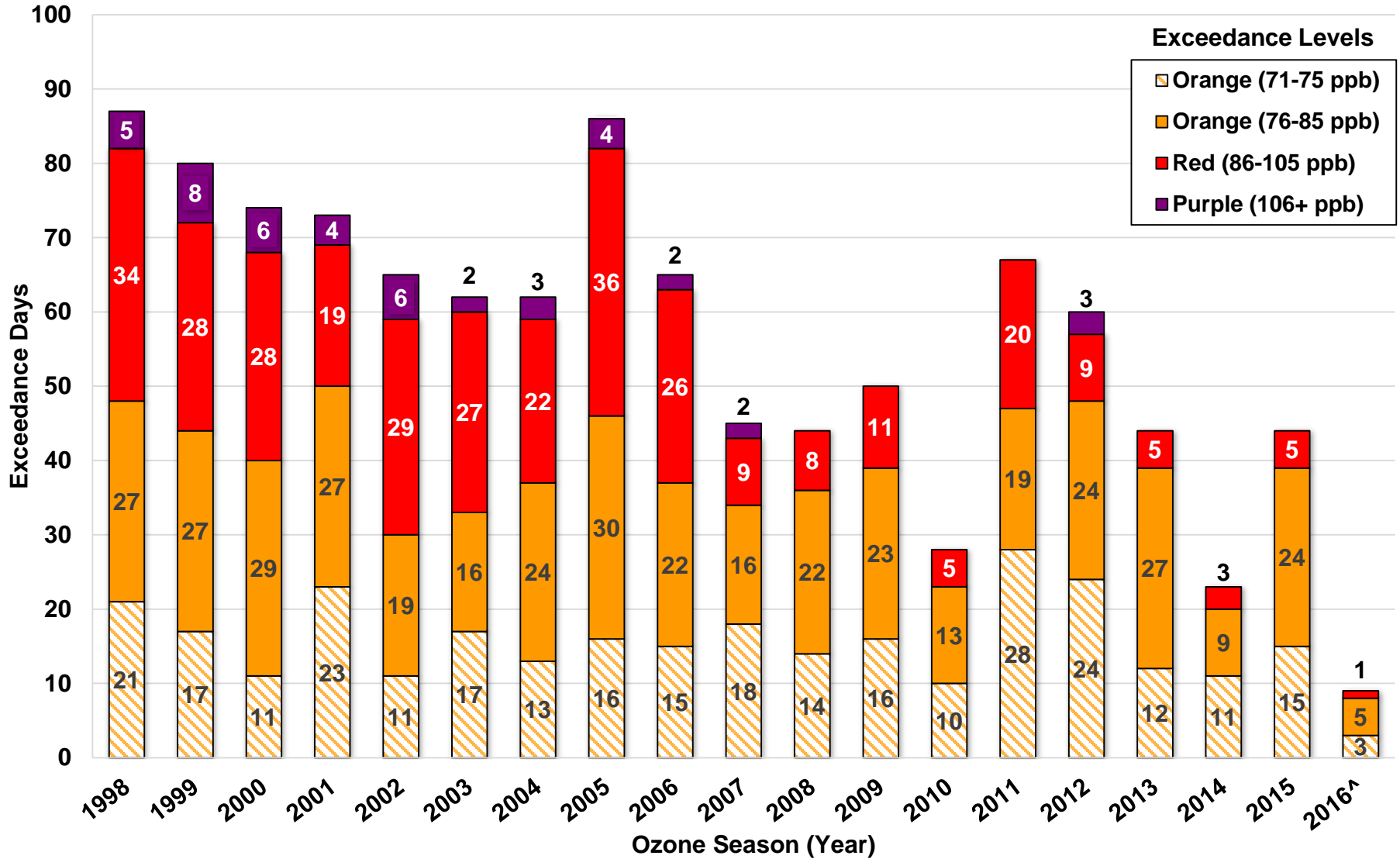



# 2016 OZONE SEASON

## Eight-Hour Ozone Exceedance Days Based on 70 ppb Standard



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

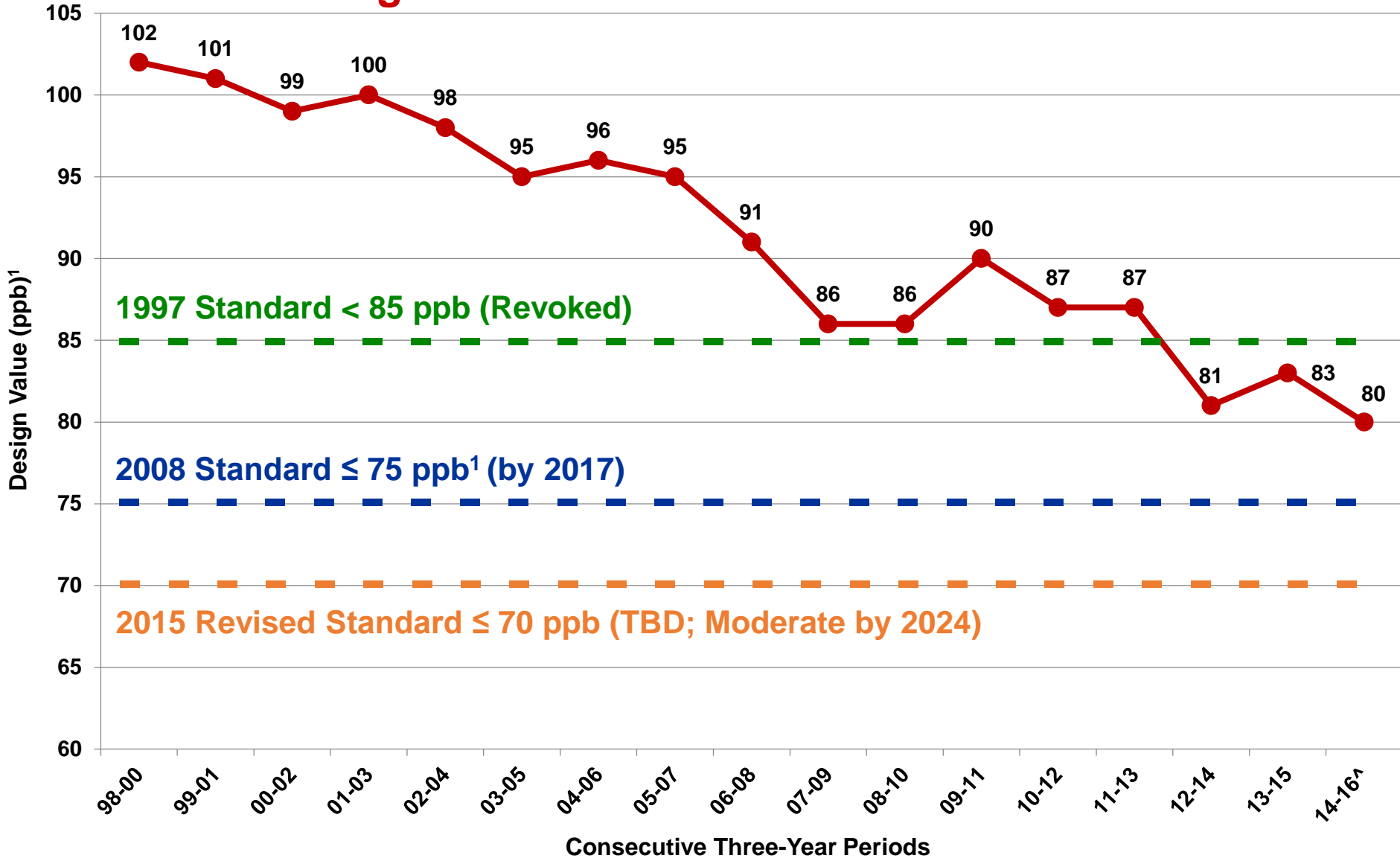
 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 75 ppb standard. (AQI level orange = 71-75 ppb)

<sup>^</sup>Not a full year of data, current as of 7/13/2016

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

# 2016 OZONE SEASON

## Eight-Hour Ozone Historical Trends



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

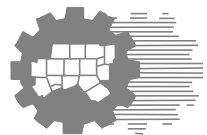
\*Data not certified by the Texas Commission on Environmental Quality

<sup>1</sup>Not a full year of data, current as of 7/13/2016.

# **Proposed Resolution to the Texas Transportation Commission Requesting Changes to the Draft Unified Transportation Program**

Regional Transportation Council

July 14, 2016



# Two Primary RTC Instructions to NCTCOG Staff

- 1) Protect Regional Toll Revenue Funds From Being Swept
- 2) Insist on Formula Allocation, Supporting Historic TxDOT/RTC Partnership Ensuring Funding Equity



# Draft 2017 Unified Transportation Program

## 10-year Funding Document

- \$66 Billion Overall
- \$38 Billion is “Additional Funding”

## Allocates Funding to 12 Categories

## Includes New State and Federal Funding Sources

## Creates New Strategic Programs – Congestion, Connectivity, Strategic Priorities



# Proposed Additional Funding Allocation

Program Areas and Objectives	10 Year Additional Funding (\$ Billion)
<b>Safety / Preserve Existing Assets</b>	<b>\$ 6.9</b>
- Safety	1.3
- Maintenance	2.6
- Bridges	0.5
- Energy Sector	2.1
- District Discretionary	0.4
<b>Congestion/Urban Mobility</b>	<b>\$ 21.2</b>
- MPO Partnerships	11.2
- Connectivity Corridor Congestion	5.0
- Strategic Congestion Initiative	5.0
<b>Regional Connectivity Corridors</b>	<b>\$ 6.2</b>
