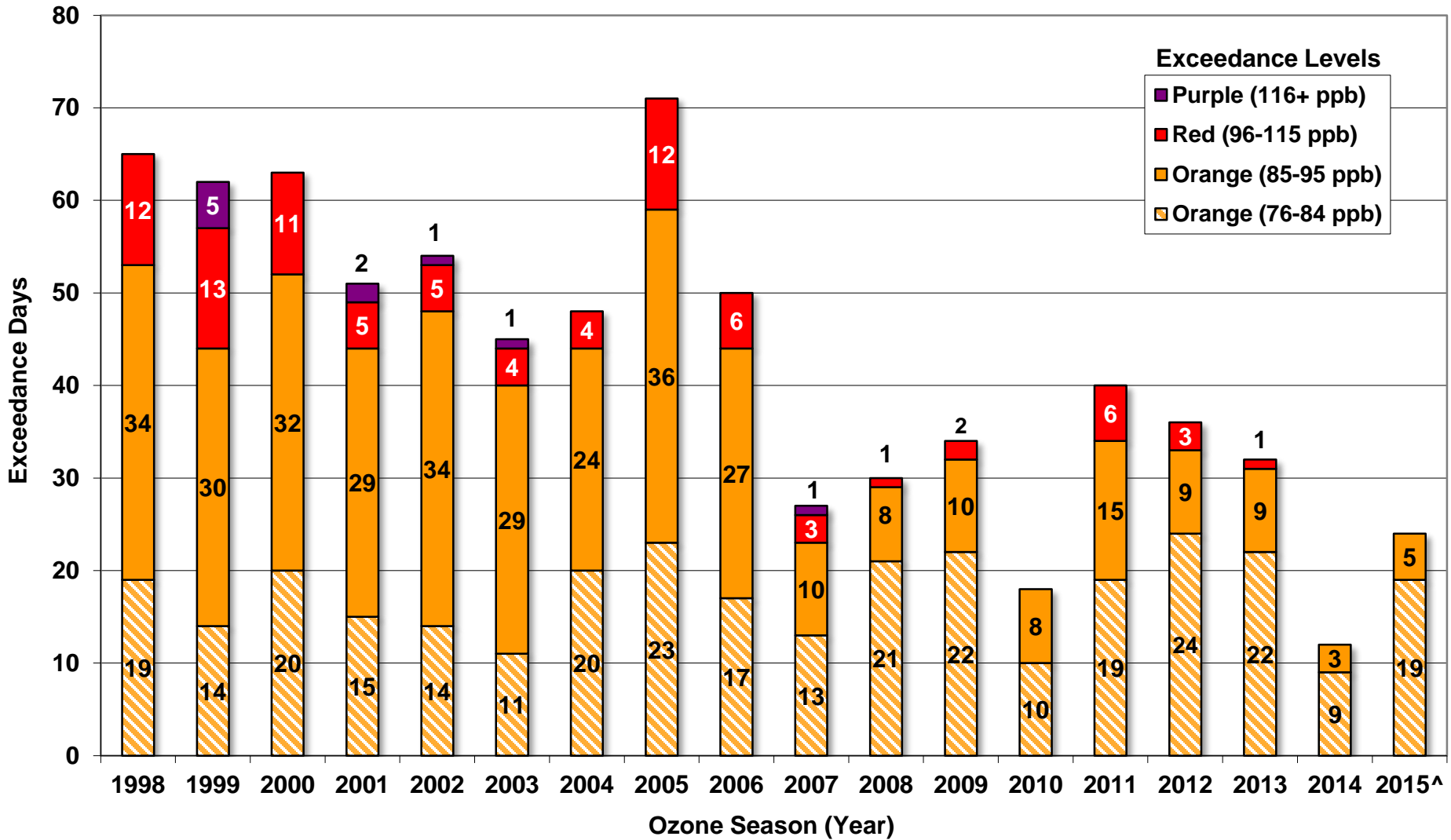


# 2015 OZONE SEASON


## 8-Hour Ozone Exceedance Days



**Exceedance Levels**

- Purple (116+ ppb)
- Red (96-115 ppb)
- Orange (85-95 ppb)
- Orange (76-84 ppb)

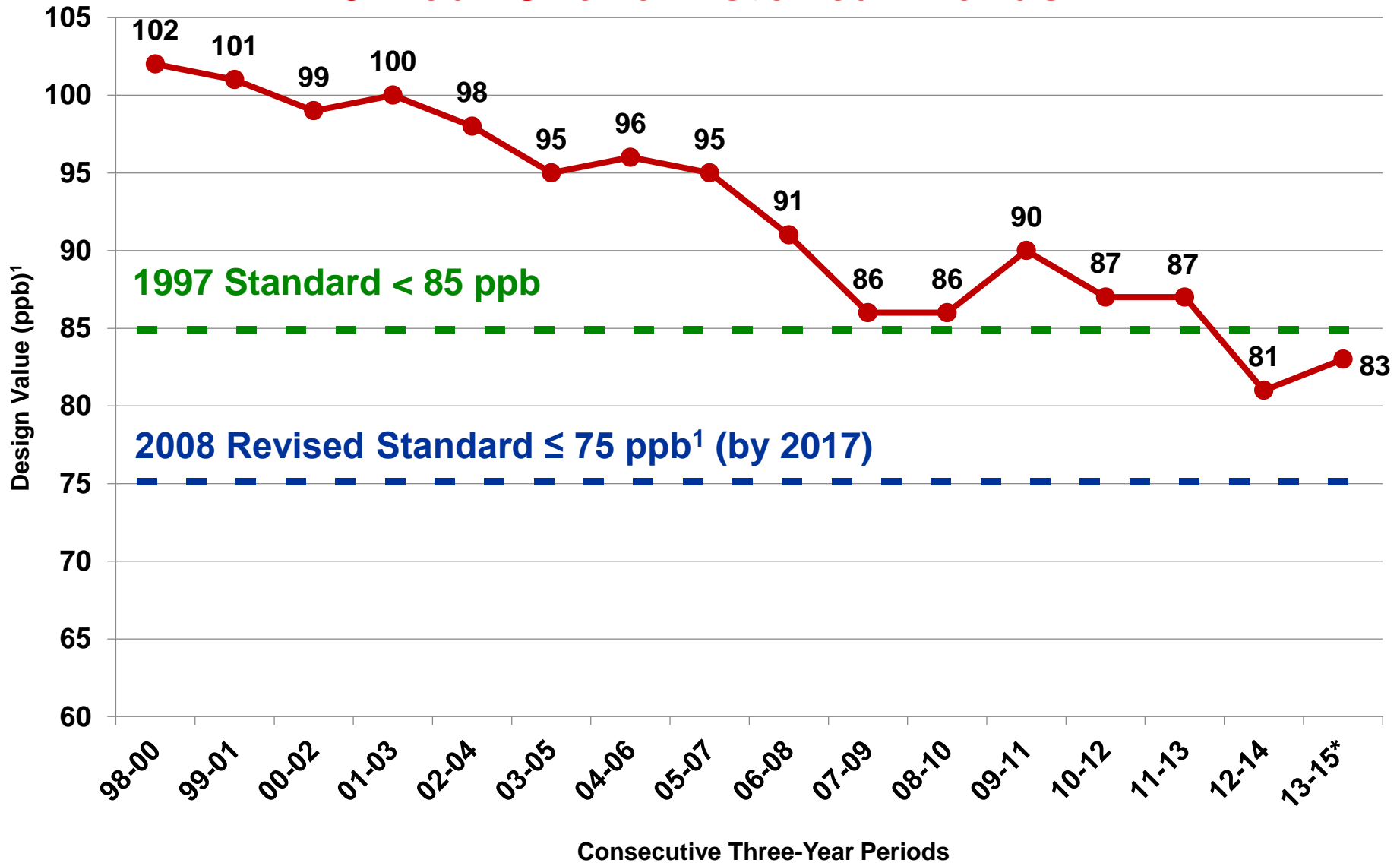
Exceedance Level indicates daily maximum eight-hour average ozone concentration. Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 75 ppb.

