be used as seed funds that cover administrative and service provision expenses for the first two years of a TMA's life.

After the second year, TMA's may submit specific projects during competitive calls for projects. These projects must include the provision of services as a primary project element. Promotional services can be funded, but they are a second priority, and general administrative costs are no longer eligible. The assumption made by the RTC is that by providing federal funding for administrative costs in the first two years, the TMA will have time to organize itself and to build a membership base large enough to cover the costs of administration and service provision. During the first two years, federal funds may be as high as 85-100 percent of the TMA budget.

TMA's should be public/private partnerships that cover a specific area with the goal of improving transportation (of all types) in the area. Chambers of Commerce sometimes host the TMA, or a city or town can be the incubator agency. However, Christie recommends that the TMA become an autonomous agency to stand on its own as soon as possible. The TMA must have the support of businesses with membership dues or fees for service to be the eventual source of funding. An executive director and a small staff with a board of directors usually run a TMA.

Contacts at surrounding communities that have TMA's are as follows:

Frisco	Jeff Witt	972-335-5540
Fort Worth	Melissa Waelti-Dailey	817-870-1692
Richardson	Kim Farwell	972-744-4325
E. Side Farmers Branch	Dave Davis	972-919-2578
Central Dallas Assn. (Downtown Dallas)	Miguel DelValle	214-720-0076

Another contact is Rafael Sustaita, who is a DART TMA Specialist and can provide information and assistance in forming a TMA (214-749-3241).

I have attached additional documents that I received from Christie that go into more detail about what TMA's are, typical services that can be provided and business plan elements.

Please let me know if I can be of further assistance.

Cc: Chris Terry
Mike Murphy
Bill Shipp

**Transportation Management Associations
In the Dallas/Fort Worth Metropolitan Area**

Transportation Management Associations (TMAs) are public/private organizations that implement travel demand management strategies and work together to solve local transportation issues. TMAs serve distinct areas with high employment and development densities. These organizations consist of stakeholders, such as employers, developers, building owners, and local government representatives, who have a vested interest in transportation issues in the area. TMAs provide a forum for TMA stakeholders to discuss these transportation issues.

TMAs are not a new development in the Dallas/Fort Worth region. Two TMAs currently operate within the Dallas-Fort Worth Metropolitan Area. The first TMA in this region, the Central Dallas TMA (CDA), operates in the Dallas central business district (CBD). CDA focuses on transportation issues affecting the CBD. In 1998, CDA facilitated the implementation of Pegasus Parking, a seamless parking garage system that utilizes tolltag technology. This organization also provides the Guaranteed Ride Home service for DART's vanpool and e-pass programs.

The second TMA in Dallas-Fort Worth, the Downtown Fort Worth Transportation Management Organization (TMO) began operation in 1999. Currently, the Downtown Fort Worth TMO is assisting with the planning of an Intermodal Transportation Center and the implementation of wayfinding sign improvements in the Fort Worth CBD.

Emerging TMAs include the Dallas/Fort Worth International Airport TMA, the East Side Farmers Branch TMA, and the Richardson-North Central TMA. As a result of the 1999 Call for Projects issued by the Regional Transportation Council, federal start up funds were allocated to these three TMAs for up to two years. In the coming years, these organizations will impact transportation strategy implementation in their respective areas.

TMA Information Sheet

Definition/Characteristics:

- Public/private partnerships that implement Congestion Management Systems (CMS) and Travel Demand Management (TDM) strategies locally, and address other transportation issues.
- Many are incorporated, non-profit orgs that consist of developers, area businesses, business and industry leaders, local chambers of commerce, and public officials/representatives.
- Often membership based
- Located in areas of high development, like central business districts or major business corridors.

Activities:

- Principle role: involve business community in transportation planning
- Advocacy on transit, roadway, bicycle, pedestrian, land use, and air quality issues
- Transit pass subsidy or voucher programs
- Transit scheduling assistance
- Coordinate parking services for high occupancy vehicles
- Sponsor TDM workshops, transportation fairs, and other training programs
- Promote local transit improvements
- Provide wayfinding signage for pedestrian, bicycle, and vehicle travelers
- TDM consulting services for employers (commute cost analyses, prepare transportation plans for employer sites, surveys, etc.)
- Publish TDM/transportation newsletter
- Ozone alert notices
- Shuttles or vanpools for employees and customers
- Ridematching services
- Employer surveys (to assess transportation needs of employees)
- Carpool and vanpool support programs
- Parking management programs
- Guaranteed/emergency ride home programs
- Telecommuting/teleconferencing center operation
- Employee Transportation Coordinator (ETC) training
- Low-interest bicycle or vanpool purchasing loans
- Educational, promotional, and incentives programs for alternative travel modes

Funding Possibilities:

- Federal grants (CMAQ, STP-MM)
- Membership dues
- Special tax district funding
- Developer fees
- Self-supporting (independent of governmental grants)

Misc. Information:

- First TMA in Princeton, NJ in 1970
- Over 100 TMAs in the nation
- Employer contributions can be tax deducted because considered "business expenses"

TRANSPORTATION MANAGEMENT ASSOCIATIONS

POLICY GUIDELINES

In order to obtain start-up funds (up to two years), a TMA must adhere to the following service guidelines and implementation criteria:

1. Primary transportation services are the reduction of drive alone or peak period travel by: a) providing travel demand management services; and b) promoting alternative travel modes. Secondary transportation services include information provision and advocacy services.
2. A written business plan (delivered and approved prior to accessing funds) must be submitted to the MPO which details:
 - a) Purpose of the program, expected duration of the program, and expected local and regional benefits.
 - b) Detailed operating and funding plans to cover the first two years of operation, and general operating plan and funding plans to cover expected duration of the program, if expected to continue after two years.
 - c) Project manager responsible for the program, and board of trustees providing oversight to the program.
 - d) Strategy for coordination with other local and/or regional TDM interest groups.
 - e) Description of how reductions in drive alone travel will be measured, and additional program objectives by which success will be measured. Regular performance reporting is required.
3. Follow applicable state and federal requirements associated with receipt of federal funds.
4. Regularly report the status of the program documenting how well the program is meeting stated objectives
5. Target an area that will serve no less than 2,500 potential commuters
6. Accept all responsibility and liability for the program.

TRANSPORTATION SERVICES PROVIDED

The TMA must provide any number of transportation services that reduce drive alone or peak period travel. Primary transportation services include providing travel demand management services and promoting alternative travel modes. Secondary transportation services include information provisions and advocacy services.

All primary and secondary services are eligible for start-up funding in years one and two. However, only primary services are eligible for funding in subsequent years, through a competitive Call for Projects.

Primary Services - Travel Demand Management Services

- Operate shuttles and express transit services
- Provide ridematching services
- Operate emergency ride home programs
- Initiate and/or operate vanpools
- Subsidize transit passes
- Provide marketing services for transit passes
- Provide transit scheduling assistance
- Coordinate parking services for high occupancy vehicles
- Provide bicycle and/or pedestrian services during peak travel times

Primary Services – Promote Alternative Travel Modes

- Sponsor TDM workshops, transportation fairs, and training programs
- Promote local transit improvements
- Coordinate bulk purchase and distribution of promotional materials on commute alternatives
- Provide information on transit services, park-n-ride facilities, and other alternative modes
- Promote bicycle and pedestrian travel during off-peak travel times
- Provide wayfinding services/signage for pedestrians

Secondary Services - Provide Information and Advocacy Services

- Provide TDM consultant services to businesses implementing ERT programs
- Produce information bulletins on current and future transportation projects and programs
- Advocate for better traffic flow through signalization and other Transportation Systems Management
- Work with local governments to ensure that new transportation services and infrastructure support regional TDM and clean air goals
- Conduct transportation studies on future TDM projects and programs
- Provide Air Pollution Watch and Warning notification services
- Provide wayfinding services/signage to all vehicle types

PROGRAM EVALUATION CRITERIA

The TMA will be required to regularly report the status of the program documenting how well the program is meeting stated objectives. Possible evaluation criteria are listed below, with the preferred method starred.

Reduction in Drive Alone Travel

- Change in number of vehicle trips*
- Change in employee mode of travel*
- Change in number of person trips
- Change in supply of transportation services
- Change in supply of transportation facilities

Reduction in Peak Period Travel

- Change in employee time of travel*
- Change in location of activities

TRANSPORTATION MANAGEMENT ASSOCIATION
BUSINESS PLAN ELEMENTS

I. INTRODUCTION

- Background/Assessment of Need
 - Appraisal of the local situation (existing and/or planned)
 - Employee travel patterns
 - Trip reduction ordinances or other regulations affecting employers in the area
 - Local and regional traffic and growth patterns
 - Public and private parking conditions
 - TDM services available through other groups
 - Transportation services and facilities available to employers and employees in the area
 - Reason for forming a TMA
 - Previous studies - MIS, Corridor, or Needs Assessment
 - Define general service area
 - Identify services to be provided
- Mission Statement
 - The purpose of the program
- Goals and objectives
 - Expected local and regional benefits
 - Expected duration of the program

II. ORGANIZATIONAL STRUCTURE

- Geographic Boundary
 - text description
 - map of service area
- Corporate Status
- Articles of incorporation (if appropriate)
- Program Administration
 - Staffing
 - Name and contact information for project manager
- Board of Directors
- Committees
- Membership Base
- Working relationships with other organizations
- Strategy for coordination with other TDM interest groups
- Bylaws (Appendix/Attachment)

III. MARKETING PLAN

- Potential membership base and estimates
- How will the TMA maintain the support and enthusiasm of existing members
- What activities will the TMA pursue to attract additional private and public support

IV. DETAILED BUDGET AND FUNDING PLAN

- Sources and amount of funding
- Sponsorship for Federal Funds
- Oversight of Federal Funds
 - Recipient and sub-recipients
- Funding received to-date
- Detailed operating and funding plan
 - Annual budget
 - Multi-year budget

V. SERVICE PLAN

- Provide a brief description of each service to be provided in order of importance
- Description should include:
 - Description of service
 - Purpose, goal, and/or objective of service
 - Expected Results
 - Schedule of implementation
 - Define the date you will begin the activity, the date it will be finished, and dates of any critical, intermediate milestone activities
 - Should also define who is responsible for each activity, and the roles they will have
- Prepare a master time line or calendar for all activities

VI. MONITORING AND EVALUATION PLAN

- Establish baseline and program objectives
- Define evaluation measures
- How will TMA activities, external contracts, and local transportation trends be documented.
- Explain how data will be collected and evaluated
- Develop a schedule of evaluation and follow-up plan

MEETING SUMMARY

**TRAVEL DEMAND MANAGEMENT/
CONGESTION MANAGEMENT SYSTEM (TDM/CMS) TASK FORCE**

Tuesday, October 29, 2002

1:30 P.M. to 3:30 P.M.

ATTENDANCE

Meeting Type	Annual Meeting
Attendees	Martha Musgrove (Fort Worth Transportation Authority), Michael Copeland (HNTB/North Texas Tollway Authority), Vic Suhm (North Texas Commission), Cliff Franklin (North Central Mobility Task Force), Walter Ragsdale (City of Richardson), Christa Sharpe (City of For Worth), Melissa Dailey (Downtown Fort Worth, Inc.), Kurt Neufang (University of North Texas), Jim Pierce (Town of Addison), Stan Nixon (City of Denton), Miguel DelValle (Central Dallas Transportation Management Association), Daon Stephens (City of Grand Prairie), Marcos Fernandez (City of Plano), Gary Gailliard (University of North Texas), Kyle Waggoner (Dean International, Inc.), Sam Adamie (Tarrant County), Juanita Bridges (City of Arlington), Eric Saxon (Texas Department of Transportation), Anne Polk (Texas Department of Transportation – Dallas District), Don Jensen (Greater Irving-Las Colinas Chamber of Commerce), Jeffery Pulis (Dallas Area Rapid Transit), Rafael Sustaita (Dallas Area Rapid Transit), Tony Mendoza (Dallas Area Rapid Transit), Jerry Tikalsky (Dallas Area Rapid Transit), Kent Collins (DFW Airport), David Cowley (Fort Worth Transportation Authority), Brenda Stefka (Texas Department of Transportation – Regional Planning Office), Joseph Iliff (City of McKinney).
NCTCOG Staff Members Present	Dan Rocha, Christie Jestis, Barbara Maley

AGENDA

ITEM 1

Item Name	Introduction to the TDM/CMS Task Force
Item Purpose	The Task Force structure, membership, and meeting format were discussed.
Handouts/ Overheads	N/A
Conclusion	Christie Jestis explained the differences between the TDM/CMS Committee and the newly formed TDM/CMS Task Force. Task Force meetings will be less formal, and will occur less often. The Task Force meetings will be held one to two times per year depending on need.

