



REGION OF CHOICE

The Metropolitan Transportation Plan for North Central Texas

Regional Transportation Council

Chad McKeown and Chris Klaus

February 11, 2016

Mobility 2040 Guiding Principles

- Conduct comprehensive corridor evaluations
- Reevaluate toll facility recommendations
- Review needed arterial improvements
- Reassess regional rail recommendations
- Update the Regional Veloweb
- Maintain and enhance existing infrastructure
- Consider the role of new technology

Mobility 2040 Prioritization and Expenditures

Maximize Existing System	Infrastructure Maintenance <ul style="list-style-type: none"> Maintain & Operate Existing Facilities Bridge Replacements 	\$37.4
	Management and Operations <ul style="list-style-type: none"> Improve Efficiency & Remove Trips from System Traffic Signals and Bicycle & Pedestrian Improvements 	\$7.2
	Growth, Development, and Land Use Strategies More Efficient Land Use & Transportation Balance	\$3.6
Strategic Infrastructure Investment	Rail and Bus Induce Switch to Transit	\$27.2
	HOV/Managed Lanes Increase Auto Occupancy	\$43.4
	Freeways/Tollways and Arterials Additional Vehicle Capacity	
Mobility 2040 Expenditures		\$118.9*

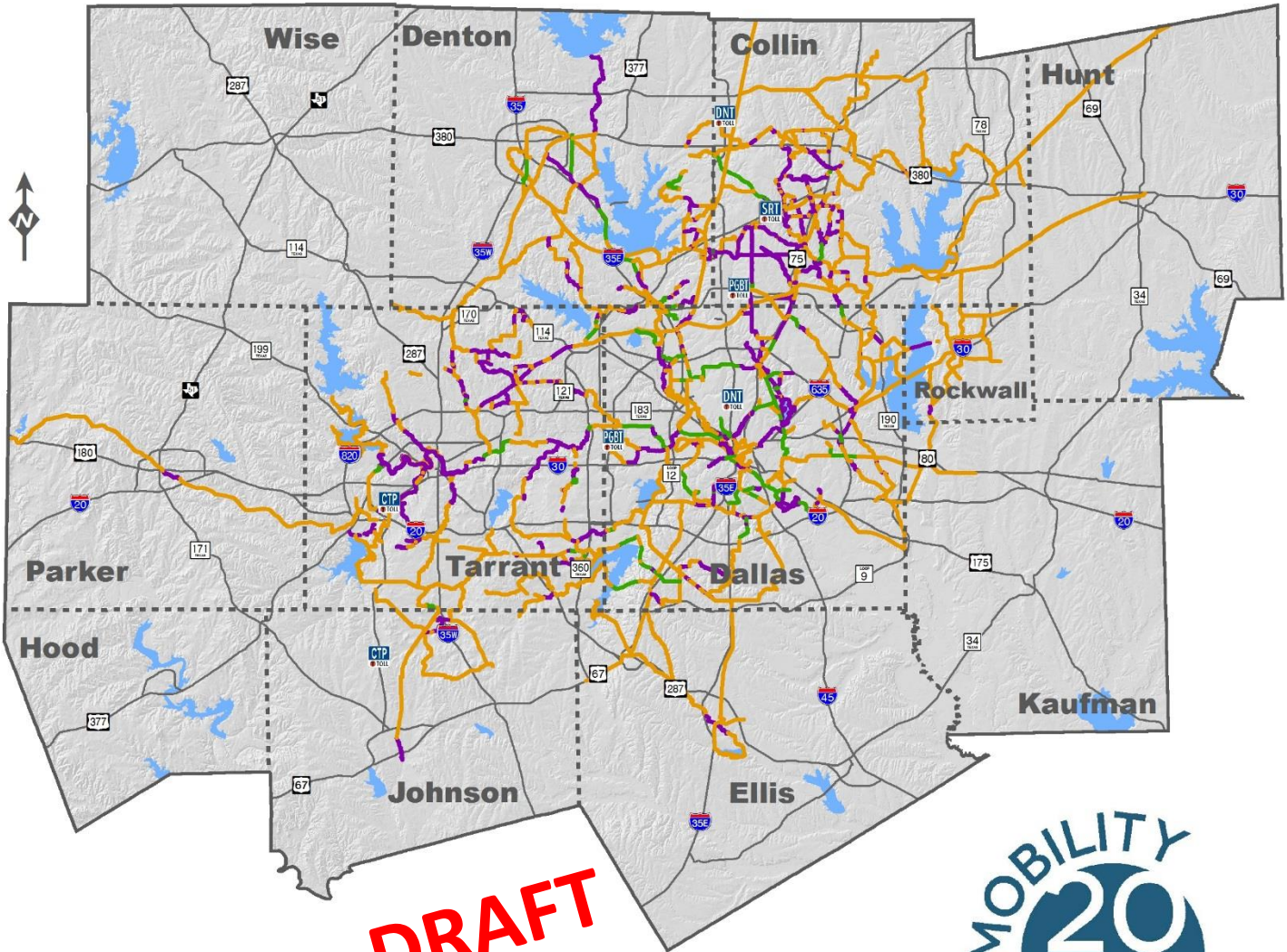
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*Actual dollars, in billions. Values may not sum due to independent rounding.

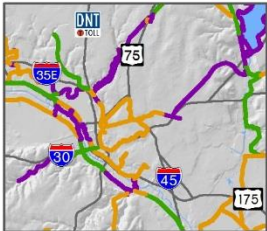
Regional Veloweb

Facility Status

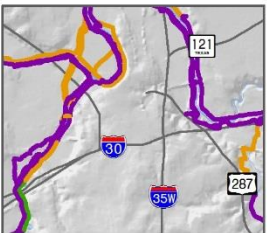
- Existing 432 Miles
- Funded 132 Miles
- Planned 1,291 Miles
- Total 1,855 Miles
- Major Roads



Dallas CBD



Fort Worth CBD







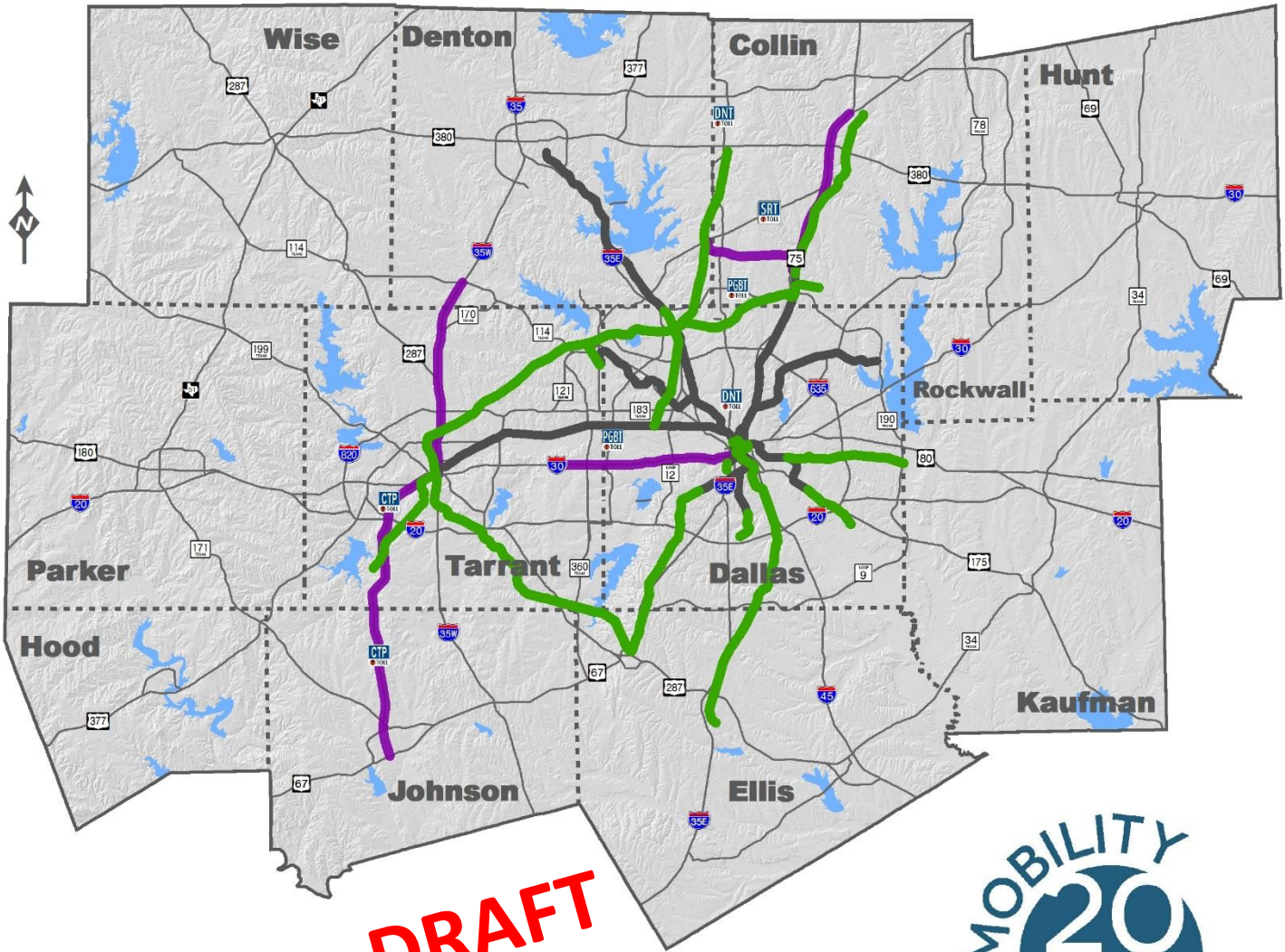
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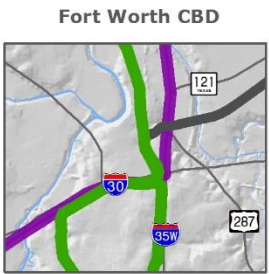
REGION OF CHOICE

Major Transit Corridor Recommendations

-  Recommended Rail
-  Recommended High-Intensity Bus
-  Existing Rail
-  Major Roadways



