### 2015 OZONE SEASON

#### 8-Hour Ozone Exceedance Days

<table>
<thead>
<tr>
<th>Year</th>
<th>Purple (116+ ppb)</th>
<th>Red (96-115 ppb)</th>
<th>Orange (85-95 ppb)</th>
<th>Orange (76-84 ppb)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1998</td>
<td>12</td>
<td>13</td>
<td>34</td>
<td>29</td>
</tr>
<tr>
<td>1999</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2000</td>
<td>11</td>
<td>5</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2001</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2002</td>
<td>1</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>2003</td>
<td>1</td>
<td>5</td>
<td>34</td>
<td>29</td>
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<tr>
<td>2004</td>
<td>1</td>
<td>4</td>
<td>24</td>
<td></td>
</tr>
<tr>
<td>2005</td>
<td>12</td>
<td>6</td>
<td>36</td>
<td></td>
</tr>
<tr>
<td>2006</td>
<td></td>
<td>1</td>
<td>27</td>
<td></td>
</tr>
<tr>
<td>2007</td>
<td>1</td>
<td>10</td>
<td>10</td>
<td></td>
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<tr>
<td>2008</td>
<td>1</td>
<td>2</td>
<td>10</td>
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<tr>
<td>2009</td>
<td>6</td>
<td>1</td>
<td>2</td>
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</tr>
<tr>
<td>2010</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>2011</td>
<td>1</td>
<td>9</td>
<td>9</td>
<td></td>
</tr>
<tr>
<td>2012</td>
<td>15</td>
<td>24</td>
<td>22</td>
<td></td>
</tr>
<tr>
<td>2013</td>
<td>9</td>
<td>22</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>2014</td>
<td>3</td>
<td>9</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2015</td>
<td>19</td>
<td>5</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 75 ppb.

*Not a full year of data, current as of 9/09/2015

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

ppb = parts per billion
According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the Design Value (three-year average of the annual fourth-highest daily maximum 8-hour average ozone concentration) is equal to or less than 75 parts per billion (ppb).

1Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the Design Value (three-year average of the annual fourth-highest daily maximum 8-hour average ozone concentration) is equal to or less than 75 parts per billion (ppb).

^Not a full year of data. Current as of 9/09/2015.

Source: NCTCOG TR Dept
2015 OZONE SEASON

References

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   817-608-2342

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For Air North Texas Information:

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   817-608-2346

   Pamela Burns
   DFW Clean Cities Coordinator
   Communications Supervisor
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   817-704-2510

Air North Texas: www.airnorthtexas.org
NCTCOG Ozone Updates: www.nctcog/ozone
Average Annual Hours of Delay per Auto Commuter

Source: TTI 2015 Urban Mobility Scorecard
Average Annual Hours of Delay per Auto Commuter
Source: TTI 2015 Urban Mobility Scorecard
Statewide Proposition 7
Position Statement

Regional Transportation Council
September 10, 2015

Amanda Wilson, AICP
North Central Texas Council of Governments
Statewide Proposition 7

SJR 5 Proposes a Constitutional Amendment that will Appear on the November 3, 2015, Ballot:

Statewide Proposition 7

“The constitutional amendment dedicating certain sales and use tax revenue and motor vehicle sales use and rental tax revenue to the state highway fund to provide funding for nontolled roads and the reduction of certain transportation-related debt.”
Statewide Proposition 7

Transportation Funding Constitutional Amendment

◦ Must be Approved by Voters
◦ $2.5B of State Sales Tax Per Year to the State Highway Fund, Exceeding $28B, Beginning September 2017 (FY18)
◦ 35% of Motor Vehicle Sales Tax Per Year, Exceeding $5B, Beginning September 2019 (FY20)
◦ Revenue for Non-tolled Roadways
# Transportation Revenue Outlook

<table>
<thead>
<tr>
<th>Revenue Source</th>
<th>Priced Facility Use</th>
<th>Transit Use</th>
<th>Estimated Statewide Revenue (in billions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prop. 1</td>
<td>No</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>End Diversions</td>
<td>Yes</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Sales Tax*</td>
<td>No</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Excise Tax*</td>
<td>No</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td><strong>Total Revenue</strong></td>
<td></td>
<td></td>
<td>$1.74</td>
</tr>
</tbody>
</table>

* Pending voter approval
Action Requested

Approve the Statewide Proposition 7 Position Statement Supporting Transportation Funding as Shown in the Reference Item.