ITEM 2.1

Item Name	Performance Reports (FY 2002) – Employer Trip Reduction (ETR) Program
Item Purpose	The Task Force was briefed on the status and performance of the ETR programs operated by Dallas Area Rapid Transit (DART) and the Fort Worth Transportation Authority (the T).
Handouts/Overheads	“DART Employer Trip Reduction (ETR) Program” (MS PowerPoint Presentation) “DART Rail is Arriving Near You!” (Handout) “DART Transit Programs are Designed with You in Mind!” (Handout) “The T’s ETR/Vanpool Program” (Overheads) “Stay Connected! It’s Guaranteed.” (Handout)
Conclusion	Tony Mendoza (DART) and Martha Musgrove (the T) presented descriptions and performance reports for the ETR programs operated by their respective agencies. Over 140 employers with more than 35,000 employees have joined the DART ETR program by implementing at least one TDM program. On the western side of the region, almost 650 companies employing approximately 54,101 individuals have joined the T’s ETR program. The major challenges and successes encountered during the implementation of these ETR programs in FY 2002 were also discussed.

ITEM 2.2

Item Name	Performance Reports (FY 2002) – Vanpool Program
Item Purpose	The Task Force was briefed on the status and performance of the vanpool programs operated by DART and the T.
Handouts/Overheads	“The T’s ETR/Vanpool Program” (Overheads) “The T Vanpool – A Van-Tastic Way to Commute” (Handout)
Conclusion	Martha Musgrove (the T) and Jeffery Pulis (DART) presented descriptions and performance reports for the vanpool programs operated by their respective agencies. In FY 2002, DART operated an average of 70 vans per month, which reduced 14.4 million miles of vehicle travel, 27 tons of nitrogen oxide emissions, and 18 tons of volatile organic compound emissions. In addition, the T operated an average of 120 vans per month, which reduced 17.6 million miles of vehicle travel, 33 tons of nitrogen oxide emissions, and 22 tons of volatile organic compound emissions. The major challenges and successes encountered during the implementation of these vanpool programs in FY 2002 were also discussed.

ITEM 3

Item Name	Regional Vanpool Coordination
Item Purpose	The Task Force was informed of the activities relating to regional vanpool coordination.
Handouts/ Overheads	N/A
Conclusion	Christie Jestis updated the Task Force on the topics being addressed at regional vanpool coordination meetings. Topics under discussion include service area boundaries, regional goals, referral procedures, performance monitoring, and common fare structure. Regional vanpool coordination meetings are held on a quarterly basis.

ITEM 4.1

Item Name	Transportation Management Associations (TMA) – Central Dallas TMA (CDA)
Item Purpose	A briefing on the Emergency Ride Home Program operated by CDA and on other FY 2002 TMA activities was provided.
Handouts/ Overheads	"Central Dallas/Transportation Management Association (TMA): Ensuring Trip Reduction" (MS PowerPoint Presentation and handout)
Conclusion	Miguel DelValle (CDA) presented performance data regarding the CDA Emergency Ride Home Program to the Task Force. During FY 2002, 440 emergency ride home trips were provided to program participants. In addition, Mr. DelValle discussed the major challenges and lessons learned from this program.

ITEM 4.2

Item Name	Transportation Management Associations (TMA) – Downtown Fort Worth Transportation Management Organization (DFWI)
Item Purpose	The Task Force was briefed on DFWI's FY 2002 activities.
Handouts/ Overheads	"Downtown Fort Worth Transportation Management Organization" (MS PowerPoint Presentation)
Conclusion	Melissa Dailey highlighted the FY 2002 activities and accomplishments of DFWI. She also described some of the organization's planned activities for FY 2003 including the initiation of a long-term Downtown Circulation Study, the completion of an ongoing wayfinding study, and the possible implementation of a community bicycle program.

ITEM 4.3

Item Name	TMA Formation in Dallas-Fort Worth
Item Purpose	An update on the status of funded TMAs and a report regarding the formation of potential TMAs was presented.
Handouts/ Overheads	"Could a Transportation Management Association Help You?" (Handout)
Conclusion	<p>Christie Jestis provided a status report on the three TMAs that were allocated start up funding in the 1999 Call for Projects. The Farmers Branch, Richardson, and DFW Airport TMAs are in various stages of formation. The implementation of these TMA projects has been impacted by the economic downturn, and especially in the case of DFW Airport, by the events of September 11th.</p> <p>Rafael Sustaita (DART) reported about organizations and local agencies interested in creating TMAs in their areas. He specifically mentioned the possible implementation of TMAs in Frisco and in the Fair Park area in Dallas.</p>

ITEM 4.4

Item Name	TMA Voice
Item Purpose	The Task Force was informed about the publication of the TMA Voice.
Handouts/ Overheads	"TMA Voice: A Regional Transportation Management Association Bulletin, October – December 2002" (Handout)
Conclusion	Rafael Sustaita explained the purpose and scope of the TMA Voice, and its targeted audience. Each member of the Task Force was provided a copy of the October – December 2002 issue, and encouraged to sign up for the TMA Voice mailing list.

ITEM 5

Item Name	Funding Initiatives
Item Purpose	A briefing of the projects funded through recent federal funding initiatives and an explanation of the upcoming funding initiative were provided.
Handouts/ Overheads	Memo and List of the "2002 Strategic Programming Initiative – Final Recommendations" (Handout) "RTC Partnership Programs" (Handout)
Conclusion	Dan Rocha presented the final list of projects funded by the Regional Transportation Council (RTC), highlighting TDM-related programs. He also provided a preliminary description of the RTC funding initiative scheduled for late 2003. Christie Jestis provided a list of projects funded through the 2001 Park-and-Ride Call for Projects.

ITEM 6

Item Name	New TDM Initiatives
Item Purpose	The Task Force was asked to brainstorm and discuss new TDM project ideas for proposal during the next RTC funding initiative.
Handouts/Overheads	N/A
Conclusion	Members of the Task Force offered the following potential TDM program ideas: regional school pool program, online regional ridematching, regional shared ride program using rental cars, and implementation of congestion pricing in the region.

ITEM 7

Item Name	Other Business – Association for Commuter Transportation (ACT)
Item Purpose	Information about ACT was provided to the Task Force.
Handouts/Overheads	ACT Membership Pamphlet (Handout)
Conclusion	Christie Jestis provided information about ACT, a national association of TDM professionals. Upcoming activities hosted by the ACT Lone Star Chapter were discussed including: a Commuter Choice Leadership Initiative to be held in Richardson in the coming months and the Annual International ACT Conference to be hosted by the Lone Star Chapter in 2006.

ITEM 8

Item Name	Conclusion
Item Purpose	N/A
Handouts/Overheads	N/A
Conclusion	The next TDM/CMS Taskforce meeting was preliminarily scheduled for the end of the next fiscal year. At the next meeting, performance reports will be presented, and information about region TDM programs and organizational activities will be shared. Task Force members were urged to send suggestions for future Task Force topics and agenda items to Christie Jestis.

TDM/CMS Task Force Meeting

10-29-02

Tray Mendoza / DART

Employee Trip Reduction Program ETR

E-Pass, A-Pass, M-Pass

Shared Ride 73 Vanpools

Carpool Redematching 214-747-RIDE
on line

Carpool Car Pools

ETR Incentives

E-Shuttles

Emerg. Ride Home

Shuttle to Train

Executive Ride

Stations

Value Added Incentives

Central Dallas TMA

Bike & Ride

ETR = Employee Trip Reduction

FTWorth - 12th Van Pools w 982 passengers
2.5M van miles

19M vehicle miles reduced

DART Van Pool Program - Jeffrey Pulis / DART focus on
Rail & HOV Routes, Layoffs have hurt

65 Vans in opn in 2002 - 72 @ end of year

8 passengers & 15 pass vans &

\$ 1.19 per trip Subsidized by COG & DART 744 riders

54% of cost covered by riders on vans

FTWorth Downtown TMD - 4 years in opn

lease parking spaces for after 6pm & weekends

New TMA's Funded

East Side Farmers Branch - ready to go

Richardson - Telecom Corridor - Layoffs have hurt

DFW Airport - 9-11 / Downtown has delayed the project

Rafiel Sostatia / DART - has a video

Assists with formation of TMA's

{ Fair Park development - may form a TMA

Los Colinas area has shown interest

Medical (Parkland & St Pauls)

Spring Valley @ 75 (Blue Cross/Blue Shield) parking problem

Areas
showing
interest

What are the Transportation Issues we need to
Solve - "

Contact Business

AGENDA

**TRAVEL DEMAND MANAGEMENT (TDM)/
CONGESTION MANAGEMENT SYSTEM (CMS) TASK FORCE MEETING**
Tuesday, October 29, 2002
1:30 to 3:30 p.m.

- 1. Introduction to the TDM/CMS Task Force** [5 minutes]
Presenter: Christie Jestis, North Central Texas Council of Governments (NCTCOG)
Item Summary: The TDM/CMS Task Force meeting structure, including frequency of meetings, meeting format, and membership, will be discussed.

- 2. Performance Reports (FY 2002)**
 - A. Employer Trip Reduction Program** [10 minutes]
Presenters: Tony Mendoza, Dallas Area Rapid Transit (DART) and Martha Musgrove, Fort Worth Transportation Authority (The T)
Item Summary: The Task Force will be briefed on the FY 2002 performance of the Employer Trip Reduction Programs operated by DART and The T. In addition, staff from the two transit agencies will provide an overview of the major challenges and successes experienced in their programs over the course of this year.

 - B. Vanpool Program** [10 minutes]
Presenters: Jeffery Pulis, DART and Martha Musgrove, The T
Item Summary: The Task Force will be briefed on the FY 2002 performance of the Vanpool Programs operated by DART and The T. In addition, staff from the two transit agencies will provide an overview of the major challenges and successes experienced in their programs during FY 2002.

- 3. Regional Vanpool Coordination** [5 minutes]
Presenter: Christie Jestis, NCTCOG
Item Summary: A description of the regional vanpool coordination meetings and the topics being addressed at these meetings will be provided.

- 4. Transportation Management Associations (TMA)**
 - A. Central Dallas Association** [10 minutes]
Presenter: Miguel Del Valle, Central Dallas Association (CDA)
Item Summary: The Task Force will be briefed on the FY 2002 performance of the Emergency Ride Home Program operated by CDA. Mr. Del Valle will also highlight the major activities and accomplishments of the TMA for FY 2002 and the organization's planned activities for FY 2003.

 - B. Downtown Fort Worth, Inc.** [10 minutes]
Presenter: Melissa Waelti-Dailey, Downtown Fort Worth Transportation Management Organization (TMO)
Item Summary: Ms. Waelti-Dailey will provide a brief description of the major activities and accomplishments of the Downtown Fort Worth TMO for FY 2002 and the organization's planned activities for FY 2003.

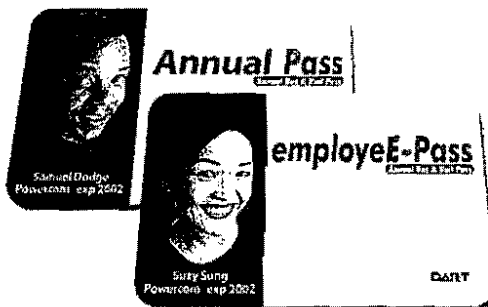
- C. TMA Formation in Dallas-Fort Worth** [10 minutes]
Presenters: Christie Jestis, NCTCOG and Rafael Sustaita, DART
Item Summary: An update on the status of the start up of TMAs funded by the Regional Transportation Council (RTC) in the 1999 Call for Projects, and on other TMA initiatives gaining support within the region will be provided.
- D. TMA Voice** [5 minutes]
Presenter: Rafael Sustaita, DART
Item Summary: Mr. Sustaita will discuss the TMA Voice, a regional TMA newsletter that is being published and circulated on a quarterly basis.
- 5. Funding Initiatives** [10 minutes]
Presenter: Dan Rocha, NCTCOG
Item Summary: NCTCOG staff will report the results of the 2001 Park-and-Ride Call for Projects and the 2002 Strategic Programming Initiative. TDM-related projects funded during these initiatives will be outlined. In addition, staff will provide information about the upcoming RTC funding initiative.
- 6. New Travel Demand Management (TDM) Initiatives** [10 minutes]
Facilitator: Christie Jestis, NCTCOG
Item Summary: With the upcoming RTC funding initiative, there will be an opportunity for local governments and transit authorities to propose new TDM initiatives. This agenda item will serve as a forum for members to brainstorm ideas for new TDM programs and projects in the region.
- 7. Other Business** [5 minutes]
-Association of Commuter Transportation - *Christie Jestis*
- 8. Conclusion** [5 minutes]
Presenter: Christie Jestis, NCTCOG
Item Summary: NCTCOG staff will request your evaluation and feedback regarding the TDM Task Force meeting. This agenda item will also provide an opportunity for members to suggest future topics for discussion.