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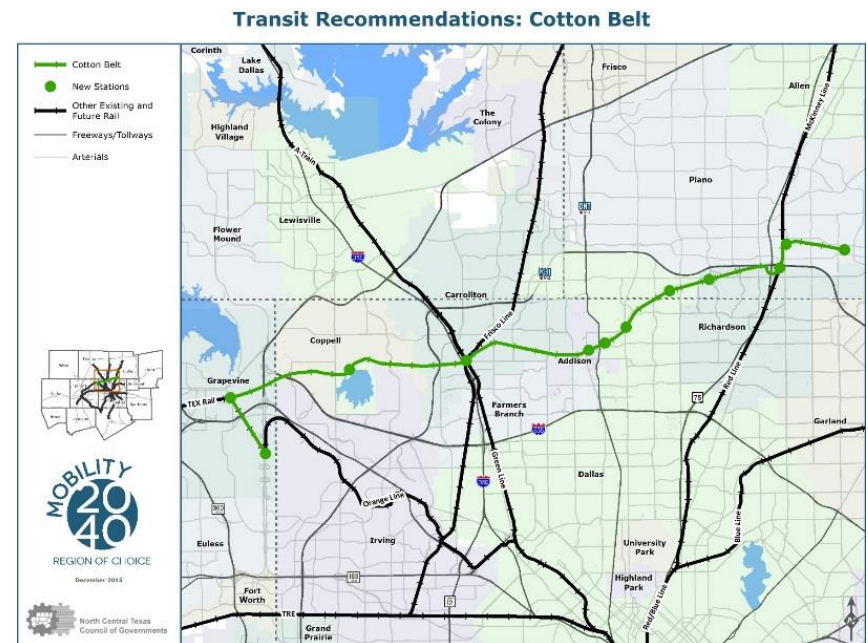
Cotton Belt Corridor Proposed Recommendations

Mobility 2040 will include the “RTC Policy Position on Transit Implementation in the Cotton Belt Corridor (P16-01)”

Regional Rail line from DFW Airport to Plano with one-seat ride connectivity with TEX Rail

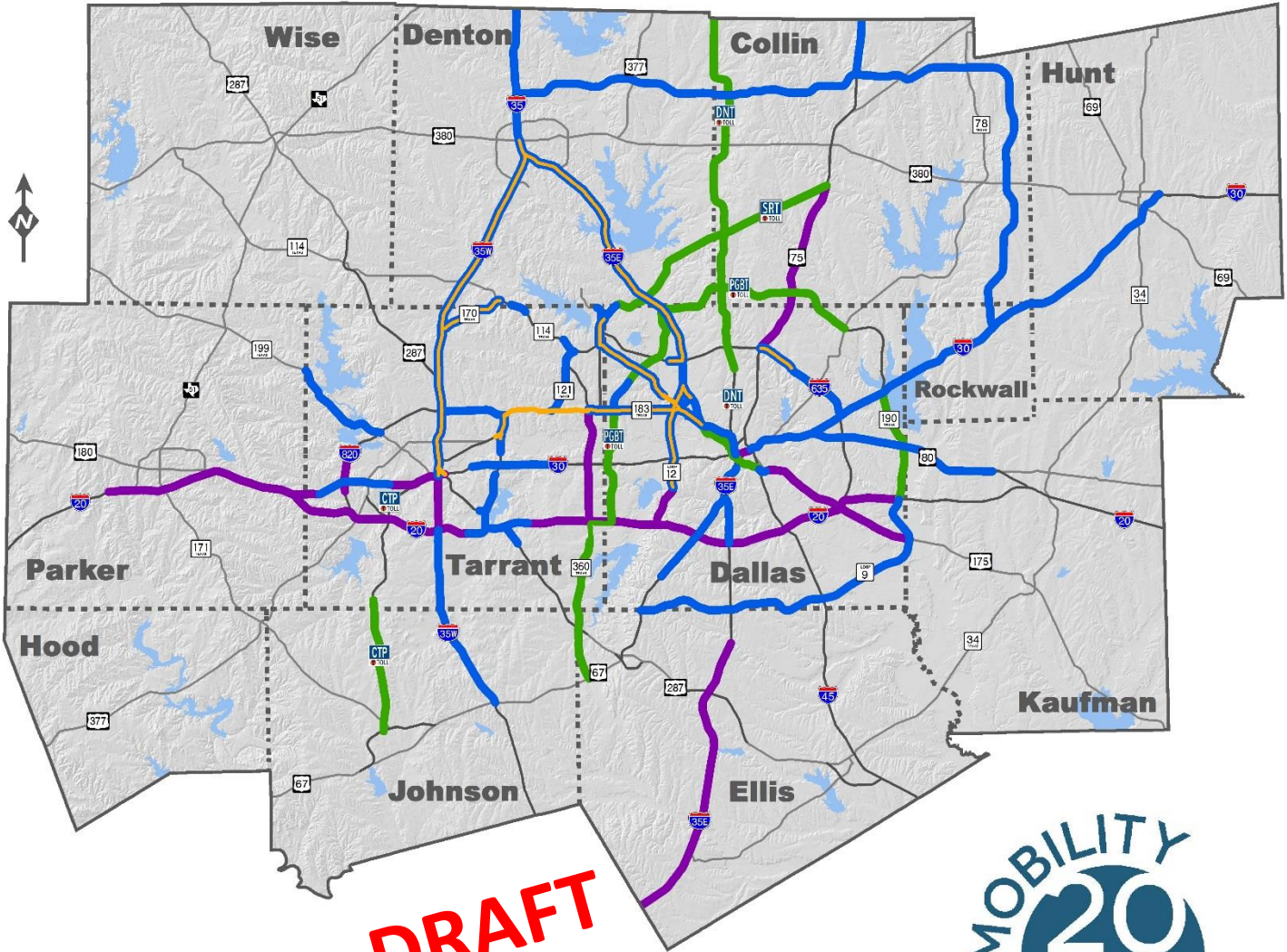
Expedite project delivery to include in “Ten-Year Plan”

If rail service cannot be expedited, review potential for High Intensity Bus service as an early implementation phase

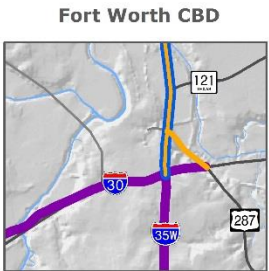


Major Roadway Recommendations




-  New or Additional Freeway Capacity
-  Additional Freeway Capacity and New Tolloed Managed Lanes
-  New or Additional Tolloed Managed Capacity
-  New or Additional Toll Road Capacity
-  Capacity Maintenance
-  Freeways/Tollways
-  Other Major Roadways

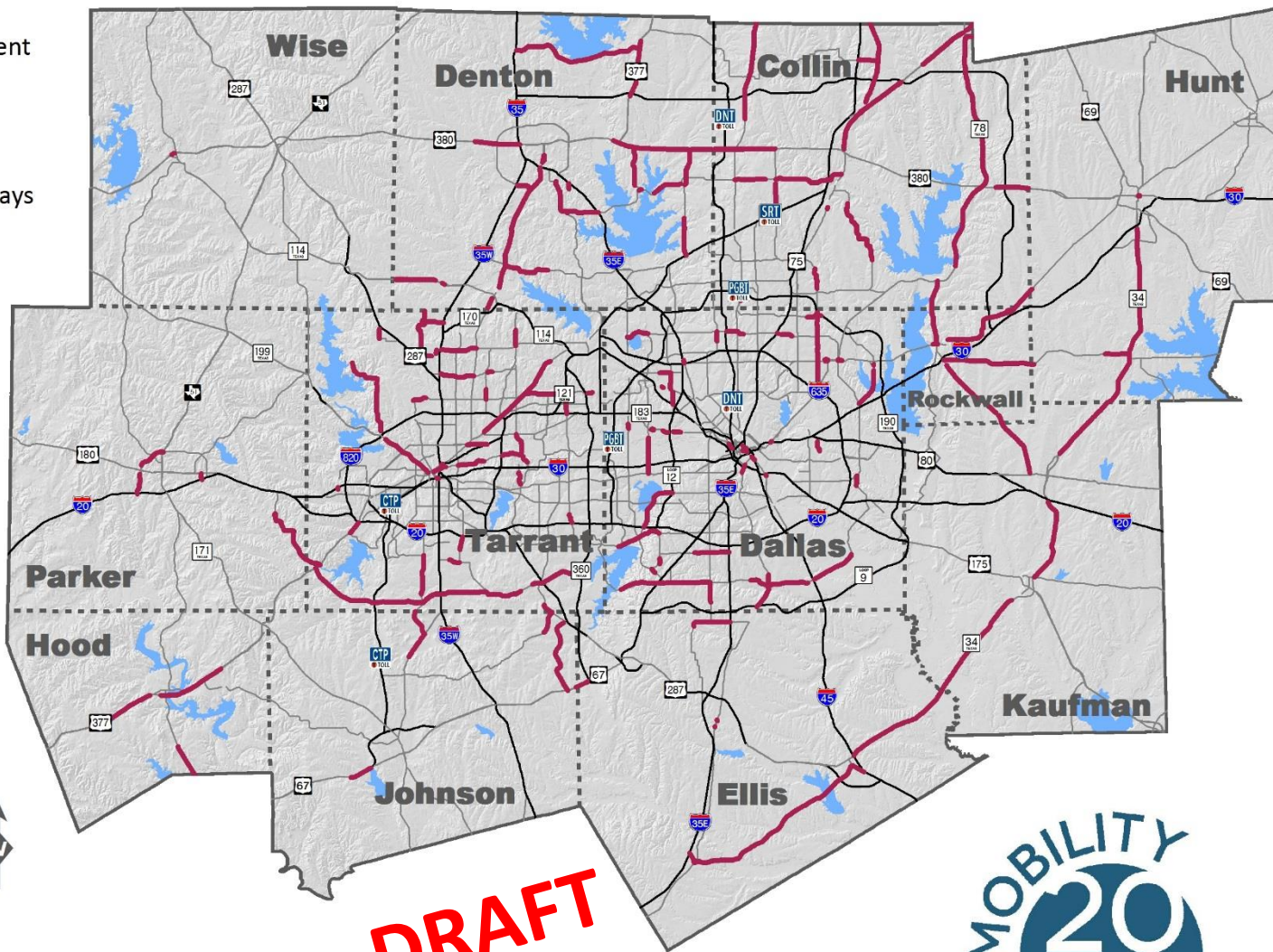


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Funded Major Arterial Improvements

