

EFFECT OF COVID-19 RESTRICTIONS ON TRANSPORTATION AND ENDORSEMENT OF ECONOMIC OPPORTUNITIES

SURFACE TRANSPORTATION TECHNICAL COMMITTEE

June 26, 2020

Michael Morris, P.E.
Director of Transportation

DO WHAT WE NEED, NOT WHAT WE WANT

Existing Funding Constraints

Financial Crisis Response from 2009

Lower Cost of Construction (25%)

Federal Infrastructure

State P3

0% Interest

Large Technology Jumps

Formula Allocation

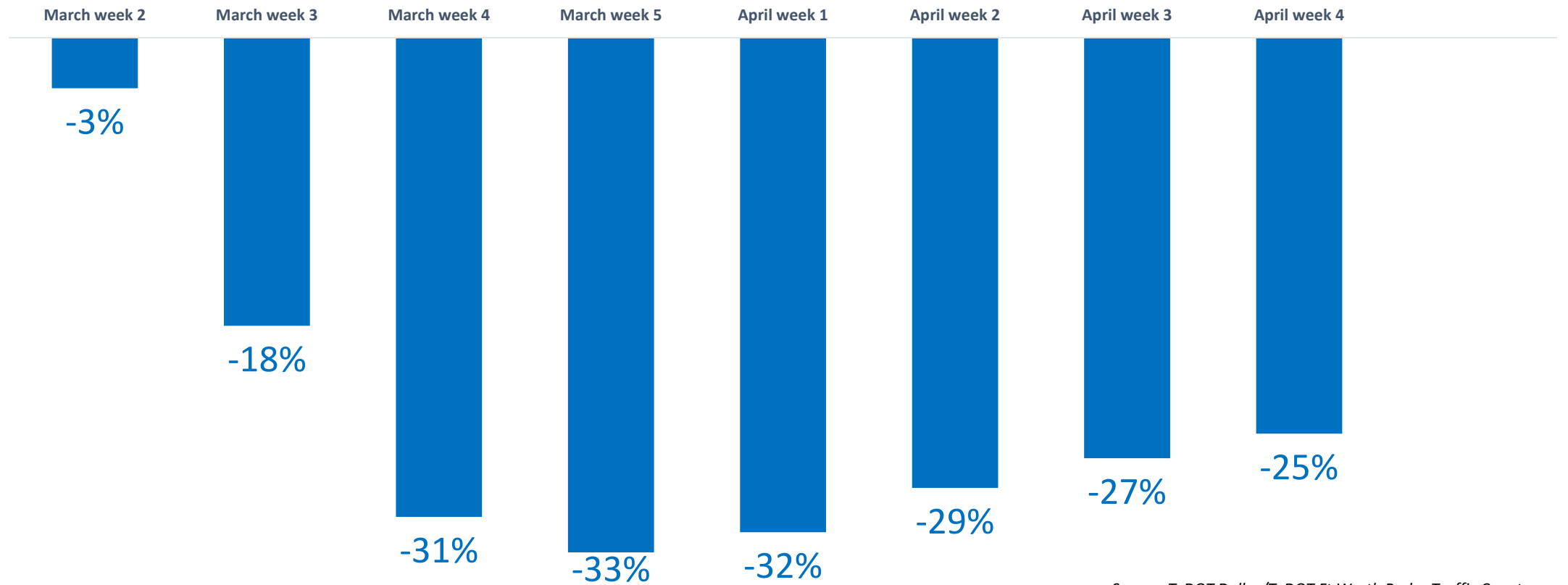
POLICY METRICS: RTC4U

1. Travel behavior response to COVID-19
2. Financial implications to traditional revenue sources
3. Benefits of travel behavior responses to areas of RTC responsibility (e.g., Congestion Management System, national performance measures, ozone standard)
4. Prioritization of infrastructure improvements that offset unemployment increases