DART transit programs are designed for today's commuters. In addition to getting you there on time and more relaxed, save money on...

- Fuel expenses
- Parking fees
- Insurance premium payments
- Costly repairs on personal auto due to wear and tear

DART transit benefits programs for employees are tax free if purchased by your employer.

Contact your employer about employee transportation benefits. You deserve it. For more information, call DART at **214-747-RIDE (7433)**.



DART

We'll Take You There.



DART
transit programs
are designed
with you in mind!

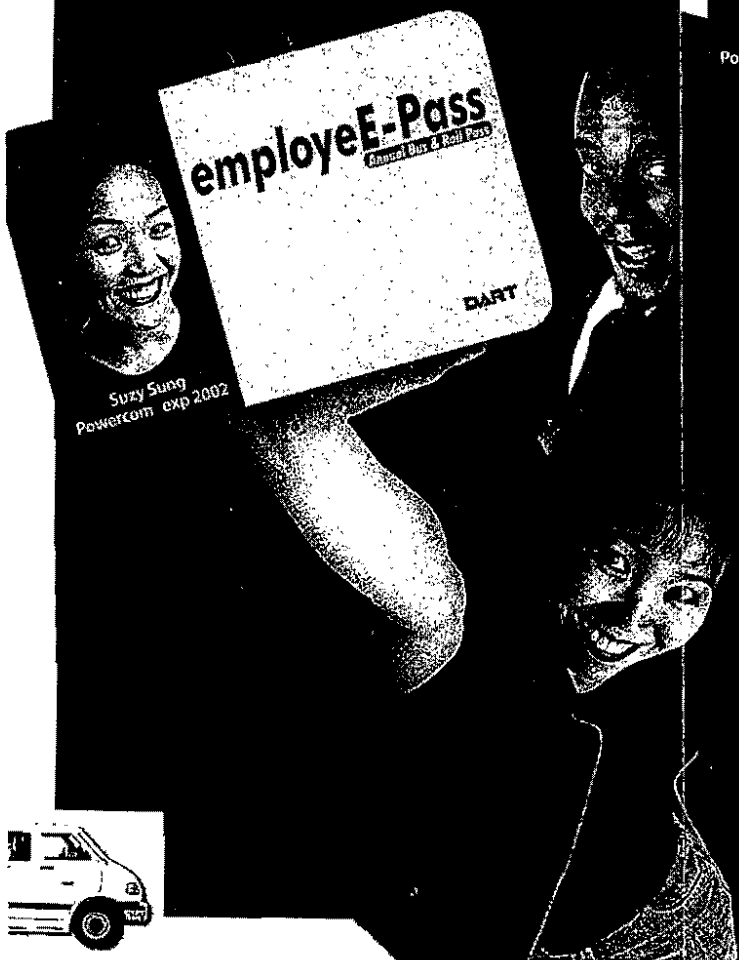


DART

We'll Take You Th



Designed with you in mind,
DART offers you the
 following commute options:



Annual Pass

Annual Bus & Rail Pass

DART

E-Pass

The E-Pass is an annual pass purchased for all employees in a company, and good for unlimited travel on all Local and Premium buses, light rail transit, and commuter rail (Trinity Railway Express) services. The program includes a free taxi ride home in the event of a personal or work-related emergency.

A-Pass

The A-Pass is an annual pass purchased for employees who choose to use mass transit for their commute. The pass is available for either Local service (buses, light rail and commuter rail between Union Station and West Irving) or Premium service (local and premium buses, light rail and commuter rail between Union Station and downtown Fort Worth).

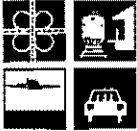
M-Pass

The M-Pass is a monthly pass program for companies that want to offer the convenience of on-site passes for employees who choose to use mass transit. The monthly pass is available for either Local service (local buses, light rail and commuter rail between Union Station and West Irving) or Premium service (local and premium buses, light rail and commuter rail between Union Station and downtown Fort Worth).

DARTvan

DARTvan is a vanpool program for employees who commute in areas with little or no bus or rail services but still want to take advantage of the benefits of transit. DART provides 8- or 15-passenger vans complete with maintenance, insurance, and even a taxi ride home in the event of a personal or work-related emergency. The driver rides free and has personal use of the van, and the rest of the riders pay a monthly shared fee.



**Regional Transportation Council**

The Transportation Policy Body for the North Central Texas Council of Governments
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)



TO: The Regional Transportation Council

DATE: July 5, 2002

FROM: Dan Rocha
Principal Transportation Planner


SUBJECT: 2002 Strategic Programming Initiative - Final Recommendations

Attached are the Final Recommendations for the 2002 Strategic Programming Initiative. This information will be presented for action at the July 11, 2002 meeting of the Regional Transportation Council as Reference Item 5. North Central Texas Council of Governments staff will request favorable RTC approval of the projects listed.

The following process was used by staff in developing the Final Recommendations:

1. Reviewed project costs and schedules
2. Reviewed comments received during public comment period
3. Deleted cost overruns that do not meet scoring cut-off
4. Moved projects into next funding initiative

Staff feels that this list of projects meets our objectives as stated in our January 21, 2002 correspondence by funding projects that will not require extended project development time, help the region come into compliance with the air quality standard, and respond to the priorities of local governments and transportation agencies in the region.



Dan Rocha

DR:lms
Attachment

cc: 2001-2002 UPWP Element 3.01 Project File

2002 Strategic Programming Initiative: Final Recommendations

1. Initial Estimate of Available Federal Funds

	Western Subregion		Eastern Subregion	
	CMAQ	STP-MM	CMAQ	STP-MM
Phase II—Strategic Programming (\$102,400,000)	\$14,800,000	\$15,190,000	\$38,600,000	\$33,810,000

2. Inventory of Projects Deleted or Delayed

Western Subregion, CMAQ: $\$14,800,000 + \$1,118,656 = \$15,918,656$

4275 – TR SIG IMPROVEMENT AT IH 820 AT BEACH ST; \$64,000	Delete
4268 – TR SIG IMPROVEMENT AT IH20 & COLLINS ST; \$68,000	Delete
4120 – INT. IMP. AT MONTGOMERY & IH 30; \$62,000	Delete
11209 – IH 20 AT FM 157 MATLOCK RD; EXTEND EB MERGE LANE FROM ENTRANCE TO EXIT W/RUNBY; \$924,656	Delete

Western Subregion, STP-MM: $\$15,190,000 + \$1,320,000 = \$16,510,000$

11308 – TRE TRAINS; PURCHASE 3 PASSENGER CARS; \$1,320,000 FED	\$1,320,000 not needed, funded w/ Sec. 5309 funds
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Eastern Subregion CMAQ: $\$38,600,000 + \$19,208,352 = \$57,808,352$

11097 – BEECH LINE RAIL STATION & PKG IN OFF MAIN SQUARE; \$7,908,274	Fund from 2002 CFP funds, CMAQ
2605.1 – TRANSIT FLEET (DART); \$9,591,000	Delete project
11131 – IH 35E PNR RAMP S OF TRINITY MILLS; \$3,034,831	Fund from 2002 CFP funds
11061 – INT. IMP. AT FM 2499 & FM 3040; \$40,451	Delete, completed w/local funds
11109 – GRADE SEP. AT PRESTON RD & LEGACY DR; \$3,018,235	Fund from 2002 CFP funds
11110 – GRADE SEP. AT SPRING CREEK PKWY & COIT RD; \$3,018,235	Fund from 2002 CFP funds
4099 – IH 35E FROM PROPOSED SH 121 BYPASS TO FM 3040; HOV; \$505,600	Delete project

Eastern Subregion STP-MM: $\$33,810,000 + \$1,427,000 = \$35,237,000$

11103 – NTTA BARRIER PLAZA NO. 2 EXPRESS LANES; \$1,427,000 FED	Delete, project has been completed w/local funds
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¹ Funds already accounted for in initial estimate of available revenue.

3. Revised Estimate of Available Federal Funds

	Western Subregion		Eastern Subregion	
	CMAQ	STP-MM	CMAQ	STP-MM
Phase II—Strategic Programming (\$131,791,244)	\$15,918,656	\$16,510,000	\$57,808,352	\$35,237,000

Total Federal Funds Available, Western Subregion: **\$32,428,656**

Total Federal Funds Available, Eastern Subregion: **\$93,045,352**
\$125,474,008

4. TDM Program Extensions Through FY2004: **\$1,299,000 - \$385,731 = \$913,269 (Add'l STP-MM Needed)**

Western Subregion STP-MM²

Project Code	Agency / Description of Project	Federal Funds Needed Through FY 2004	Excess Federal Funds Through FY 2004
11174	FWTA—EMPLOYER TRIP REDUCTION PROGRAM	\$232,200	
11176	FWTA—VANPOOL PROGRAM ³	\$894,800	
11158	DFW INTL AIRPORT—VANPOOL PROGRAM		\$68,000
11190	NTCAC—AIR QUALITY OUTREACH PROGRAM	\$240,000	
Net Funds Needed:		\$1,299,000	

Eastern Subregion STP-MM⁴

Project Code	Agency / Description of Project	Federal Funds Needed Through FY 2004	Excess Federal Funds Through FY 2004
11043	DART—EMPLOYER TRIP REDUCTION PROGRAM		\$976,024
11009	CDA TMA—EMERGENCY RIDE HOME PROGRAM	\$ 95,562	
11048	DART—VANPOOL PROGRAM ⁵	\$152,731	
11055	DFW INTL AIRPORT—VANPOOL PROGRAM		\$138,000
11091	NTCAC—AIR QUALITY OUTREACH PROGRAM	\$480,000	
Net Funds to Return:			(\$385,731)

² Available Western Subregion federal funds for PNR lots = \$1,160,000.

³ Assumes 212 150 vans operating in FY 2004.

⁴ Available Eastern Subregion federal funds for PNR lots = \$1,175,456.

⁵ Assumes 180 vans operating in FY 2004.

5. Cost Overruns on Previous RTC-Selected Projects:

Western Subregion, CMAQ: **\$79,000**

4179 - SOUTH ELECTRIC BIKE & PEDESTRIAN TRAIL Project score drops from 63 to 61. Cutoff was 43.	INCREASE FROM \$744,000 TO \$844,000 TPC; REQUESTING \$79,000
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Western Subregion STP-MM: **\$6,348,106**

1348 - NORTH TARRANT PKWY FROM US 287 TO US 377; CONSTRUCT 4-LANE DIVIDED PARKWAY Project score drops from 55 to 49. Cutoff was 47.	TOTAL PROJECT COST IS \$10,638,982; CURRENTLY HAS \$3.8M STP-MM, REQUESTING ADDITIONAL \$4,711,186
11248 - BUS 114L FROM WALL ST TO SH 114; CONSTRUCT 6-LANE DIVIDED ROADWAY	INCREASE FROM \$5,200,000 TO \$6,976,800 TPC; REQUESTING \$830,000 STP-MM
11310 - LU/TRANS J.V. PROGRAM; TRANSIT FEASIBILITY AND LAND-USE IMPL. STUDIES, OUTREACH PROGRAM; \$850,333 CURRENT FED FUNDS	REQUESTING ADDITIONAL \$100,000 STP-MM
9981 - SH 360 FROM BROAD ST TO TARRANT COUNTY LINE, 0 TO 4 LANE FRONTAGE RDS; NEW ROADWAY	NEEDS ADDITIONAL \$706,920 STP-MM

Eastern Subregion, CMAQ: **\$70,000**

978 - INTERSECTION IMPROVEMENTS AT NORTHWEST HWY & EXECUTIVE DR Project score drops from 70 to 64. Cutoff was 59.	INCREASE FROM \$80,000 TO \$166,800 TPC; REQUEST ADDITIONAL \$70,000 CMAQ
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Eastern Subregion, STP-MM: **\$16,600,800**