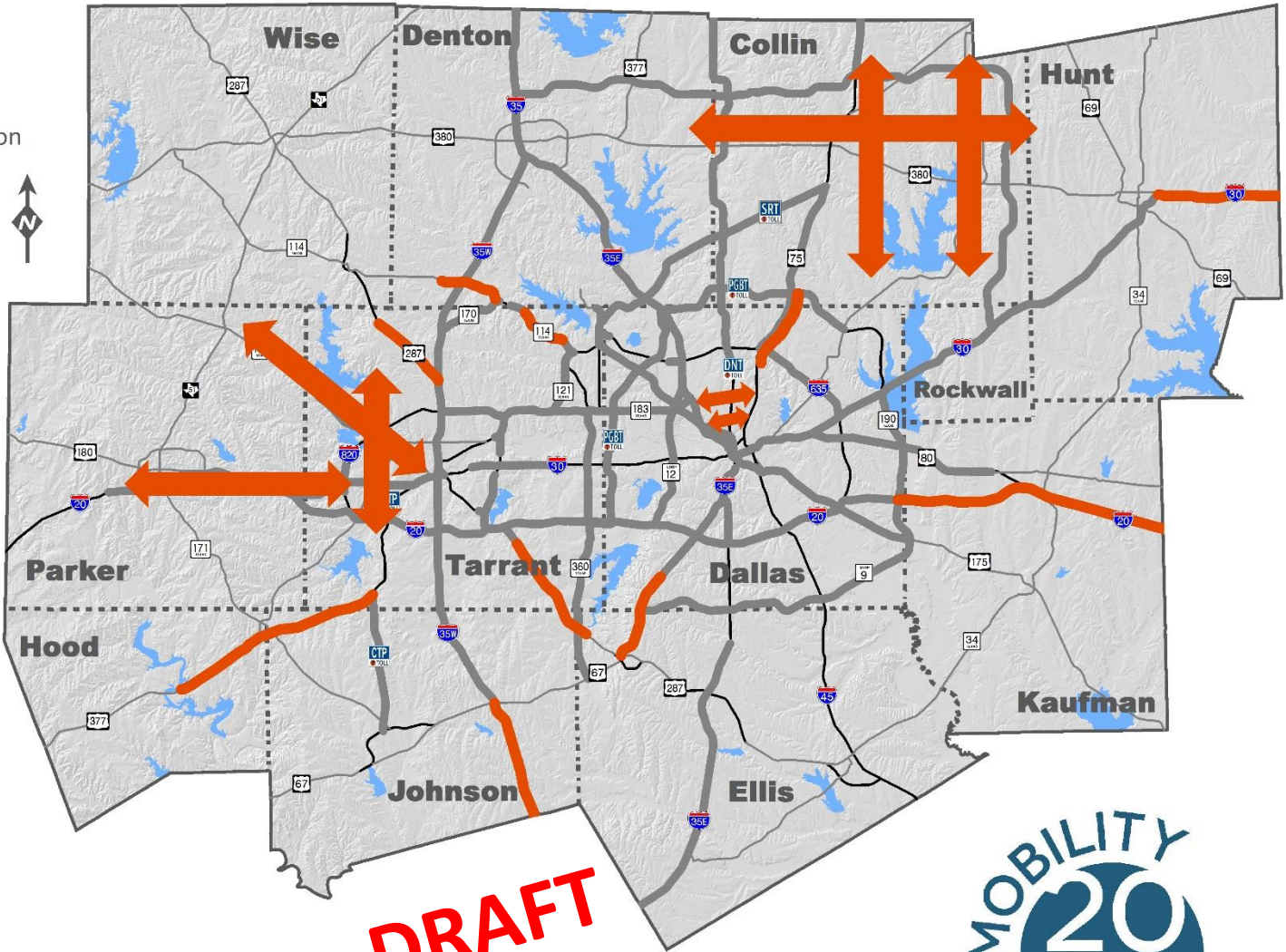
-  Capacity Improvement
-  Freeways/Tollways
-  Other Major Roadways



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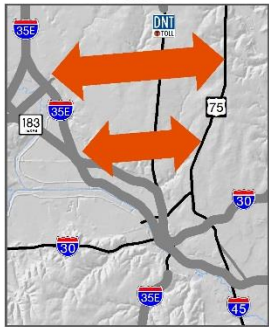
Illustrative Major Roadway Corridors for Future Evaluation

-  Corridors for Future Evaluation
-  Mobility 2040 Corridor Recommendation
-  Freeways/Tollways
-  Other Major Roadways



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Dallas CBD



Fort Worth CBD



Mobility 2040 Draft Document

A draft of the Mobility 2040 document is available for review online.

www.nctcog.org/mobility2040



RTC Policy Bundle Concept Summary

Solutions beyond infrastructure improvements are needed to achieve regional transportation goals. Policies included in Mobility 2040 aim to encourage alternative solutions to reach these goals.

The RTC Policy Bundle Concept:

- Works as a credit bank to help offset local funds on federal projects
- **Participation is a Governmental Entity's Decision**
 - Voluntary
 - Decide Preference
 - 50 Percent Target

Policy Types

Type 1: Joint Staff Coordination

- Meet with Major Employers to Promote Employer Trip Reduction Program
- Implement Strategies to Reduce Wrong-Way Driving Crashes
- Secure Transportation Infrastructure
- Integrate Traffic Operations Systems
- Develop Parking Management Strategies
- Coordinate Implementation of Safe Routes to School
- Improve Railroad Safety
- Share Best Practices to Prevent Copper Theft

Type 2: Governing Body Approval

- Clean Fleet
- Support Traffic Incident Management
- Develop Sustainable Land Use Strategies to Support Urban, Rural and Suburban Communities
- Collaborate on ISD Growth Plans and City Plans
- Implement Complete Streets Policy
- Implement Urban Thoroughfare Revitalization
- Implement Sustainable Stormwater Practices
- Encourage Use of Lower-Emission Construction Equipment
- Allocate Local Funds to Support Public Transit

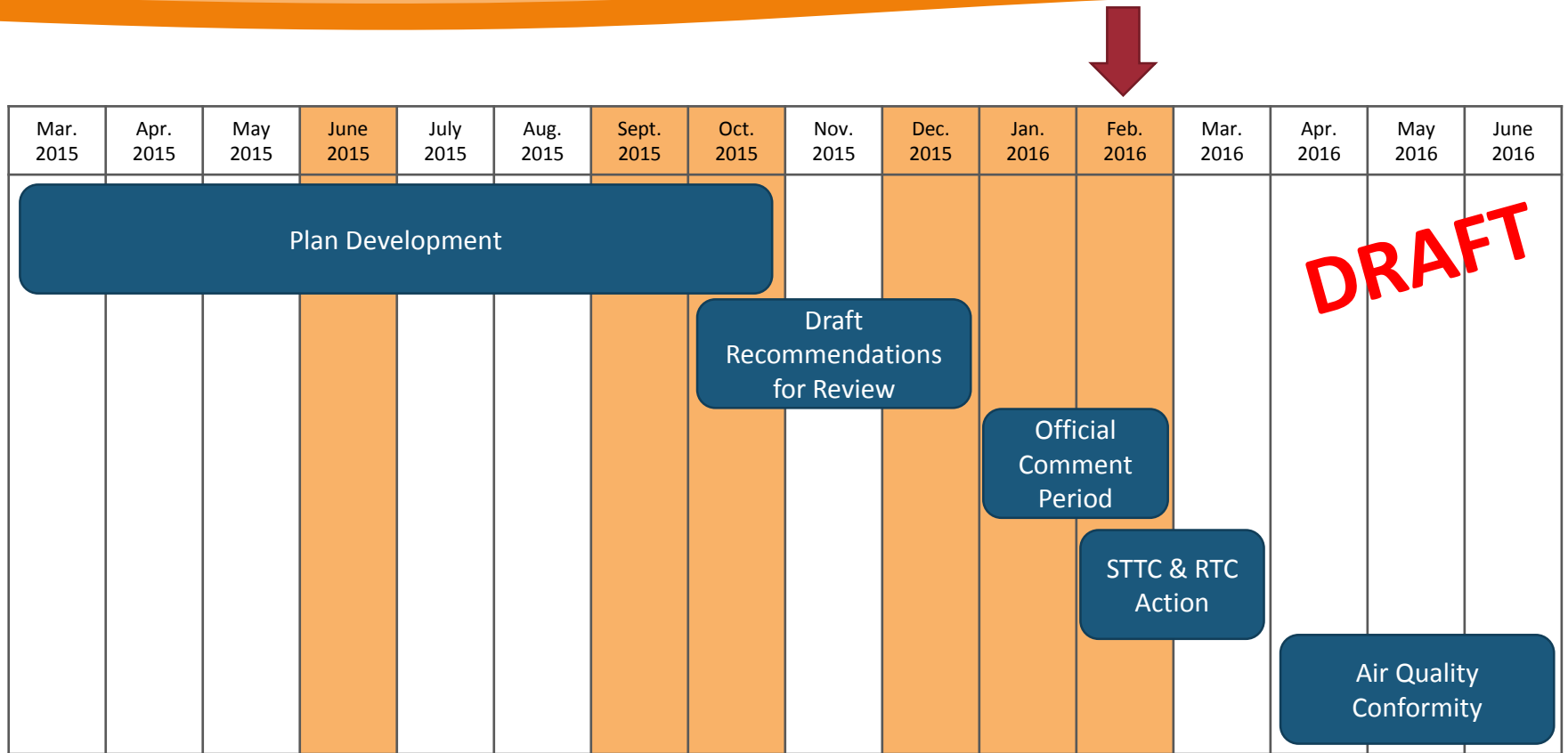
Type 3: Ordinances

- Implement and Enforce Locally Enforced Motor Vehicle Idling Limitations
- Enhance Freight-Oriented Land-Use Sustainability
- Implement Operational Restrictions of Unmanned Aircraft Systems (UAS)

Type 4: Elections

- Participate in Membership with a Transportation Authority

Schedule



Public meetings held during highlighted months.

Regional Transportation Council plan adoption scheduled for March, 2016.

2016 Transportation Conformity

Purpose: Federal requirement in nonattainment areas to conduct air quality analysis on projects, programs, and policies identified in transportation plans, transportation improvement programs, federally funded projects, or projects required for federal approval

Analysis Years: 2017, 2027, 2037, and 2040

Latest Planning Assumptions: MOVES2014 Emissions Model
2014 Registration
2014 Traffic Count Data
2014 Meteorological Data