Metric 1: Travel behavior response to COVID-19

Weekly Freeway Volumes

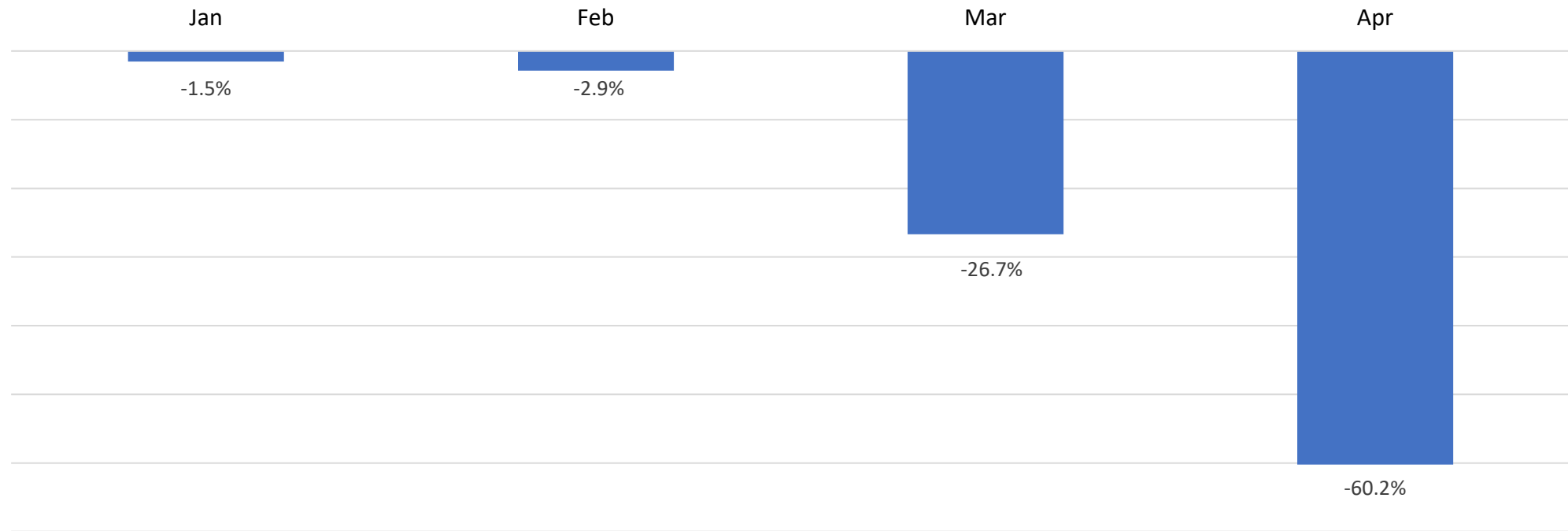
Decrease in Traffic with respect to First Week of March 2020