3069 - HAMPTON RD/INWOOD RD FROM HAMPTON RD/INWOOD RD TO HARRY HINES BLVD; ADDITION OF LANES Project score drops from 80 to 63. Cutoff was 47.	INCREASE FROM \$12,840,000 TO \$22,300,000; REQUESTING \$7,700,000 STP-MM
11074 - LAKERIDGE PARKWAY EXTENSION FROM IH 20 TO POLO RD Project score drops from 56 to 54. Cutoff was 51.	INCREASE FROM \$7,400,000 TO \$12,200,000, NEEDS ADD'L \$668,000 STP-MM. LOCAL SHARE INCREASES TO \$5,612,000.
11310 - LU/TRANS J.V. PROGRAM; TRANSIT FEASIBILITY AND LAND-USE IMPLEMENTATION STUDIES, OUTREACH PROGRAM; \$374,667 STP-MM	REQUESTING ADDITIONAL \$268,000 FED FUNDS
11234 / 9965 - US 287 MIDLOTHIAN BY-PASS; 2 TO 4 LANES, DIVIDED RURAL	REQUESTING ADDITIONAL \$4,800,000 STP-MM; \$1,200,000 TXDOT
9964 - IH 30 FROM DALLAS CBD TO TARRANT COUNTY LINE	REQUESTING ADDITIONAL \$1,200,000 STP-MM; \$300,000 TXDOT
11221 - IH 635 FROM MONTFORT TO LA PRADA; 8 TO 10 LANES; CONSTRUCT AUXILIARY LANES FOR BOTTLENECK REMOVAL (7)	REQUESTING ADDITIONAL \$124,800 STP-MM; \$31,200 TXDOT
11225 - US 380 FROM IH 35 TO US 77; 4 TO 6 LANES DIVIDED URBAN	REQUESTING ADDITIONAL \$1,840,000 STP-MM; \$460,000 TXDOT

6. Management & Operations, Studies & Data Collection: **Total = \$6,870,000**

East/West	Agency / Description of Project	Total Project Cost	Funds Requested
EAST	DALLAS CO / TXDOT DALLAS—11136 DALLAS AREA MOBILITY ASSISTANCE PATROL; EXTENSION OF PROGRAM THROUGH FY2004	\$4,000,000	\$3,200,000 STP-MM
REGION	NCTCOG—FREIGHT BOTTLENECK/TRANS TEXAS CORRIDORS STUDY	\$500,000	\$400,000 STP-MM
REGION	NCTCOG—UPDATE DEVELOPMENT GUIDE FOR BICYCLE AND PEDESTRIAN FACILITIES	\$250,000	\$200,000 STP-MM
REGION	D/FW INTERNATIONAL AIRPORT—ITS MASTER PLAN	\$250,000	\$200,000 STP-MM
WEST	NCTCOG—11186.2 REGIONAL ITS COMMUNICATION SYSTEM; INTERAGENCY COMMUNICATION NETWORK AND SOFTWARE, PHASE III; DESIGN AND INITIAL CONSTRUCTION	\$655,000	\$524,000 CMAQ
EAST	NCTCOG—11186.1 REGIONAL ITS COMMUNICATION SYSTEM; INTERAGENCY COMMUNICATION NETWORK AND SOFTWARE, PHASE III; DESIGN AND INITIAL CONSTRUCTION	\$1,350,000	\$1,080,000 CMAQ
REGION	NCTCOG—TRANSIMS	\$500,000	\$400,000 STP-MM
EAST	NCTCOG—10003 CONGESTION MANAGEMENT SYSTEM DATA COLLECTION (LOW LEVEL AERIAL PHOTOGRAPHY)	\$180,000	\$144,000 STP-MM
WEST	NCTCOG—10004 CONGESTION MANAGEMENT SYSTEM DATA COLLECTION (LOW LEVEL AERIAL PHOTOGRAPHY)	\$90,000	\$72,000 STP-MM
EAST	NCTCOG—11300 COOPERATIVE DIGITAL AERIAL PHOTOGRAPHY AND ELEVATION CONTOUR PROJECT, PHASE II	\$664,000	\$207,500 STP-MM
WEST	NCTCOG—11302 COOPERATIVE DIGITAL AERIAL PHOTOGRAPHY AND ELEVATION CONTOUR PROJECT, PHASE II	\$136,000	\$42,500 STP-MM
REGION	NCTCOG—TRANSIT FEASIBILITY AND LAND USE IMPLEMENTATION STUDIES	\$500,000	\$400,000 STP-MM

7. Candidate Project Submittals:

Western Subregion - \$22,788,198

Agency Ranking	Agency / Description of Project	Total Project Cost	Funds Requested
1	ARLINGTON—COLLINS ST/IH 20 BRIDGE; CONSTRUCTION; EST LETTING, DEC 2002	\$3,700,000	\$2,960,000 STP-MM
2	BENBROOK—US 377 SIGNAL COORDINATION; EST LETTING, 2003	\$80,300	\$60,225
3	BURLESON—IH35W AT FM 3391, INTERSECTION IMPROVEMENTS	\$272,000	\$195,840 STP-MM; \$48,960 TXDOT
3	COLLEYVILLE—GLADE RD AT HERITAGE INTERSECTION IMPROVEMENTS ⁶ AND MARTIN PARKWAY SIGNAL IMPROVEMENTS; EST LETTING, JAN 2003	\$1,286,665	\$900,666 STP-MM
1	* FORT WORTH—PRELIMINARY ENGINEERING FOR LIGHT RAIL	\$750,000	\$600,000 STP-MM
2	FORT WORTH—EAST 1 ST STREET BRIDGE & ROADWAY IMPROVEMENTS; CONSTRUCT BRIDGE AND APPROACHES CROSSING WEST FORK OF TRINITY RIVER	\$8,319,000	\$2,175,000 STP-MM
4	FORT WORTH—IH 35W AT NORTH TARRANT PARKWAY; INTERCHANGE; TOTAL PROJECT SHORTFALL IS \$626,784	\$9,264,155	\$501,427 STP-MM \$125,357 TXDOT
5	FORT WORTH—6026 ROSEDALE ST FROM US 287 TO IH 320; REQUEST TO REPLACE USF FUNDS THAT WERE TRANSFERRED TO WEST ROSEDALE PROJECT WITH STP-MM FUNDS.	\$11,586,400	\$942,000 STP-MM FUND IN 2002 GFP
1	FWTA—TRE SERVICE IMPROVEMENTS; INCLUDES SWITCHES, SIGNALS AND SIDINGS AT RICHLAND HILLS AND HURST BELL STATIONS	\$2,880,000	\$1,924,000
5	FWTA—9 TH STREET TRANSFER CENTER; DESIGN AND INITIAL CONSTRUCTION	\$1,480,000	\$1,184,000
1	GRAPEVINE—11248 BUS 114L FROM WALL ST TO SH 114, 2 TO 5 LANES; REQUEST FUNDING TO CONSTRUCT 6-LANE DIVIDED ROADWAY	\$6,976,800	\$830,000 STP-MM
7	GRAND PRAIRIE—MAYFIELD AT SH 360; INTERSECTION IMPROVEMENTS	\$975,000	\$780,000
1	HURST—NORWOOD DRIVE FROM SH 26 GRAPEVINE HWY TO SH 183/121; INTERSECTION AND SIGNAL IMPROVEMENTS; EST LETTING, FY 2003	\$643,500	\$514,800
1	JOHNSON COUNTY—TRANSPORTATION EXPANSION PLAN; TRANSIT CAPITAL	\$467,800	\$374,240 STP-MM
1-3	KENNEDALE / ARLINGTON—BOWMAN SPRINGS ROAD BRIDGE AND ALIGNMENT ROW ACQUISITION AND CONSTRUCTION EST LETTING APR 2005	\$1,200,000	\$960,000 STP-MM FUND IN 2002 GFP

⁶ Request includes additional capacity from Heritage Avenue to Martin Parkway, approx 2500'.

1	MANSFIELD—WALNUT CREEK DRIVE AND EAST BROAD STREET; BRIDGE WIDENINGS	\$4,580,000	\$2,610,000 STP-MM
2	METROPORT—FM 1988 FROM SH 114 TO DOVE ROAD (PHASE I); NEW ROADWAY 6 TO 6 LANES	\$7,600,000	\$6,080,000 STP-MM FUND IN 2002 CFP
3	NORTH RICHLAND HILLS—DAVIS BLVD AT MID-CITIES BLVD, INTERSECTION IMPROVEMENT	\$1,400,000	\$832,000 FED \$208,000 TXDOT
1	RICHLAND HILLS—RUFÉ SNOW DR FROM SH 26 GRAPEVINE HWY TO SH 183 BAKER BLVD, ADDITION OF LANES; CONSTRUCTION	\$2,240,000	\$1,490,000 STP-MM
2	SOUTH LAKE—FM 1709 FROM JELLOGO WEST TO BANK ST; DECELERATION LANES (16 LOCATIONS)- EXPANSION OF PROJECTS 11202 & 11263	\$2,569,000	\$1,705,000 CMAQ FUNDS FUND IN 2002 CFP
1	TXDOT FORT WORTH—SH 360 AT GREEN OAKS BLVD INTERCHANGE	\$8,610,000	\$6,888,000 STP-MM FUND IN 2002 CFP
2	TXDOT FORT WORTH—IH 35W AT FM 1187; INTERSECTION IMPROVEMENT	\$3,570,000	\$2,856,000
3	TXDOT FORT WORTH—FM 1187 FROM BUS 287P TO NEWT PATTERSON; ADDITION OF LANES	\$2,500,000	\$2,000,000 STP-MM

Eastern Subregion - \$84,530,205

Agency Ranking	Agency / Description of Project	Total Project Cost	Funds Requested
1	ADDISON TRAFFIC CONTROL SYSTEM, 31 LOCATIONS; EST LETTING, 2003	\$620,172	\$465,172
3	ALLEN—INTERSECTION IMPROVEMENTS: US 75 AT MCDERMOTT, JUPITER AT FM 2170, AND JUPITER AT PARK PLACE; EST LETTING, JAN 2003	\$553,400	\$393,640 FED \$25,160 TXDOT
DEFED	ALLEN—TRAFFIC SIGNAL UPGRADE & COMMUNICATION SYSTEM	\$558,000	\$464,400 STP-MM
1	BALCH SPRINGS—BELTLINE ROAD FROM MERCURY TO 5 POINTS, ADDITION OF LANES	\$5,300,000	\$443,638 STP-MM
5	CARROLLTON—CITYWIDE SIGNAL SYSTEM UPGRADE—EST LETTING, 2007	\$1,100,000	\$880,000 CMAQ FUNDS IN 2002 CFP
1	CEDAR HILL—US 67 & FM 1382 INTERSECTION IMPROVEMENTS	\$275,000	\$220,000 FED \$55,000 TXDOT
2	CEDAR HILL—PNEUMOTIC SPACES AT PARKERVILLE RD & US 67—DESIGN & CONSTRUCTION	\$500,000	\$200,000
1	COLLIN COUNTY—SH121 & HILLCREST, GRADE SEPARATION	\$9,884,000	\$7,907,200
1	CORINTH / DENTON / DENTON COUNTY / HICKORY CREEK—FM 2181 ADDITION OF LANES	\$29,000,000	\$23,400,000 STP-MM
1	DALLAS—FOVEFIELD LRT STATION—RAIL TRANSIT	\$160,000,000	\$6,900,000 CMAQ FUNDS IN 2002 CFP

⁷ Fund from PNR funds.

4	DALLAS—CBD JOINT TRANSPORTATION STUDY (CITY OF DALLAS, DALLAS CO, DART)	\$750,000	\$600,000 STP-MM
5	DALLAS—CBD SIGNAGE AND WAYFINDING	\$1,000,000	\$800,000 STP-MM
1	DALLAS COUNTY SCHOOLS—CONVERSION OF 100 PROPANE BUSES	\$500,000	\$300,000
	DALLAS LOVE FIELD—50 SHARED RIDE SHUTTLES & 50 SHUTTLE BUSES, CNG CONVERSION	\$875,000	\$700,000
1	DART—11046, 11077 & 11078 TRE GRADE SEPARATIONS	\$29,000,000	\$7,300,000
2	DART—11095, MISC. DOUBLE-TRACKED SEGMENTS FOR TRE, FROM UNION STATION TO CENTREPORT STATION; REQUEST TO INCREASE FEDERAL FUNDING SHARE FROM 50% TO 80%	\$16,000,000	\$3,310,107 CMAQ
3	DART/FWTA ⁸ —REPLACEMENT OF RDC FLEET, PHASE I; ONE TRAIN SET (1 LOCOMOTIVE, 3 COACHES AND 1 CAB)	\$11,200,000	\$8,960,000 CMAQ
1	DENTON CO—IH 35E / FM 1171 MAIN STREET RAMP REVERSALS, CONSTRUCTION	\$1,100,000	\$560,000 STP-MM \$140,000 TXDOT
2	DFW INTL AIRPORT—ITS PHASE II (CENTRAL CONTROL SIGNAL SYSTEM)	\$1,050,000	\$840,000
4	DFW INTL AIRPORT—AIRFIELD DRIVE INTERSECTION IMPROVEMENTS (5 LOCATIONS)	\$3,000,000	\$2,400,000
	DFW INTL AIRPORT—300 SHARED RIDE SHUTTLES & 100 SHUTTLE BUSES, CNG CONVERSION	\$2,750,000	\$2,200,000 CMAQ FUND IN 2002 CFF
1	DUNCANVILLE—WHEATLAND RD AT CEDAR RIDGE DR; INTERSECTION IMPROVEMENTS	\$94,110	\$75,288
1	FLOWER MOUND—ATMS (26 ON-SYSTEM LOCATIONS)	\$491,500	\$393,200 FED; \$98,300 TXDOT
	FLOWER MOUND—ATMS (8 OFF-SYSTEM LOCATIONS)	\$64,950	\$51,960; \$12,990 CITY
4	FRISCO—DALLAS PARKWAY INTERSECTION IMPROVEMENTS (AT GAYLORD, WARREN, LEBANON, STONEBROOK & MAIN)	\$1,450,000	\$1,160,000
5	FRISCO—TRAFFIC CONTROL AND COMMUNICATIONS SYSTEM (13 INTERSECTIONS)	\$275,000	\$220,000
9	FRISCO—DALLAS NORTH TO LAWAY AT BNSF BR. PARKING RIDE LOT (350 SPACES)	\$1,820,000	\$1,400,000
1	GARLAND, RICHARDSON—2087 JUPITER RD & BUCKINGHAM RD; INTERSECTION IMPROVEMENT (REQUEST TO INCREASE FEDERAL FUNDING SHARE FROM 54% TO 80%)	\$1,237,000	ADDITIONAL \$322,000 CMAQ

⁸ Local match is split 50-50 between DART and FWTA.