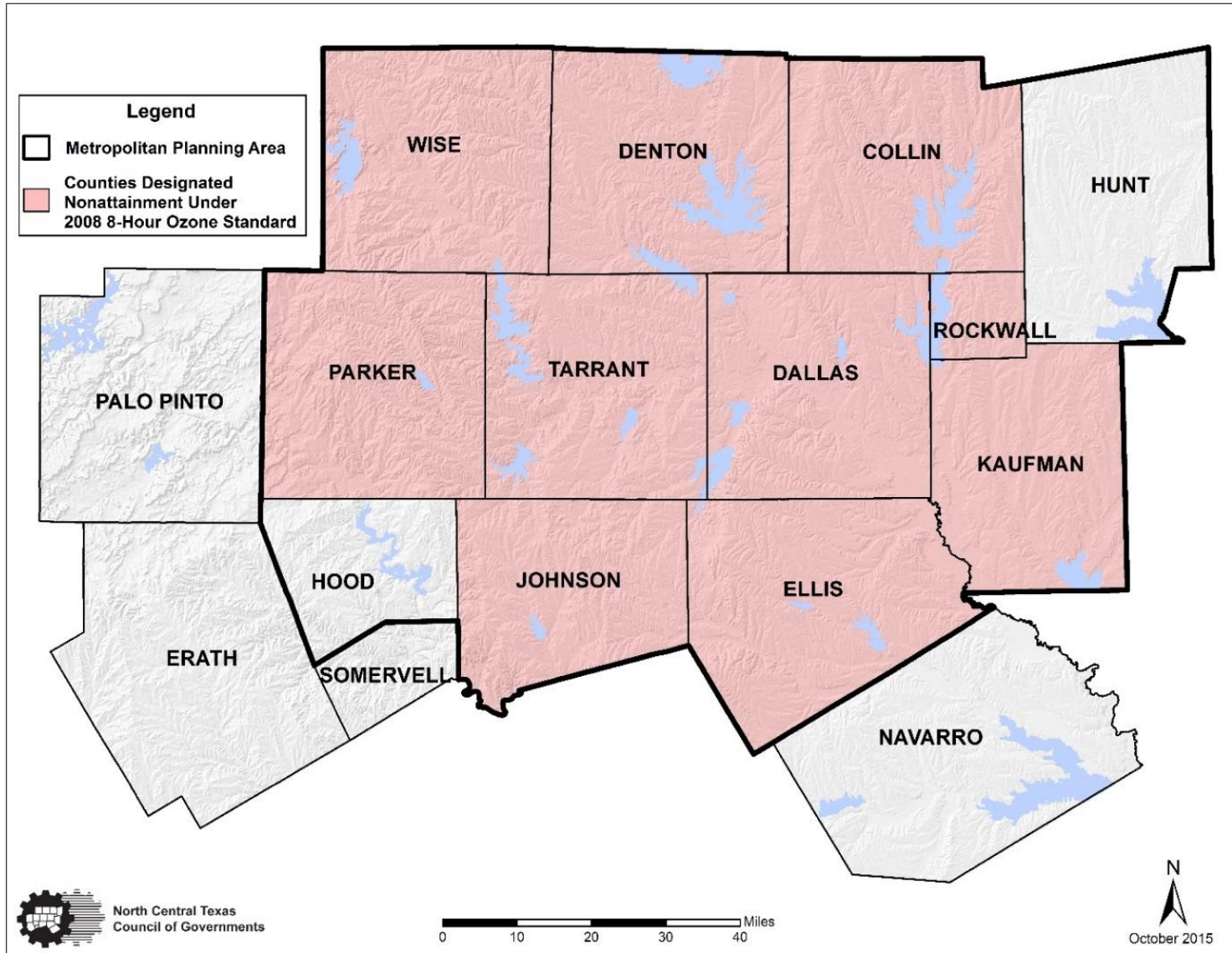
Motor Vehicle Emissions Budgets (MVEBs)*

Nitrogen Oxides (NO_x) = 148.36 tons/day

Volatile Organic Compounds (VOC) = 77.18 tons/day

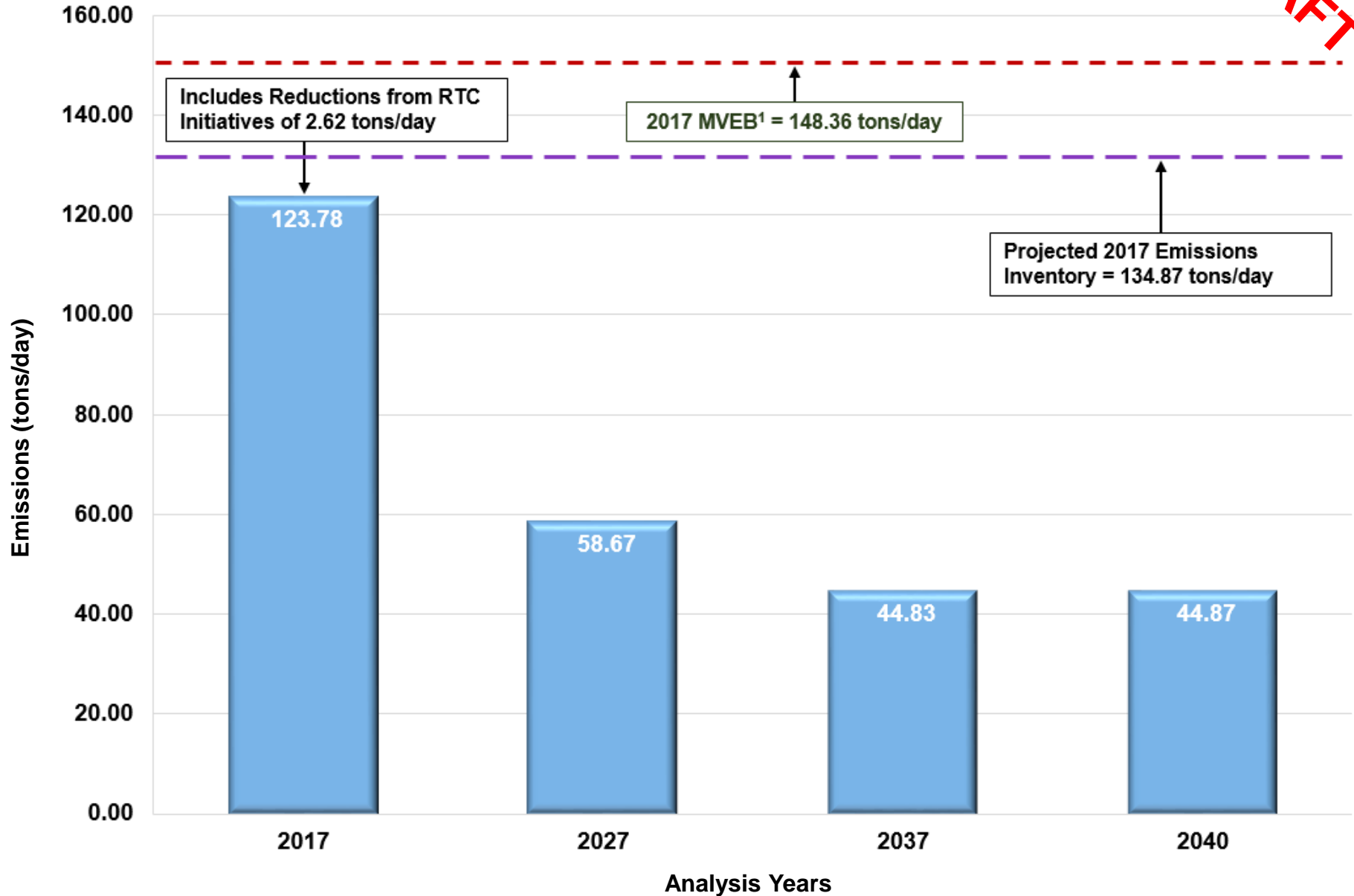
Analysis Area: Ten-County Ozone Nonattainment Area

Ten-County Nonattainment Area Under the Eight-Hour Ozone Standard



Nitrogen Oxides (NO_x) Emission Results

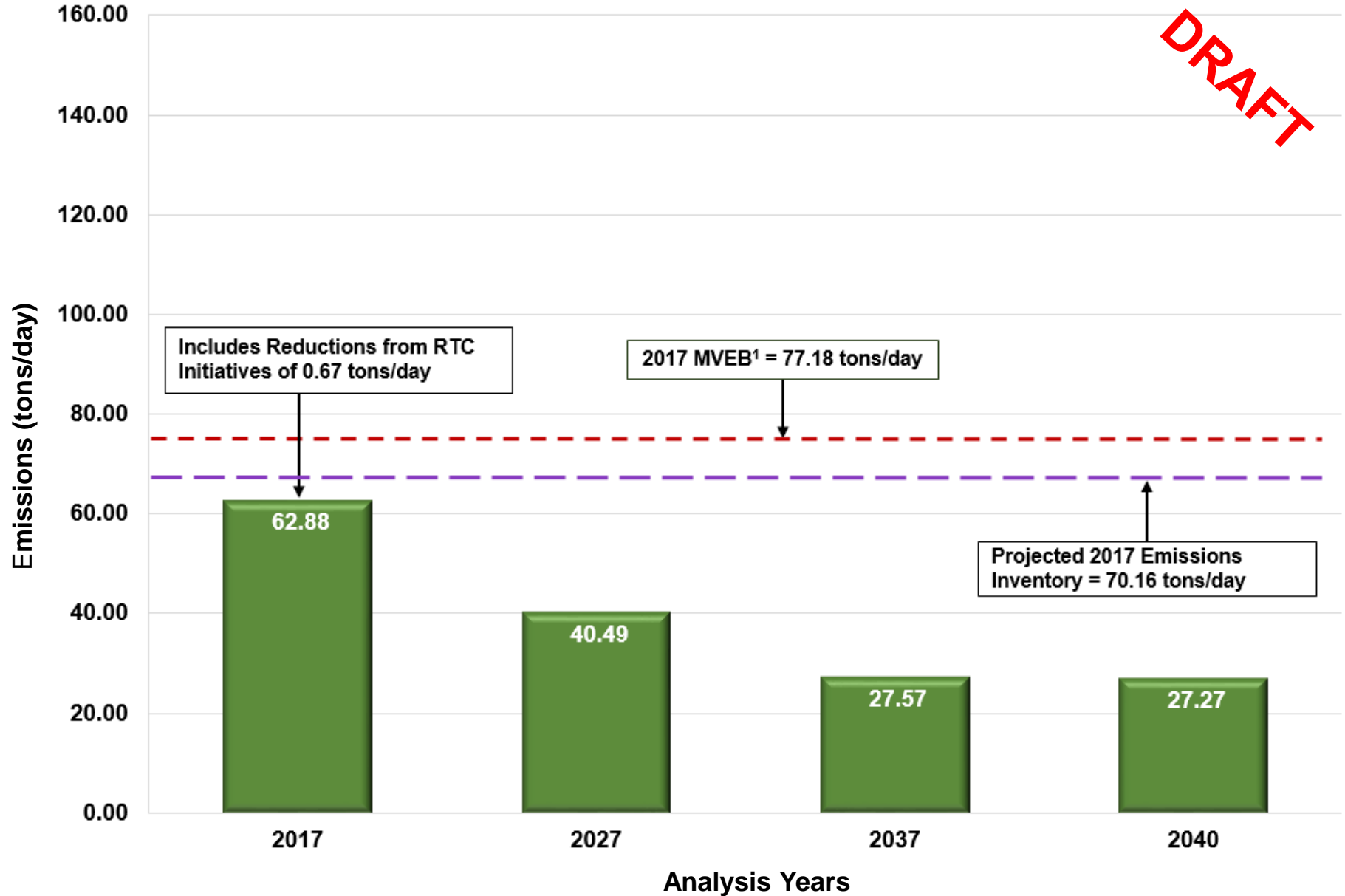
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¹ Source: Environmental Protection Agency Notice of Adequacy Status of the Dallas-Fort Worth, TX Reasonable Further Progress 8-Hour Ozone Motor Vehicle Emission Budgets for Transportation Conformity Purposes; 81 FR 1184, <https://federalregister.gov/a/2016-339>.

Volatile Organic Compounds (VOC) Emission Results

DRAFT



¹ Source: Environmental Protection Agency Notice of Adequacy Status of the Dallas-Fort Worth, TX Reasonable Further Progress 8-Hour Ozone Motor Vehicle Emission Budgets for Transportation Conformity Purposes; 81 FR 1184, <https://federalregister.gov/a/2016-339>.