<i>Interstates (Existing and Future), Trunk System, Border, Super 2-Lane</i>	
<b>Additional Strategic Priorities</b>	<b>\$ 4.0</b>
<b>Total</b>	<b>\$ 38.3</b>

Source: Texas Department of Transportation, June 29, 2016

# Proposed Additional Funding Allocation

Program Areas and Objectives	10 Year Additional Funding (\$ Billion)
<b>Safety / Preserve Existing Assets</b>	<b>\$ 6.9</b>
- Safety	1.3
- Maintenance	2.6
- Bridges	0.5
- Energy Sector	2.1
- District Discretionary	0.4
<b>Congestion/Urban Mobility</b>	<b>\$ 21.2</b> ✓
- MPO Partnerships	11.2 ←
- Connectivity Corridor Congestion	5.0 ↻
- Strategic Congestion Initiative	5.0 (Support)
<b>Regional Connectivity Corridors</b>	<b>\$ 6.2</b>
<i>Interstates (Existing and Future), Trunk System, Border, Super 2-Lane</i>	
<b>Additional Strategic Priorities</b>	<b>\$ 4.0</b>
<b>Total</b>	<b>\$ 38.3</b>

Source: Texas Department of Transportation, June 29, 2016



# Policy Principles: Benefits to Metropolitan Project Selection

Funding Equity

Consensus of Public, TxDOT Districts and MPOs

Performance Based Selection Using Local Measures

Leverage Funds

Context Sensitive Design

Multimodal Considerations

Multi-year Transparent Process

Respond to Air Quality Needs

Build Systems and “Last Mile,” Not Just Projects





# Resolution Section 1

Category 12: Discretionary Funding of the Commission

RTC Supports Urban Funding Allocation, Requests:

- Supports Governor Abbott/Commissioner Bugg Congestion Relief Program
- \$5 Billion to Congestion Relief
- Fair Share Allocation to Regions
- Flexibility to Meet State Needs





# Minute Order # 109370: Texas Metropolitan Mobility Plan (August 28, 2003)

“It is therefore ordered that the commission accepts this report and encourages partnerships with local entities in the eight metropolitan areas to implement the long range mobility plan.”

