

September 24, 2018

Texas Commission on Environmental Quality
Air Quality Division
Implementation Grants Section, MC-204
P.O. Box 13087
Austin, TX 78711-3087

Re: City of Dallas's comments on *Volkswagen* Settlement Draft Beneficiary Mitigation Plan

Chairman Niermann:

The City of Dallas greatly appreciates the opportunity to provide input on the Draft Beneficiary Mitigation Plan for Texas's portion of the VW Settlement. After reviewing the plan, we have major concerns about the way the funds are proposed to be distributed throughout the state.

As we advocated in our original comments submitted on January 23, 2018, we believe funds from the VW Settlement should be directed towards populous communities, where most of the affected vehicles are used, and that have the most acute air quality issues. The Dallas – Fort Worth (DFW) region is home to 33% of the vehicles affected by VW's decision to skirt emissions regulations. In addition, DFW has been designated nonattainment for both 2008 and 2015 ozone standards.

Despite these facts, under the proposed plan the DFW region has been allocated a mere 13.91% of available funding. With over 21,000 vehicles that could be eligible under the VW Settlement, the North Central Texas Council of Governments estimates that over \$782 million is needed to replace or repower those vehicles so they emit less NOx. The \$29 million proposed under the Draft Beneficiary Mitigation plan would fund only 4% of the identified need. With 78% of DFW's NOx emissions coming from mobile sources, a bigger share of funding dedicated to improving emissions from these sources will have a bigger impact on air quality than in regions where mobile sources account for a smaller percentage.

By comparison, the San Antonio area has only 6,877 estimated eligible vehicles, yet under the Draft Beneficiary Mitigation plan they are slated to receive a disproportionate 35% of funds – more than the more populous regions of DFW and Houston combined. Mobile sources only account for 58% of the NOx emissions in San Antonio, further diluting the impact of VW funds in the region.

We urge you to reconsider the proposed allocation structure to bring it more in line with a proportionate distribution based on population and number of affected vehicles. We feel this will give Texans "more bang for our buck" and lead to bigger reductions in NOx emissions statewide, which is the ultimate goal of the VW Settlement.

City of Dallas staff will be submitting more comprehensive comments closer to the October 8 deadline. Thank you for your consideration of this matter.

Sincerely,

Michael S. Rawlings
Mayor

Lee M. Kleinman
Chair, Mobility Solutions,
Infrastructure &
Sustainability Committee

Sandy Greyson
Chair, Quality of Life, Arts
& Culture Committee