⁹ Fund from PNR funds.

1	IRVING—TRE QUIET ZONES; RAIL TRANSIT	\$2,750,000	\$2,200,000
2	LANCASTER—HOUSTON SCHOOL ROAD AT DANIELDALE ROAD; INTERSECTION AND SIGNAL IMPROVEMENTS	\$461,000	\$276,600
1	LEWISVILLE—FM 1171 MAIN STREET BRIDGE OVER IH 35E; ADDITION OF LANES (6 TO 7 LANES)	\$6,000,000	\$896,000 STP-MM
3	LEWISVILLE—IH 35E FRONTAGE ROAD AT FM 3040; CONSTRUCTION OF LEFT-TURN LANE ON S/B APPROACH	\$200,000	\$160,000 STP-MM; \$40,000 TXDOT
1	LITTLE ELM—FM 720 AT FM 423; INTERSECTION AND SIGNAL IMPROVEMENTS	\$350,000	\$280,000
5	MCKINNEY—TRAFFIC SIGNAL SYSTEM ALONG VIRGINIA PKWY, ELDORADO PKWY AND CUSTER RD; SIGNAL IMPROVEMENTS	\$780,000	\$390,000
6	MCKINNEY—CITY-WIDE SIGNAL SYSTEM, VIDEO DETECTORS AND SPREAD SPECTRUM RADIO COMMUNICATION; SIGNAL IMPROVEMENTS	\$650,000	\$325,000
1	MESQUITE—FM 228 FROM MESQUITE SECTION FROM TOWNE CENTRE DR TO TOWN EAST BLVD, INC/ REBUILDING TOWNE CENTRE BRIDGE PHASE I CONSTRUCTION	\$10,900,000	\$2,220,000 STP-MM FUND IN 2002 CFP
2	MESQUITE—TOWN EAST MALL TRAFFIC ACCESS IMPROVEMENT AT TOWN EAST BLVD & GALLOWAY AVE; ITS & TRAFFIC SIGNAL IMPROVEMENTS	\$220,000	\$140,800 FED; \$35,200 TXDOT
3	MESQUITE—UPGRADE & EXPAND DOWNTOWN SIGNAL SYSTEM (14 LOCATIONS); DESIGN & CONSTRUCTION	\$794,000	\$635,200
1	NTTA—CLOSED CIRCUIT TV CAMERAS AT 26 LOCATIONS ALONG DALLAS NORTH TOLLWAY	\$650,000	\$520,000
2	NTTA—DYNAMIC MESSAGE SIGNS ALONG DALLAS NORTH TOLLWAY (3) AND PGBT (2)	\$1,000,000	\$800,000
4	PLANO—PLANO PARKWAY FROM EAST OF LOS RIOS TO 14 TH STREET; NEW ROADWAY (6 LANE DIVIDED)	\$3,600,000	\$1,600,000 STP-MM
2	PLANO—PLANO PARKWAY AT JUPITER ROAD; INTERSECTION IMPROVEMENTS	\$500,000	\$400,000
1	RED OAK—RED OAK ROAD EXTENSION, 2,750' EAST OF IH 35E; NEW 4 LANE ROADWAY; DOES NOT INCLUDE LANDSCAPING AND BIKE/PEDESTRIAN AREA	\$1,200,000	\$960,000 STP-MM
2	RICHARDSON—CITYWIDE SIGNAL TIMING & COMMUNICATIONS IMPROVEMENTS	\$500,000	\$400,000
3	RICHARDSON / TXDOT—US 75 FRONTAGE ROADS, MOBILITY AND SAFETY INT. IMPROVEMENTS	\$1,900,000	\$1,520,000 FED; \$380,000 TXDOT
1	ROCKWALL—SH 205 BY-PASS FROM SH 276 TO I-35 SERVICE RD; DESIGN, HOWL & CONSTRUCTION	\$2,600,250	\$1,200,000 STP-MM; FUND IN 2002 CFP
1	ROWLETT—SH 66 AT ROWLETT RD; INTERSECTION AND SIGNAL IMPROVEMENTS; DESIGN & CONSTRUCTION	\$280,000	\$224,000 FED \$56,000 TXDOT
2	ROWLETT—SH 66 AT CHIESA RD; INTERSECTION IMPROVEMENTS; DESIGN & CONSTRUCTION	\$385,000	\$308,000 FED \$77,000 TXDOT
3	ROWLETT—SH 66 LAKEVIEW PKWY SIGNAL IMPROVEMENTS; DESIGN & CONSTRUCTION	\$300,000	\$240,000 FED \$60,000 TXDOT

4	ROWLETT—ROWLETT RD FROM SH 66 TO SOUTH CITY LIMIT; TRAFFIC SIGNAL TIMING & MODERNIZATION	\$160,000	\$128,000
1	TXDOT DALLAS—LOOP 12 FROM SP 408 TO SH 183, INSTALLATION OF FREEWAY MANAGEMENT SYSTEM ON NAFTA INCIDENT BYPASS ROUTE	\$4,750,000	\$3,800,000
	TXDOT DALLAS—SH 183 AT BELT LINE RD; EXTEND NB BELTLINE RD RIGHT TURN TO EB SH 183	\$350,000	\$280,000
	TXDOT DALLAS—SH 183 AT BELT LINE RD; EXTEND NB & SB LEFT TURN LANES FOR SH 183 FR ROADS	\$200,000	\$160,000
	TXDOT DALLAS—US 75 NB EXIT RAMP TO SH 190; ADD LANE FOR DUAL EXIT	\$400,000	\$320,000
	TXDOT DALLAS—US 75 AT NORTHAVEN; ADD U-TURN	\$450,000	\$360,000
	TXDOT DALLAS—SH 289 AT LLOYD CIRCLE; WIDEN MEDIAN TO ALLOW FOR A BY-PASS LANE	\$100,000	\$80,000
	TXDOT DALLAS—SH 289 AT FOREST; ADD NB RIGHT TURN	\$250,000	\$200,000
	TXDOT DALLAS—SH 356 AT REGAL ROW; TRAFFIC SIGNAL, GEOMETRIC CHANGES	\$250,000	\$200,000
	TXDOT DALLAS—US 75 AT LOVERS LANE; WB RIGHT TURN LANE AND EB DEDICATED LANE FOR NB RIGHT TURNS	\$300,000	\$240,000
	TXDOT DALLAS—IH 35E AT EMPIRE CENTRAL; RIGHT TURN LANES ON ALL APPROACHES	\$750,000	\$600,000
	TXDOT DALLAS—US 75 AT ROYAL LANE; MODIFY LANE ASSIGNMENTS	\$50,000	\$40,000
	TXDOT DALLAS—IH 635 AT ROYAL LANE; INTERSECTION AND RAMP IMPROVEMENTS	\$3,000,000	\$2,400,000
	TXDOT DALLAS—SH 183 AT STORY RD; ADD U-TURN	\$450,000	\$360,000
	TXDOT DALLAS—SH 114 AT MACARTHUR BLVD; EXTEND NB LEFT TURN LANE	\$100,000	\$80,000
	TXDOT DALLAS—SH 114 AT WALNUT HILL LANE; CHANNELIZATION IMPROVEMENTS	\$75,000	\$60,000
	TXDOT DALLAS—SH 183 AT ESTERS RD; EXTEND LEFT TURN LANE	\$250,000	\$200,000
	TXDOT DALLAS—SH 114 AT SH 161; ADD U-TURN EB 114 TO WB 114	\$500,000	\$400,000
	TXDOT DALLAS—SH 114 AT MACARTHUR; EXTEND NB AND SB LEFT TURN LANES ON MACARTHUR BLVD.	\$300,000	\$240,000
	TXDOT DALLAS—US\377 IN KRUGERVILLE / AUBREY; ADD TWLTL AND RT TURN LANES	\$900,000	\$720,000
	TXDOT DALLAS—IH 35 SB TO WB US 380; RIGHT TURN LANE	\$125,000	\$100,000

8. Financial Constraint:

	<u>Western Subregion</u>		<u>Eastern Subregion</u>	
	<u>CMAQ</u>	<u>STP-MM</u>	<u>CMAQ</u>	<u>STP-MM</u>
1. Initial Estimate of Available Federal Funds—\$102,400,000	\$14,800,000	\$15,190,000	\$38,600,000	\$33,810,000
2. Projects Deleted or Delayed	<u>+\$1,118,656</u>	<u>+\$1,320,000</u>	<u>+\$19,208,352</u>	<u>+\$1,427,000</u>
3. Revised Estimate of Available Federal Funds—\$125,474,008	\$15,918,656	\$16,510,000	\$57,808,352	\$35,237,000
4. TDM Program Extensions Through FY2004	\$0	\$1,299,000	\$0	(\$385,731)
5. Cost Overruns on Previous RTC-Selected Projects	\$79,000	\$6,348,106	\$70,000	\$16,600,800
6. Management & Operations, Studies & Data Collection	\$524,000	\$1,514,500	\$1,080,000	\$3,751,500
7. Candidate Project Submittals	\$22,788,198		\$84,530,205	
Totals:	32,552,804		\$105,646,774	

Steps for Resolving Overage:

1. Reviewed project costs and schedules.
2. Reviewed comments received during public comment period.
3. Deleted cost overruns that do not meet scoring cut-off.
4. Moved projects into next funding initiative.

	<u>Western Subregion</u>	<u>Eastern Subregion</u>
Funds Being Committed From Next Call for Projects—\$55,271,781¹⁰	\$16,575,000	\$38,696,781

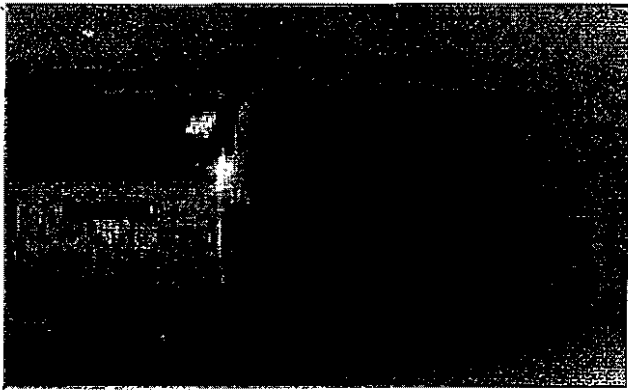
¹⁰ Some projects may be reduced in scope, or may use other funding sources.

RTC PARTNERSHIP PROGRAMS

(Future Funds)

	<u>TxDOT</u>	<u>Transit Agency</u>	<u>City and County</u>
Project Selection	Fall-Winter	Early 2003?	Late 2003?
Method of Selection	Strategic	Strategic?	CFP?
Scope of Project Selection	10-20 regional projects	5-10 regional projects?	To be determined
Type of Funds	STP-MM	CMAQ	Both
Mobility Plan	Yes	Yes	Yes
SIP Commitments	?	?	?

@ Call for Projects



Central Dallas/Transportation Management Association (TMA)

Insuring Trip Reduction

presented by

Miguel A. Del Valle II

DART's E-Pass Success

- An Employee Trip Reduction (ETR) program that works like a driver's license on public transit throughout the METROPLEX
- E-Pass clients are provided with 'full-coverage' emergency taxi coverage through CD/TMA's Emergency ride home program
- Over 35,000 clients are enrolled in the program up from 9,000 clients when first introduced.