“...enabling a philosophical change in the way we as a state will attack congestion.”

“...will increase local control and decision-making authority.”

“...recommends that TxDOT shift from funding projects one at a time to a regional distribution of a predictable amount of funding.”

“...the plan makes it explicit that the distributed TxDOT funds would not be reduced for those areas that develop gap funding initiatives.”

Commissioner Ric Williamson: “The more you choose local sources of funds, whether that’s local taxes or local tolls, the more money will be invested in your community; you will not be penalized for being aggressive with local funding.”

# Resolution Section 2

Category 4: Connectivity (Congestion) Program  
Selected by TxDOT Headquarters, No Formula  
RTC Supports “Connectivity” Emphasis,  
Requests:

- Program Contradicts Minute Order #109370
- TxDOT Assigns “Mini-Cap” for Connectivity in Each Applicable Region in Category 2
- Region Creates “System” Meeting Connectivity and Congestion Relief Goals



# Resolution Section 3

If Section 2 is Approved, then Section 3 is met

If Not, Adequately Fund Urban Congestion Relief



# Category 2 Funding Tests

State Category 2 “Freeways”

\$12.5 B

Federal Category 7 “Thoroughfares”

\$ 4.2 B

Ratio = 3:1

LBJ Phase 3 Test →

100% of East  
(\$240 M/year)

→

3.3 years +  
\$500 M tolls

Western Subregion Test → 100% of West →  
\$112M/year



# Importance of Formula Allocation

Metropolitan Planning Organization (District)	Additional Category 2 Funding Distributed Over 10 Years of UTP	
	% Distribution	\$ Amount
Abilene (ABL)	0.57	\$ 63,886,000
Amarillo (AMA)	0.92	103,275,000
Austin Area - CAMPO (AUS)	9.37	1,049,435,000
Beaumont - SETRPC (BMT)	2.34	261,662,000
Brownsville (PHR)	0.81	91,212,000
Bryan-College Station (BRY)	0.99	110,831,000
Corpus Christi (CRP)	1.34	150,388,000
Dallas/Ft. Worth - NCTCOG (DAL/FTW/PAR)	31.55	3,534,180,000
El Paso (ELP)	2.93	327,705,000
Harlingen-San Benito (PHR)	0.72	80,322,000
Hidalgo County (PHR)	2.98	334,172,000
Houston-Galveston Area - HGAC (BMT/HOU)	24.84	2,782,651,000
Killeen-Temple (BWD/WAC)	1.86	207,882,000

Source: Texas Department of Transportation, June 29, 2016




# TxDOT As A Business

Funding Category	Year 1 Allocation	Legislative Year 2
Metropolitan Capacity	40%	45%
Statewide Connectivity	30%	25%
Energy Sector	15%	10%
Maintenance	15%	20%



# Timeline



Draft UTP Issued by TxDOT	July
Public Involvement	July-August
TxDOT Public Meeting*	July 21
Commission Adoption of UTP	August

\*Public Meeting Details:

July 21, 2016 | 4:00 p.m.

Attend at TxDOT Fort Worth or Dallas District Offices

Join Via WebEx and Comment Online:

[www.txdot.gov/inside-txdot/get-involved/unified-transportation-program.html](http://www.txdot.gov/inside-txdot/get-involved/unified-transportation-program.html)

# POTENTIAL FISCAL YEAR 2013 TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDS LAPSE



REGIONAL TRANSPORTATION COUNCIL  
INFORMATION, JULY 14, 2016

# POTENTIAL FY 2013 TAP FUNDING AT RISK OF LAPSING

- Federal regulations state that apportioned funds are available for use for the year of apportionment plus three (3) years.
- Any apportioned amounts that remain unobligated at the end of that period shall lapse.
- TAP funds apportioned in Fiscal Year (FY) 2013 must be utilized by the end of federal FY 2016 (September 30, 2016).
- Texas Department of Transportation (TxDOT) Austin recently notified Dallas-Fort Worth region that Metropolitan Planning Organization (MPO)-selected TAP funds are potentially at risk of lapsing.

# SUMMARY OF FY 2013 TAP FUNDING AT RISK OF LAPSING

	Federal	Match*	Total as of 7/1/2016
FY 2013 DFW MPO TAP Funds	\$8M	\$2M	\$10M
Obligated to Date	\$5.1M	\$1.3M	\$6.4M
Anticipated to Obligate by End of FY 2016	\$.8M	\$.2M	\$1M
<b>Funds At Risk of Expiration</b>	<b>\$2.1M</b>	<b>\$.5M</b>	<b>\$2.6M</b>

\*Assumes a 20% match to federal funds, though match percentage varies.