 = Additional level orange exceedance days under the revised standard that were not exceedances under the previous 84 ppb standard. (AQI level orange = 76-95 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

# 2015 OZONE SEASON

## 8-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 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.

# 2015 OZONE SEASON

## References

### For Technical Information:

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Principal Air Quality  
Planner  
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817-608-2342

Jody Loza  
Air Quality Planner  
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### For Air North Texas Information:

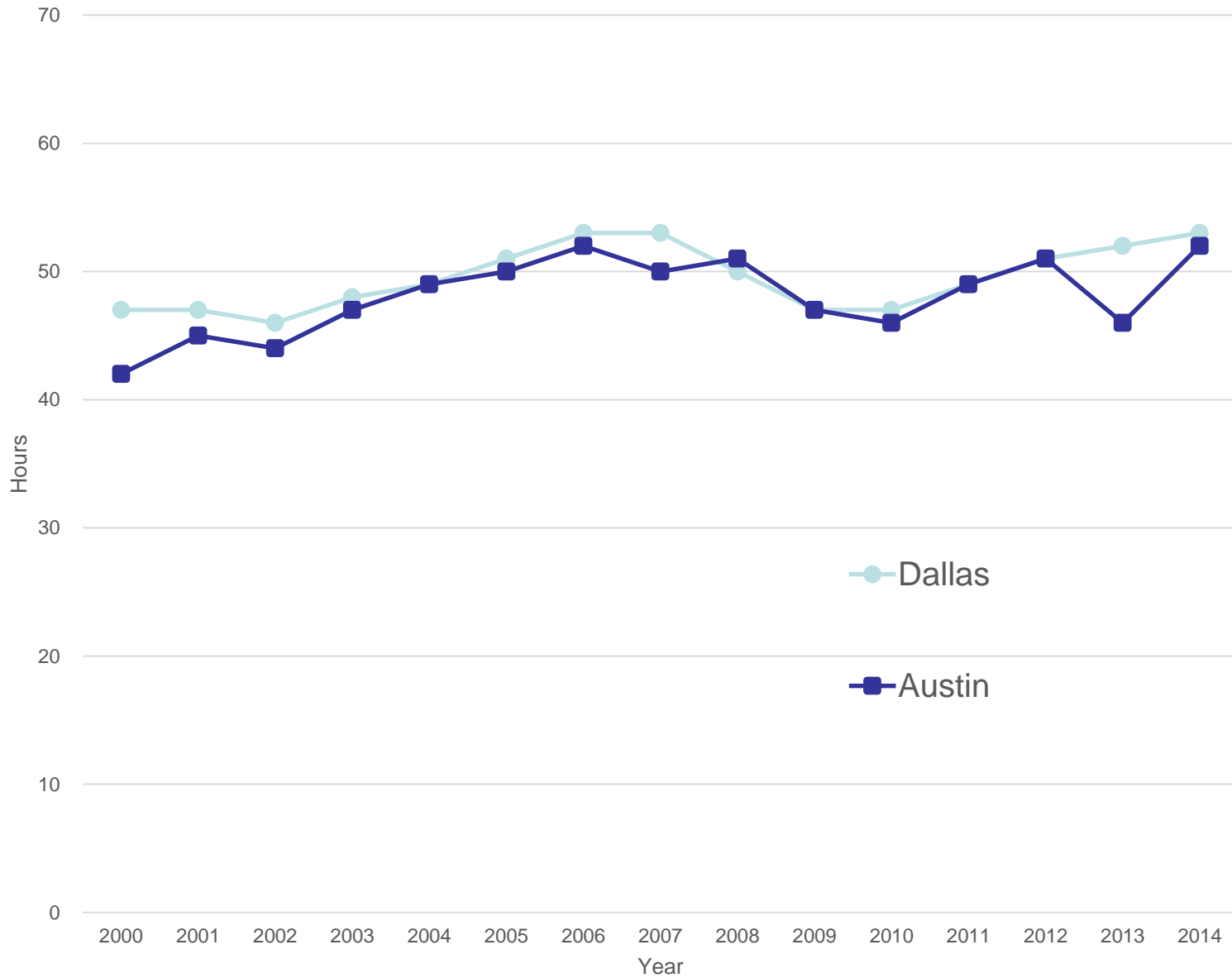
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Air North Texas: [www.airnorthtexas.org](http://www.airnorthtexas.org)  
NCTCOG Ozone Updates: [www.nctcog/ozone](http://www.nctcog/ozone)

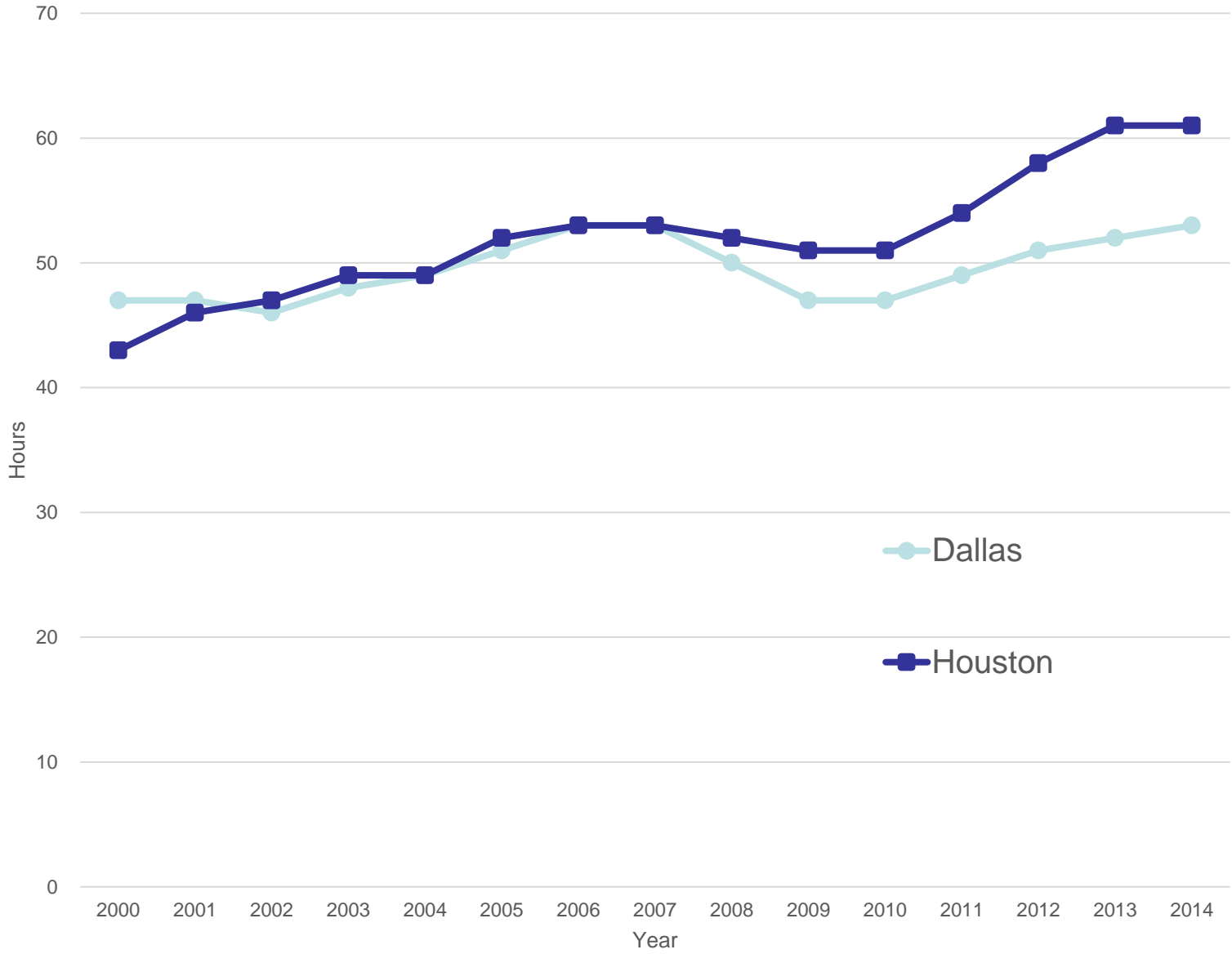
# Average Annual Hours of Delay per Auto Commuter

Source: TTI 2015 Urban Mobility Scorecard



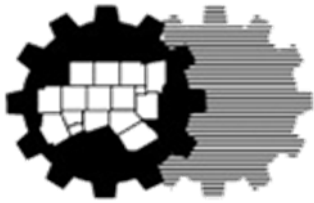
# Average Annual Hours of Delay per Auto Commuter

Source: TTI 2015 Urban Mobility Scorecard



# Statewide Proposition 7 Position Statement

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**Regional Transportation Council  
September 10, 2015**

**Amanda Wilson, AICP  
North Central Texas Council of Governments**

# Statewide Proposition 7

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**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

