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

<table>
<thead>
<tr>
<th>Strategic Infrastructure Investment</th>
<th>Infrastructure Maintenance</th>
<th>Management and Operations</th>
<th>Growth, Development, and Land Use Strategies</th>
<th>Rail and Bus</th>
<th>HOV/Managed Lanes</th>
<th>Freeways/Tollways and Arterials</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maximize Existing System</td>
<td>• Maintain &amp; Operate Existing Facilities</td>
<td>• Improve Efficiency &amp; Remove Trips from System</td>
<td>More Efficient Land Use &amp; Transportation Balance</td>
<td>Induce Switch to Transit</td>
<td>Increase Auto Occupancy</td>
<td>Additional Vehicle Capacity</td>
</tr>
<tr>
<td></td>
<td>• Bridge Replacements</td>
<td>• Traffic Signals and Bicycle &amp; Pedestrian Improvements</td>
<td></td>
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<td></td>
<td>$37.4</td>
<td>$7.2</td>
<td>$3.6</td>
<td>$27.2</td>
<td>$43.4</td>
<td>$118.9*</td>
</tr>
</tbody>
</table>

*Actual dollars, in billions. Values may not sum due to independent rounding.
Facility recommendations indicate transportation need. Corridors specific alignment, design, and operational characteristics for the Regional Veloweb system will be determined through ongoing project development.
Facility recommendations indicate transportation need. Corridor-specific alignment, design, and operational characteristics will be determined through ongoing project development.
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

Facility recommendations indicate transportation need. Corridor specific alignment, design, and operational characteristics will be determined through ongoing project development.
Facility recommendations indicate transportation need. Corridor specific alignment, design, and operational characteristics will be determined through ongoing project development.
Illustrative Major Roadway Corridors for Future Evaluation

Illustrative roadway corridors indicate an identified transportation need and do not represent recommendations or specific alignments. Recommendations may be developed for future MTPs through feasibility analyses, thoroughfare plans, and environmental studies.
A draft of the Mobility 2040 document is available for review online.

www.nctcog.org/mobility2040
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
Public meetings held during highlighted months.

Regional Transportation Council plan adoption scheduled for March, 2016.
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

*Adequacy finding of MVEB’s for Transportation Conformity purposes effective January 26, 2016
Ten-County Nonattainment Area Under the Eight-Hour Ozone Standard
Nitrogen Oxides (NO$_x$) Emission Results

Includes Reductions from RTC Initiatives of 2.62 tons/day

2017 MVEB$^1$ = 148.36 tons/day

Projected 2017 Emissions Inventory = 134.87 tons/day

Analysis Years

<table>
<thead>
<tr>
<th>Year</th>
<th>Emissions (tons/day)</th>
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<tbody>
<tr>
<td>2017</td>
<td>123.78</td>
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<tr>
<td>2027</td>
<td>58.67</td>
</tr>
<tr>
<td>2037</td>
<td>44.83</td>
</tr>
<tr>
<td>2040</td>
<td>44.87</td>
</tr>
</tbody>
</table>

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Volatile Organic Compounds (VOC) Emission Results

Includes Reductions from RTC Initiatives of 0.67 tons/day

2017 MVEB\(^1\) = 77.18 tons/day

Projected 2017 Emissions Inventory = 70.16 tons/day

Emissions (tons/day)

<table>
<thead>
<tr>
<th>Analysis Years</th>
<th>Emissions (tons/day)</th>
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<tbody>
<tr>
<td>2017</td>
<td>62.88</td>
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<tr>
<td>2027</td>
<td>40.49</td>
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<tr>
<td>2037</td>
<td>27.57</td>
</tr>
<tr>
<td>2040</td>
<td>27.27</td>
</tr>
</tbody>
</table>

Contact Information

Additional information available online

Mobility 2040: www.nctcog.org/mobility2040

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

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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

<table>
<thead>
<tr>
<th>Program</th>
<th>Funding Totals</th>
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<tbody>
<tr>
<td>Federal Highway Administration</td>
<td>$226.3B</td>
</tr>
<tr>
<td>Federal Transit Programs</td>
<td>$61.1B</td>
</tr>
<tr>
<td>Federal Railroad Administration and Amtrak</td>
<td>$10.3B</td>
</tr>
<tr>
<td>National Highway Traffic Safety Administration</td>
<td>$4.7B</td>
</tr>
<tr>
<td>Federal Motor Carrier Safety Administration</td>
<td>$3.2B</td>
</tr>
<tr>
<td>Pipeline and Hazardous Materials Administration</td>
<td>$0.4B</td>
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</table>

$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
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)
Current discussions include a statewide allocation of $1.0 billion to $1.3 billion.