Direct Staff to Provide to Cities and Counties in the Dallas-Fort Worth Region a Template Resolution Supporting Proposition 7.

Communicate the RTC’s Support of Proposition 7 to Advocacy Groups Working to Pass the Measure.
Contact Information

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Rebekah Hernandez
Communications Coordinator
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(817) 704-2545

www.nctcog.org/trans/legislative
COLLIN COUNTY FUNDING PARTNERSHIP PROPOSAL

Regional Transportation Council
September 10, 2015

Chris Klaus, Senior Program Manager
Air Quality Planning & Operations
NCTCOG Transportation Department
Low-Income Repair & Replacement Assistance (LIRAP)
Repairs or Replaces Vehicles That Fail the Emissions Test or Are ≥ 10 Years Old
Assistance Provided Through Vouchers Up to $600 for Repairs, Up to $3,500 for Replacements
Funded by $6 Inspection Fee Collected in Participating Counties
Marketed as AirCheckTexas Drive a Clean Machine Program

Local Initiatives Projects (LIP)
Funds Various Air Quality Initiatives
Remote Sensing Programs
Smoking Vehicle Programs
Coordinated Efforts with Regional Emissions Enforcement Programs and Emissions Task Forces
Transportation System Improvement Programs
Collin County Initiated Process to Opt Out of LIRAP/LIP

April 21, 2014: Collin County Commissioners Court approved the County to withdraw from LIRAP/LIP, which began a lengthy rulemaking process by the TCEQ

84th Texas Legislature Restored LIRAP/LIP Funding

While Collin County continued the process to stop participating in LIRAP/LIP, full funding was restored to the programs

Collin County Concerned about Utilizing LIRAP/LIP Funds

Collin County has traditionally been a “donor” county for LIRAP

Collin County not interested in utilizing LIP funds

TCEQ – Texas Commission on Environmental Quality
PARTNERSHIP PROPOSAL

Trade Funds
- Exchange a portion of Collin County LIRAP/LIP funds for CMAQ funds and TDCs

Utilize Collin County LIRAP/LIP Funds
- Share Collin County LIRAP/LIP funds with other participating counties in Dallas-Fort Worth nonattainment area for eligible air quality initiatives

Review in One Year
- Assess partnership in one year to determine future continuation and/or participation amounts

CMAQ – Congestion Mitigation and Air Quality Improvement Program
TDCs – Transportation Development Credits
Collin County LIRAP/LIP Funding: Fiscal Year 2016

<table>
<thead>
<tr>
<th>Program</th>
<th>Funding Available</th>
<th>Match Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>LIRAP</td>
<td>$2,661,606</td>
<td>None</td>
</tr>
<tr>
<td>LIP</td>
<td>$295,474</td>
<td>50%¹</td>
</tr>
<tr>
<td><strong>Total Funds</strong></td>
<td><strong>$2,957,080</strong></td>
<td></td>
</tr>
</tbody>
</table>

**Partnership Proposal**

<table>
<thead>
<tr>
<th>Program</th>
<th>Proposed Funding to “Trade”</th>
<th>Match Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>CMAQ Partnership</td>
<td>$1,500,000²</td>
<td>None³</td>
</tr>
</tbody>
</table>

¹20% match required for emissions enforcement programs; other programs are 50%
²Proposed Funding = LIP funding + LIRAP funding estimated to not be spent in Collin County (based on historical utilization rates) + additional amount to round up to $1,500,000
³TDCs to be used as match for CMAQ funds (300,000 in TDCs)
## PROPOSED SCHEDULE