Revenue Source	Priced Facility Use	Transit Use	Estimated Statewide Revenue (in billions)					
			2015	2016	2017	2018	2019	2020
Prop. 1	No	No						
End Diversions	Yes	No						
Sales Tax*	No	No						
Excise Tax*	No	No						
<b>Total Revenue</b>			<b>\$1.74</b>	<b>\$1.81</b>	<b>\$1.79</b>	<b>\$4.84</b>	<b>\$4.84</b>	<b>\$5.53</b>

\* 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](http://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**

# LIRAP/LIP PROGRAM SUMMARY

## Low-Income Repair & Replacement Assistance (LIRAP)

Repairs or Replaces Vehicles That Fail the Emissions Test or  
Are  $\geq$  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 LIRAP/LIP HISTORY**

## **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**

## **84<sup>th</sup> 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**

# 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**

# FUNDING AVAILABLE

## Collin County LIRAP/LIP Funding: Fiscal Year 2016

Program	Funding Available	Match Required
LIRAP	\$2,661,606	None
LIP	\$ 295,474	50% <sup>1</sup>
<b>Total Funds</b>	<b>\$2,957,080</b>	

## Partnership Proposal

Program	Proposed Funding to "Trade"	Match Required
<b>CMAQ Partnership</b>	<b>\$1,500,000<sup>2</sup></b>	<b>None<sup>3</sup></b>

<sup>1</sup>20% match required for emissions enforcement programs; other programs are 50%

<sup>2</sup>Proposed 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

<sup>3</sup>TDCs to be used as match for CMAQ funds (300,000 in TDCs)



# PROPOSED SCHEDULE

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

# 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

**Shannon Stevenson**

**Program Manager**

**(817) 608-2304**

**[sstevenson@nctcog.org](mailto:sstevenson@nctcog.org)**

**Chris Klaus**

**Senior Program Manager**

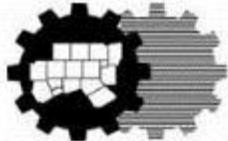
**(817) 695-9286**

**[cklaus@nctcog.org](mailto:cklaus@nctcog.org)**

# MPO REVOLVER FUND AND PARTNERSHIP WITH DALLAS COUNTY

REGIONAL TRANSPORTATION COUNCIL

SEPTEMBER 10, 2015



North Central Texas  
Council of Governments  
Transportation Department

# BACKGROUND

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.

# BACKGROUND

## CONTINUED

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

Projects	Prop 1	Cat 12	RTR	Local Funds	Total Change by Project
	<b>In \$ Millions</b>				
SH 352	+6.060	+2.015		-2.015	<b>6.060</b>
Pleasant Run Road <sup>1</sup>			+2.940 +4.000 <sup>2</sup>	-4.000 <sup>2</sup>	<b>2.940</b>
Southern Gateway		+4.000 <sup>2</sup>	-4.000 <sup>2</sup>		<b>0.000</b>
<b>Total Change by Category</b>	<b>6.060</b>	<b>6.015</b>	<b>2.940</b>	<b>-6.015<sup>3</sup></b>	<b>9.000</b>

## Notes:

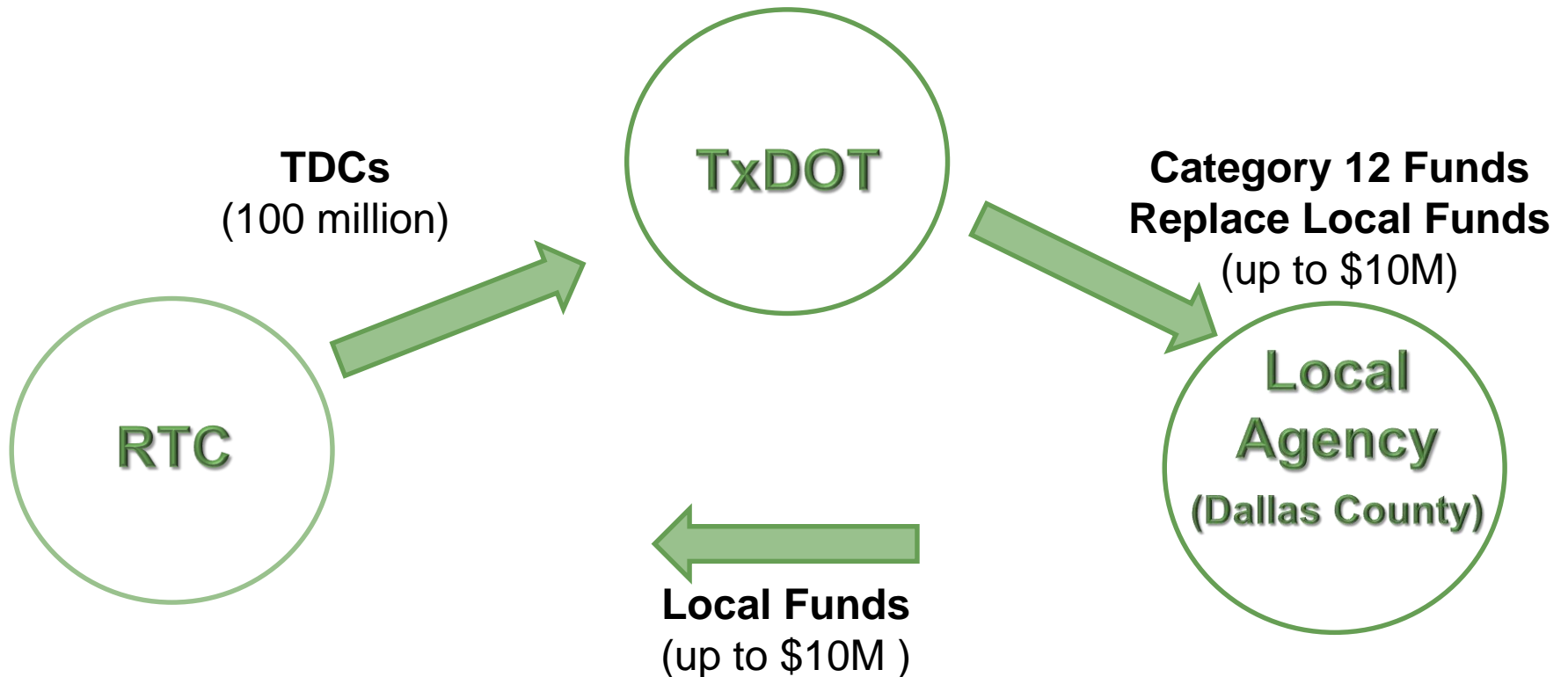
<sup>1</sup>\$7.060M in existing RTR funds, plus \$2.940 M to close the funding gap

<sup>2</sup>\$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

<sup>3</sup>Revenue for the MPO Revolver

# PROCESS

A three-party exchange needed in order to secure the dollars for the MPO Revolver Fund.





# ACTION REQUESTED

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

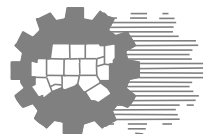
Administratively amending the Transportation Improvement Program (TIP)/Statewide TIP and other necessary administrative documents

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**



North Central Texas Council of Governments  
Transportation Department

# OVERVIEW



<p><b>Year One</b> (Phase 1)</p>	<ul style="list-style-type: none"><li>• Proposition 1 provided \$1.74 billion to the State Highway Fund from the Rainy Day Fund</li><li>• The Dallas-Fort Worth (DFW) Region received ≈\$367.6M in year one (CY 2015)</li><li>• Finalized year one project selection in February 2015</li></ul>
<p><b>Years Two/Three</b> (Phase 2)</p>	<ul style="list-style-type: none"><li>• In July 2015, Texas Department of Transportation (TxDOT) announced the draft allocation of another ≈\$532.01M to the DFW Region:<ul style="list-style-type: none"><li>- \$268.10M in FY 2016</li><li>- \$263.91M in FY 2017</li></ul></li></ul>

# 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



# PROJECT SELECTION FOCUS AREAS

## EQUITY PRINCIPLES

Staff recommendation seeks to maintain:

- Equitable distribution by county across the five-year period (FY 2015 – FY 2019)
- Regional east-west equity





**DRAFT**

# ANTICIPATED REVENUE IN FY 2016 and FY 2017

Year two revenue was announced by TxDOT in July 2015

Funding Allocations \$ in Millions		
FY 2016	FY 2017	Total
\$268.10	\$263.91	\$532.01