Contact Information

Additional information available online

Mobility 2040: www.nctcog.org/mobility2040

Conformity: <http://www.nctcog.org/trans/air/conformity/>

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FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT OVERVIEW

Regional Transportation Council



Amanda Wilson, AICP

February 11, 2016

FAST Act Overview

Signed into Law December 4, 2015

Effective October 1, 2015 - September 30, 2020

Authorizes Surface Transportation Programs with \$305B over Five Years (FY16-20)

- 5% Increase for Highway Programs in FY2016, 2% Increase FY17-20
- 8% Increase for Transit Programs in FY2016, 2% Increase FY17-20

Funding

Program	Funding Totals
Federal Highway Administration	\$226.3B
Federal Transit Programs	\$61.1B
Federal Railroad Administration and Amtrak	\$10.3B
National Highway Traffic Safety Administration	\$4.7B
Federal Motor Carrier Safety Administration	\$3.2B
Pipeline and Hazardous Materials Administration	\$0.4B

\$305B Total Funding for FY16-20

**\$7.5B Rescission of Unobligated Balances in FY20,
Spread Among States**

Federal Highway Program

MPO Planning

TIP and Plan Must Include Intermodal Facilities that Support Intercity Transportation, Intercity Buses and Facilities, Commuter Vanpool Programs

New Planning Factors to Consider:

- System Resiliency and Reliability
- Natural Disaster Risk Reduction and Travel/Tourism

New, Optional Congestion Management Plan

Federal Highway Program

Surface Transportation Block Grant Program (STBGP)

- Surface Transportation Program (STP) is Renamed
- Amount Sub-allocated to MPOs Increases, 51-55%
- Set-Asides for Previous TAP Programs and Recreational Trails

STBGP Set-Aside

- Transportation Alternatives Program (TAP), No Longer Called TAP
- State/MPO 50/50 Allocation Continues, MPOs May Use 50% of TAP Funds for any Purpose Under the STBGP



Federal Highway Program

Nationally Significant Freight and Highway Projects

- New Competitive Grant Program, Average \$900M/Year
- States, Large MPOs, Localities May Apply
- For Highway Freight Projects, Highway or Bridge Projects, Intermodal Facilities, Grade Crossings

National Highway Freight Program

- New Formula Program, Average \$1.2B/Year
- Highway Focus, 10% for Rail/Port/Intermodal Projects
- FHWA to Establish a National Highway Freight Network with MPO/State Consultation

Federal Highway Program

Project Delivery

- New Specific Time Frames for Notices and Reviews
- Allows States to Assume Responsibilities of USDOT Secretary in Review Process

TIFIA

- Funding Cut 71%, Significant Balance Remains
- Expanded to Include Transportation Oriented Development, Rural Projects

Federal Transit Program

Bus and Bus Facilities (5339)

- Funding Increase
- Bus Discretionary Program Reinstated, Low- or No-Emission Bus Set-aside
- New Pilot Program for Cost-Effective Capital Investment

Positive Train Control (PTC)

- Provides \$199M in One-Time Funding for PTC Implementation by Commuter Railroads

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www.nctcog.org/trans/legislative

UPDATE

**RTC PROPOSED PROJECTS FOR TxDOT
CONGESTION RELIEF PROGRAM:
ALL ARE NON-TOLLED FACILITIES**

REGIONAL TRANSPORTATION COUNCIL

February 11, 2016

BACKGROUND

Expedite congestion relief projects

Texas Department of Transportation (TxDOT) to allocate
~~\$1.0 billion~~ **\$1.3 billion statewide confirmed**

Need early construction timeframes

Only available in Houston, Austin, San Antonio, and
Dallas-Fort Worth

TxDOT Commission discussion on January 28, 2016 with
action on February 25, 2016

FUNDING PARTNERSHIP

Create a funding partnership with the Texas Department of Transportation (TxDOT) and Texas Transportation Commission (TTC) to implement priority projects in the West and East

All projects move forward as a congestion relief package

Provide performance measures along with proposed project list

TxDOT commits funding (new Congestion Relief Program)

RTC commits funding and creates supplemental project commitments

- Surface Transportation Program – Metropolitan Mobility (STP-MM)
- Congestion Mitigation Air Quality Improvement Program (CMAQ)
- Regional Toll Revenue (RTR)

PROPOSED FUNDING ALLOCATIONS

Current discussions include a statewide allocation of ~~\$1.0 billion~~
\$1.3 billion

Anticipated Dallas-Fort Worth Allocation ~~at Upper and Lower End of Range~~ (\$ in Millions)

TxDOT District	At \$1 Billion Statewide Allocation	At \$1.3 Billion Statewide Allocation
Fort Worth	126.00	163.80
Dallas	280.00	364.00
Total	406.00	527.80

PROPOSED CONGESTION RELIEF PROJECTS

Western Subregion

SH 121/SH 360 Interchange
(staged)

SH 199 (staged)

IH 820 (from SH 121 to Randol
Mill, staged)

Eastern Subregion

(Previously Presented Priorities)

IH 35E

Southern Gateway (IH 35E and US 67)
Lowest Stemmons (IH 35E)

SUPPLEMENTAL PROJECTS:

IH 635 East

Noise Walls
Skillman/Audelia

US 75 (Peak Hour Shoulder Use)

WESTERN SUBREGION

SH 121 AT SH 360 (STAGED)

Project scope includes:

- Reconstruction of the SH 121/SH 360 interchange

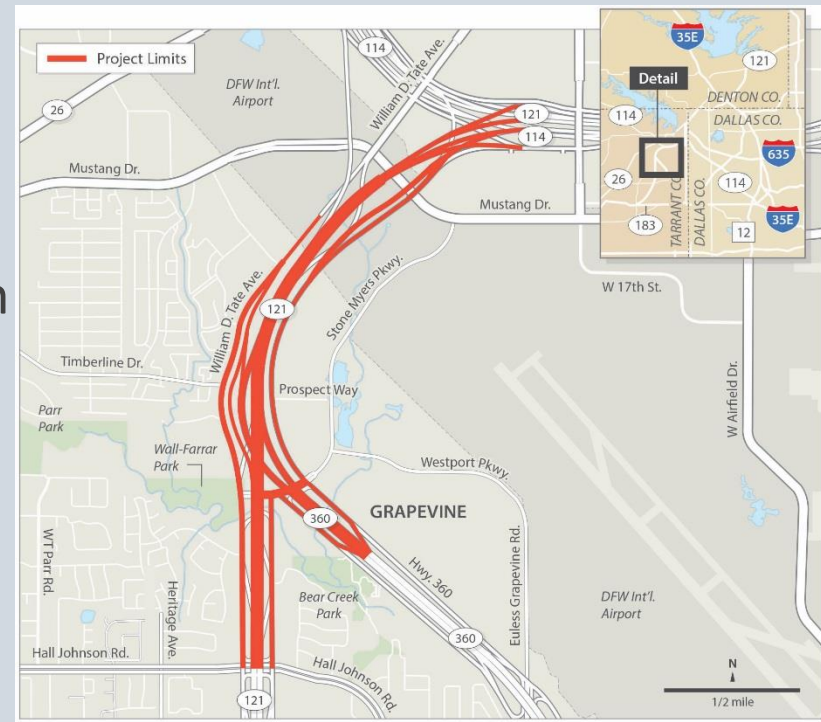
Cost is ~~\$60~~ \$61 million

Revenue:

- ~~\$60~~ \$61 million TxDOT Congestion Relief Program

Timeframe:

- Start Construction: Summer 2016
- Complete Construction: 2018



SH 199 (STAGED)

Project scope includes:

- From north of Western Center Blvd. to south of Nine Mile Road
- Widen 4 to 6 main lanes, overpasses over Nine Mile Bridge Road and Hanger Cut Off Road, underpass at Western Center Blvd., and exit/entrance ramps for SH 199

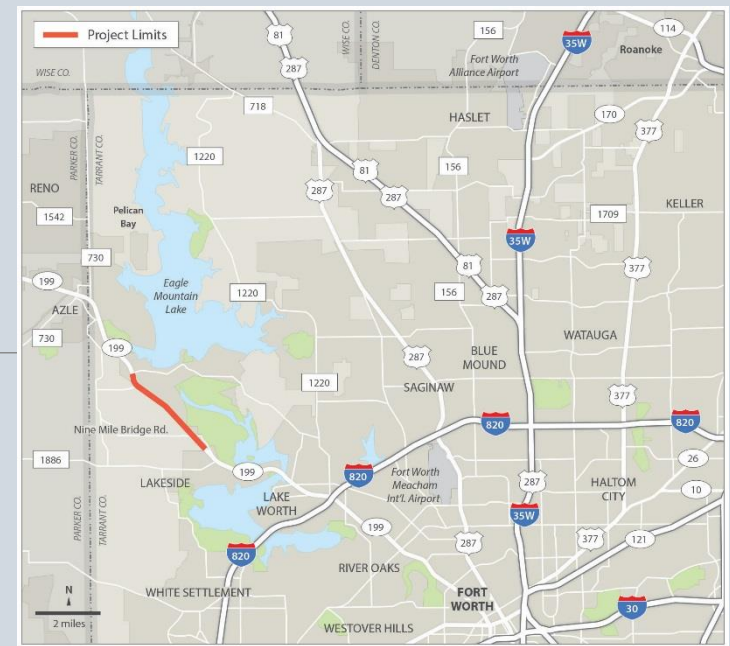
Cost is \$56.5 million

Revenue:

- \$56.5 million TxDOT Congestion Relief Program

Timeline:

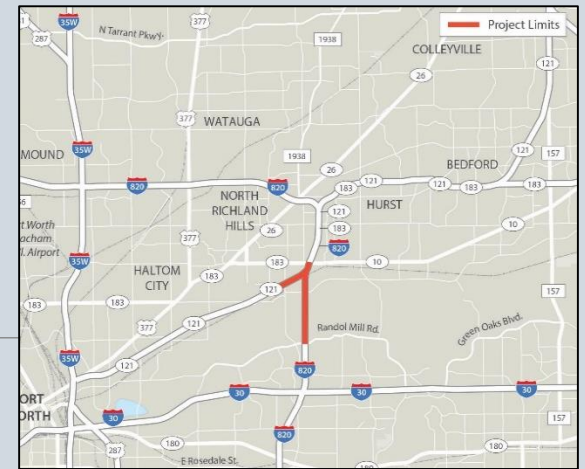
- Start Construction: Summer 2016
- Complete Construction: 2020



IH 820 (STAGED)

Project scope includes:

- From north of SH 121 to Randol Mill Road
- Widen 4 to 6 main lanes, replace Trinity River bridges, re-beam IH 820 bridges, add eastbound SH 121 to southbound IH 820 direct connectors, and add northbound IH 820 to westbound SH 121 direct connectors



