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.

- Orange (71-75 ppb)
- Orange (76-85 ppb)
- Red (86-105 ppb)
- Purple (106+ 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)

^Not a full year of data.
Source: TCEQ, http://www.tceq.state.tx.us/cgi-bin/compliance/monops/8hr_monthly.pl
ppb = parts per billion
Design Value (ppb)\(^1\)

1. 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 equal to or less than 70 parts per billion (ppb).

2. Not a full year of data.

**1997 Standard < 85 ppb (Revoked)**

- 1997 Standard < 85 ppb (Revoked)

**2008 Standard ≤ 75 ppb\(^1\) (by 2017)**

- 2008 Standard ≤ 75 ppb\(^1\) (by 2017)

**2015 Standard ≤ 70 ppb (TBD; Marginal by 2022)**

- 2015 Standard ≤ 70 ppb (TBD; Marginal by 2022)

Source: NCTCOG TR Dept
The 7.2 million residents of the Dallas-Fort Worth region congratulate USDOT on 50 YEARS of partnership.

Our success as a region has been made possible by the leadership of a congressional delegation, USDOT, TxDOT and the NCTCOG RTC willing to embrace innovative solutions to enhance mobility for decades to come. We value our partnership with USDOT today and the legacy of excellence it creates for the generations that follow. Thank you for paving the way to progress.
BIG PROJECTS IN TEXAS AND THE DALLAS-FORT WORTH REGION:
SUPPORT FOR THE TEXAS TRANSPORTATION COMMISSION

REGIONAL TRANSPORTATION COUNCIL
SEPTEMBER 14, 2017

Michael Morris, P.E., Director of Transportation
TXDOT/RTC PARTNERSHIP ON DELIVERING BIG PROJECTS

Time is Now – Need for Momentum

Required RTC Action Steps will be Scheduled Beginning in October 2017

Transmitted to RTC Members Later Today
Next Big Projects in the Dallas-Fort Worth Region:
Additional Texas Transportation Commission Incremental Funding

IH 20 "Y" Connection Upgrade & Replacement of Four Lane Sections
$1.16 Billion Added

IH 635 Phase 3
$0.8 Billion Added

Needed Interstate Highway Capacity near Downtown Dallas
$1.66 Billion
IMPLICATIONS FOR CURRENT PROJECTS

No Change: On their Own Schedule

No Loss of Revenue for Current Projects

All RTC Contingencies Remain As Is
“Y” CONNECTION AND ELIMINATION OF FOUR LANE SECTIONS

TxDOT Leads with RTC Assistance

NCTCOG Focuses on Travel Forecast, Lane Balance, and Public Outreach

Northeast Mall to Downtown Mansfield

Next Big Project in the West
IH 635 EAST: PHASE 3

Whole Project Advances with Skillman/Audelia

Tolled Managed Lane Entire Way: Includes Interchange

TxDOT Initiates Traffic and Revenue

NCTCOG Focuses on Traffic Forecast and Public Outreach

NCTCOG Expedites Air Quality Conformity

Federal Highway Administration Responsive to Schedule

Next Big Project in the East
DALLAS CBD INTERSTATE HIGHWAYS

NTTA Waives Primacy

TxDOT/City of Dallas Initiates Consensus Building

NCTCOG Prepares for Detailed Simulation and Lane Balance

SH 183 and US 175 Tails Continue
INFRASTRUCTURE FOR REBUILDING AMERICA (INFRA) GRANTS
NOTICE OF FUNDING AVAILABILITY

Regional Transportation Council
September 14, 2017
AVAILABLE FUNDING AND PROJECT SIZE

• Approximately $1.75 billion discretionary grant program available in Fiscal Years (FY) 2017 and 2018
  • $ .44 billion available to rural areas
  • $ 1.32 billion available to urban areas
  • $.17 billion set aside for small projects (in rural or urban areas)