Anticipate approval of year two allocations by TxDOT in November 2015

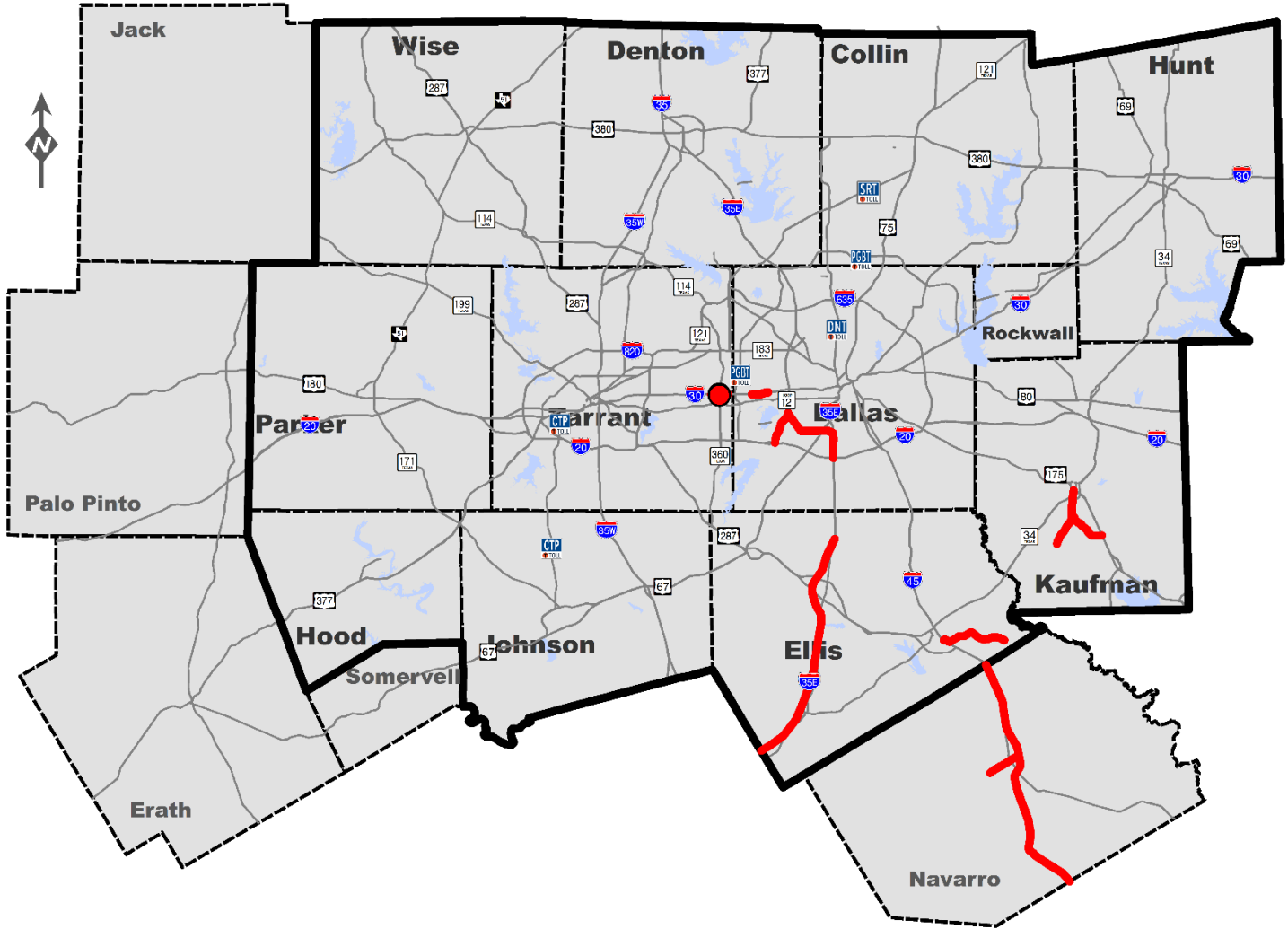


# Proposition 1 Projects - FY 2015

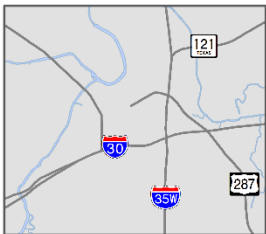
## Fiscal Year Funding

- — 2015
- — 2016
- — 2017
- — 2018
- — 2019

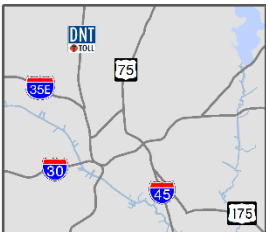
- MAJOR LAKES
- MPA BOUNDARY
- MAJOR ROADS



Fort Worth CBD

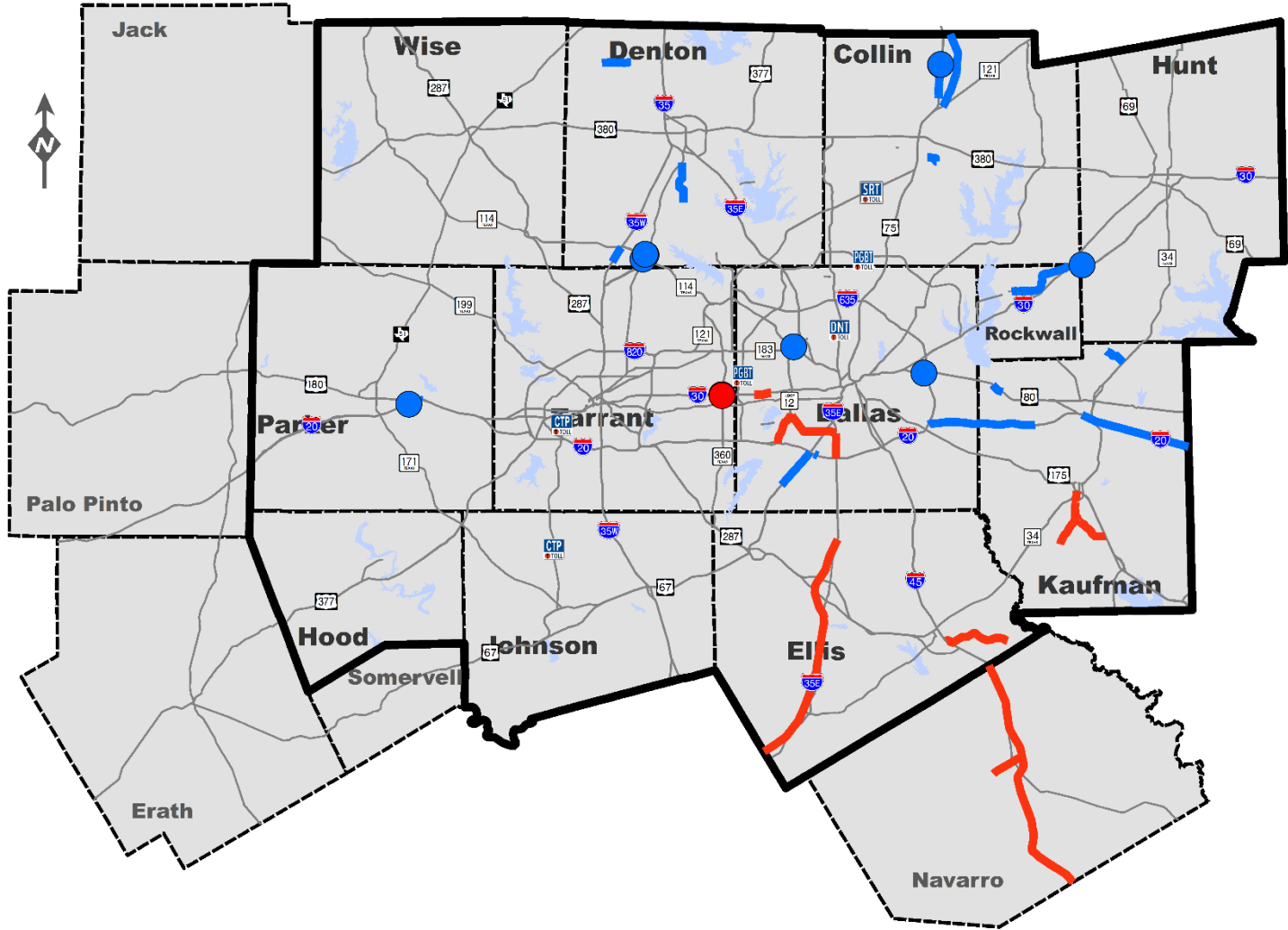
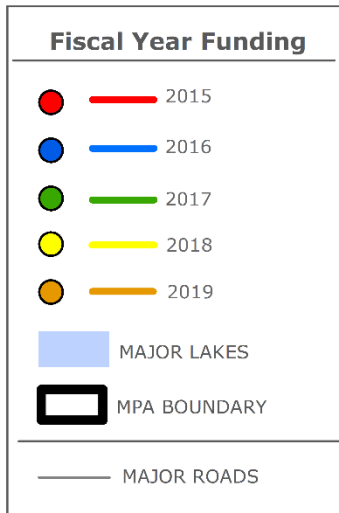