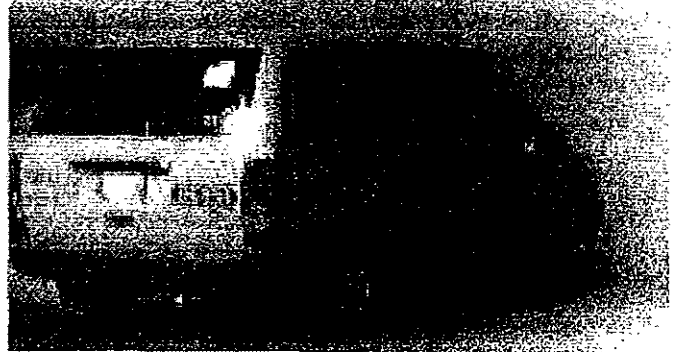


The Emergency Ride Home Service is provided by the
Central Dallas Transportation Management Association.

For other transportation related services, contact
www.gulfstreammedia.com

Welcome

to the Emergency Ride Home Program



An alternative transportation
service provided by the
Central Dallas Transportation
Management Association



DART



ABOUT THE PROGRAM

The Emergency Ride Home (ERH) program enables employees who use any form of alternative transportation (bus, rail, carpool, non-DART vanpool, bicycle, etc.) to get transportation in the event of personal emergencies or unplanned overtime. The ERH service is a pre-paid benefit of the DART E-Pass Program and is available only to E-Pass subscribers.

4 EASY STEPS TO USE ERH

The procedure to use the Emergency Ride Home (ERH) program has four simple steps.

1. The company's Employee Transportation Coordinator (ETC) is contacted to validate the ERH request. Once approved, the ETC will call Yellow Cab Dispatch, provide the account number for ERH, physical address of employment; pick-up time; description of employee using the ERH service; and drop-off destination.
2. A vehicle is dispatched by Yellow Cab to the pick up location.
3. The employee waits at the curb and simply shows their valid E-Pass or an employee identification card with a valid E-Pass decal to the driver.
4. At the end of the ride, a voucher, provided by the driver, is signed by the employee. The cost of the trip will be paid by Central Dallas Transportation Management Association (CDTMA). Tips are at the discretion of the rider.

www.dart.org

PROGRAM BASICS

The program provides emergency transportation services to E-Pass employees for approved emergencies and unscheduled overtime situations

- Included with E-Pass
- 50 mile one way trip
- Maximum 2 trips per quarter per employee*

*Accumulation or roll-over of unused trips is not allowed.

PROGRAM BENEFITS

- Easy to administer
- Provides recruitment benefit
- Provides greater commuter flexibility

E-PASS PRICING CHART*

SERVICE AVAILABLE	1-24 EMPLOYEES	25-249 EMPLOYEES	250+ EMPLOYEES
Minimum 1-10	\$49	\$43	\$29
Medium 11-50	\$89	\$75	\$64
Maximum 51+	\$173	\$161	\$149

*Add one-time \$5.00 per employee photo ID if company does not have employee ID card system

Call DART at 214-747-RIDE (7433) for information about enrollment in the E-Pass program or the Emergency Ride Home program.

EMERGENCY RIDE HOME

Your insurance policy on wheels!

24 Hour ERH Hotline

214-353-4422

E-Pass Number



www.gulfstreammedia.com

CD/TMA's ETR Lessons

- Transport needs are fluid and need to be serviced – period!
- An emergency need for transport must be serviced and questions and cost made secondary.
- Emergency calls must be handled 24/7. Customer service representatives must be on hand for all clients.

ETR Client's Home vs. Work

- More than 80% of companies participating in DART's E-Pass program are located within a 3 mile radius of downtown Dallas.
- Program participants live an average of 13 miles from work.
- Emergency ride home needs typically occur during transit 'off-peak' periods or when no public transport service is available.

Regional E-Pass Benefit

- The E-Pass is provided by employers for no more than \$12.50 per month per employee.
- Employers provide this benefit to all employees.
- Participating E-Pass employees are guaranteed free emergency door-to-door cab service when medical or unplanned work related obligations arise up to 100 miles.

Jim Pierce

From: Christie Jestis [cjestis@dfwinfo.com]
Sent: Friday, October 04, 2002 12:09 PM
To: 'jpierce@ci.addison.tx.us'
Subject: TMA Information



2001_Program
Description.doc



TMA Information
Sheet.doc



2000_Policy
Guidelines.doc



2000_BusinessPlan.
doc

Jim:

Attached are several MS Word documents with information about transportation management associations (TMAs). The first is a description of TMAs that exist in the DFW region at the present time. The second document provides a variety of easy-to-read information about TMAs (including a list of possible TMA activities). The third document consists of policy guidelines set by the North Central Texas Council of Governments (NCTCOG) for TMAs receiving federal funds through NCTCOG. The final document is a set of elements required in the business plan of a TMA receiving federal funds through NCTCOG.

In addition, I have provided links to a couple informative web pages and contact information for the managers of existing and planned TMA developments.

The Travel Demand Management (TDM) web page on the NCTCOG website contains a link to information about TMAs in the DFW region:
<http://www.dfwinfo.com/trans/tdm/>

The Association for Commuter Transportation is a great resource for anyone interested in TDM in general, or TMAs in particular:
<http://tmi.cob.fsu.edu/act/>

The Central Dallas Association is the TMA for Downtown Dallas. The contact person for this TMA is Miguel DelValle. He can be reached at (214) 720-0076.

Downtown Fort Worth, Inc. is the TMA for Downtown Fort Worth. The contact person for this TMA is Melissa Waelti-Dailey, and she can be reached at (817) 870-1692.

DFW Airport TMA - The airport itself will be the public sponsor for this

Jim Pierce

From: Christie Jestis [cjestis@dfwinfo.com]
Sent: Friday, October 04, 2002 4:49 PM
Subject: TDM/CMS Taskforce



2002Oct29
enda-TDM Taskforce

The Travel Demand Management/Congestion System Management (TDM/CMS) Taskforce will meet for the first time on Tuesday, October 29, 2002 from 1:30 P.M. to 3:30 P.M. in the Transportation Board Room at the North Central Texas Council of Governments (NCTCOG) offices. For your convenience, a preliminary meeting agenda is attached. A meeting announcement and final agenda will be mailed out to you at least one week before the meeting.

Please note that all previous members (and interested parties) of the TDM/CMS Committee are being invited to the TDM/CMS Taskforce meeting. If you would like to be removed from the list of TDM/CMS Taskforce members, or would like to suggest a new member, please contact me. Feel free to contact me with any questions or concerns about the meeting.

Thank you,
Christie

<<2002Oct29 Agenda-TDM Taskforce Meeting.doc>>

Christie Jestis
Transportation Planner II
North Central Texas Council of Governments
email: cjestis@dfwinfo.com
(817)608-2338 direct line
(817)640-3028 fax

AGENDA

**TRAVEL DEMAND MANAGEMENT (TDM)/
CONGESTION MANAGEMENT SYSTEM (CMS) TASKFORCE MEETING**
Tuesday, October 29, 2002
1:30 P.M. to 3:30 P.M.

- I. Introduction to the TDM/CMS Taskforce [10 minutes]**
Presenter: Christie Jestis, North Central Texas Council of Governments (NCTCOG)
Item Summary: NCTCOG staff will discuss and gain input from the TDM Taskforce regarding its duties and meeting structure. Topics to be addressed include: frequency of meetings, meeting format, leadership possibilities, and membership.
- II. Regional Activities [10 minutes]**
- A. CMS Commitments in MIS/EIS/EA**
Presenter: Christie Jestis, NCTCOG
Item Summary: NCTCOG staff will discuss the function of CMS commitments in Major Investment Studies (MIS), Environmental Impact Statements (EIS), and Environmental Assessments (EA). In addition, an explanation of the CMS Commitments Database and its uses will be provided.
- B. CMS Data Collection Effort**
Presenter: Dan Rocha, NCTCOG
Item Summary: A description and update of the CMS Data Collection effort will be provided to the Taskforce.
- C. Mobility 2030 – The Metropolitan Transportation Plan**
Presenter: Mitzi Ward, NCTCOG
Item Summary: NCTCOG staff will discuss Mobility 2030 development efforts.
- III. Transportation Management Associations (TMA)**
- A. Central Dallas Association [5 minutes]**
Presenter: Miguel DelValle, Central Dallas Association (CDA)
Item Summary: The Taskforce will be briefed on the FY 2002 performance of the Emergency Ride Home Program operated by CDA. Mr. DelValle will also highlight the major activities and accomplishments of the TMA for FY 2002, and the organization's planned activities for FY 2003.
- B. Downtown Fort Worth, Inc. [5 minutes]**
Presenter: Melissa Waelti-Dailey, Downtown Fort Worth, Inc.
Item Summary: Ms. Waelti-Dailey will provide a brief description of the major activities and accomplishments of the TMO for FY 2002, and the organization's planned activities for FY 2003.
- C. TMA Formation in Dallas-Fort Worth [5 minutes]**
Presenters: Christie Jestis, NCTCOG and Rafael Sustaita, DART
Item Summary: The Taskforce will be updated on the status of start up TMAs funded by the Regional Transportation Council in the 1999 Call for Projects, and on other TMA initiatives gaining support within the region.

D. TMA Voice [5 minutes]

Presenter: Rafael Sustaita

Item Summary: Mr. Sustaita will discuss the TMA Voice, a regional TMA newsletter that is being published and circulated on a quarterly basis.

VI. Performance Reports (FY 2002)

A. Employer Trip Reduction Program [10 minutes]

Presenters: Christie Jestis, NCTCOG and Tony Mendoza, DART

Item Summary: The Taskforce will be briefed on the FY 2002 performance of the Employer Trip Reduction Programs operated by DART and The T. In addition, staff from the two transit agencies will have the opportunity to provide an overview of the major challenges and successes experienced in their programs.

B. Vanpool Program [10 minutes]

Presenters: Christie Jestis, NCTCOG and Jeffery Pulis, DART

Item Summary: The Taskforce will be briefed on the FY 2002 performance of the Vanpool Programs operated by DART and The T. In addition, staff from the two transit agencies will have the opportunity to provide an overview of the major challenges and successes experienced in their programs.

V. Regional Vanpool Coordination [5 minutes]

Presenter: Christie Jestis, NCTCOG

Item Summary: A description of the regional vanpool coordination meetings, and the topics being addressed at these meetings will be provided.

VI. Funding Initiatives (SPI, PNR CFP, Upcoming) [10 minutes]

Presenter: Dan Rocha, NCTCOG

Item Summary: NCTCOG staff will report the results of the 2001 Park-and-Ride Call for Projects and the 2002 Strategic Programming Initiative. TDM-related projects funded during these initiatives will be outlined. In addition, staff will provide information about the upcoming Regional Transportation Council funding initiative.

VII. New TDM Initiatives [10 minutes]

Facilitator: Christie Jestis, NCTCOG

Item Summary: With the upcoming RTC funding initiative, there will be an opportunity for local governments and transit authorities to propose new TDM initiatives. This agenda item will serve as a forum for the TDM Taskforce to brainstorm ideas for new TDM programs and projects in the region.

VIII. Other Business [5 minutes]

-Association of Commuter Transportation - *Christie Jestis*

IX. Conclusion [5 minutes]

Presenter: Christie Jestis, NCTCOG

Item Summary: NCTCOG staff will request your evaluation and feedback regarding the TDM Taskforce meeting format. This agenda item will also provide an opportunity for Taskforce members to suggest future topics.

Jim Pierce

From: Christie Jestis [cjestis@dfwinfo.com]
Sent: Friday, October 04, 2002 12:09 PM
To: 'jpierce@ci.addison.tx.us'
Subject: TMA Information



2001_Program
Description.doc



TMA Information
Sheet.doc



2000_Policy
Guidelines.doc



2000_BusinessPlan.
doc

Jim:

The Dallas-Fort Worth Metropolitan Area Travel Demand Management (TDM) program consists of a regional employer trip reduction program, a regional vanpool program, park-and-ride lot development, and the formation of transportation management associations (TMAs). Federal funds can be allocated to each of these TDM program areas during Regional Transportation Council (RTC) funding initiatives. With respect to TMAs, federal funds can be used as seed funds that cover administrative and service provision expenses for the first two years of a TMA's life. After the second year, TMAs may submit projects during competitive calls for projects. These projects must include the provision of services as a primary project element. Promotional services can be funded, but they are a second priority, and general administrative costs are no longer eligible. The assumption made by the RTC is that by providing federal funding for administrative costs in the first two years, the TMA will have time to organize itself and to build a membership base large enough to cover the costs of administration and service provision. During the first two years, federal funds may be as high as 85-100 percent of the TMA budget. Over time, this percentage should decrease until federal funds are only used for specific projects.