Source: TxDOT Dallas/TxDOT Ft Worth Radar Traffic Counters

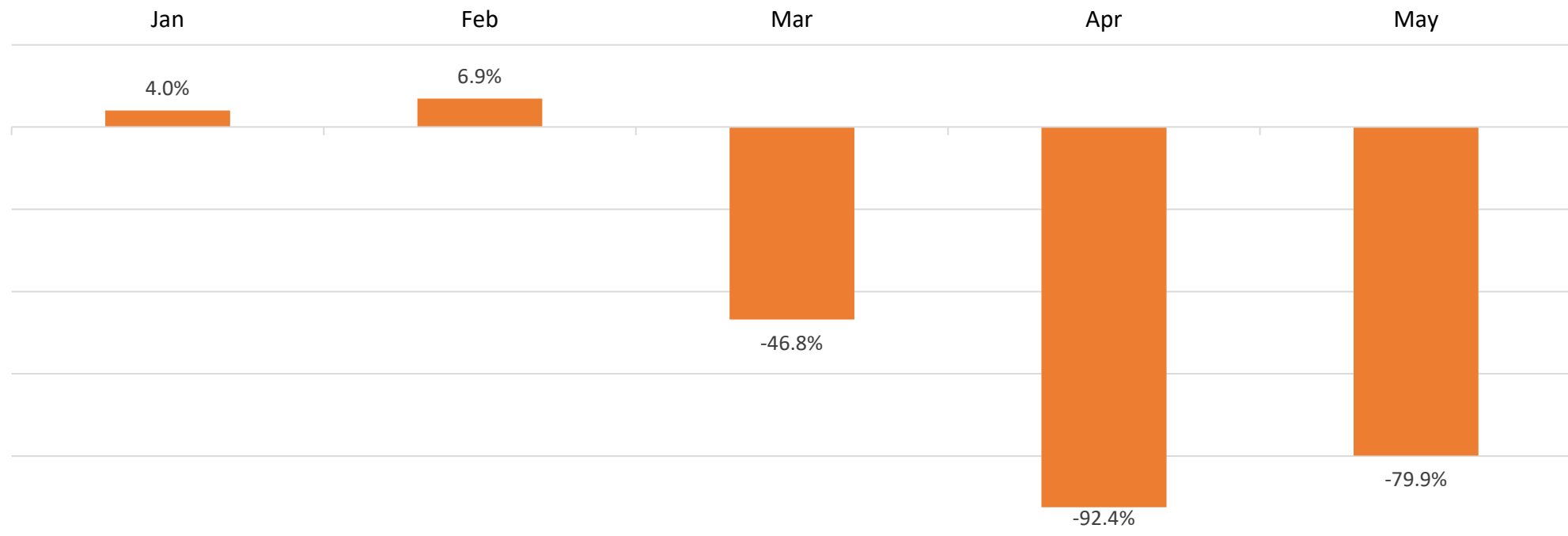
Transit Ridership Trend

Percent Change of Transit Passengers: 2019 vs 2020



Airport Passenger Trends

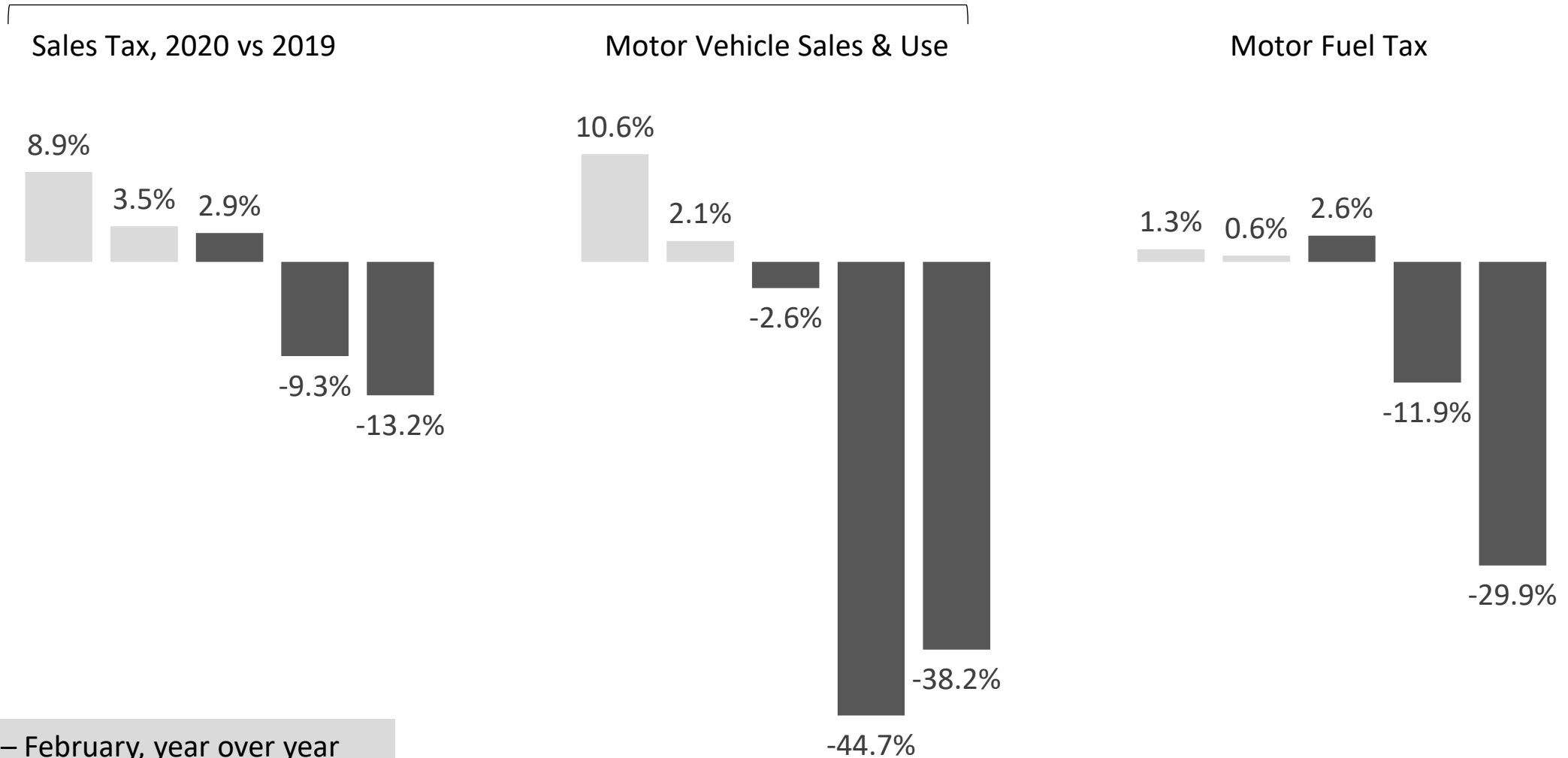
Percent Change of Airport Passengers: 2019 vs 2020