Dallas CBD

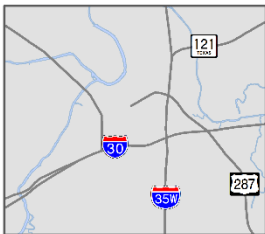




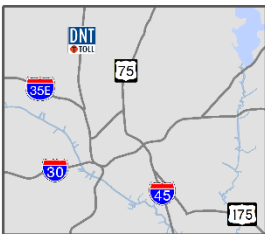
# Proposition 1 Projects - FY 2015 and 2016



Fort Worth CBD



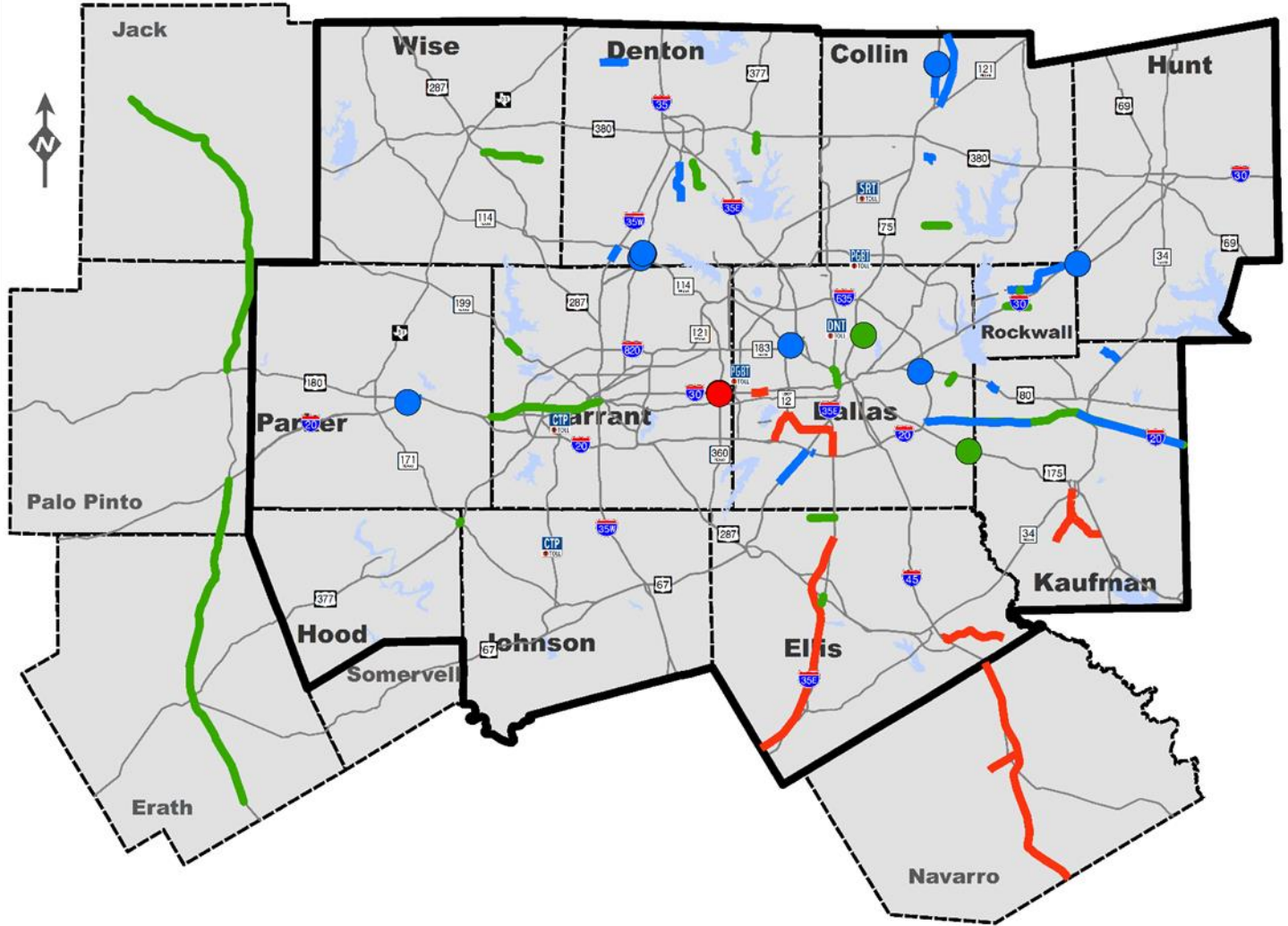
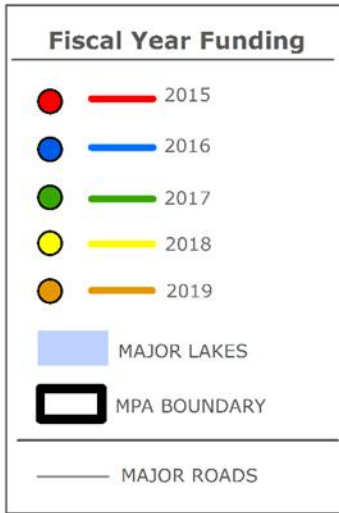
Dallas CBD



**DRAFT**



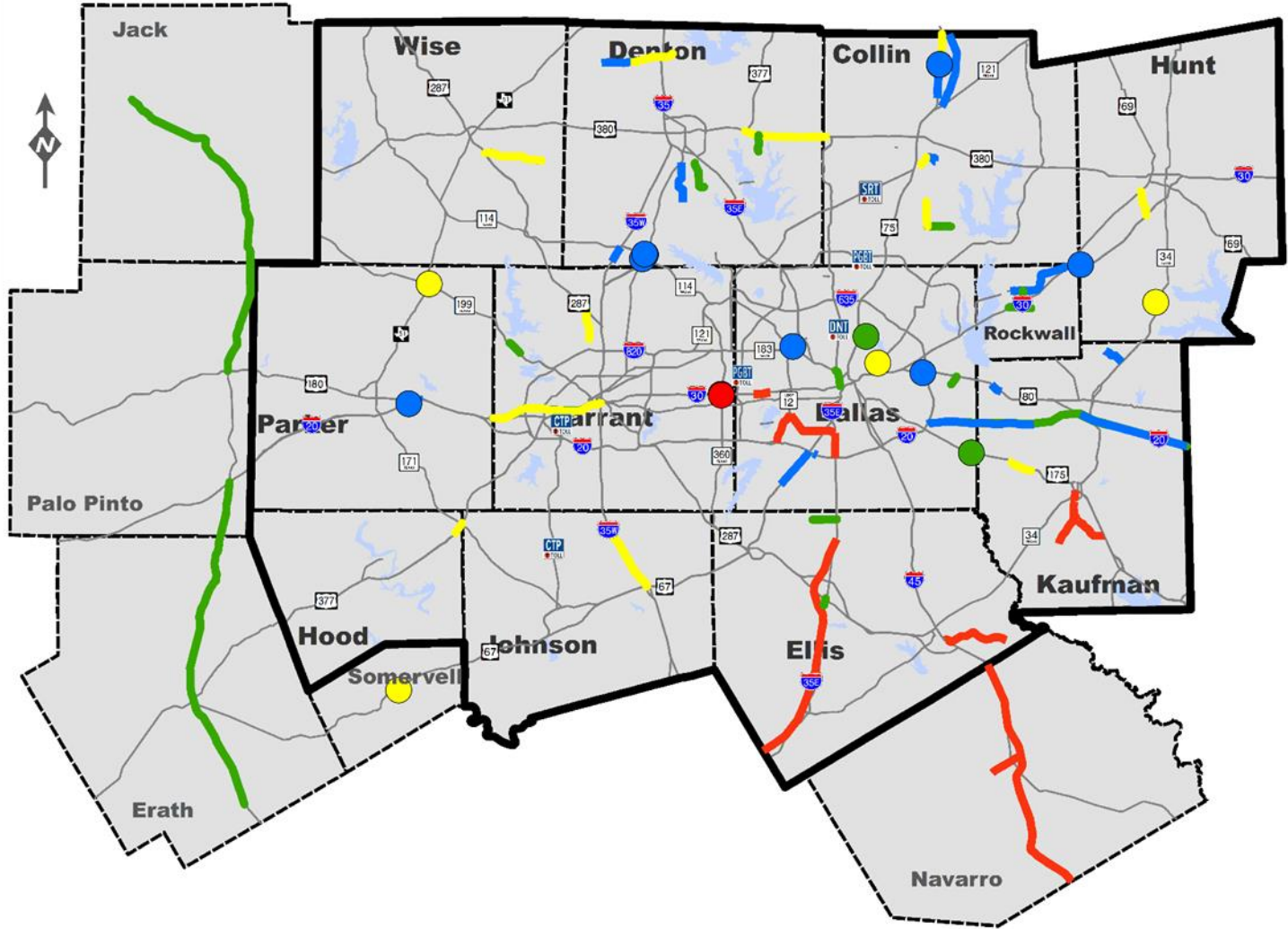
# Proposition 1 Projects - FY 2015, 2016, and 2017