Cost is ~~\$111 million~~ ~~\$137 million~~ \$147.8 million since upper range is available

Revenue:

- ~~\$9.5 million~~ ~~\$20.5 million~~ \$46.3 million TxDOT Congestion Relief Program
- \$90 million savings from IH 35W project
- \$11.5 million of TxDOT Bridge funding

Timeline:

- Start Construction: Summer 2017, Complete Construction: 2021

EASTERN SUBREGION

IH 35E: SOUTHERN GATEWAY

Project scope includes¹:

- IH 35E from the Horseshoe to US 67, &
- US 67 from the IH 35E split to IH 20

Cost is \$655.54 million:

- Base construction - \$605.54 million
- Deck park and foundations -
\$50 million (\$40 million RTC and \$10 million local)

Notes:

- ¹ US 67 South of IH 20 will proceed as an independent project (\$50 million Prop 1)
- ² \$133 million from IH 345 savings and \$5.42 million from MPO Revolver
- ³ IH 30 Pass-Through Finance
- ⁴ \$23.58 million from LBJ backstop savings and \$20 million from Horseshoe savings

Timeline:

- Construction Let Date: Summer 2017
- Complete Construction: Summer 2021

Funding Source	(\$ in Millions)		
	TxDOT	RTC	Local
Category 12	138.72 ²	25.25 ³	
Category 2		50.00	
CMAQ		54.31	
STP-MM		54.11	
RTR		43.58 ⁴	
TxDOT Congestion Relief	264.00		
TAP/RTC Other		16.00	
Local/Private			10.00
Total	402.72	243.25	10.00

IH 35E: SOUTHERN GATEWAY, CONT'D



IH 35E: LOWEST STEMMONS

Project scope includes:

- From IH 30 to North of Oak Lawn
- Construct 4/6 collector distributor lanes and reconstruct 4/6 lane frontage roads (Lowest Stemmons operational improvements)

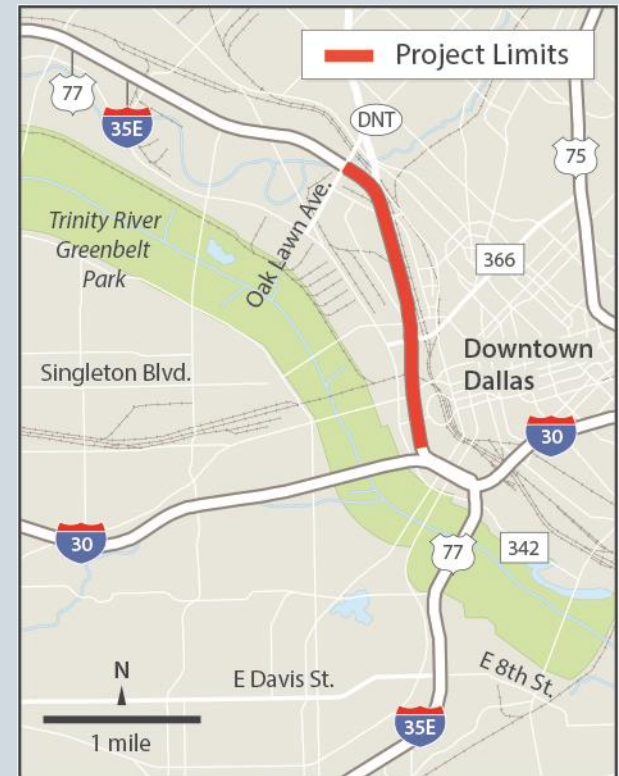
Cost is \$100 million

Revenue:

- ~~\$20 million~~ **\$100 million** of TxDOT Congestion Relief Program
- ~~\$80 million of Proposition 1~~

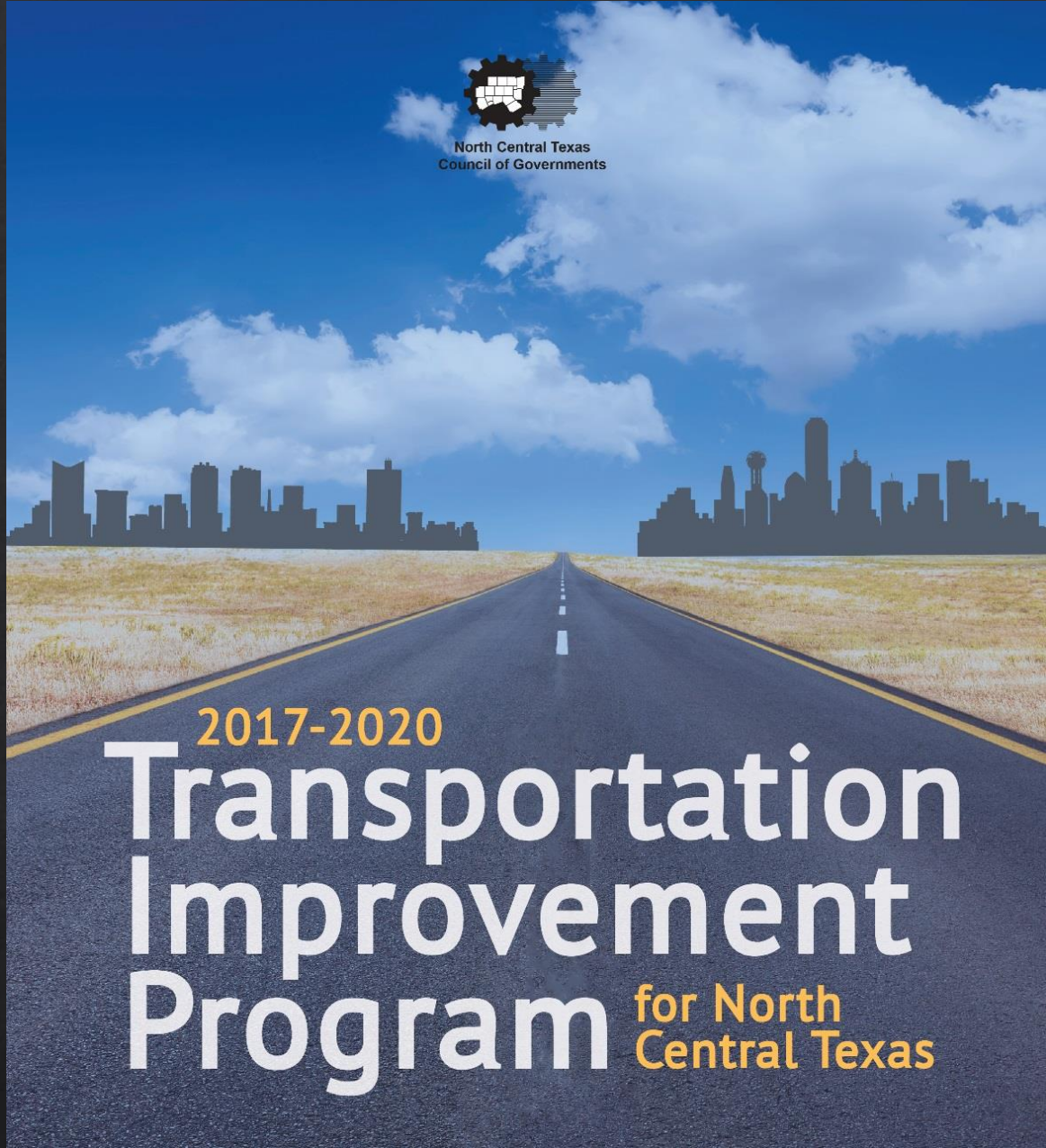
Timeline:

- Construction Let Date: Summer 2017
- Complete Construction: Winter 2019



TIMELINE: WORKING FAST TOGETHER

NCTCOG Public Meetings	January 7-13, 2016
RTC Initial Action	January 14, 2016
TxDOT Listening Sessions	January 19-20, 2016
Specially Called RTC Meeting	January 20, 2016
TxDOT Commission Workshop/Meeting	January 27-28, 2016
RTC Information - Final Information	February 11, 2016
TxDOT Commission Final Action	February 25, 2016



2017-2020
**Transportation
Improvement
Program** for North
Central Texas

Regional Transportation Council

February 11, 2016


DEVELOPMENT PROCESS

1. Review all existing projects and solicit additional locally funded projects
2. Make needed adjustments to existing projects (staging, funding, scope)
3. Develop revised project listings
4. Balance project listings to estimated revenue
5. Conduct Mobility Plan and Air Quality review
6. Solicit public review (process, draft listings, final listings)
7. Finalize project listings and submit to partners

DRAFT PROJECT LISTINGS

- ◆ Draft 2017-2020 TIP roadway and transit project listings are available in Electronic Reference Item 10.1

Included attachments

- 1 “Double Entry Report” for the roadway section
 - 2 Transit Report for the transit section
- ◆ Provided electronically due to the length of the file (≈ 460 pages) 

FOCUS AREAS

◆ Milestone Policy implementation

- Submittal packets from implementing agencies are under review
- Staff will contact the agency points of contact to address any outstanding items
- Additional detail on the projects reviewed in this effort will be brought to the Council next month as an information item ahead of the anticipated final action in April 2016.

◆ Draft project information

- Reflects updates/status information from agencies
- Financially constrained to the 2016 United Transportation Program allocations

FOCUS AREAS- cont'd.

◆ **Comments from agencies**

- Draft listings presented to the Surface Transportation Technical Committee (STTC) on January 22, 2016
- Final comments needed by Friday, February 12 for inclusion in the public meeting item
- Comments received after February 12 are not guaranteed to be reflected in the final draft project listings to be presented at the public meetings
- Staff proposes that projects with outstanding responses needed from implementing agencies will not be included in the final 2017-2020 TIP/ Statewide Transportation Improvement Program (STIP).
 - Changes to those projects will have to be made during the next available TIP modification cycle.