Metric 2: Financial Implications to
traditional transportation
revenue

State Transportation Revenue Trends

Components of Proposition 7



January – February, year over year
 March – May, year over year

Metric 3: Benefits of Travel Behavior Responses to Areas of RTC Responsibility

REGIONAL AIR QUALITY IMPACTS DURING COVID-19

Reduced Vehicle Emissions

Lowest Frequency of High-Level, Unhealthy Ozone Exposure Days (*prior to exceedances on May 17, 2020*)

Cleaner Air = Blue(r) Skies

Positive Health Impacts? (Under Review)

How Can We Sustain Impacts? (To be Determined)

Electric and Fuel Cell Vehicles

Travel Demand Management (Telecommuting)

Exceedances influenced by high background levels

Real world analysis on local contributions suggest multi-state SIP's to reduce background

CANDIDATE PROJECTS

High Speed Rail: Dallas to Houston (FEIS Released May/June)

High Speed Rail: Dallas to Fort Worth

Hyperloop Certification Center (Governor's Letter Anticipated)

Autonomous Transit (GM, Midtown)

Freeway Induction Loops

State Highway 183 (Section 2E+)

Y Connector (FEIS June 4 – 22, 2020)

COVID-19 #00X Program

INCOMING PRIVATE SECTOR REVENUE FOR NORTH TARRANT EXPRESS (NTE)/SH 183

Per prior RTC direction, staff continues to work with TxDOT and private sector partners to complete additional phases of the NTE and other public/private partnership projects.

Recent projections indicate that general purpose and managed lane capacity improvements are anticipated to be triggered in mid-2022 with an open to traffic date of June 2024.

The private sector is currently coordinating with TxDOT to advance the first item.

The private sector partner will be paying for these improvements in these amounts:

| Capacity Improvements | \$ in Millions | Notes |
|--|----------------|---|
| SH 183/NTE Segment 1 (from IH 35W/IH 820 Interchange to West of IH 820/SH 121 interchange) & 2W (from E. of Bedford/Eules Rd to E. of Westpark Way) Widening | \$162 | Add 1 general purpose lane in NTE Segment 1 and 1 managed lane in NTE Segment 2W |
| Build 2+2 managed lanes from Reliance Parkway to SH 161 (former Segment 2E) | \$860 | This 5.3 mile section would be built and operated by private sector as an extension of the current facility |
| Build 2+2 managed lane from SH 161 to Story Rd | \$270 | Funding Cintra would pay to TxDOT to lane balance east of SH 161 (2 miles) |

\$1,292

ENGINEERING FOR THE NORTH TARRANT EXPRESS (NTE)/SH 183 PROJECT

Cintra is coordinating with TxDOT to implement this project, engineering is anticipated to begin in approximately six months.

In order to continue advancing this project, staff proposes to provided a \$3,000,000 financial backstop in order to expedite engineering now. It is anticipated the financial backstop will use RTC Local funds.

Cintra will perform the design work under current TxDOT agreement. Once the project is initiated by TxDOT, RTC will be released of its financial commitment.