# TAP FUNDING TIMELINE

Date	Action
March 2013	TAP apportionments were established at the federal level (midway through FY 2013)
August 2013	TxDOT established MPO allocations and applied FY 2013 allocations to FY 2014
December 17, 2013	TAP Call for Projects workshop
February 13, 2014	Regional Transportation Council (RTC) announced TAP Call for Projects
May 30, 2014	Applications were due for 2014-2015 TAP Call for Projects
June 2014 to August 2014	MPO reviewed applications, scored, and recommended projects
October 9, 2014	RTC approved 23 projects to received \$28.4M in federal TAP funding for FY 2014 – FY 2016
February 2015 TIP Cycle	Selected projects were added to the TIP and implementing agencies began the contracting/agreement process with TxDOT



# FACTORS LEADING TO DELAY OF OBLIGATIONS

- Six (6) month delay in federal apportionment.
- Delayed allocation of DFW MPO funds until FY 2014.
- The State did not have a TAP template agreement ready for local agency use until late in FY 2015/early FY 2016.
- Local governments were ready to move ahead as soon as the TIP modifications were approved, but agreements were held up pending finalization of the template agreement.

# ACTIONS TAKEN TO DATE

- NCTCOG and TxDOT staff coordinated regarding impacted projects and next course of action.
- NCTCOG staff began researching projects with unobligated TAP funds.
  - Contacted agencies that had TAP funds programmed in FY 2015 or FY 2016 to see if the projects could be obligated prior to the September 30, 2016 deadline.
- Approximately \$5.9M in TAP funds are anticipated to, or have been obligated to date.
- None of the remaining projects are ready for construction yet.

# IMPORTANCE OF TIMELY PROJECT IMPLEMENTATION

- Accurate and realistic estimates for beginning and end dates for all phases is very important.
  - This information is required all for projects added to the TIP/STIP.
- Delayed projects impact financial constraints, TxDOT's letting capacity, and funding availability.
- Three (3) projects that were previously programmed with TAP funds in FY 2015 or FY 2016 were delayed to FY 2017 or FY 2018 at the request of the implementing agencies.
  - Represents \$2.1M in unobligated federal TAP funds.
- Agreement template was made available in December 2015, but few agencies have executed their agreements since that time.

# POSSIBLE SOLUTIONS BEING SOUGHT BY NCTCOG STAFF

- Requested FHWA to extend the obligation deadline six (6) months as funds were not apportioned until six (6) months into FY 2013.
- Asked TxDOT to manage obligations statewide vs. managing them at the individual MPO level given the delay in allocating FY 2013 funding by one (1) year and the delay in finalizing an agreement template.
  - TxDOT advised that the funds were sub-allocated by area and specific to the project location; therefore, funds cannot be transferred to or traded with another area.

# POSSIBLE SOLUTIONS BEING SOUGHT BY NCTCOG STAFF (continued)

- Continue to work with local agencies to advance TAP project implementation to avoid a lapse this year and in future fiscal years.
- Request RTC approval of a letter to the Texas Transportation Commission.

# CONTACT INFORMATION

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# Transportation Rulemaking Update

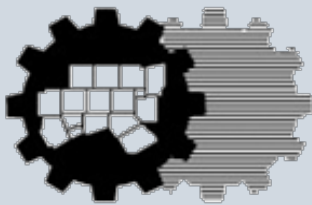
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Regional Transportation Council

July 14, 2016

Amanda Wilson, AICP

North Central Texas Council of Governments



# Overview

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**Final Rule:** Statewide and Nonmetropolitan Transportation Planning; Transportation Planning

- Effective June 27, 2016

**Notice of Proposed Rulemaking (NPRM):** National Performance Management Measures; Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program

- Comments Due August 20, 2016

**Notice of Proposed Rulemaking (NPRM):** Metropolitan Planning Organization Coordination and Planning Area Reform

- Comments Due August 26, 2016

# Performance Management Measures NPRM

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Subpart A: General Information, Target Establishment,  
Reporting

---

Subpart E: Measures to Assess Performance of the National  
Highway System (NHS)

---

Subpart F: Measures to Assess Freight Movement on the  
Interstate System

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Subpart G: Measures for Assessing the CMAQ Program –  
Traffic Congestion

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Subpart H: Measures for Assessing the CMAQ Program –  
On-Road Mobile Source Emissions

# Performance Management Measures NPRM

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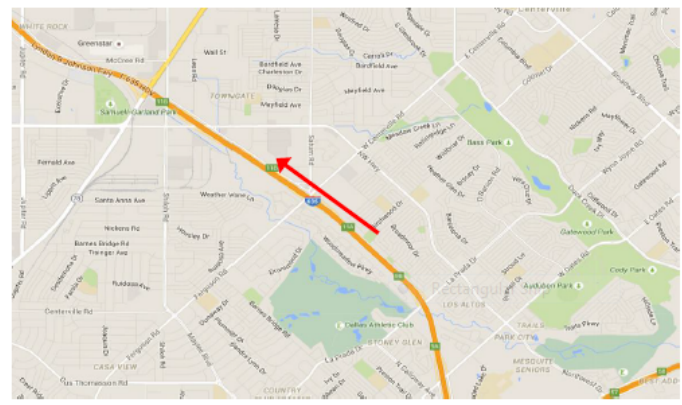
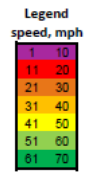
## Subpart E: Measures to Assess Performance of the NHS

State DOTs and MPOs to establish targets for the following measures:

Measure Area	Proposed Performance Measures
Travel Time Reliability	Percent of interstate system providing for reliable travel times
	Percent of non-interstate NHS providing for reliable travel times
Peak Hour Travel Time	Percent of interstate system where peak hour travel times meet expectations
	Percent of non-interstate NHS where peak hour travel times meet expectations