• Large Projects ($100 million or more)
  • Must be $100 million or more in cost
  • INFRA request must be $25 million or more
  • No maximum identified, but largest award amount given is $165 million in prior discretionary programs
  • Target amount to submit is $165-200 million

• Small Projects (Less than $100 million)
  • Less than $100 million in cost
  • INFRA request must be $5 million or more
FUNDING SHARES

• Up to a 60 percent INFRA cost share
• 80 percent federal share total (if other federal funds are involved)
• Non-federal share can include State, local, private or other non-federal funds
  • Previously incurred costs cannot count towards non-federal share
  • TIFIA\textsuperscript{1} and RRIF\textsuperscript{2} loans are considered federal funds

1 TIFIA: Transportation Infrastructure Finance and Innovation Act
2 RRIF: Railroad Rehabilitation and Improvement Financing
FUNDING TIMEFRAME

• Projects must begin construction within 18 months after the obligation of funds
• FY 2017 funds must be obligated by September 30, 2020 and FY 2018 funds must be obligated by September 30, 2021
ELIGIBLE PROJECTS

• Highway freight projects on the National Highway Freight Network
• Highway or bridge projects on the National Highway System
• Highway/Rail grade crossing or grade separation projects
• Other freight projects that are:
  • Intermodal/rail freight projects
  • Within public or private freight rail, maritime, or intermodal facilities
ELIGIBLE AGENCIES

• States
• MPOs with an urbanized area population of more than 200,000 individuals
• Local governments
• Subdivision of State or local government
• Special purpose district or public authority with a transportation function
• Each eligible applicant can submit no more than three applications
KEY OBJECTIVE AREAS

• Supporting Economic Vitality
• Leveraging Partnerships and Non-Federal Funding
• Innovation in Safety Improvements
  • e.g., Applications to automatically capture and report safety-related issues
• Project Delivery Methods
  • New approaches to environmental review and permitting
  • Special experimental project delivery authorities
• Performance and Accountability
• Additional Considerations
  • Geographic Considerations
  • Project Readiness
POTENTIAL TXDOT INFRA GRANT SUBMITTAL

• Texas Department of Transportation (TxDOT) Austin is running cost-benefit analyses (CBA) on six projects statewide to determine which three the State will submit for the INFRA grant.

• TxDOT Dallas District has submitted the LBJ East project - $100M

• TxDOT Fort Worth District has submitted the IH 35W “3C” project - $83M

• Both projects have been short-listed and are awaiting a final determination
LETTERS OF SUPPORT

• Staff is seeking Regional Transportation Council (RTC) direction on whether letters of support should be provided to non-RTC and non-TxDOT projects

• Should staff focus on RTC submittals only?
• North Central Texas Council of Governments (NCTCOG) has selected the following projects for submittal, pending the results of the TxDOT CBA:

<table>
<thead>
<tr>
<th>Project</th>
<th>Proposed INFRA Request Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 635 LBJ East</td>
<td>$100-$165 Million</td>
</tr>
<tr>
<td>DFW Connector</td>
<td>$65 Million</td>
</tr>
<tr>
<td>IH 20 Y-Connection</td>
<td>$100 Million</td>
</tr>
<tr>
<td>IH 35 West “3C”</td>
<td>$83 Million</td>
</tr>
</tbody>
</table>
SELECTION
METHODOLOGY

• Select projects in both the East and West
• Put all our “eggs” in one basket to focus on large scale, mega-projects
• Opportunity for “Mega-Leveraging?”
• Is the project large enough?
• Partnership opportunity with TxDOT (we submit what they don’t take)
TIMELINE

July 5                      INFRA Grant Notice of Opportunity Announced
August 25                  STTC Information
September 14               RTC Information on projects; Action on Letters of Support and partnership with TxDOT/RTC
September 22               STTC Action
October 12                 RTC Action
November 2                 Applications must be submitted by 7:00pm CST through www.grants.gov
ACTION REQUESTED