INVENTORY OF COVID-19 PROJECTS TO DATE¹

COVID-19 #001: Loop 9 Cost Overrun: \$17.3M, STBG
(June 2020 RTC Agenda Item 5)

COVID-19 #002: IH 35E at Frankford Rd: \$5M, STBG
(June 2020 RTC Agenda Item 5)

COVID-19 #003: IH 45 at Dowdy Ferry Rd: \$3.7M, CMAQ
(June 2020 RTC Agenda Item 6)

COVID-19 #004: Tripp Rd: \$800K, RTR
(June 2020 RTC Agenda Item 6)

Notes:

¹ Anticipate adding projects to inventory in 2020 and 2021

NHL STANLEY CUP (COMPETING AGAINST 10 CITIES)

TWO SELECTIONS

12 Teams at Dallas Omni (Lamar Street)

Games at American Airlines Center

Practice Throughout Region

Transportation Need (RTC Local Funds)

Events August and September

Announcement: Week of June 22, 2020

History: Stanley Cup and Winter Classic in Same Season

Proposed Staff Action: By June 15, 2020

STTC Endorsement: June 26, 2020

RTC Ratification: July 9, 2020

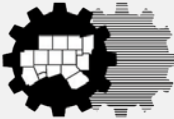
Executive Board Endorsement



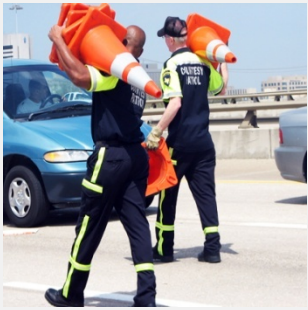
2020 NCTCOG Incident Management Equipment Purchase Call for Projects Updated Recommendations

Surface Transportation Technical Committee

Camille Fountain
June 26, 2020



North Central Texas
Council of Governments



Updates to 2020 NCTCOG Incident Management Equipment Purchase Call for Projects Recommendations Since May 2020 Meeting



Shifted Town of Flower Mound from Western Subregion Recommendations to Eastern Subregion Recommendations

Removed Opticom and Drone Project Recommendations from Final Recommendations List Due to Eligibility Requirements



Reranked Project Recommendations Based on Changes Above

All Other Previously Recommended Projects Will Be Funded



Requesting Allocation of Regional Toll Revenue (RTR) Funds to Implement the Incident Management Blocking Equipment Pilot Project

2020 NCTCOG Incident Management Equipment Purchase Call for Projects



Purpose: To Assist Partner Agencies in Purchasing Equipment and Technology that Aid in Quick Incident Clearance and Mitigation

Supports: Current Incident Management Training Recommendation to Use Best Practice Equipment and Technology

Emphasizes: Importance of Implementing Incident Management Strategies and Training

Eligible Recipients and Activities

Eligible Recipients

- Public Sector Partner Agencies within the NCTCOG 10-County Nonattainment Area Actively Involved in Incident Management
 - Police, Fire/EMS, Courtesy Patrol, etc.

Eligible Activities

- Purchase of Equipment and Technology Used in Mitigating Crashes
 - Examples include: traffic barriers, cones, flares, protective clothing, signs, barrels, lighting, radio equipment, crash reconstruction technology, etc.

Ineligible Activities

- Personnel and Staffing Charges
- Vehicle Purchases (*Due to Lack of FHWA Buy America Exemptions for Vehicles*)



Funding Availability and Submitted Projects

\$1.5 Million Available

Funding Split:

66% Eastern Sub-Region = \$ 990,000

34% Western Sub-Region = \$ 510,000

– *Local Match – Regional Transportation Council TDCs*

Total Applications & Funding Requests Received: 21 applicants (44 projects) – \$2,670,614

Applications & Funding Received (East): 15 – (31 projects) – **\$1,584,312**

Applications & Funding Received (West): 6 – (13 projects) – **\$1,086,302**

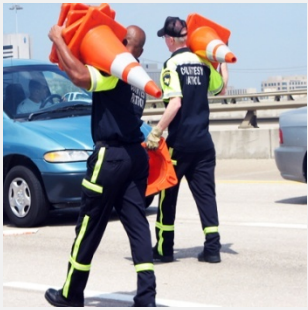
Ineligible Projects

Ineligible Projects Received (East): 5 applications (6 projects) – \$513,809

Ineligible Projects Received (West): 1 application (3 projects) – \$782,500

Blocking equipment requests will be funded using a local funding source as part of an Incident Management Equipment Blocking Pilot Project.