# Example: Performance Measures for Reliability and Travel Time

Hour	D O W	TIME OF THE DAY																																																																																																																																																																																																																																																			
		Early Morning Off-Peak						Morning Peak						Midday Off-Peak						Afternoon Peak						Night Off-Peak																																																																																																																																																																																																																											
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April 1, 2015	Wed	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300



# Performance Management Measures NPRM

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## Subpart F: Freight Movement on the Interstate System

State DOTs and MPOs to establish targets for the following measures:

<b>Measure Area</b>	<b>Proposed Performance Measures</b>
Truck Travel Time Reliability	Percent of the interstate system mileage providing for reliable truck travel times
Mileage Uncongested	Percent of the interstate system mileage uncongested



# Performance Management Measures NPRM

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## Subparts G and H: Traffic Congestion and On-Road Mobile Source Emissions

State DOTs and MPOs to establish targets for the following measures:

<b>Measure Area</b>	<b>Proposed Performance Measures</b>
CMAQ Program – Traffic Congestion	Annual hours of excessive delay per capita
CMAQ Program – On-Road Mobile Source Emissions	Two- and four-year total emission reductions for each applicable criteria pollutant and precursor

# Draft RTC Comments

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## Target Setting

State measures and targets may conflict with MPO measures and targets; coordination is essential for success

MPOs may not be able to influence targets significantly in areas where the majority of project selection is handled by States

Reliability measures rely on terms such as expected travel times relative to uncongested times; States and MPOs defining expected travel times could be problematic (Request Option)

# Draft RTC Comments

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## **Greenhouse Gas (GHG) Performance Measure**

FHWA requested comments on whether or not to establish GHG performance measures; recommend not to establish performance measures (comprehensive air quality strategies)

## **On-Road Mobile Source Emissions**

Reporting areas should be consistent between CMAQ congestion and on-road mobile source emissions to make reporting simpler

Support definition for on-road mobile source that it is limited to NAAQS criteria

# Draft RTC Comments

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## **Implementation**

Develop a web-based user interface to maximize successful implementation

## **Assess Congestion with all Modes**

Consider the mobility of travelers using all surface modes of transportation

Incorporate shareable transit data

## **Traffic Throughput Data and Volume Estimates**

A Travel Demand Model should be used as a reliable estimation when available

# Metropolitan Planning Area NPRM

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## Metropolitan Planning Coordination

- Clarifies definition of Metropolitan Planning Area and its use in regulations
- For areas with multiple MPOs, development of single planning documents
- Establish clear operating procedures for this coordination
- Encouragement for multiple MPOs in same Metropolitan Planning Area to consolidate, but allows for flexibility and exceptions
- Encouragement for MPOs to consolidate when MPAs are contiguous, but allows for flexibility and exceptions

# Metropolitan Planning Area NPRM

---

## MPO/State DOT Coordination

- Process for MPOs and State DOTs to employ consistent data, assumptions and other analytical materials
- Process for MPOs and State DOTs to resolve disagreements
- Documentation of processes in MPO Agreement

# Draft RTC Comments

---

## **Metropolitan Planning Coordination**

Support for single planning documents or consolidation of smaller MPOs for greater public understanding, planning at the correct scale and efficiency

Support flexibility for States and regions to make decisions on their boundaries

## **MPO/State DOT Coordination**

Support documentation of coordinated data sharing, assumptions and analytical materials as well as dispute resolution

# Contact Information

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# High Speed Rail Industry Forum

Multimodal/Intermodal/High Speed Rail/Freight  
Subcommittee

July 14, 2016

Michael Morris, P.E.



# Federal Initiative

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FAST Act §11308

First Phase of Qualification Process

Federal RFP for Implementing a High Speed Rail  
Corridor

Proposed Corridors

1. Dallas/Arlington/Fort Worth
2. Dallas/Arlington/Fort Worth/Austin/San Antonio/Beyond



# Federal Initiative

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## Eligible Proposers

All Sources Welcome

Proposers Must Demonstrate Ability to Assemble  
Multi-Disciplinary Team

Currently No Federal Funding Identified

Congress Enact Statutory Authority to Implement

Proposals Due August 31



# NCTCOG Role

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## NCTCOG Hosted Industry Forum

Provided DFW Information to Prospective Proposers

Invited Potential Proposers

Encouraged Private Sector Participation

## Will Serve as Resource to Proposers

Ensure Consistency with:

Regional Policies

Mobility 2040

Provide Technical Information

Pursue Federal Funds



# Forum Agenda

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Welcome, Introductions, and Forum Purpose