• Preliminary support for TxDOT/RTC partnership on projects proposed for submittal by NCTCOG/RTC for INFRA Funding

• Direct staff to administratively amend the Transportation Improvement Program (TIP) and Statewide TIP and other planning/administrative documents to include INFRA projects if selected

• Provide direction to staff regarding letters of support to these agencies
CONTACT INFORMATION

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Principal Transportation Planner
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abeckom@nctcog.org
Mobility Plan Status Report and Survey

Regional Transportation Council
September 14, 2017
## Schedule

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Continuous Public Involvement</td>
<td>Through March 2018</td>
</tr>
<tr>
<td>Mobility 2045 Draft (RTC Action)</td>
<td>April 12, 2018</td>
</tr>
<tr>
<td>Official Public Meetings</td>
<td>April 9, 2018</td>
</tr>
<tr>
<td>Mobility 2045 and AQ Conformity (RTC Action)</td>
<td>June 14, 2018</td>
</tr>
<tr>
<td>Air Quality Conformity DOT Determination Deadline</td>
<td>November 23, 2018</td>
</tr>
</tbody>
</table>
Mobility 2045 Progress

Reviewed Mobility 2040 Projects
Calculating 2045 Revenue Forecast
Coordinating with Partners
Held Initial Public Meetings
Conducting Online Survey
On Schedule!!
Upcoming Initiatives

Continue Partner Meetings
Review Performance Measures and Propose Targets
Prepare for October Public Meetings
Prepare for RTC Workshop – October 12

Top Ten Things to Consider
Top 10 Things to Consider

1. Trinity Parkway Response
   IH 35E (Stemmons), IH 30 (Canyon), SH 183

2. Southeast Connection – The “Y”
   Lane Balance (IH 20, IH 820, US 287)

3. CityMAP Recommendations
   IH 30, IH 345
Top 10 Things to Consider

4. Collin County Mobility
   US 75, Collin County Strategic Plan

5. Tunnel Connecting I-35E to US 75
   Crosstown Connector

6. Toll Island Policy
   Where to Recommend Toll Roads & Managed Lanes

7. Revenue Assumptions
   TxDOT UTP, Federal/State Inconsistency
Top 10 Things to Consider

8. Public Transportation
   HSR, MagLev, Regional Funding, High Intensity Bus (HIB) in Managed Lanes

9. Performance Measures and Targets
   HB 20 and Federal Requirements

10. Solve Tomorrow’s Problems Today
    Next Round of Mega-Projects
Mobility 2045 Survey

• 2,576 Survey Responses
• Q4 – Important Improvement Strategies? (Very/Somewhat)
  95% – Maintain and Operate Roads
  57% – Reduce SOV Trips
  83% – Develop More Transit
  67% – Increase Road Capacity
  67% – Increase Bike and Ped Facilities
Questions

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Kevin Feldt
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mobilityplan@nctcog.org
RTC Funding Process

Federal Transit Administration (FTA) Apportions Funds to the Region

- (§5307) Urbanized Area Formula Program, Job Access/Reverse Commute
  - $$$ Transit Providers
    - Existing Projects
  - $ Transit Providers
    - New Projects
    - Non-Traditional Providers
      - New and Existing Projects

- (§5310) Enhanced Mobility of Seniors and Individuals with Disabilities Program
  - Transit Providers
    - Existing Projects
  - New and Existing Projects

- Non-Traditional Providers
  - Existing Projects
  - New and Existing Projects
Projects must be focused on:

- Dallas-Fort Worth-Arlington Urbanized Area
- Denton-Lewisville (DL) Urbanized Area
Draft Project Recommendations
Dallas-Fort Worth-Arlington Urbanized Area

**Enhanced Mobility Projects: $1.2 M**
- Dallas Area Rapid Transit (DART)
- City of Dallas
- Dallas County Health and Human Services Older Adult Services Program
- City of DeSoto
- Fort Worth Transportation Authority (FWTA)
- City of Lancaster