Blocking Projects Received (East): 3 applications (4 projects) – \$132,000



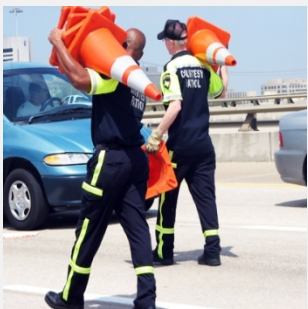
Eastern Sub-Region Applications



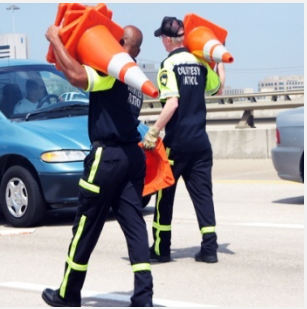
1. City of Balch Springs – 3 Projects
2. Cedar Hill Police Department – 1 Project
3. City of Dallas – 2 Projects
4. Dallas County Sheriff's Office – 1 Project
5. Farmersville Police Department – 1 Project
6. City of Frisco – 2 Projects (*Including 1 Ineligible Project*)
7. City of Grand Prairie – 2 Projects (*Crash Attenuator/Blocking Projects*)
8. Irving Police Department – 2 Projects
9. Kaufman Police and Fire Departments (Joint Application) – 4 Projects
10. City of Lucas – 1 Project (*Ineligible Vehicle Project*)
11. City of Mesquite Fire Department – 1 Project (*Crash Attenuator/ Blocking Project*)
12. City of Richardson – 3 Projects (*Including 1 Ineligible Project*)
13. City of Terrell – 2 Projects
14. Town of Flower Mound – 3 Projects (*Including 1 Ineligible Project and 1 Crash Attenuator/Blocking Project*)
15. Town of Prosper – 3 Projects (*Including 1 Ineligible Project*)

Western Sub-Region Applications

1. City of Colleyville – 1 Project
2. City of Fort Worth – 4 Projects (*Including 3 Ineligible Projects*)
3. Fort Worth Police Department – 4 Projects
4. City of Keller – 2 Projects
5. North Richland Hills Fire Department – 1 Project
6. North Richland Hills Police Department – 1 Project



Scoring Criteria



| Scoring Component | Available Points |
|--|------------------|
| TIM Training Attendance - NCTCOG or In-house (Since August 2013) | 15 |
| Crash Data in Jurisdiction (2014 - 2018) | 10 |
| Adoption of Incident Management Resolution | 10 |
| Incident Management Goals/Targets in Place | 5 |
| Completion of Incident Management Commitment Level Survey | 5 |
| Adoption/Implementation of Regional Performance Measure Standard Definitions | 5 |
| Explanation of How Equipment will be Used to Mitigate Crashes | 50 |
| Total Score | 100 |

Scoring Methodology

Recent TIM Training Attendance (NCTCOG or In-House) – *as of August 2013*

0 Points – No TIM Training

7.5 Points – Police or Fire Participation

15 Points – Police AND Fire Participations

Incident Management Survey Completion

0 Points – Not Completed

5 Points – Completed

Crash Data in Jurisdiction

5 Points – Crash Rate Below County Rate

10 Points – Crash Rate Above County Rate

Adoption of Incident Management Resolution

0 Points – Not Adopted

10 Points – Adopted



Scoring Methodology (Cont.)



Adoption/Implementation of Regional Performance Measure Standard Definitions

0 Points – Have Not Adopted/Implemented Regional Performance Measure Standard Definitions

5 Points – Have Adopted/Implemented Regional Performance Measure Standard Definitions



Incident Management Goals/Target in Place

0 Points – No Goals/Targets

2.5 Points – Goals/Targets without Measurements

5 Points – Goals/Targets with Measurements



Equipment Description and Explanation

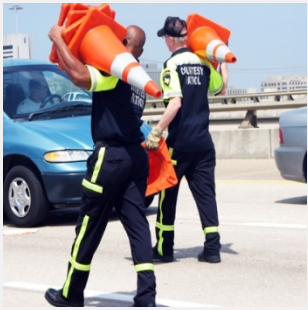
15 Points – Detailed/Clear Project Description with Pictures and Specifications

20 Points – FIM Best Practice

15 Points – Innovativeness

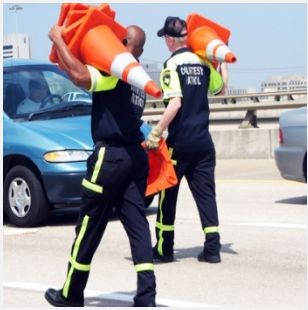


Project Rankings – Eastern Sub-Region (*Projects Recommended for Funding*)