**DRAFT**



# Proposition 1 Projects - FY 2015, 2016, 2017, and 2018



**DRAFT**

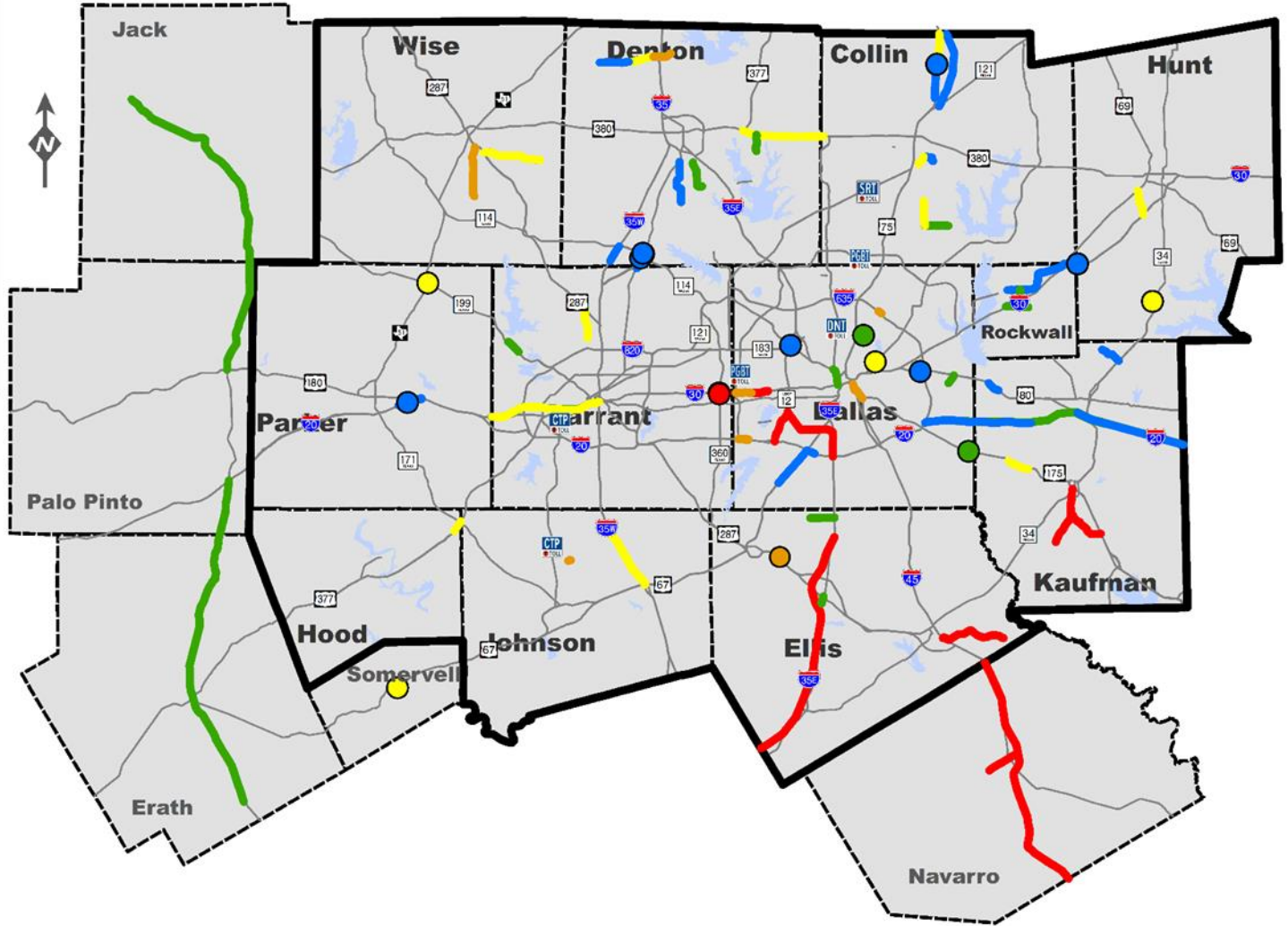


# Proposition 1 Projects - FY 2015 - 2019

## Fiscal Year Funding

- 2015
- 2016
- 2017
- 2018
- 2019

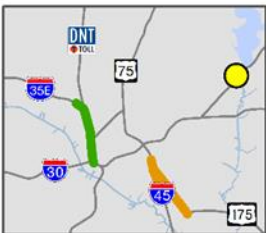
- MAJOR LAKES
- MPA BOUNDARY
- MAJOR ROADS



Fort Worth CBD



Dallas CBD



**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

April –  
August 2015

NCTCOG and TxDOT Coordination on  
Projects

July 2015

TxDOT released Proposition 1 Allocations  
for FY 2016 and FY 2017

August 2015

STTC Information

September 2015

Public Meetings  
RTC Information  
STTC Action

October 2015

RTC Action

November 2015 +

Submit Proposition 1 Projects to TxDOT  
Inclusion in the 2015-2018 and 2017-2020  
TIP/STIP



# QUESTIONS/ CONTACT INFORMATION

## **Adam Beckom, AICP**

Principal Transportation Planner

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## **Christie Gotti**

Senior Program Manager

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[cgotti@nctcog.org](mailto:cgotti@nctcog.org)



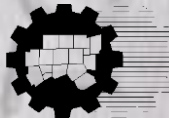


# **TOLL MANAGED LANE DATA MONITORING**

**Regional Transportation Council**

**September 10, 2015**

**Natalie Bettger**



***North Central Texas Council of Governments  
Transportation Department***



# Near Term Managed Lane System Openings

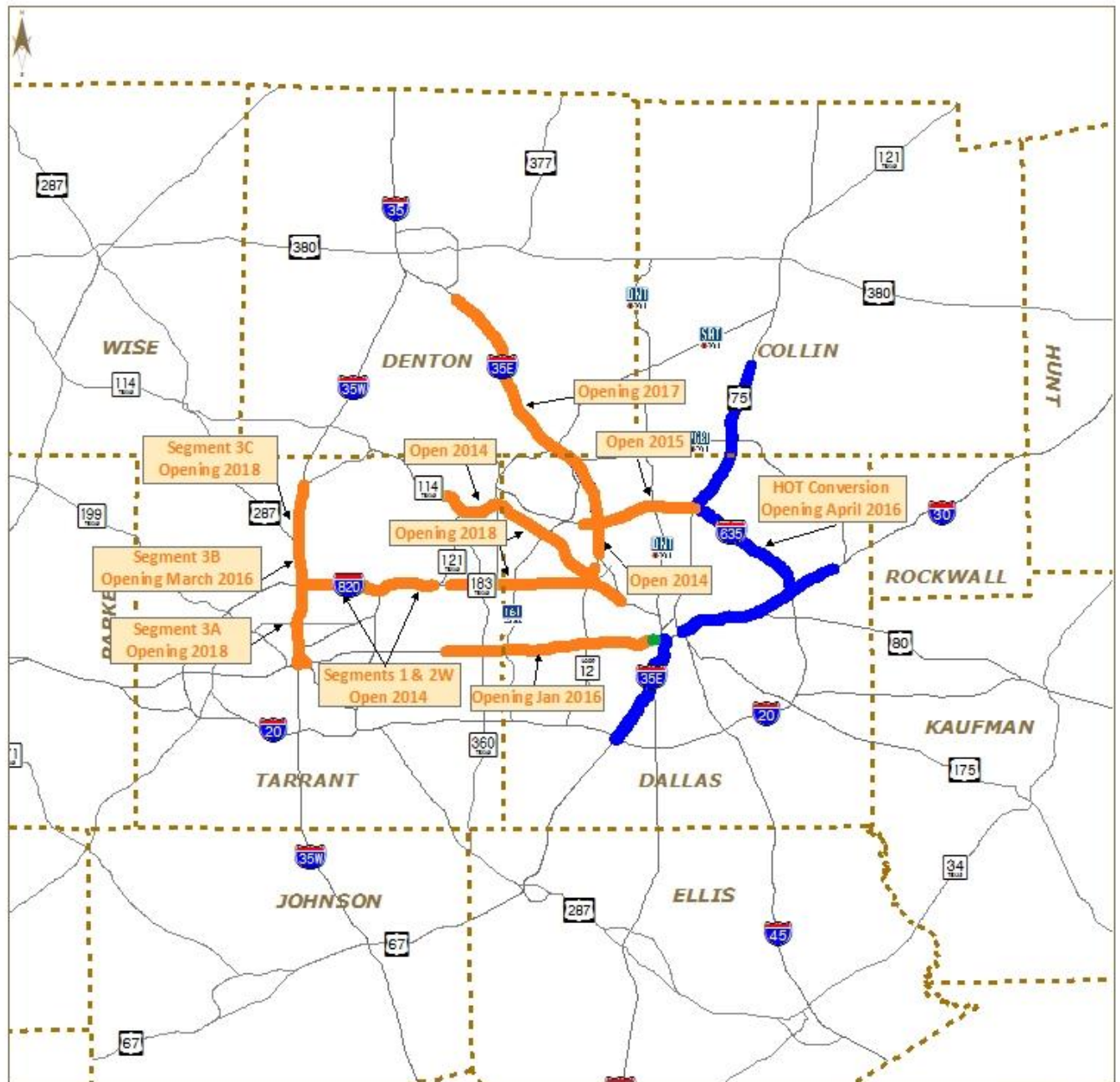
## Current Express/HOV + New Managed Lanes