Attached are several MS Word documents with information about transportation management associations (TMAs). The first is a description of TMAs that exist in the DFW region at the present time. The second document provides a variety of easy-to-read information about TMAs (including a list of possible TMA activities). The third document consists of policy guidelines set by the North Central Texas Council of Governments (NCTCOG) for TMAs receiving federal funds through NCTCOG. The final document is a set of elements required in the business plan of a TMA receiving federal funds through NCTCOG.

In addition, I have provided links to a couple informative web pages and contact information for the managers of existing and planned TMA developments.

The Travel Demand Management (TDM) web page on the NCTCOG website contains a link to information about TMAs in the DFW region:
<http://www.dfwinfo.com/trans/tdm/>

The Association for Commuter Transportation is a great resource for anyone interested in TDM in general, or TMAs in particular:
<http://tmi.cob.fsu.edu/act/>

The Central Dallas Association is the TMA for Downtown Dallas. The contact person for this TMA is Miguel DelValle. He can be reached at (214) 720-0076.

Downtown Fort Worth, Inc. is the TMA for Downtown Fort Worth. The contact person for this TMA is Melissa Waelti-Dailey, and she can be reached at (817) 870-1692.

DFW Airport TMA - The airport itself will be the public sponsor for this

project. This project has hit a major road block, and may or may not proceed. I would not suggest contacting the airport about this project at the current time.

East Side Farmers Branch - The City of Farmers Branch is the public sponsor for this project. The contact person for this project is Dave Davis. He can be reached at (972) 919-2578.

North Central Expressway TMA - The City of Richardson is the public sponsor for this project. The contact person for this project is Kim Farwell, who can be reached at (972) 744-4325.

You may also want to contact Rafael Sustaita, DART TMA Specialist, at (214) 749-3241. He can provide you with information about forming TMAs and about other groups interested in or currently forming TMAs.

If you have any trouble opening any of the files below, or if the web links fail, let me know, and we'll see what we can do. Please feel free to contact me if you have further questions or need more information.

Thank you,
Christie

<<2001_Program Description.doc>> <<TMA Information Sheet.doc>>
<<2000_Policy Guidelines.doc>> <<2000_BusinessPlan.doc>>

Christie Jestis
Transportation Planner II
North Central Texas Council of Governments
email: cjestis@dfwinfo.com
(817) 608-2338 direct line
(817) 640-3028 fax

Christie Jestis

10-4-02

817-608-2338

TMA's -

Public & Private "Partnerships"

Chambers of Commerce sometimes not
get Intergrated parties together

Usually covers Specific Area

Goal: Improve Trans. in the Area

Stand Alone Organization is best

Thru the City - it can be a

Incubator Agency

↳ move to their own

Best to be Autonomoms

If City Starts, and its dies,
is it really needed??

Funded - COG will start up fund
for up to 2 yrs - then it
must stand on own

Fed → Then, only for specific projects

Must have the support of
businesses. Membership Dues or
fees for services can be used to fund.

Exec director is the key, small staff
Board of Directors

Need a business plan

Contacts:

Jeff Witt Frisco
972-335-5540

Just finished a business plan

Central Dallas Assn — (Dallas)

Miguel Del Valle — TMA position
214-720-0076

Ft Worth Melissa Waelti-Dailey

817-870-1692

Richardson Kim Farwell

972-744-4325

Farmers Br. Darl Davis

972-919-2578

Rafeal Sustaita DART

TMA Development

214-749-3241

Can provide a lot of direction

Meeting with Ron Whitehead

6/28/02

Air Quality
Richardson TMA / Private Sector
Parkway Center TMA — Addison — used
Coordinated Program —
Mass Transit
Get around w/o cars

Research how TMA's are organized
" Funded

Modelled after Tysons Corner, Va.
Tying Trails together —
Ride Bike/walk to work
Master Plan — Connectivity
Encourage Better Air Quality
Promote trolley, Dart

B

www.italladds up.

gov

Web Site for
Transportation
Ideas

community problems & solutions	design & engineering	digital library	education & enforcement	health & fitness
outreach & promotion	news & events	bicycling crashes	policy & planning	rails & trails
			research & development	

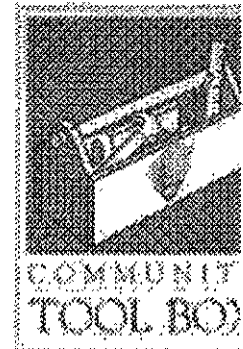
[home](#)[how bikeable is your community](#)[bikeability checklist](#)[initiating change](#)[sustaining and growing](#)[the bicycling community](#)[clearinghouse](#)[community toolbox](#)[featured site:
walk to school](#)

Community Problems & Solutions The Community Toolbox

The National Park Service's Rivers, Trails and Conservation Assistance (RTCA) program helps communities work together to improve their special places. They've produced The Community Toolbox, a set of techniques for project development and community participation. All of the techniques are those that the program uses and can recommend. These were originally developed as print pieces and are now in online form. The Tool Box site is both a resource for any organization collaborating on local projects as well as a model for creating an online kit of how-to materials.

The 48 individual tools are presented in an easy-to-read and easy-to-use format. Both the web site and the hard copy offer suggestions and guidance for using the techniques in a variety of situations.

→ Go to www.nps.gov/phso/rtcatoolbox/



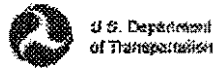
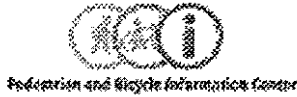
☒ Also in Community Problems & Solutions

- **How bikeable is your community?** - Begin pinpointing the bikeability problems areas and make improvements.
- **Bikeability Checklist** - Go for a ride and use this checklist to rate your neighborhood's bikeability.
- **Initiate Change** - Find out how to organize and grow your bicycle advocacy organization, acquire resources, work with the media and community leaders and choose issues.
- **Sustaining and Growing** - Find out the tricks of the membership and fundraising trade. Computers, staff, volunteers and members can all play important roles in sustaining the life of your efforts.
- **Information Clearinghouse** - Send your questions to our network of technical experts!
- **The Bicycling Community** - Links to national bicycle advocacy organizations.
- **Featured site: Walk to School Day** - On Wednesday, October 2, 2002, the U.S. will join more 25 countries around the world to celebrate International Walk to School Day. Learn more about this great event!

Related topics in other sections

- **Education and Enforcement** - Educate people in your community about the importance of bicycling.

Maintained by the Pedestrian and Bicycle Information Center with funding from the U.S. Department of Transportation and the Centers for Disease Control and Prevention.



Jim Pierce

From: lgean@icma.org
Sent: Tuesday, July 16, 2002 10:18 AM
To: jpierce@ci.addison.tx.us
Subject: LGEAN Subscriber Update

Dear Subscriber:

This Local Government Environmental Assistance Network (LGEAN) Update is a subscription service that you have requested. Its purpose is to keep you up to date on the latest environmental information of interest to local governments.

In this July 16, 2002 issue of LGEAN Update:

- * Awards to Honor Successful Local Smart Growth Efforts
- * Grants Available for Wetland Conservation Projects
- * New Web Site Highlights Efforts to Reduce Traffic Congestion and Air Pollution
- * EPA Releases Report on State and Local Climate Change Efforts
- * EPA Releases U.S. Greenhouse Gas Inventory Report
- * New Report Examines the Application of Biosolids to Land
- * Federal Appeals Court Upholds Authority to Establish TMDLs for Non-point Sources
- * San Francisco, CA to Host Conference on Environmental Security After 9-11
- * Charlotte, NC to Host Brownfields 2002 Conference: Investing in the Future
- * Looking for an Environmental Consultant? Search LGEAN's Consultants Directory

Awards to Honor Successful Local Smart Growth Efforts

The U.S. Environmental Protection Agency (EPA) is currently accepting applications for the first National Award for Smart Growth Achievement. This competition is open to local or state governments and other public sector entities that have successfully created smart growth. Applications are due August 30, 2002. For more information, click on the following URL: <http://lgean.org/html/whatsnew.cfm?id=427>

Grants Available for Wetland Conservation Projects

The U.S. Fish and Wildlife Service and the North American Wetlands Conservation Council are currently accepting proposals that request matching funding for wetland conservation projects. Projects must meet the purposes of the North American Wetlands Conservation Act (NAWCA) of 1989 and request no more than \$50,000. Applications are due November 29, 2002. For more information, click on the following URL: <http://lgean.org/html/whatsnew.cfm?id=433>

New Web Site Highlights Efforts to Reduce Traffic Congestion and Air Pollution

EPA and the U.S. Department of Transportation (DOT) have launched a new Web site where state, local, and other organizations can access tools and guidance for developing outreach programs that address transportation and air quality issues. The Web site seeks to inform the public about the connection between their transportation choices, traffic congestion and air pollution, and emphasizes simple, convenient actions people can take to improve air quality and reduce congestion. For more information, click on the following URL:

<http://lgean.org/html/whatsnew.cfm?id=429>



MEMORANDUM

C: Jim P. 8-502

Dan

DATE: August 1, 2002
TO: North Texas Commission Members
FROM: Dan S. Petty, President
RE: North Texas Clean Air Coalition's
"Commute Solutions Month"

Ozone pollution in the Dallas/Fort Worth Metroplex is negatively affecting the health of our citizens and, potentially, the health of our economy.

If the people of North Texas don't take steps soon to comply with air quality standards, the Environmental Protection Agency may impose severe restrictions, which could limit growth of businesses in our region. In some cases, non-compliance with federal air quality standards could result in the loss of federal highway dollars and will also result in a deterioration of the quality of public health in our region.

All of us must "do our share for cleaner air." Industry alone cannot solve the problem. In fact, 56 percent of ozone-forming emissions in Dallas/Fort Worth come from cars, trucks and mobile equipment.

That's why we at the North Texas Commission, a founding member of the North Texas Clean Air Coalition, want to encourage you and your organization to support the NTCAC's Commute Solutions Month in August. The goal of Commute Solutions Month is to raise awareness about the benefits of alternative commute options such as riding public transit, bicycling, walking, carpooling, vanpooling, setting up a telecommuting work plan with employers, or working a flexible work schedule so you're not driving during peak traffic times. We encourage you and members of your organization to experiment with alternative commuting options during the month of August.

By using alternative methods of commuting, we can reduce motor vehicles' contribution to air pollution and its health effects. We urge every resident to help make North Texas a healthier place to live by participating in the North Texas Clean Air Coalition's Commute Solutions Month.

If you would like more information on air quality or Commute Solutions Month, visit www.northtexasair.org or contact Shannon Morris or Sally Campbell at 972.621.0400.

Thank You:

BUILDING THE REGION OF CHOICE
8445 Freeport Parkway, Suite 640, Irving, Texas 75063
MAILING: P.O. Box 610246, DFW Airport, Texas 75261-0246
METRO: 972.621.0400 FACSIMILE: 972.929.0916
E-MAIL: ntc@ntc-dfw.org WEB SITE: www.ntc-dfw.org

TMA VOICE

A Regional Transportation Management Association Bulletin

OCTOBER-DECEMBER 2002

TMA Help Sought for Frisco

By **SCOTT YOUNG**,
Assistant City Manager, Frisco, Texas

As one of the fastest growing communities in Texas, Frisco is expecting traffic loads to increase dramatically. The City hopes a Transportation Management Association (TMA) can help manage the growing demand on streets and highways.

Located on the northern edge of the metroplex, Frisco is seeing not only residential growth, but increasing business as well. Stonebriar Mall is one of the most successful new retail centers in the metroplex, and Hall Financial Center is attracting new office tenants.

Both main arteries into Frisco, the Dallas North Tollway and State Highway 121, are seeing increased volumes of cars and trucks, both from residents commuting south and from incoming business and

commercial trips.

In fact, both the Tollway and I21 will soon require expansion. But while those plans go forward, Frisco also wanted to take other proactive measures to provide alternatives to private vehicle traffic.

In consultation with DART, Frisco submitted a proposal for a TMA to the North Central Texas Council of Governments. While it did not make the first round of

funding, we have submitted a second proposal that is still under consideration.

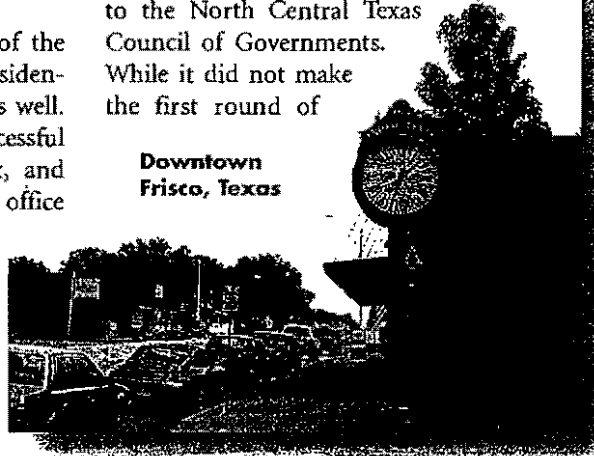
Meantime, the Frisco City Council has decided to move forward with TMA development even before funding is approved.