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

<table>
<thead>
<tr>
<th>TxDOT District</th>
<th>At $1 Billion Statewide Allocation</th>
<th>At $1.3 Billion Statewide Allocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fort Worth</td>
<td>126.00</td>
<td>163.80</td>
</tr>
<tr>
<td>Dallas</td>
<td>280.00</td>
<td>364.00</td>
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<tr>
<td>Total</td>
<td>406.00</td>
<td>527.80</td>
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# Proposed Congestion Relief Projects

<table>
<thead>
<tr>
<th>Western Subregion</th>
<th>Eastern Subregion</th>
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<tbody>
<tr>
<td><strong>SH 121/SH 360 Interchange (staged)</strong></td>
<td><strong>IH 35E</strong></td>
</tr>
<tr>
<td><strong>SH 199 (staged)</strong></td>
<td>Southern Gateway (IH 35E and US 67)</td>
</tr>
<tr>
<td><strong>IH 820 (from SH 121 to Randol Mill, staged)</strong></td>
<td>Lowest Stemmons (IH 35E)</td>
</tr>
</tbody>
</table>

**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 includes:

- 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

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>TxDOT</th>
<th>RTC</th>
<th>Local</th>
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<tbody>
<tr>
<td>Category 12</td>
<td>138.72</td>
<td>25.25</td>
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<td>Category 2</td>
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<td>CMAQ</td>
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<td>STP-MM</td>
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<tr>
<td>RTR</td>
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<td>43.58</td>
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<td>TxDOT Congestion Relief</td>
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<tr>
<td>TAP/RTC Other</td>
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<td>16.00</td>
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<tr>
<td>Local/Private</td>
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<td>10.00</td>
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<tr>
<td>Total</td>
<td>402.72</td>
<td>243.25</td>
<td>10.00</td>
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</table>
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
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 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 ($\approx$ 460 pages)
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.
<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
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</thead>
<tbody>
<tr>
<td>May – Oct. 2015</td>
<td>Met with implementing agencies</td>
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<tr>
<td>Aug. – Jan. 2016</td>
<td>Data input, financial constraint, and analysis</td>
</tr>
<tr>
<td>Jan. 2016</td>
<td>Draft listings – STTC information</td>
</tr>
<tr>
<td>Feb. 2016</td>
<td>Draft listings – Regional Transportation Council (RTC) information</td>
</tr>
<tr>
<td>Mar. 2016</td>
<td>Draft listings – Public meetings</td>
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<tr>
<td></td>
<td>Final listings – STTC action</td>
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<tr>
<td>Apr. 2016</td>
<td>Final listings – RTC action</td>
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<tr>
<td>May 2, 2016</td>
<td>Final document to Texas Department of Transportation (TxDOT) and eSTIP submittal</td>
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<tr>
<td>Aug. 2016</td>
<td>TxDOT Commission approval (for STIP)</td>
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<tr>
<td>Oct. 2016</td>
<td>Anticipate federal/State approval (STIP)</td>
</tr>
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2017-2020 TIP DEVELOPMENT
QUESTIONs/COMMENTS

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http://www.nctcog.org/trans/tip/
DALLAS-FORT WORTH ON-ROAD NITROGEN OXIDES (NO\textsubscript{X}) EMISSIONS

Source: 2017 Emission Inventory developed by NCTCOG for the Dallas-Fort Worth Attainment Demonstration State Implementation Plan.
# AIR QUALITY EMPHASIS AREAS

<table>
<thead>
<tr>
<th>High-Emitting Vehicles/Equipment</th>
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<tbody>
<tr>
<td>Low Speeds</td>
</tr>
<tr>
<td>Idling</td>
</tr>
<tr>
<td>Vehicle Miles of Travel</td>
</tr>
<tr>
<td>Energy and Fuel Use</td>
</tr>
<tr>
<td>Cold Starts</td>
</tr>
<tr>
<td>Hard Accelerations</td>
</tr>
</tbody>
</table>
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

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

- Cities with Idling Limitations, No MOA
  23 - Denton
  24 - Venus

- 2008 8-Hour Ozone Standard Nonattainment Area
- Near Nonattainment Counties

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
Total Current Truck Lane Restriction Miles = 486
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

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.)

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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Air Quality Information: www.nctcog.org/airquality
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
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

Source: Department of Justice, January 4, 2016, Press Release
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

Source: Department of Justice, January 4, 2016, Press Release
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.
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

Source: Department of Justice & Reuters
## DIESEL VEHICLES AFFECTED IN DFW 10-COUNTY NONATTAINMENT AREA

<table>
<thead>
<tr>
<th>County</th>
<th>Number of Affected Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Collin</td>
<td>467</td>
</tr>
<tr>
<td>Dallas</td>
<td>718</td>
</tr>
<tr>
<td>Denton</td>
<td>503</td>
</tr>
<tr>
<td>Ellis</td>
<td>80</td>
</tr>
<tr>
<td>Kaufman</td>
<td>61</td>
</tr>
<tr>
<td>Johnson</td>
<td>94</td>
</tr>
<tr>
<td>Parker</td>
<td>171</td>
</tr>
<tr>
<td>Rockwall</td>
<td>57</td>
</tr>
<tr>
<td>Tarrant</td>
<td>750</td>
</tr>
<tr>
<td>Wise</td>
<td>54</td>
</tr>
</tbody>
</table>

**Grand Total** 2,955

**Total vehicles registered:** 5,056,847

**Approximate vehicles registered:** 2,955

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1. Texas Department of Motor Vehicle Registration Data, July 2015
2. Eastern Research Group
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
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