-  Current Express/HOV Lanes
-  New TEXpress Managed Lanes
-  Transitional High - Occupancy Vehicle Lane
-  Major Roadways

Fort Worth CBD



Dallas CBD



# TOLL MANAGED LANE DATA MONITORING

*Cumulative December 2013 – July 2015*

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*

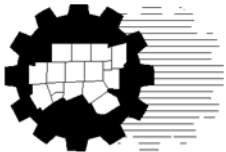
# TOLL MANAGED LANE DATA MONITORING

*Cumulative December 2013 – July 2015*

<b>LBJ EXPRESS</b>	<b>HOV 2+ Subsidy Costs</b>	<b>NTTA Customer Service (Additional Needs)</b>	<b>Project Performance Events* (Speeds &lt; 35 mph)</b>
<b>North Tarrant Express</b> <i>SH 183/121 from IH 35W to SH 121</i>	\$150,533	Negligible	0
<b>LBJ Express</b> <ul style="list-style-type: none"> <li>• <i>IH 635 from Preston Road to Greenville Avenue</i></li> <li>• <i>IH 35E from Loop 12 to IH 635</i></li> </ul>	\$50,172	Negligible	0
<b>DFW Connector</b> <i>SH 114 from Kimball Avenue to Freeport Parkway</i>	N/A	Negligible	0

\* 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



North Central Texas  
Council of Governments  
Transportation Department

Regional Transportation Council  
September 10, 2015  
Ken Kirkpatrick, Counsel for Transportation

# 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

- April 7, 2014:** Managed Lanes Open to Traffic  
(Test Period, No Tolls)
- July 7, 2014:** Tolls Begin on Managed Lanes  
(Pay-by-Mail Surcharge = 50%)  
(e.g., \$1 Toll = \$1.50 Total Charge)
- October 5, 2014:** Pay-by-Mail Surcharge Increased to 75%
- January 3, 2015:** Pay-by-Mail Surcharge Increased to 90%
- January 3, 2015:** Dynamic Tolling Began
- July 2015:** Review Pilot Data

# PAY BY MAIL TRANSACTIONS %

Month	DFW Connector	NTE
Jul-2014	36.7	—
Aug	35.6	—
Sep	34.1	—
Oct	33.4	38.5
Nov	34.2	38.4
Dec	32.6	36.8
Jan-2015	32.2	35.3
Feb	31.1	35.5
Mar	31.7	35.6
Apr	30.4	35.2
May	30.5	36.2
Jun	30.8	36.4
Jul	30.1	37.7