<table>
<thead>
<tr>
<th>Action</th>
<th>Anticipated Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collin County Approved Partnership Concept</td>
<td>July 20, 2015</td>
</tr>
<tr>
<td>STTC Action</td>
<td>August 28, 2015</td>
</tr>
<tr>
<td>RTC Action</td>
<td>September 10, 2015</td>
</tr>
<tr>
<td>Collin County Solicits Potential Projects</td>
<td>September 11, 2015</td>
</tr>
<tr>
<td>Collin County Selects Eligible Projects</td>
<td>October 12, 2015</td>
</tr>
<tr>
<td>Collin County/NCTCOG Submits TIP Modification</td>
<td>October 23, 2015</td>
</tr>
</tbody>
</table>

TIP – Transportation Improvement Program
PROPOSED ACTION

Staff Recommends Approval of:

Funding Partnership with Collin County utilizing LIRAP/LIP funds in exchange for $1.5 million CMAQ funds and TDCs
CONTACT INFORMATION

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Chris Klaus
Senior Program Manager
(817) 695-9286
cklaus@nctcog.org
MPO REVOLVER FUND AND PARTNERSHIP WITH DALLAS COUNTY

REGIONAL TRANSPORTATION COUNCIL

SEPTEMBER 10, 2015
Federal rules require that North Central Texas Council of Governments (NCTCOG)/Regional Transportation Council (RTC) pay for expenses associated with regular programs before federal reimbursement can occur.

Since the RTC does not have significant local funds available to pay those bills first, a solution is needed.

RTC/Local funds have been used historically, but as RTC/Local funds are spent down, another option must be developed.

The MPO Revolver Fund solution provides cash flow to regional programs and projects.
In July 2014, the Texas Transportation Commission (TTC) approved the exchange of 100 million Transportation Development Credits (TDCs) for $10 million in Category 12 funds.

The Category 12 funds would be placed on projects with existing local funds. Then, the local funds would be sent to RTC/NCTCOG to create the Revolver Fund.

In August 2014, the RTC approved staff to negotiate a transfer of up to 150 million in TDCs to other MPOs (50 million) and/or TxDOT (100 million), contingent on RTC approval of the final transfer.
# SUMMARY OF CHANGES DUE TO MPO REVOLVER PARTNERSHIP

<table>
<thead>
<tr>
<th>Projects</th>
<th>Prop 1</th>
<th>Cat 12</th>
<th>RTR</th>
<th>Local Funds</th>
<th>Total Change by Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>SH 352</td>
<td>+6.060</td>
<td>+2.015</td>
<td>-2.015</td>
<td>6.060</td>
<td></td>
</tr>
<tr>
<td>Pleasant Run Road(^1)</td>
<td></td>
<td></td>
<td>+2.940</td>
<td>-4.000(^2)</td>
<td>2.940</td>
</tr>
<tr>
<td>Southern Gateway</td>
<td></td>
<td>+4.000(^2)</td>
<td>-4.000(^2)</td>
<td>0.000</td>
<td></td>
</tr>
<tr>
<td><strong>Total Change by Category</strong></td>
<td>6.060</td>
<td>6.015</td>
<td>2.940</td>
<td>-6.015(^3)</td>
<td>9.000</td>
</tr>
</tbody>
</table>

Notes:

1. $7.060M in existing RTR funds, plus $2.940 M to close the funding gap
2. $0.592M will be needed if the TAP funding is received, thereby reducing the $4M to $3.408M in local funds available for the partnership
3. Revenue for the MPO Revolver
A three-party exchange needed in order to secure the dollars for the MPO Revolver Fund.
Recommend approval of:

Funding allocations/transfers identified on slides 5-7 as a result of the MPO Revolver Fund creation

Creation of the MPO Revolver with an initial balance of $5.423M to $6.015M

Administratively amending the Transportation Improvement Program (TIP)/Statewide TIP and other necessary administrative documents