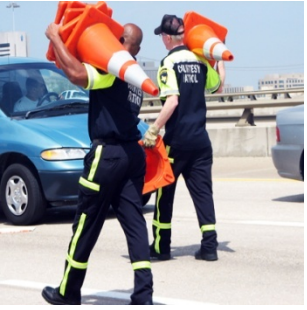
| | City/Agency Name | Cost | Project Name |
|----|----------------------------------|------------------|---|
| 1 | City of Balch Springs | \$31,190 | Portable Solar Message Boards |
| 2 | City of Balch Springs | \$7,760 | Traffic Control & Scene Management Equipment |
| 3 | City of Frisco | \$245,000 | Closest To Dispatching Enhancement |
| 4 | Dallas County Sheriff's Office | \$66,540 | Highway Incident Reporting Software & Equipment |
| 5 | City of Balch Springs | \$8,160 | Radio & Communication Equipment |
| 6 | Town of Prosper | \$68,505 | Thermal Imaging Cameras |
| 7 | Town of Prosper | \$3,200 | Traffic Safety Vests |
| 8 | City of Dallas | \$38,500 | LED Active Lighting Reflective Safety Vests |
| 9 | City of Dallas | \$70,000 | Portable Hand-held Radios |
| 10 | City of Terrell | \$70,522 | FARO Laser Scanner System |
| 11 | Kaufman Police & Fire Department | \$16,595 | Portable Message Board |
| 12 | Kaufman Police & Fire Department | \$9,300 | Arrowboard Trailers |
| 13 | Kaufman Police & Fire Department | \$2,400 | Reflective Class 2 Vests |
| 14 | Kaufman Police & Fire Department | \$950 | Traffic Cones |
| 15 | City of Terrell | \$9,307 | Traffic Control & Scene Management Equipment |
| 16 | Town of Flower Mound | \$54,250 | Response Trailer & Equipment |
| 17 | Irving Police Department | \$5,585 | Crash Data Recovery Kit |
| 18 | Farmersville Police Department | \$9,042 | Speed Trailer & Equipment |
| 19 | City of Richardson | \$57,590 | FARO 3D Scanner |
| 20 | City of Richardson | \$39,790 | Video Management System |
| 21 | Cedar Hill Police Department | \$26,570 | Dynamic Message Signs |
| 22 | Irving Police Department | \$98,384 | Traffic Control, Safety & Personal Protective Equipment |
| | Total | \$939,140 | |

Project Rankings – Western Sub-Region (*Projects Recommended for Funding*)



| | City/Agency Name | Cost | Project Name |
|----|--|------------------|--|
| 1 | North Richland Hills Police Department | \$27,338 | Crash Data Retrieval Premium Kit |
| 2 | North Richland Hills Fire Department | \$27,285 | HAAS Alert Safety Cloud Service |
| 3 | City of Keller | \$32,000 | Crash Data Retrieval Kit (CDR) |
| 4 | City of Colleyville | \$40,000 | Portable Radios and Batteries |
| 5 | City of Keller | \$24,700 | Traffic Control & Scene Management Equipment |
| 6 | Fort Worth Police Department | \$6,150 | Traffic Cones |
| 7 | Fort Worth Police Department | \$3,480 | Roadside Assistance Equipment |
| 8 | Fort Worth Police Department | \$2,669 | Tow/Recovery Equipment |
| 9 | Fort Worth Police Department | \$32,680 | PPE Equipment |
| 10 | City of Fort Worth | \$107,500 | Pan-Till-Zoom Camera |
| | Total | \$303,802 | |

Updated 2020 IM CFP Recommendations



| | |
|-----------------------------------|--------------------|
| Total Recommended Funding: | \$1,242,942 |
| Funding Recommended (East): | \$ 939,140 |
| Funding Recommended (West): | \$ 303,802 |

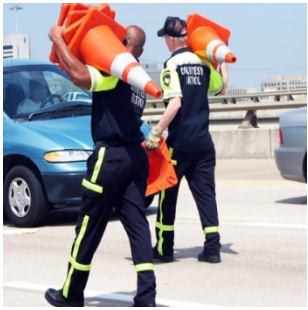
Where appropriate, small equipment and materials purchases may be carried out by NCTCOG through a consolidated purchase or through cooperative purchase organizations that comply with federal requirements.