# **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**



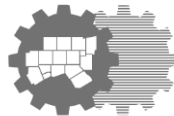


# COMMUNITY SCHOOLS AND TRANSPORTATION PROGRAM

Regional Transportation Council

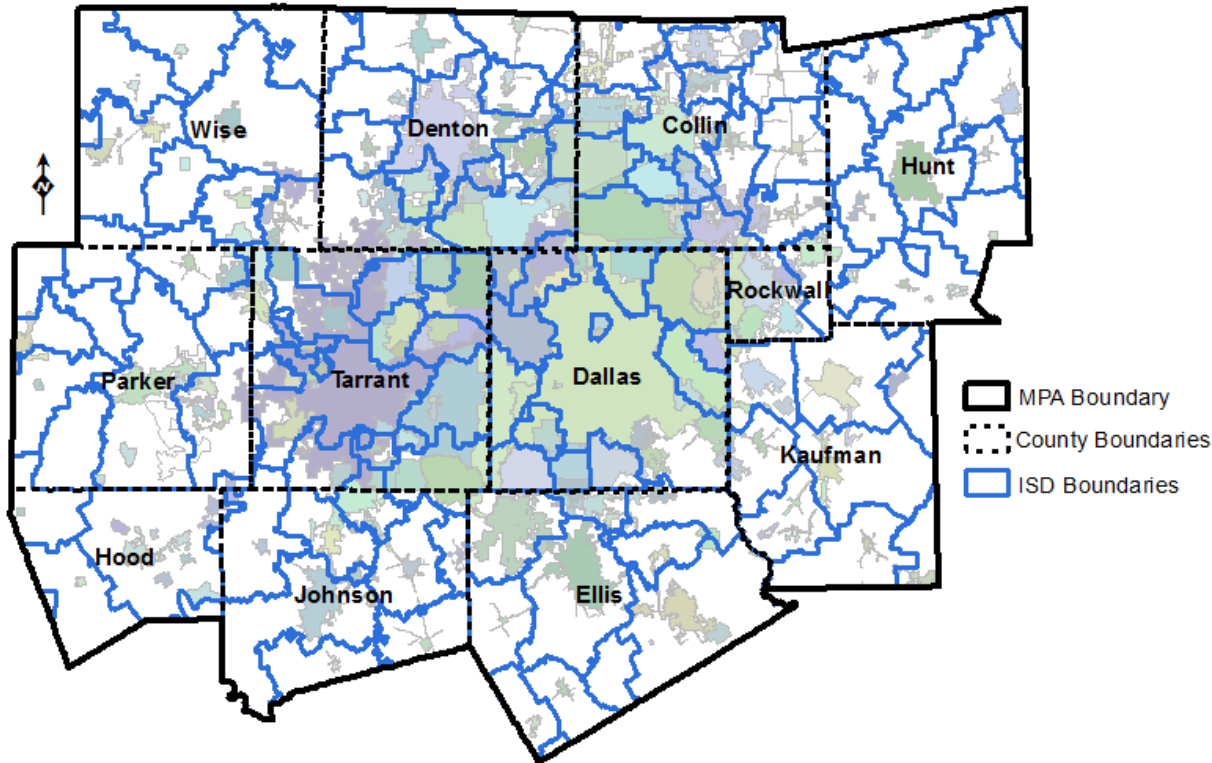
September 10, 2015

Karla Weaver, AICP



North Central Texas  
Council of Governments

# Independent School Districts and Cities



- » 111 Independent School Districts (ISDs)
- » 1,994 Public K-12 Schools

# Demographics – 12-County MPA

## 2013:

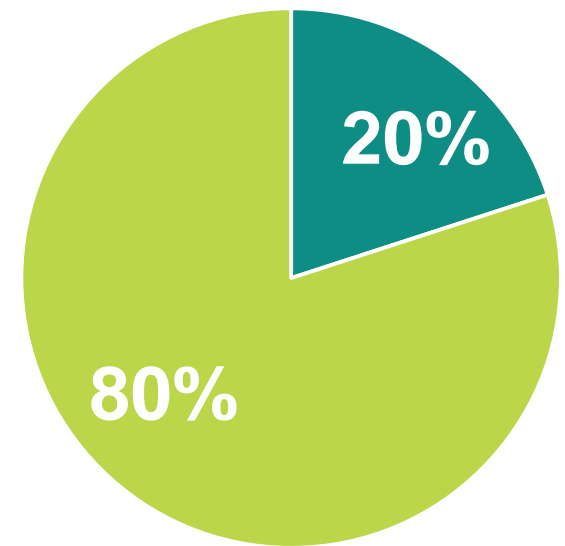
» 12-County Population:  
6.6 Million

» **5-17 Age Group:**  
**1.3 Million**

## 2040:

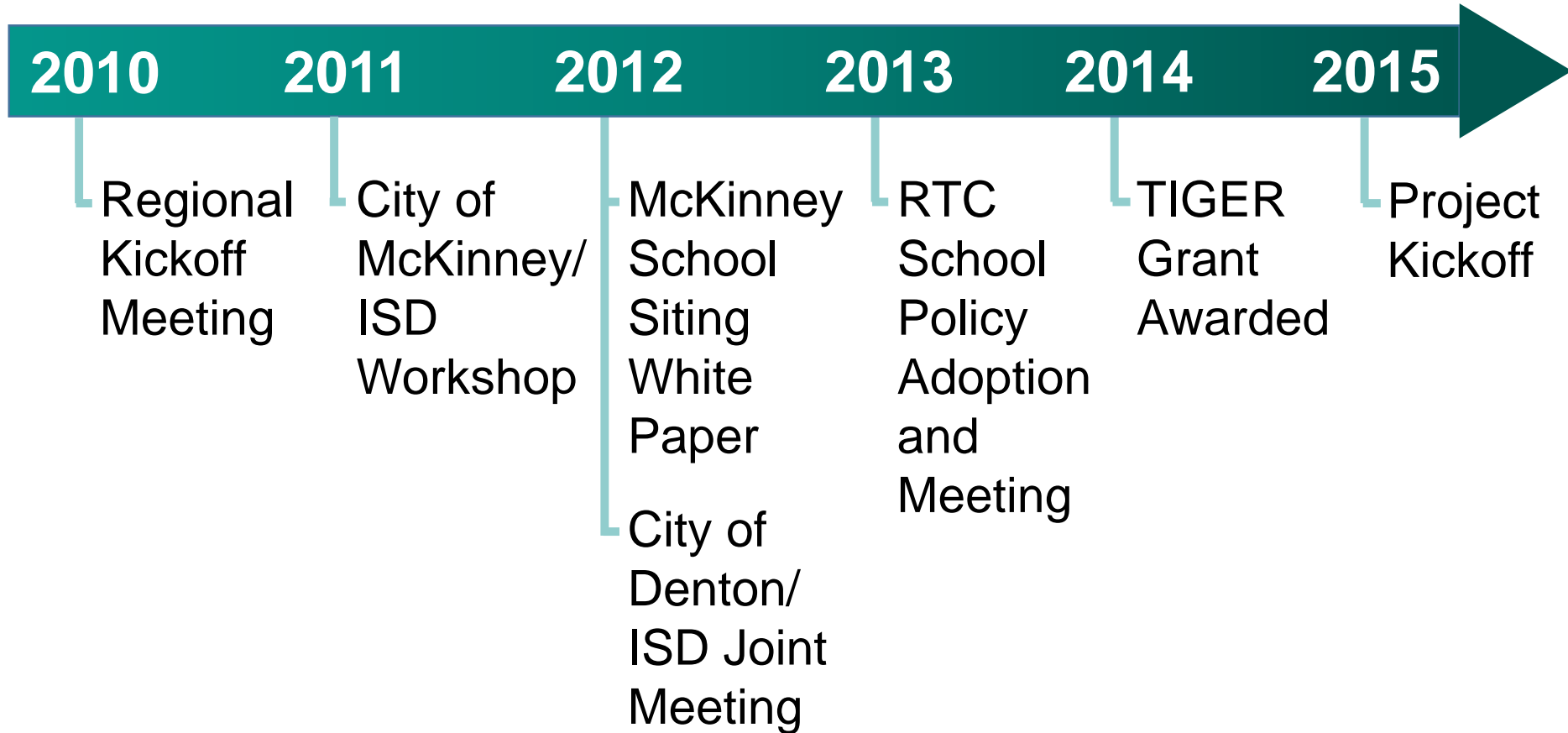
» 12-County Population:  
10.7 Million

- 5-17 Age Group
- All Other Ages



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

# Previous Initiatives



# RTC School Policy

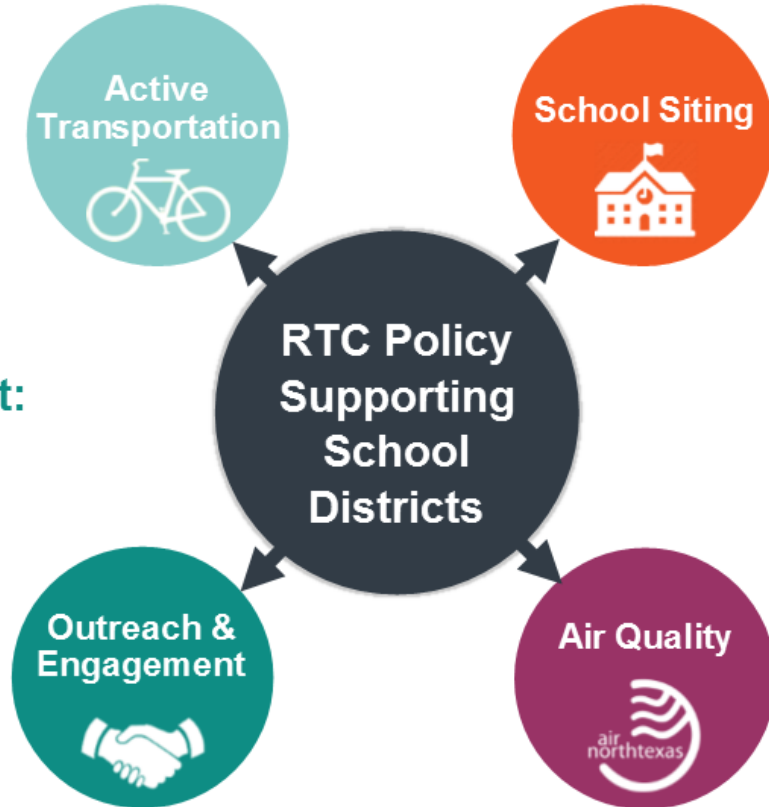
## Active Transportation:

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](http://www.nctcog.org/schools)

**NCTCOG**  
North Central Texas Council of Governments

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transportation

Home > Transportation > Sustainable Development > Land Use/Transportation Planning

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**Community Schools and Transportation**

**Cities and Independent School Districts (ISDs) Within the 12-County MPA**

Wise, Denton, Collin, Hunt, Tarrant, Dallas, Rockwall, Kaufman, Ellis, Johnson, Hood, Parker

MPA Boundary, County Boundaries, ISD Boundaries

South Central Texas Council of Governments  
Central Planning Department  
<http://www.nctcog.org/transportation>

Select Language

**Useful Links**

School Siting	Safety and Access to Schools	Education and Training	Resources and Best Practices
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**About Sustainable Schools**

In 2013, the Regional Transportation Council adopted a Policy Supporting School Districts, encouraging participation in activities and programs such as the Clean School Bus Program, pilot school siting programs, and programs that advance the safety of children traveling to and from school.

In 2014 the U.S. Department of Transportation awarded NCTCOG a Transportation Investment Generating Economic Recovery (TIGER) grant to promote connections and coordination between schools, local governments, and transportation agencies. The project will focus on the creation of a Regional Working Group to help establish a structured dialogue and formalized partnership among these entities, in order to:

- Advance long-term planning for school siting
- Improve multimodal transportation options to schools
- Improve transportation safety near schools
- Improve coordination between related but traditionally separate entities to advance resource efficiency and sustainability

Please visit this website for more information on meeting dates and resources from this project as they become available.

For more information contact [Kathryn Rush](#) or (817) 704-5601.

**HOT TOPICS**

Funding Opportunities and Transportation Alternatives Program (TAP)

State of the Region

Meetings and Events

**RESOURCES**

RTC Policy Supporting School Districts

Technical Assistance

Mobility 2035 Plan: Sustainable Development

Mobility 2035 Plan: Active Transportation

NCT Clean School Bus Program

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Transportation Planner

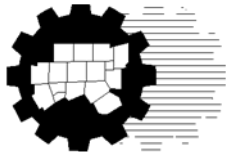
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[www.nctcog.org/schools](http://www.nctcog.org/schools)

# Managed Lane Auto-Occupancy Verification



North Central Texas  
Council of Governments  
Transportation Department

Regional Transportation Council  
September 10, 2015  
Ken Kirkpatrick, Counsel for Transportation

# 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**