Staff requests that other agencies consider projects that would help secure the remaining $3.985M to $4.577M for the Revolver Fund.
PROPOSITION 1 FUNDING PROGRAM, PHASE 2
FY 2016 and FY 2017 FUNDING

Regional Transportation Council
September 10, 2015
## OVERVIEW

| Year One (Phase 1) | • Proposition 1 provided $1.74 billion to the State Highway Fund from the Rainy Day Fund  
• The Dallas-Fort Worth (DFW) Region received ≈$367.6M in year one (CY 2015)  
• Finalized year one project selection in February 2015 |
| --- | --- |
| Years Two/Three (Phase 2) | • In July 2015, Texas Department of Transportation (TxDOT) announced the draft allocation of another ≈$532.01M to the DFW Region:  
  - $268.10M in FY 2016  
  - $263.91M in FY 2017 |
STATEWIDE PROGRAM RULES

Projects must be on the Interstate Highway System or the State Highway System

Traditional roadway projects are eligible

Transit, bicycle/pedestrian, and toll roads are ineligible
PROJECT SELECTION FOCUS AREAS

STAFF RECOMMENDATIONS

Projects must be environmentally cleared in time to let in FY 2016 or FY 2017

Projects must be consistent with the Mobility Plan

Maintain sensitivity to existing projects with funding shortfalls

Continued focus on capacity, rather than maintenance
Staff recommendation seeks to maintain:

- Equitable distribution by county across the five-year period (FY 2015 – FY 2019)
- Regional east-west equity
Year two revenue was announced by TxDOT in July 2015

<table>
<thead>
<tr>
<th>Funding Allocations</th>
<th>$ in Millions</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY 2016</td>
<td>$268.10</td>
</tr>
<tr>
<td>FY 2017</td>
<td>$263.91</td>
</tr>
<tr>
<td>Total</td>
<td>$532.01</td>
</tr>
</tbody>
</table>

Anticipate approval of year two allocations by TxDOT in November 2015
Proposition 1 Projects - FY 2015, 2016, 2017, and 2018

Fiscal Year Funding
- 2015
- 2016
- 2017
- 2018
- 2019

MAJOR LAKES
MPA BOUNDARY
MAJOR ROADS

DRAFT
ITEMS PENDING FURTHER REVIEW

• Continue to seek Regional Toll Revenue/Proposition 1 Partnerships with Dallas and Collin counties

• Consider utilization of Proposition 7 funds on some projects (assumes a successful election in November 2015)

• Continue to constrain the list of projects to the draft allocation

• Receive public review and comment on the FY 2016 and FY 2017 projects
# Phase 2 Projects Timeline

<table>
<thead>
<tr>
<th>Month</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>April – August 2015</td>
<td>NCTCOG and TxDOT Coordination on Projects</td>
</tr>
<tr>
<td>July 2015</td>
<td>TxDOT released Proposition 1 Allocations for FY 2016 and FY 2017</td>
</tr>
<tr>
<td>August 2015</td>
<td>STTC Information</td>
</tr>
<tr>
<td>September 2015</td>
<td>Public Meetings RTC Information STTC Action</td>
</tr>
<tr>
<td>October 2015</td>
<td>RTC Action</td>
</tr>
<tr>
<td>November 2015 +</td>
<td>Submit Proposition 1 Projects to TxDOT Inclusion in the 2015-2018 and 2017-2020 TIP/STIP</td>
</tr>
</tbody>
</table>
QUESTIONS/ CONTACT INFORMATION

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Christie Gotti
Senior Program Manager
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TOLL MANAGED LANE
DATA MONITORING


How much HOV 2+ Subsidy has the RTC been responsible for?

$200,705 as of July 2015

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

$463.61 from October 2014 - July 2015

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

For now, it remains 2+ until the June 1, 2016 on or before date, and it will continue to be monitored quarterly

Have there been any additional NTTA customer service needs?