**Job Access/Reverse Commute Projects: $0.4 M**
- Workforce Solutions of Greater Dallas (Planning)
- Workforce Solutions of Greater Dallas (Vanpool)

See Electronic Reference Item 9.1 for more information, including a summary of the evaluation criteria
Draft Project Recommendations
Denton-Lewisville Urbanized Area

Enhanced Mobility Projects: $0.3 M
Span, Inc. (Flower Mound)
Span, Inc. (Lake Cities)

Job Access/Reverse Commute Projects: $0
No Proposals Received

See Electronic Reference Item 9.1 for more information, including a summary of the evaluation criteria
<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>February 27, 2017</td>
<td>Call for Projects Opened</td>
</tr>
<tr>
<td>April 7, 2017</td>
<td>Call for Projects Closed</td>
</tr>
<tr>
<td>August 25, 2017</td>
<td>STTC: Information Item</td>
</tr>
<tr>
<td>Week of September 11, 2017</td>
<td>Public Meetings</td>
</tr>
<tr>
<td>September 14, 2017</td>
<td>RTC: Information Item</td>
</tr>
<tr>
<td>September 22, 2017</td>
<td>STTC: Action Item</td>
</tr>
<tr>
<td>October 12, 2017</td>
<td>RTC: Action Item</td>
</tr>
<tr>
<td>October 26, 2017</td>
<td>Executive Board: Agreements</td>
</tr>
<tr>
<td>Fall 2017</td>
<td>Submit FTA Grant Applications</td>
</tr>
<tr>
<td>Winter 2018</td>
<td>Enter into Agreements</td>
</tr>
</tbody>
</table>
Questions

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817-695-9180

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Aviation Update

Regional Transportation Council

Natalie Bettger
September 14, 2017
Aviation Initiatives

Airport Funding

Unmanned Aircraft Systems (UAS) Ordinance

North Texas Aviation Education
Funding Sources for GA Airports

Federal – Airport Improvement Program (AIP)
- State Apportionment - population and land area formula
- Non-Primary Entitlement - up to $150,000 per eligible airport
- Discretionary - typically used for high-priority projects; competitive

State
- State appropriations for TxDOT Aviation - about $15 Million annually
- RAMP Grants - 50% match/reimbursement, about 20% of total available
- Only source for non-NPIAS and unclassified airports

Local
Historical Funding Levels – Texas GA Airports

Federal and State Grant Funding for Texas GA Airports, 1998-2017

- State Appropriations
- ARRA
- AIP - Planning Grants
- AIP - Discretionary
- AIP - Non-Primary Entitlement
- AIP - State Apportionment
Airport Funding

Improvements

• Increased Texas Aviation Advisory Committee membership from 6 to 10
• More transparency with more detailed funding disclosures in the funding announcements
• Discretionary spending has returned to Texas!

Additional Needs

• Transparency with the project selection process
• More federal funding to the State
• More State funding allocated to airports
DFW Regional Ordinance on Hold

House Bill 1643

Drone Federalism Act of 2017

Next Steps

• Letters of support for Drone Federalism Act of 2017

• Gain confirmation of statewide ordinance
Letourneau University

Eliminating Air Traffic Control programs due to low enrollment caused by change in hiring practices with FAA
Opportunities for Growth

University of North Texas
Plans to create an Aeronautical Engineering Technology track

Aviation Institute of Maintenance
Exploring options to enhance the Avionics Program

Fort Worth Independent School District
Plans to add flight and logistics in the future

Collin College
Considering programs in aviation/aerospace
QUARTERLY TRANSPORTATION IMPROVEMENT PROGRAM (TIP) UPDATES
In February 2010, the Regional Transportation Council (RTC) passed a policy to track Texas Department of Transportation (TxDOT) funding approvals that do not follow current formula allocations (Policy 10-03).

To this end, staff has inventoried TxDOT project commitments, starting January 1, 2010, that are not formula allocated.