Potential projects for the TMA include a park and ride lot with fixed shuttle service to DFW Airport, and shuttle services for the increasing number of special events in the city.

Our ball park now has a Texas Rangers AA team, the Rough Riders, which will be attracting sports fans. We're also expecting more crowds at next year's 4th of July celebration and other events.

While economic growth is welcomed as a healthy part of our city's life, we have to respond to the ensuing traffic that it creates. A TMA should help. ▽

Scott Young can be contacted at 972-335-5551 or syoung@ci.frisco.tx.us



Downtown Frisco, Texas

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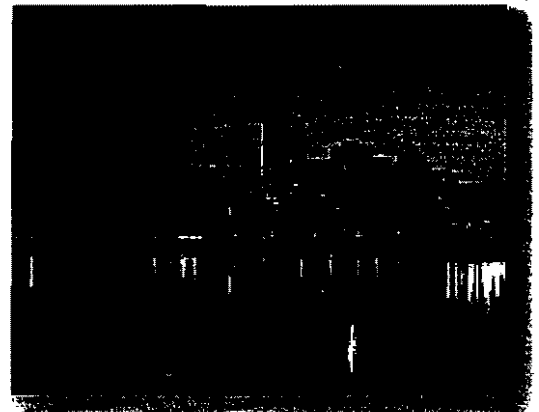
TMA Breaks Ground in Montreal

By **RAFAEL G. SUSTAÍTA**, Dallas Area Rapid Transit

Montreal, in the Canadian province of Quebec, is a major city where enhanced transportation demand management (TDM) programs are emerging. Montreal is Canada's second largest metropolitan area, behind Toronto, Ontario.

Montreal, the largest island, contains 55 percent of greater Montreal's population and the majority of employment concentration. Suburbs surrounding the island account for the remaining 45 percent of the region's population.

(See MONTREAL, page 2)



Montreal skyline at dusk.

TMA's In Focus

By **RAFAEL G. SUSTAITA**,
Dallas Area Rapid Transit

The central focus of a Transportation Management Association (TMA) is the provision, coordination and promotion of activities that enhance mobility in a specific service area.

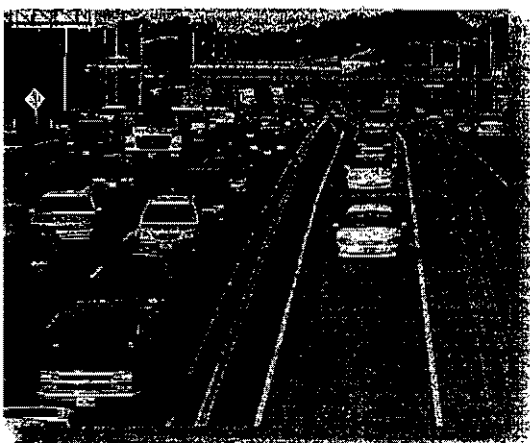
Typically, these actions include a variety of Transportation Demand Management (TDM) programs, as well as Transportation Systems Management (TSM) tools.

TDM related activities alter the demand for travel by affecting total traffic volume, travel mode share or distribution of travel over different times of the day.

TSM goals relate to the use of low-cost improvements to increase the efficiency of roadways and transit services, such as retiming traffic signals or re-designing traffic flow.

Some examples of traditional mobility enhancement goals include the reduction of traffic congestion along major arterials within the service area and minimizing peak-hour traffic.

While TMAs have traditionally served as the organizational vehicle for implementing TDM, there is nothing that should prevent a TMA from adopting a mission and goals that address transportation issues using methods and actions outside the realm of TDM.



HOV lanes on I-67 south of downtown Dallas.

TMAs may also choose to focus upon market segments other than commuters to achieve objectives. For example, a TMA may select traffic generated from school or university sites to institute staggered class scheduling or "school pools."

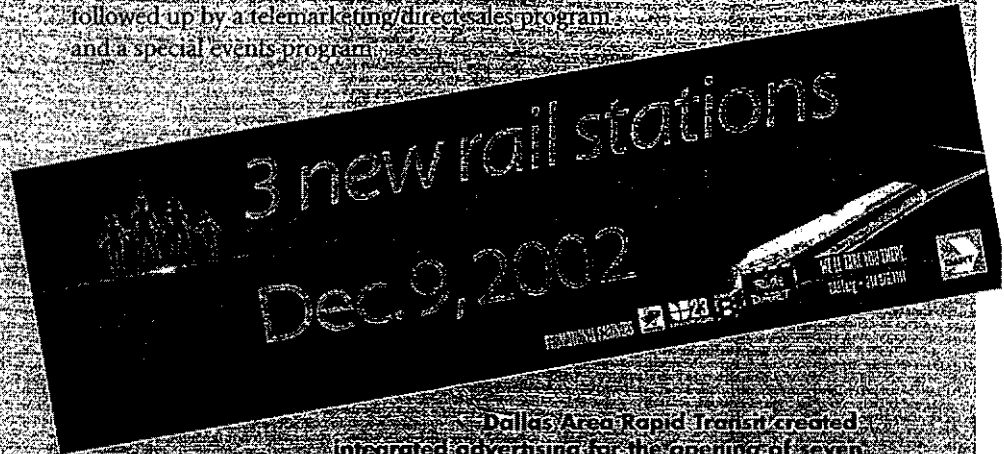
(See TMA's In Focus, page 4)

North Dallas/Richardson Business to Business (B2B) Outreach

By **TONY MENDOZA**,
Senior Manager Consumer Programs, Dallas Area Rapid Transit

With the recent opening of seven new light rail stations in north Dallas and Richardson, DART Consumer Programs conducted a business-to-business campaign to educate and promote the use of the light rail and connecting feeder bus system.

The B2B outreach was completed in two main phases: direct mail followed up by a telemarketing/direct sales program and a special events program.



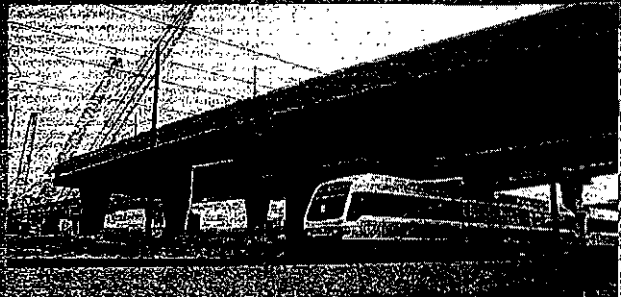
Dallas Area Rapid Transit created integrated advertising for the opening of seven new light rail stations in the north suburban Dallas communities of Garland, Richardson and Plano.

In the direct mail phase, employers were provided information regarding the seven new stations and invited to allow DART to distribute free weekly passes to encourage employees to use the light rail feeder bus system.

Employers were also provided information regarding various employee commute options such as the 1-800-368-3688, My Pass, Shuttle and Vanpool.

In the special events phase, night and early events were held in various employment centers, primarily in the heavily congested area around the I-75/I-67 interchange. Employees were given information on the new system and provided refreshments along with other complimentary activities.

As a result of the B2B outreach in north Dallas and Richardson, DART plans to conduct B2B outreach programs in conjunction with the opening of light rail service in Garland and Plano.



DART light rail is making an impact during the tedious construction on the I-635 and I-75 North Central Expressway light rail interchange.

(Continued from page 1)

Montreal

As a result, bridges leading to the island are congested during peak travel times as the enormous employment population concentrated in the area creates major traffic problems with over 8 million commuting trips daily.

Current trends identified by the Quebec Ministry of Transport indicate that more and more people are traveling alone in their vehicles to work, resulting in more and more traffic congestion.

Forecasts show that by 2021, the Montreal metropolitan area daily trip count will increase by 700,000 cars. Without programs to address transportation issues and encourage alternative modes of transportation, the number of automobiles on the road will increase by 20 percent, and public transit use will decline 13 percent in the next 20 years.

Added to this, extensive repair work will be required to the transit system.

The Quebec Ministry of Transport and Montreal transportation planners are quickly realizing the benefits of implementing TDM programs and the impact they can have on single occupant vehicle (SOV) trips.

The 5-year Regional Transportation Plan (RTP) has dedicated \$10.3 million for TDM strategies.

The RTP has identified three TDM strategies for the future:

- Determine the viability of implementing a policy to use fiscal incentives for transit and carpool users (through a review of case studies).
- Develop a metropolitan-wide parking policy.
- Continue to promote and develop employer-based TDM programs.

With the mission to plan, integrate, coordinate and promote mass transit within the entire metropolitan area, the Agence Métropolitaine de Transport (AMT) was created in 1996 to act as the regional transportation planning agency.

The core of AMT's publicity campaign is to promote viable alternatives to driving alone.

During the TDM Conference held December 5, 2001, one of the prizes of excellence was awarded to the TMA of Cite Multimedia, one of the organizations which set the precedent for other companies to follow in regards to the implementation of TDM measures for employees.



Montreal's AMT ads (in the predominantly French speaking city) illustrate the need for commuting alternatives.

Created in October 2000, Montreal's first TMA was in the Cite Multimedia, a downtown Montreal neighborhood with a high concentration of high tech and multimedia firms.

The main goal of the TMA is to ensure a smooth arrival for the 8,000 employees expected in the neighborhood over the next three years. The TMA offers many services, including but not limited to bus service connecting subway and city stations, internet website offering dedicated TDM information (www.citemultimedia.com), an interactive transportation option chart identifying schedules of the bus and transit system, electronic monthly bulletins, information kiosks, welcome packages for new companies and a pocket guide to transportation.

A second TMA, the Saint-Laurent Borough industrial district, has more than 115,000 jobs based in the area. This TMA developed a Commuter Management Center to help promote and develop viable

transportation options, including utilizing mass transit.

Additional services include a customized transportation development plan for employees, carpool databases, information and the promotion of alternative transportation modes, shuttle implementation and transportation improvement ideas.

AMT is concerned about employers being ready to take the initiative to create a TMA by themselves. As a result, the creation of TMAs in Montreal has been directed by organizations essentially acting as an incubator, such as a municipality or Local Business Council.

These organizations have regular contacts with employers and employees, and have an interest in satisfying their needs.

The incubator hosts the TMA in its own structure for a two-year period and hires a transportation coordinator. A committee of employers, the AMT, the Ministry of Transport and the local transit authority develop an action plan for the TMA.

The committee of employers and the transportation coordinator are then responsible for the implementation of the plan.

During the first two years of the incubator's operation, the government subsidizes 75 percent of the operating costs, up to \$100,000 per year. After the two-year period, the TMA evaluates its performance, analyzes its viability, and establishes its preferred organizational structure and action plan.

By doing so, it is hoped that a positive evaluation will encourage employers to create a self-sufficient organization and take over the management and funding of the TMA.

Across the nation, TMAs appear to be the way to go in administering and supporting TDM efforts. ▽

Current trends identified by the Quebec Ministry of Transport indicate that more and more people are traveling alone in their vehicles to work, resulting in more and more traffic congestion.

(Continued from page 3)

TMA In Focus

A TMA might also focus upon services for visitors where heavy tourism affects mobility.

TMA's commonly strive to achieve goals and objectives relating to travel behavior change. Because travel behavior changes are difficult to achieve and maintain, it is recommended that the emphasis in measuring performance should be upon a trend of continual improvement.

Incorporating a philosophy of demonstrating continual improvement into the development of program objectives will establish a more reasonable tone to the program and help maintain participant morale by recognizing incremental gains.

Traditional TMA activities fall into five basic categories:

- **Exchanging information.** TMA's typically provide information on transportation issues, programs and activities to members and potential members.
- **Providing transportation services.** TMA's can enter into special agreements with local transportation organizations to provide needed transportation services such as shuttles to members and potential members.
- **Promoting transportation services.** By providing services at work sites, TMA's can support employers, property owners and developers and community managers who implement transportation programs through a variety of promotional programs including acting as a transportation coordinator for employees.
- **Advocating for improved transportation services.** Many employers and developers join a TMA to influence transportation service and facility planning and/or influence development of legislation or regulations on community issues.
- **Offering membership services to members.** Many TMA's provide transportation consulting services to members helping them to address transportation employment. The TMA programs solve site specific transportation issues and make their common agreements to include conducting employee surveys and other programs.

A service package might include some of these services, as well as others unique to members' needs. The key to staying focused is developing strategies that help and serve every member-employer of the TMA. ▽



P.O. Box 660163 • DALLAS, TX 75266-0163

A Regional Transportation Management Association Bulletin
TMA VOICE