Importance of High Speed Rail

Federal Register Requirements

Regional High Speed Rail Studies

Upcoming Requests for Proposals for Preliminary  
Engineering

Institutional Structures for High Speed Rail in DFW

Data Sharing

Partnership Opportunity, Questions and Answers

Teaming Opportunity



# Participants

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58 Total

21 Consulting Engineers

14 Local Government Representatives

7 Ancillary HSR Firms

5 Federal Elected Official Representatives

2 International HSR Firms

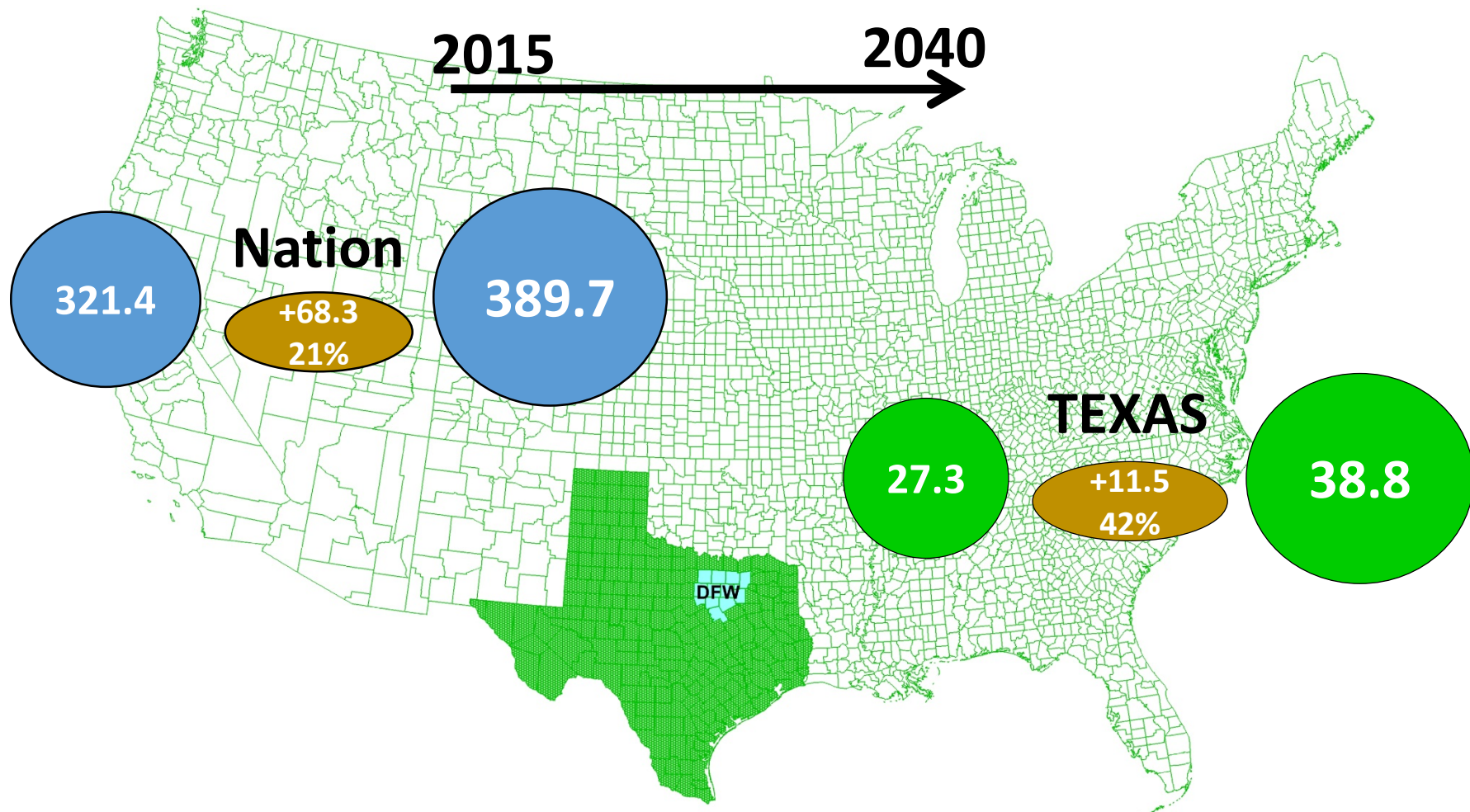
2 Researchers

1 DART

1 DRMC



# National and State Population Change (in millions)



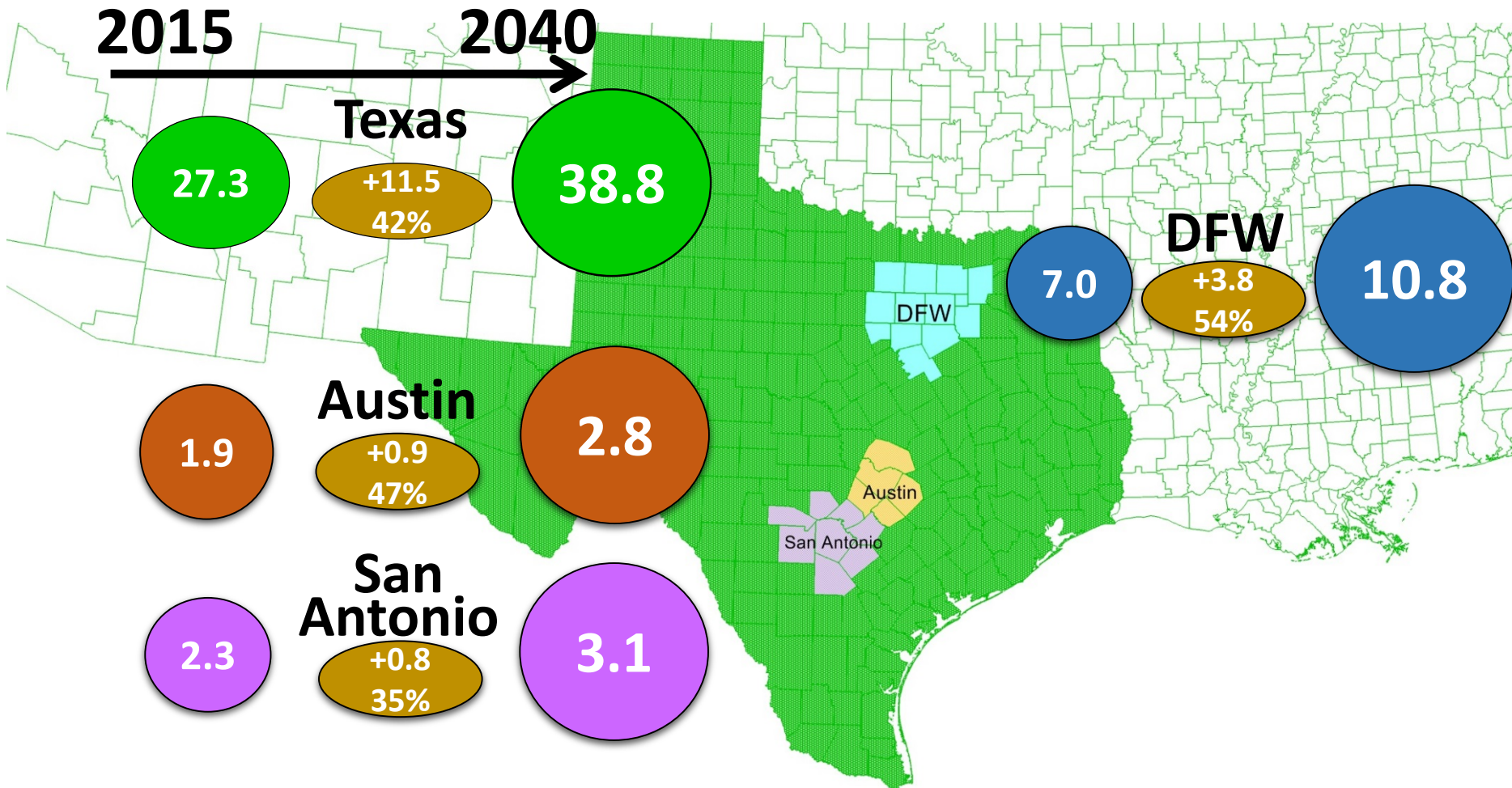
Source: U.S. Census Bureau, Population Division