The intention is to track east/west equity over time, allowing the RTC to take corrective actions if necessary.
## OVERVIEW OF RECENT ACTIONS AFFECTING EAST/WEST EQUITY

($ in Millions)

<table>
<thead>
<tr>
<th>Date</th>
<th>Projects/Programs</th>
<th>Relevant Actions</th>
<th>Total</th>
<th>West</th>
<th>East</th>
<th>West</th>
<th>East</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mar-13</td>
<td>Final SAFETEA-LU East-West Equity Total</td>
<td>$649.76</td>
<td>$1,558.48</td>
<td>$649.76</td>
<td>$1,558.48</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jan-16</td>
<td>Final MAP-21 East-West Equity Total</td>
<td>$320.98</td>
<td>$847.62</td>
<td>$970.74</td>
<td>$2,406.10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Dec-16</td>
<td>FY 2017-2026 Regional 10-Year Planning Effort - Category 2 Funds (Transfer from the East to the West)</td>
<td>$100.00</td>
<td>($100.00)</td>
<td>$1,070.74</td>
<td>$2,306.10</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Updated Equity Percentage Share as of September 2017**

- 31.71% East
- 68.29% West
## OVERVIEW OF RECENT ACTIONS AFFECTING EAST/WEST EQUITY

($ in Millions)

<table>
<thead>
<tr>
<th>Projects/Programs</th>
<th>Cumulative Total</th>
<th>West</th>
<th>East</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cumulative Total</td>
<td></td>
<td>$1,070.74</td>
<td>$2,306.10</td>
</tr>
<tr>
<td>Cumulative Percentage Shares</td>
<td></td>
<td>31.71%</td>
<td>68.29%</td>
</tr>
<tr>
<td>RTC Approved Target Shares</td>
<td></td>
<td>32.00%</td>
<td>68.00%</td>
</tr>
</tbody>
</table>
FUTURE EAST-WEST EQUITY TRACKING

- Staff proposes to consolidate the tracking effort into one report.
- Previous surface transportation bills will become line items once they are replaced with a new funding bill.
- Quarterly updates on the East-West equity balance will continue.
CONTACT INFORMATION

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Christie Gotti
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2017-2018
CMAQ/STBG* FUNDING:
LOCAL BOND PROGRAM
PARTNERSHIPS

Regional Transportation Council
September 14, 2017

* Congestion Mitigation and Air Quality Improvement Program/
Surface Transportation Block Grant
## CMAQ/STBG FUNDING PROGRAMS

<table>
<thead>
<tr>
<th>STATUS</th>
<th>PROGRAM</th>
</tr>
</thead>
<tbody>
<tr>
<td>□</td>
<td>Federal/Local Funding Exchanges</td>
</tr>
<tr>
<td>✔</td>
<td>Automated Vehicle Program</td>
</tr>
<tr>
<td>✔</td>
<td>Strategic Partnerships</td>
</tr>
<tr>
<td>✔</td>
<td>Planning and Other Studies</td>
</tr>
<tr>
<td>■</td>
<td>10-Year Plan/Proposition 1 Adjustments</td>
</tr>
<tr>
<td>□</td>
<td>Sustainable Development Phase 4: Turnback Program, Context Sensitive, Transit Oriented Development (TOD) Projects</td>
</tr>
<tr>
<td>✔</td>
<td>Transit Program</td>
</tr>
<tr>
<td>□</td>
<td>Assessment Policy Programs/Projects</td>
</tr>
<tr>
<td>■</td>
<td>Local Bond Program Partnerships</td>
</tr>
<tr>
<td>□</td>
<td>Safety, Innovative Construction, and Emergency Projects</td>
</tr>
<tr>
<td>□</td>
<td>Management and Operations (M&amp;O), NCTCOG-Implemented, and Regional/Air Quality Programs</td>
</tr>
</tbody>
</table>