No, minimal impact

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

No
# TOLL MANAGED LANE
## DATA MONITORING

### Cumulative December 2013 – July 2015

<table>
<thead>
<tr>
<th>Facility</th>
<th>HOV 2+ Subsidy Costs</th>
<th>NTTA Customer Service (Additional Needs)</th>
<th>Project Performance Events* (Speeds &lt; 35 mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LBJ EXPRESS</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>North Tarrant Express</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>SH 183/121 from IH 35W to SH 121</em></td>
<td>$150,533</td>
<td>Negligible</td>
<td>0</td>
</tr>
<tr>
<td><strong>LBJ Express</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• IH 635 from Preston Road to Greenville Avenue</td>
<td>$50,172</td>
<td>Negligible</td>
<td>0</td>
</tr>
<tr>
<td>• IH 35E from Loop 12 to IH 635</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>DFW Connector</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><em>SH 114 from Kimball Avenue to Freeport Parkway</em></td>
<td>N/A</td>
<td>Negligible</td>
<td>0</td>
</tr>
</tbody>
</table>

* Events found to be the responsibility of the facility operator. There have been a few instances where the speeds have dropped below 35 mph due to weather or other events out of the control of the operator.
DFW CONNECTOR PILOT PROGRAM
PURPOSE

Pilot Initiated at RTC Suggestion to TxDOT

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

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

Market-Driven Approach to Increase Toll Tag Usage

Potential to Apply Lessons Learned to IH 35W Corridor (TxDOT Has Collection Risk)
## TIMELINE

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>April 7, 2014</td>
<td>Managed Lanes Open to Traffic (Test Period, No Tolls)</td>
</tr>
<tr>
<td>July 7, 2014</td>
<td>Tolls Begin on Managed Lanes (Pay-by-Mail Surcharge = 50%) (e.g., $1 Toll = $1.50 Total Charge)</td>
</tr>
<tr>
<td>October 5, 2014</td>
<td>Pay-by-Mail Surcharge Increased to 75%</td>
</tr>
<tr>
<td>January 3, 2015</td>
<td>Pay-by-Mail Surcharge Increased to 90%</td>
</tr>
<tr>
<td>January 3, 2015</td>
<td>Dynamic Tolling Began</td>
</tr>
<tr>
<td>July 2015</td>
<td>Review Pilot Data</td>
</tr>
</tbody>
</table>
## PAY BY MAIL TRANSACTIONS %

<table>
<thead>
<tr>
<th>Month</th>
<th>DFW Connector</th>
<th>NTE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jul-2014</td>
<td>36.7</td>
<td>—</td>
</tr>
<tr>
<td>Aug</td>
<td>35.6</td>
<td>—</td>
</tr>
<tr>
<td>Sep</td>
<td>34.1</td>
<td>—</td>
</tr>
<tr>
<td>Oct</td>
<td>33.4</td>
<td>38.5</td>
</tr>
<tr>
<td>Nov</td>
<td>34.2</td>
<td>38.4</td>
</tr>
<tr>
<td>Dec</td>
<td>32.6</td>
<td>36.8</td>
</tr>
<tr>
<td>Jan-2015</td>
<td>32.2</td>
<td>35.3</td>
</tr>
<tr>
<td>Feb</td>
<td>31.1</td>
<td>35.5</td>
</tr>
<tr>
<td>Mar</td>
<td>31.7</td>
<td>35.6</td>
</tr>
<tr>
<td>Apr</td>
<td>30.4</td>
<td>35.2</td>
</tr>
<tr>
<td>May</td>
<td>30.5</td>
<td>36.2</td>
</tr>
<tr>
<td>Jun</td>
<td>30.8</td>
<td>36.4</td>
</tr>
<tr>
<td>Jul</td>
<td>30.1</td>
<td>37.7</td>
</tr>
</tbody>
</table>
PRELIMINARY DATA/OBSERVATIONS

July 2014 – July 2015:

- Overall Transactions are Increasing
- Pay-by-Mail Transactions are Decreasing

Preliminary Results are Positive

Continue Pilot, Review Communication to Users on Surcharge Increases
COMMUNITY SCHOOLS AND TRANSPORTATION PROGRAM

Regional Transportation Council
September 10, 2015
Karla Weaver, AICP
Independent School Districts and Cities

- 111 Independent School Districts (ISDs)
- 1,994 Public K-12 Schools
Demographics – 12-County MPA

2013:
» 12-County Population: 6.6 Million
» 5-17 Age Group: 1.3 Million

2040:
» 12-County Population: 10.7 Million

Sources: 2013 - American Community Survey, and 2040 – NCTCOG Demographic Forecast
Previous Initiatives

- 2010: Regional Kickoff Meeting
- 2011: City of McKinney/ISD Workshop
- 2012: McKinney School Siting White Paper
- 2013: RTC School Policy Adoption and Meeting
- 2014: TIGER Grant Awarded
- 2015: Project Kickoff
RTC School Policy

**Active Transportation:**
Advocate for:
- Safe Routes to School program
- Precious Cargo program
- Transportation Alternatives Program

**Outreach & Engagement:**
- Engage middle school students to design the cover of Progress North Texas
- Advocate for Science, Technology, Engineering, and Mathematics (STEM) fields

**School Siting:**
- Pilot school siting programs
- School bus stop coordination
- Technical assistance for school districts

**Air Quality:**
- RTC Clean Fleet Vehicle Policy
- Clean school bus programs
- Energy audit programs
- Vehicle idling-reduction programs
- Air quality-friendly contracting initiatives
Community Schools and Transportation Program
(TIGER Grant)

- Encourage **coordination** between ISDs, local governments, and transportation agencies.
- Advance long-term planning for **school siting**.
- Improve **transportation safety** near schools.
- Promote **multi-modal transportation** options to schools.
Community Schools and Transportation Program

Interagency Coordination

» Encourage collaboration of elected officials at municipalities and ISDs.

» Create a Regional Working Group of technicians.

» Coordinate ISD facility planning, city comprehensive plans and Capital Improvement Plans.

» Work to integrate school transportation into city thoroughfare planning and regional transportation planning.

» Coordinate to remove policy barriers to the development of sustainable schools.
Community Schools and Transportation Program

School Siting

» Review **state and national policies** related to school siting and land banking.

» Research **landbanking** programs and best practices.

» Coordinate ISD, city, and regional **demographic projections**.
Community Schools and Transportation Program

Transportation Safety

» Conduct **safety audits** at pilot schools sites.

» Develop recommendations for **pedestrian and bicycle safety** around various schools.

» Create a **bilingual pedestrian and bicycle safety education** program, and transportation safety information guide.
Community Schools and Transportation Program

Multimodal Transportation

» Coordinate discussions between transit agencies and schools related to bus schedules and routes.

» Analyze alternative transportation connections, and ways to alleviate traffic congestion around pilot schools.

» Implement other pilot planning projects.
Next Steps

» RTC Workshop: **October 8, 2015, 10:30 am - 12 pm**

» Develop Process for Ongoing Meetings/Conversations Between Municipal and ISD Elected Officials

» Creation of a Technical Regional Working Group

» School Siting Research and Reports

» Identification and Implementation of Pilot Planning Projects
Information and Participation

RTC Workshop

Regional Working Group meetings

Surveys

Website

www.nctcog.org/schools
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Managed Lane Auto-Occupancy Verification
Managed Lane Auto-Occupancy Verification

RTC Policy

HOV Discount of 50% During Peak Period for HOV 2+

Current: Manual Enforcement of HOV Discount With Technology Support
Future: Utilize More Advanced Technology Over Time

Joint TxDOT/RTC Initiative to Procure Technology Solution

Automated occupancy verification, seamless to user

Request for Offers:
Issued May 2015
Proposal are Being Evaluated (RTC staff representation)
Anticipate TxDOT Award Early Fall