Note: All numbers are rounded



# Regional Population Change

(in millions)



Source: U.S. Census Bureau, Population Division /Texas State Data Center/NCTCOG Demographic Forecast

Note: All numbers are rounded





# Available Data

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Regional Demographics

Land-Use Forecast

DFW Regional Travel Demand Model Traffic Volume  
and Transit Ridership Forecasts

Transportation Networks and Trip Tables

Travel Surveys

Auto and Truck Speed Data



# Meeting Information

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[www.nctcog.org/hsr](http://www.nctcog.org/hsr)



# Contact

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# UPDATE ON PROPOSED VOLKSWAGEN SETTLEMENT AGREEMENTS

## Regional Transportation Council

**Chris Klaus, Senior Program Manager**  
**Ken Kirkpatrick, Counsel for Transportation**  
**July 14, 2016**



# BACKGROUND

## Consolidated Federal Court Actions Against Volkswagen<sup>1</sup>

<b>January 4, 2016</b>	<b>US Department of Justice, on behalf of the EPA, filed suit for Environmental Claims</b>
<b>February 22, 2016</b>	<b>Consolidated Consumer Class Action</b>
<b>March 29, 2016</b>	<b>Federal Trade Commission Suit</b>
<b>June 28, 2016</b>	<b>California Suit for Environmental and Consumer Claims</b>

<sup>1</sup>Volkswagen = Volkswagen AG, Audi AG, Volkswagen Group of America Inc., Volkswagen Group of America Chattanooga Operations LLC, Porsche AG and Porsche Cars North America Inc.  
EPA = Environmental Protection Agency

# BACKGROUND

## Texas State Court Actions Against Volkswagen<sup>1</sup>

**October 8, 2015**

**State of Texas Lawsuits for Environmental and Consumer Protection Claims**

**Numerous Texas Counties Have Filed Suit for Environmental Claims**

# PROPOSED PARTIAL SETTLEMENTS

## Consolidated Federal Claims

**\$14.7 Billion Proposed Partial Settlement for Federal and Class Action Claims Related to 2.0 Diesel Vehicles**

**US DOJ/State of California: Partial Consent Decree**

**FTC: Partial Consent Decree**

**Consumer Class Action: Settlement Agreement**

**1) \$10.033 Billion for Consumers**

**Owners: Choice Between Buyback and Restitution or  
Approved Emissions Modifications and  
Restitution**

**Lessees: Lease Termination and Restitution or  
Approved Emissions Modification and Restitution**

**Recall Rate of  $\geq 85\%$  of Affected Vehicles Must be Achieved or  
Additional Funds into Environmental Mitigation Fund**

# PROPOSED PARTIAL SETTLEMENTS

## Consolidated Federal Claims

### 2) \$2.7 Billion in Environmental Mitigation

Fully Funded Over a Two-Year Period

\$380 Million Allocated to California

**\$192 Million Allocated for Texas**

### 3) \$2.0 Billion Zero-Emission Vehicle Commitment

Over a Ten-Year Period

\$800 Million to a California-specific Investment Plan

**\$1.2 Billion to a National EPA-approved Investment Plan**



# PROPOSED PARTIAL SETTLEMENTS

## Texas State Court Actions

### Deceptive Trade Practices Act Suit

**Attorney General Announced Settlement:**

**\$50 Million in Civil Penalties for Violations of the Texas  
Deceptive Trade Practices Act**

### Texas Clean Air Act Suits

**Texas Attorney General and Individual Counties Continue to  
Litigate**

# NEXT STEPS

**July 26, 2016**

**Preliminary Approval Court Hearing**

**Fall 2016**

**Anticipated Roll-out of Settlement Program (Pending Court Approval)**

**Ongoing**

**Monitor Full Settlements, Including 3.0 Liter Diesel Engines**

**Monitor Possible Criminal Lawsuits**

**Monitor Texas Clean Air Act Suits**

**Monitor Texas Allocations**



# FOR FURTHER INFORMATION

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# Auto Occupancy Verification Technology Procurement