2017-2020 TIP DEVELOPMENT

TIMELINE/ACTION TABLE

May – Oct. 2015	Met with implementing agencies
Aug. – Jan. 2016	Data input, financial constraint, and analysis
Jan. 2016	Draft listings – STTC information
Feb. 2016	Draft listings – Regional Transportation Council (RTC) information
Mar. 2016	Draft listings – Public meetings Final listings – STTC action
Apr. 2016	Final listings – RTC action
May 2, 2016	Final document to Texas Department of Transportation (TxDOT) and eSTIP submittal
Aug. 2016	TxDOT Commission approval (for STIP)
Oct. 2016	Anticipate federal/State approval (STIP)

2017-2020 TIP DEVELOPMENT

QUESTIONS/COMMENTS

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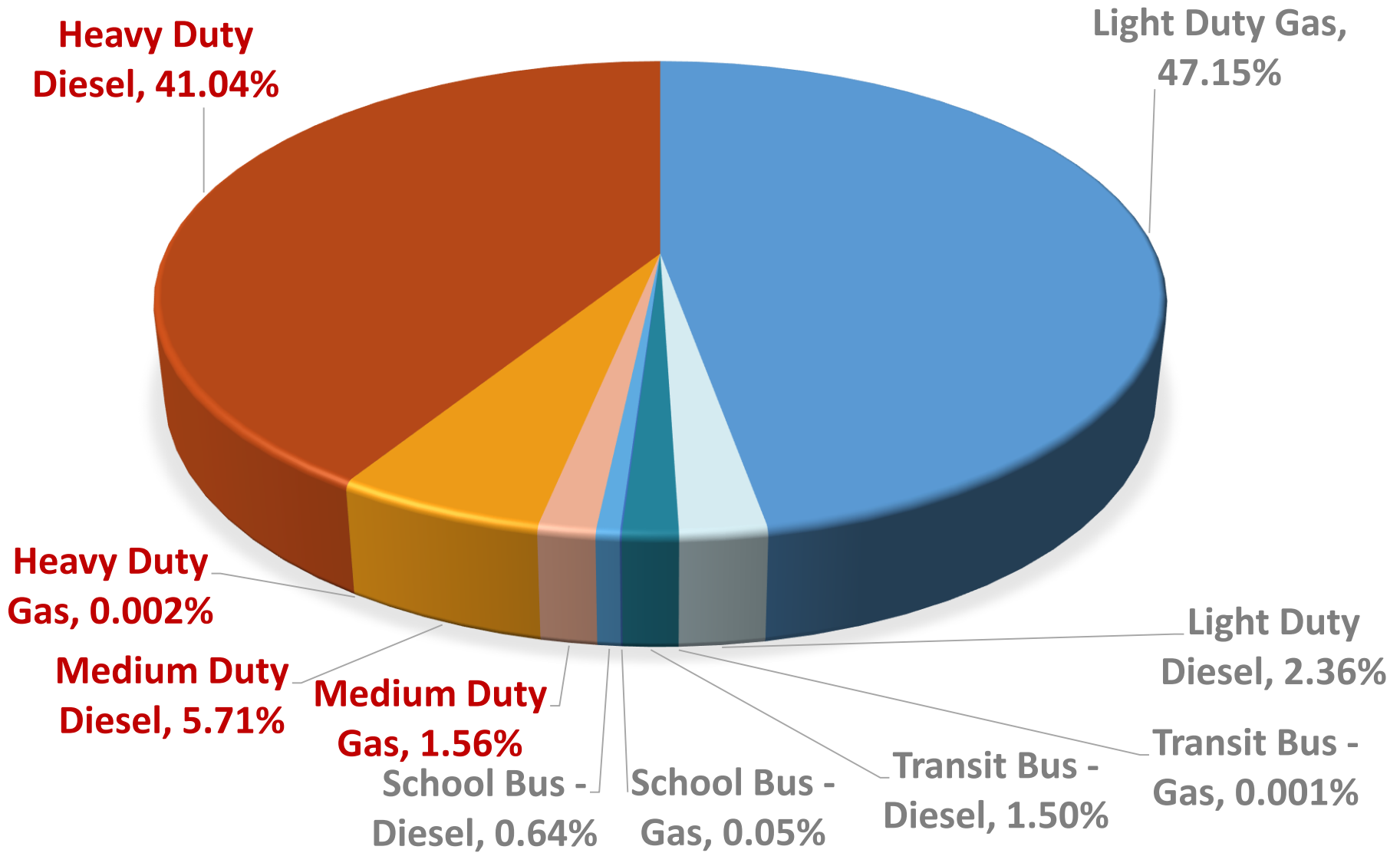
AIR QUALITY FREIGHT INITIATIVES

Regional Transportation Council

**Jeff Hathcock, Principal Transportation Planner
February 11, 2016**



DALLAS-FORT WORTH ON-ROAD NITROGEN OXIDES (NO_x) EMISSIONS



AIR QUALITY EMPHASIS AREAS

High-Emitting Vehicles/Equipment



Low Speeds

Idling



Vehicle Miles of Travel

Energy and Fuel Use



Cold Starts

Hard Accelerations

SAVING MONEY AND REDUCING TRUCK EMISSIONS (SMARTE)

Milestones

Resumed Outreach in June 2015

Contacted 400+ Drivers, Fleet Managers and Vendors Combined

Received Approximately \$68,000 in In-Kind Contributions

NCTCOG Resources

Informational Brochure

Resource Folders

Meetings and Outreach Events

Individual Technology Assistance

Funding Assistance

Engagement

Clean Fleet Policy

DFW Clean Cities Coalition

SmartWay Transport Partnership

Anti-Idling Efforts



Dallas-Fort Worth
CLEAN CITIES



www.nctcog.org/SMARTE

NORTH TEXAS IDLING LIMITATIONS AND IDLE-REDUCTION INFRASTRUCTURE

Legend



Existing TSE Sites

- A - Pilot Travel Center #434
2400 Alliance Gateway
Ft Worth, TX 76177
I-35 Exit 65
- B - Exxon / DFW Oil
8181 S Lancaster Road
Dallas, TX 75241
I-20 Exit 470
- C - Flying J Travel Center #726
7425 Bonnie View Road
Dallas, TX 75241
I-20 Exit 472

Counties with Idling Limitations and Memorandum of Agreement (MOA)

Cities with Idling Limitations and MOA

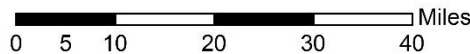
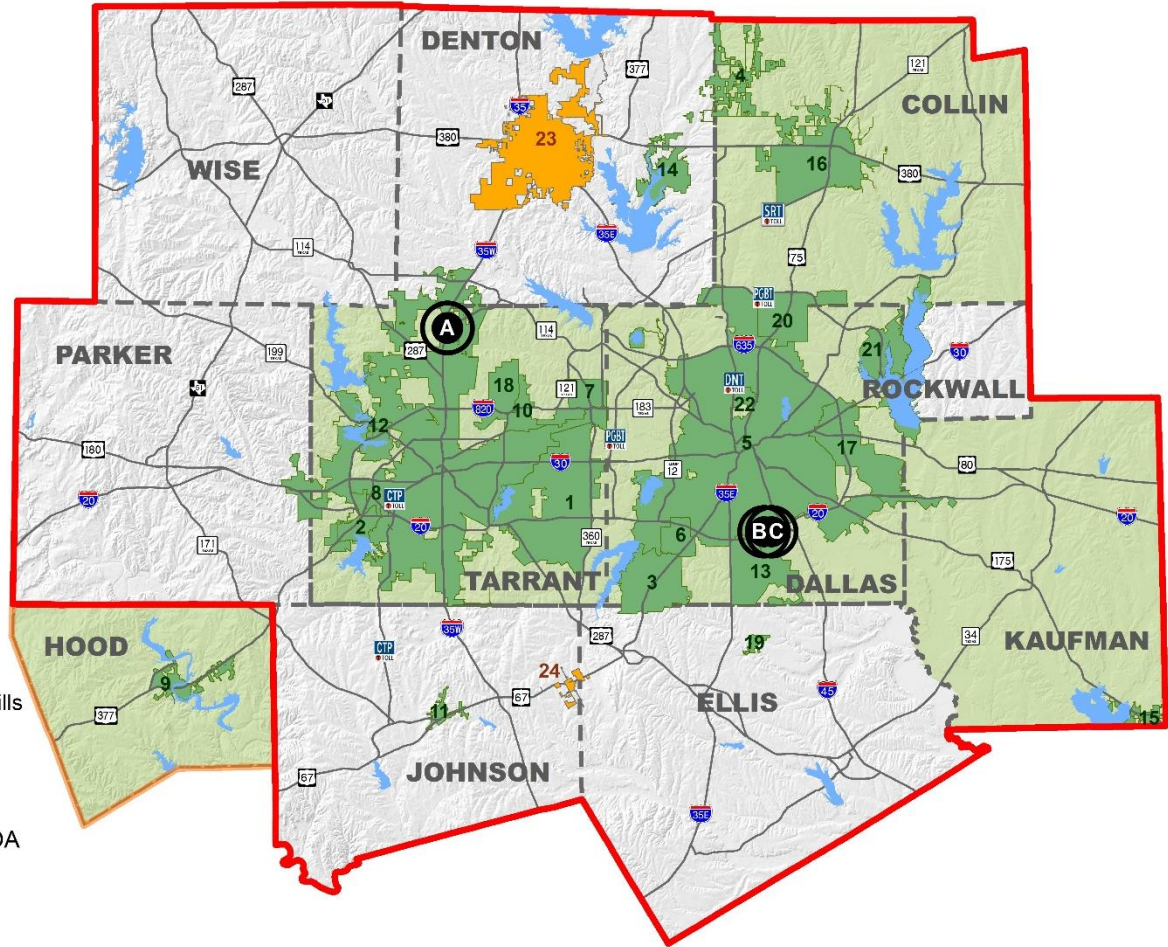
- | | |
|-----------------|---------------------------|
| 1 - Arlington | 12 - Lake Worth |
| 2 - Benbrook | 13 - Lancaster |
| 3 - Cedar Hill | 14 - Little Elm |
| 4 - Celina | 15 - Mabank |
| 5 - Dallas | 16 - McKinney |
| 6 - Duncanville | 17 - Mesquite |
| 7 - Euless | 18 - North Richland Hills |
| 8 - Fort Worth | 19 - Pecan Hill |
| 9 - Granbury | 20 - Richardson |
| 10 - Hurst | 21 - Rowlett |
| 11 - Keene | 22 - University Park |

Cities with Idling Limitations, No MOA

- 23 - Denton
- 24 - Venus

2008 8-Hour Ozone Standard Nonattainment Area

Near Nonattainment Counties



North Central Texas
Council of Governments



October 2015

TSE = Truck Stop Electrification

HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE (I/M) PILOT PROGRAM

Phase 1

Evaluate the Feasibility of Incorporating Heavy-Duty Diesel Vehicles into the State's I/M Program for Reduction of NO_x Emissions

Identify Viable Technology to be Considered for Emissions Testing of Heavy-Duty Diesel Vehicles

Completed June 2012: www.nctcog.org/dieselreport

Phase 2

Refine On-Road Heavy-Duty Emissions Measurement System Design Developed from Phase 1

Investigate and Test Other Remote Sensing Technologies

Deploy Improved System to Collect Real-World Data Currently Underway: Expected Results Fall 2016

Streamlined Heavy-Duty Emissions Determination (SHED) Pilot Study

AIR QUALITY (AQ) BACKGROUND

- Increased fuel usage is caused by elevated correlation between miles of trucks (MOT) and vehicle repair components (VRC) in the presence of road height.
- Emissions from newer vehicles subject, greater volume, reduced fuel burn and overall efficiency, and chemical emissions are a result of the rapid increase of MOT and VRC.