☑️ = Project Selection Completed  
■ = Pending STTC/RTC Approval  
■ = Program Partially Completed
## CMAQ/STBG FUNDING PROGRAM:
### LOCAL BOND PROGRAM

<table>
<thead>
<tr>
<th>Description/Purpose</th>
<th>To leverage bond funds for projects of strategic importance to local governments and the region.</th>
</tr>
</thead>
</table>
| Current Requests    | • City of Dallas Bond Program (pending bond election decision by City Council)  
                      • Parker County Bond Program  
                      • Others? |
## PROPOSED FUNDING BY AGENCY

### DRAFT

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>PROPOSED FEDERAL FUNDING¹,²</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Dallas</td>
<td>$46,641,995³</td>
</tr>
<tr>
<td>Hunt County</td>
<td>$20,000,000</td>
</tr>
<tr>
<td>Parker County</td>
<td>$13,656,000</td>
</tr>
<tr>
<td>City of Grapevine</td>
<td>$5,000,000</td>
</tr>
<tr>
<td>City of Cedar Hill</td>
<td>$280,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$85,577,995</strong></td>
</tr>
</tbody>
</table>

1: All RTC funds would be contingent upon bond program/private sector contributions materializing. Individual projects will not be added to the Transportation Improvement Program (TIP) until the overall agreement about each partnership is executed if needed.

2: Additional details on the individual projects, funding amounts, and timing will be presented next month when this item is brought back for action.

3: In addition to this funding, up to $40 million has been approved for the Southern Gateway Pedestrian Plaza through a previous RTC action.
## TIMELINE

<table>
<thead>
<tr>
<th>MEETING/TASK</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>STTC Information</td>
<td>August 25, 2017</td>
</tr>
<tr>
<td>RTC Information</td>
<td>September 14, 2017</td>
</tr>
<tr>
<td>Public Meetings</td>
<td>September 11, 13, and 18, 2017</td>
</tr>
<tr>
<td>STTC Action</td>
<td>September 22, 2017</td>
</tr>
<tr>
<td>RTC Action</td>
<td>October 12, 2017</td>
</tr>
</tbody>
</table>
QUESTIONS?

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HEAVY-DUTY DIESEL INSPECTION AND MAINTENANCE PILOT: PHASE 2

Regional Transportation Council

September 14, 2017

Chris Klaus
Senior Program Manager
Currently **No** Emissions Testing for Diesel Vehicles in Texas

- **On-Road** 44%
- **Non-Road** 15%
- **Other** 41%

**Project Purpose**

- All Gasoline Vehicles
  - 48.79%
- Heavy-Duty Diesel Vehicles
  - 48.53%
- Light- and Medium-Duty Diesel Vehicles
  - 2.68%

**2017 On-Road NOx Emissions Inventory**

- On-Road Emissions = 130.77 tons per day (tpd) NOx

Source: Texas Commission on Environmental Quality (TCEQ)
Three Major Components:
Exhaust Collection
Vehicle Monitoring
Emissions Analysis

Photo Source: TTI
Field Study Results

Nitrogen Oxide (NOx) Emissions by Truck Model Year
Potential Emissions Reductions in DFW Area

Classifying High-Emitter (HE) as any Truck Higher than the 95th Percentile within a Model Year (MY)

7.3% of Vehicles Accounted for 21% of Total NOx Emissions

Potential Reduction of 5.15 tons/day NOx if HE Replaced with “Average” Vehicle from Same MY

Classifying HE as any Truck Higher than the 95th Percentile of Entire Fleet

Potential Reduction of up to 6.98 tons/day NOx
Considerations and Next Steps

Visual Inspection with Existing Commercial Vehicle Enforcement
Low Exhaust Stack Configurations
Light-Duty Vehicles
Truck Load Weights and Speeds

Implementation Considerations
  Legislative Process
  Funding
  Deployment Locations and Enforcement

Further Discussion: Stakeholder Conference/Workshop
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www.nctcog.org/DieselIM