## Joint RTC/TxDOT Initiative

Ken Kirkpatrick, Counsel for Transportation

July 14, 2016

Regional Transportation Council

# RTC Policies on HOV Discounts

## HOV Discounts




- Tolled Managed Lane Policy: 50% during peak period for HOV 2+ (may go to HOV 3+ on or before 2018)
- Express/HOV Lane Policy: HOV 2+ free at all times

## Enforcement

- Current: Manual enforcement of HOV discount with technology support
- Future: Utilize more advanced technology over time

# Near Term Managed Lane System

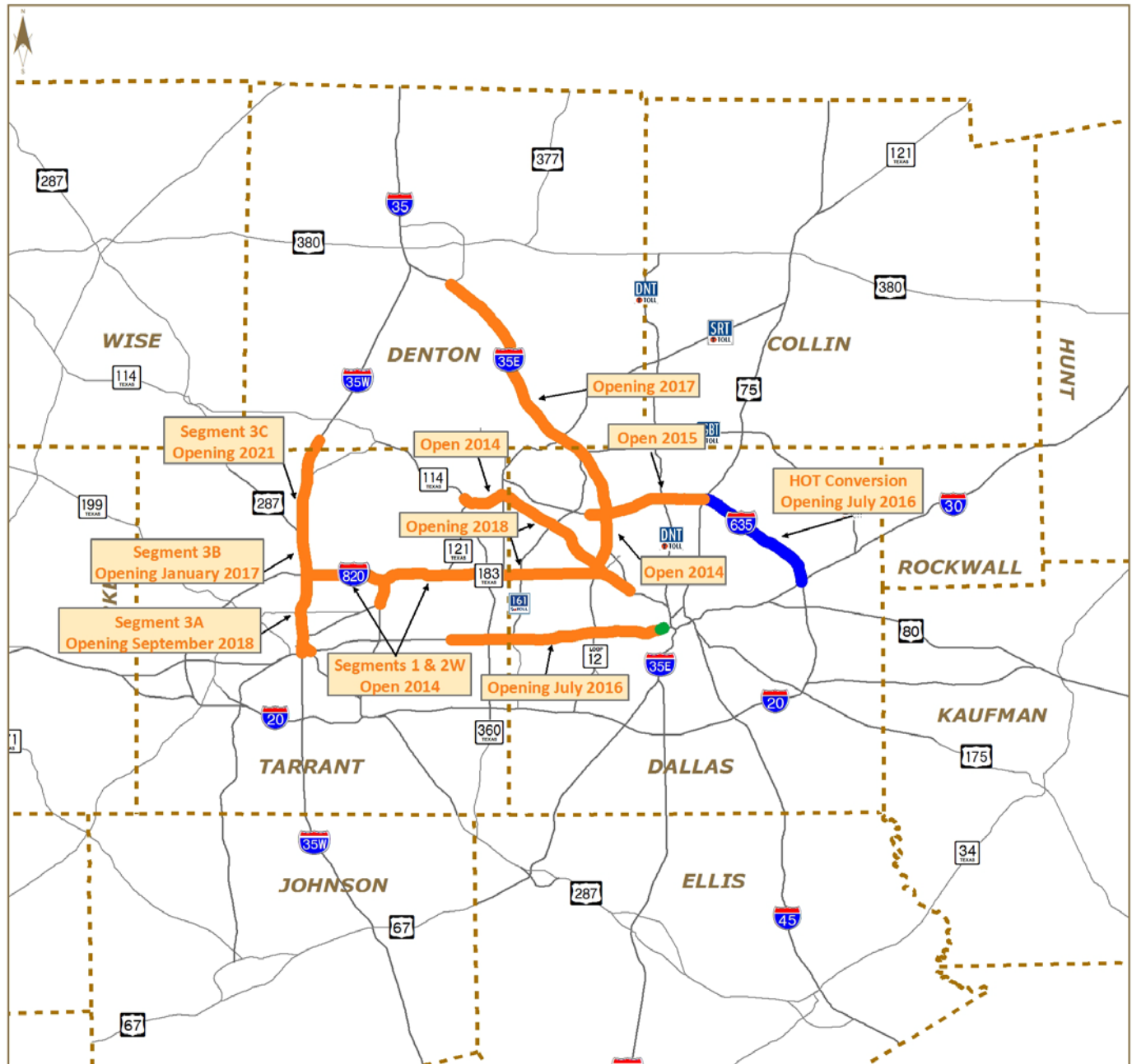
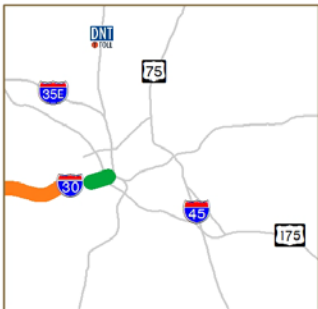
**Express/HOV + Managed Lanes**

-  Express/HOV Lanes
-  TExpress Managed Lanes
-  Transitional High - Occupancy Vehicle Lane
-  Major Roadways

Fort Worth CBD



Dallas CBD



# Guiding Principles

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- Technology in-vehicle, out-of-vehicle, or a combination of the two
- Occupancy verification to provide HOV discount; not enforcement mechanism
- Seamless to user and requires little to no user interaction
- Determine occupancy in front row, second row, third row (optional)
- Costs should be balanced against occupancy verification accuracy

# Guiding Principles (cont.)

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- Ability to disregard animals and non-human surrogates
- Expandable to address existing and future managed lane facilities (DFW and State)
- Compatible with and support integration with current toll collection system



# Procurement Status

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- April: Request for Proposals Issued
- May: Proposals Received
- June/July: Proposal Evaluation
- Late Summer: Anticipated Award