DALLAS-FORT WORTH AQ CHALLENGE

- The correlation between Dallas Fort Worth (DFW) metropolitan area vehicle use (MOT) and emissions is the fundamental reason why DFW is currently in non-attainment of the 2008 Motor Vehicle Air Quality Standard (MAQS) at ground level ozone.

SHED TESTING DESIGN

- SHED allows a single, a single, standard test to be used for all trucks, 12 tons and 15 feet high at the top.
- Calibration and maintenance costs are the same.
- An elevated platform for test vehicles allows for the use of the test cells.
- Subject to vehicle weight.
- A range of equipment options allows the user to choose the most appropriate.

SHED PILOT STUDY SCOPE

- Provide the High-Speed Diesel (HSD) and the New Diesel (ND) emissions data for the DFW area.
- Support the implementation of SHED in the DFW area.
- Support and evaluate various emissions measurement methods.
- Support the implementation of SHED in the DFW area.

SHED PILOT STUDY METHODOLOGY

- Developed a test cell design for the DFW area.
- Developed a test cell design for the DFW area.
- Developed a test cell design for the DFW area.

SHED PILOT STUDY RESULTS

- Measured NO_x emissions from SHED compared to PM10 (100%) but not for the other pollutants.
- SHED emissions are lower than PM10 emissions.
- SHED emissions are lower than PM10 emissions.

POLICY FOR POTENTIAL AQ IMPROVEMENTS

- Implementation of either an I/M or other existing program for diesel vehicles is required.

VIAIBLE METHODS FOR I/M PROGRAM

Method	Cost	Accuracy	Portability	Deployment	Notes
SHED	Low	High	High	High	Best overall
Other	High	Low	Low	Low	Not recommended

SHED

- A new, which includes emissions measurement technology developed by researchers from the University of Texas.
- Vehicle emissions are measured remotely and instantly reported similar to that of a conventional testing.
- Measure vehicle emissions, on average, for up to 100 seconds.

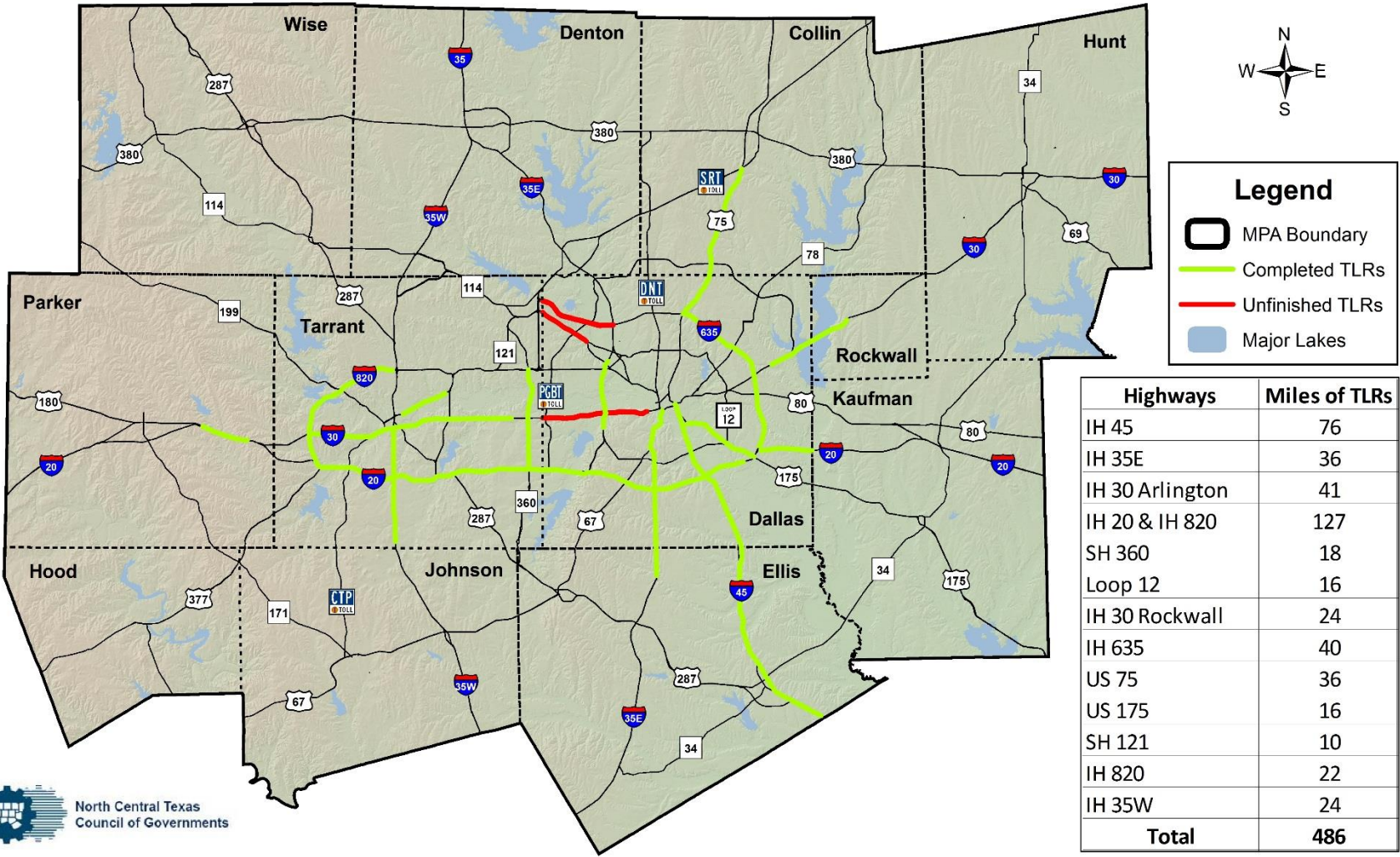
NEXT STEPS

- Improve the ground performance of SHED testing when compared against PM10.
- Improve the ground performance of SHED testing when compared against PM10.
- Improve the ground performance of SHED testing when compared against PM10.



DALLAS-FORT WORTH REGIONAL TRUCK LANE RESTRICTIONS

Regional Truck Lane Restrictions (TLRs)



Total Current Truck Lane Restriction Miles = 486

COMMERCIAL VEHICLE WEIGHT ENFORCEMENT (CVE) UPDATE

New Department of Public Safety (DPS) Regulation

All agencies that have not received recorded CVE training through DPS must attend an updated DPS training course before weight enforcements can be conducted.

Any officer that has completed training as of September 2015 will be allowed to continue weight enforcement activities through December 2016. After this date, the officer will need to attend the revised DPS Training.



TEXAS FREIGHT MOBILITY PLAN

Texas Freight Mobility Plan

The State's First Comprehensive Plan that Focuses on Goods Movement

Provides Details on all Modes of Freight Transportation and Infrastructure Including Primary and Secondary Freight Networks

Includes Opportunities along with Strategies and Policies that will be Implemented to Enhance Economic Growth and Goods Movement throughout the State

Many of the Freight Mobility Plan Recommendations are from other State and Federal Agencies Including Metropolitan Planning Organizations



TEXAS FREIGHT MOBILITY PLAN (CONT.)

Texas Freight Mobility Plan (Cont.)

Future Projects are Prioritized as High, Medium, or Low

NCTCOG is Actively Focused on the Prioritization of Regional Initiatives Detailed in the Plan

FAST Act Funding may be allocated to Projects Listed in the Plan



Next Steps for Approval

The Plan was Approved by the Texas Transportation Commission on January 28, 2016

The Next Step is Federal Highway Administration Approval

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Lawsuits Against Volkswagen Group of America, Inc., Audi of America, LLC, and Porsche Cars North America

Regional Transportation Council

Chris Klaus, Senior Program Manager

February 11, 2016



**North Central Texas
Council of Governments**

OVERVIEW

Volkswagen (Volkswagen, Audi, & Porsche) 2.0 and 3.0 liter diesel engine vehicles

Found to exceed the Environmental Protection Agency's (EPA) standard for emissions of Nitrogen Oxides (NO_x)

Vehicles included “defeat” devices (software)

Software sensed when vehicles undergoing an emissions test and activated equipment to reduce emissions

Software turned the equipment off during regular driving to save fuel or improve performance; increasing emissions

Up to 40 times the permitted levels of NO_x

Volkswagen vehicle recall proposals have yet to be accepted

AFFECTED DIESEL VEHICLES

2.0 Liter Vehicles



VOLKSWAGEN
Jetta
2009-2015



VOLKSWAGEN
Beetle and Beetle Convertible
2013-2015



VOLKSWAGEN
Passat
2012-2015



AUDI
A3
2010-2015



VOLKSWAGEN
Jetta SportWagen
2009-2014



VOLKSWAGEN
Golf
2010-2015



VOLKSWAGEN
Golf SportWagen
2015

AFFECTED DIESEL VEHICLES

3.0 Liter Vehicles



VOLKSWAGEN
Touareg
2009-2016



AUDI
A6 Quattro
2014-2016



AUDI
A7 Quattro
2014-2016



AUDI
A8 & A8L
2014-2016



AUDI
Q5
2014-2016



AUDI
Q7
2009-2015



PORSCHE
Cayenne
2013-2016

LEGAL ACTION

State of Texas filed two separate lawsuits against Volkswagen:

- 1) Deceptive Trade Practices – Consumer Protection Act Suit alleging false, misleading, and deceptive trade practices**
- 2) Texas Clean Air Act Suit* alleging violations of emission control statutory and regulatory requirements**

Both suits seek injunctive relief, civil penalties, attorney fees and costs.

***A separate suit has been filed by Harris County for violations occurring in Harris County.**



LEGAL ACTION

The Department of Justice (DOJ) filed a civil complaint against Volkswagen for Alleged Clean Air Act Violations

Alleges these vehicles had illegal defeat devices installed

Alleges violation of the Clean Air Act by offering vehicles designed differently from applications for certification

Seeks Injunctive Relief and Assessment of Civil Penalties

Nearly 600,000 2.0 and 3.0 liter diesel engine vehicles in the U.S.

Sanctions could total more than \$40 Billion



DIESEL VEHICLES AFFECTED IN DFW 10-COUNTY NONATTAINMENT AREA

County	Number of Affected Vehicles
Collin	467
Dallas	718
Denton	503
Ellis	80
Kaufman	61
Johnson	94
Parker	171
Rockwall	57
Tarrant	750
Wise	54
Grand Total	2,955

**Total vehicles registered:
5,056,847¹**

**Approximate vehicles
registered: 2,955²**

¹Texas Department of Motor Vehicle Registration Data, July 2015

²Eastern Research Group

DRAFT REGIONAL CORRESPONDENCE FOR CONSIDERATION FOR FUTURE ACTION

Letter to the DOJ and the Texas Attorney General

If a financial settlement is reached, disperse funds to nonattainment regions in Texas

Serve as financial assistance for implementation of air quality strategies to offset vehicle emissions

Projects and/or programs would be used in transportation conformity

AIR QUALITY UPDATE

For Further Information

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