Ineligible Projects Submitted in Eastern Sub-Region

- City of Frisco – Drones - \$5,000
- City of Lucas - Emergency Traffic Incident Management Vehicle – \$70,000
- City of Richardson – Opticom System Upgrade - \$79,253
- Town of Flower Mound - GPS Opticom System Upgrade (*Year 1*) - \$185,210
- Town of Flower Mound - GPS Opticom System Upgrade (*Year 2*) - \$153,715
- Town of Prosper - Drones (Accident Mapping UAS) - \$20,631

Ineligible Projects Submitted in Western Sub-Region

- City of Fort Worth Portable Traffic Signal – \$90,000
- City of Fort Worth Advanced Traffic Signal Detector – \$400,000
- City of Fort Worth Battery Back-up Unit – \$275,000
- City of Fort Worth Pan-Tilt-Zoom Cameras - \$17,500 (Funding reduced due to system redundancy.)



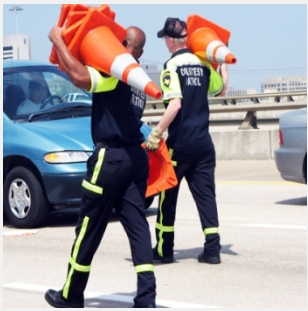
Schedule *

| Date | Action |
|-------------------------------------|--|
| December 18, 2019 | Opened Call for Projects (60 days) |
| February 21, 2020 | Closed Call for Projects |
| Feb. 2020 – March 2020 | Evaluate Submitted Proposals (30 days) |
| April 7 – April 17, 2020 | Regional Safety Advisory Committee (RSAC) Evaluation & Comment Period |
| April 13 – May 12, 2020 | Public Input Comment Submittal Period |
| May 22, 2020 | STTC (Action) – Approval of Selected Projects |
| June 26, 2020 | STTC (Action) – Approval of Selected Projects - Updated |
| July 9, 2020 | RTC (Action) – Approval of Selected Projects |
| July 23, 2020 | Executive Board Meeting |
| July 27, 2020 | Interlocal Cooperation Agreement Coordination Activities Begin |

* Schedule may be impacted by current COVID-19 restrictions.

Proposed Incident Management Blocking Equipment Pilot Project

I. Blocking equipment requests received through this CFP will be funded using RTR Funds if Approved by the Regional Transportation Council



| Agency | Project Cost | Project Name |
|--------------------------|--------------|--|
| Mesquite Fire Department | \$39,200 | Scorpion Attenuator |
| City of Grand Prairie | \$34,500 | Scorpion Blocker |
| | \$31,400 | Scorpion Blocker |
| Town of Flower Mound | \$26,900 | Scorpion Trailer Attenuator and Arrowboard |
| Grand Total | \$132,000 | |

Requested Action



Recommend RTC Approval to:

Approve the Updated Project Recommendations for the 2020 Incident Management Equipment Purchase Call for Projects.

Approve Staff to Administratively Switch Out CMAQ Funds with STBGP Funds for Projects that are not Eligible for CMAQ Funding.

Approve Allocation of \$132,000 in RTR Funding to Implement the Incident Management Blocking Equipment Pilot Project.

Contact Information

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TEMPORARY INTERIM FUNDING (CASH FLOW) FOR AIR QUALITY INITIATIVES

\$4M Funds Anticipated September 2, 2020 (STBG)

Interim Funds \$300,000

Staff Action

STTC Endorsement: June 26, 2020

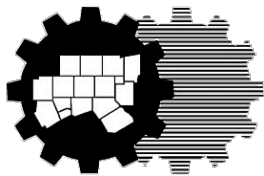
RTC Ratification: July 9, 2020

Interstate Highway 45 Zero-Emission Vehicle Corridor Plan Update

Surface Transportation Technical Committee

June 26, 2020

Bethany Hyatt
Air Quality Planner



North Central Texas
Council of Governments



Dallas-Fort Worth
CLEAN CITIES

Air Quality Emphasis Areas

High-Emitting Vehicles/Equipment
Low Speeds
Idling

Vehicle Miles of Travel

Energy and Fuel Use
Cold Starts
Hard Accelerations

Response To FHWA Alternative Fuel Corridors Deployment Plan Goals

FHWA Goals:

- Develop an Infrastructure Deployment Plan
- Transition Designated Corridors from “Pending” to “Ready”
- Identify Public-Private Partnerships

NCTCOG Proposal:

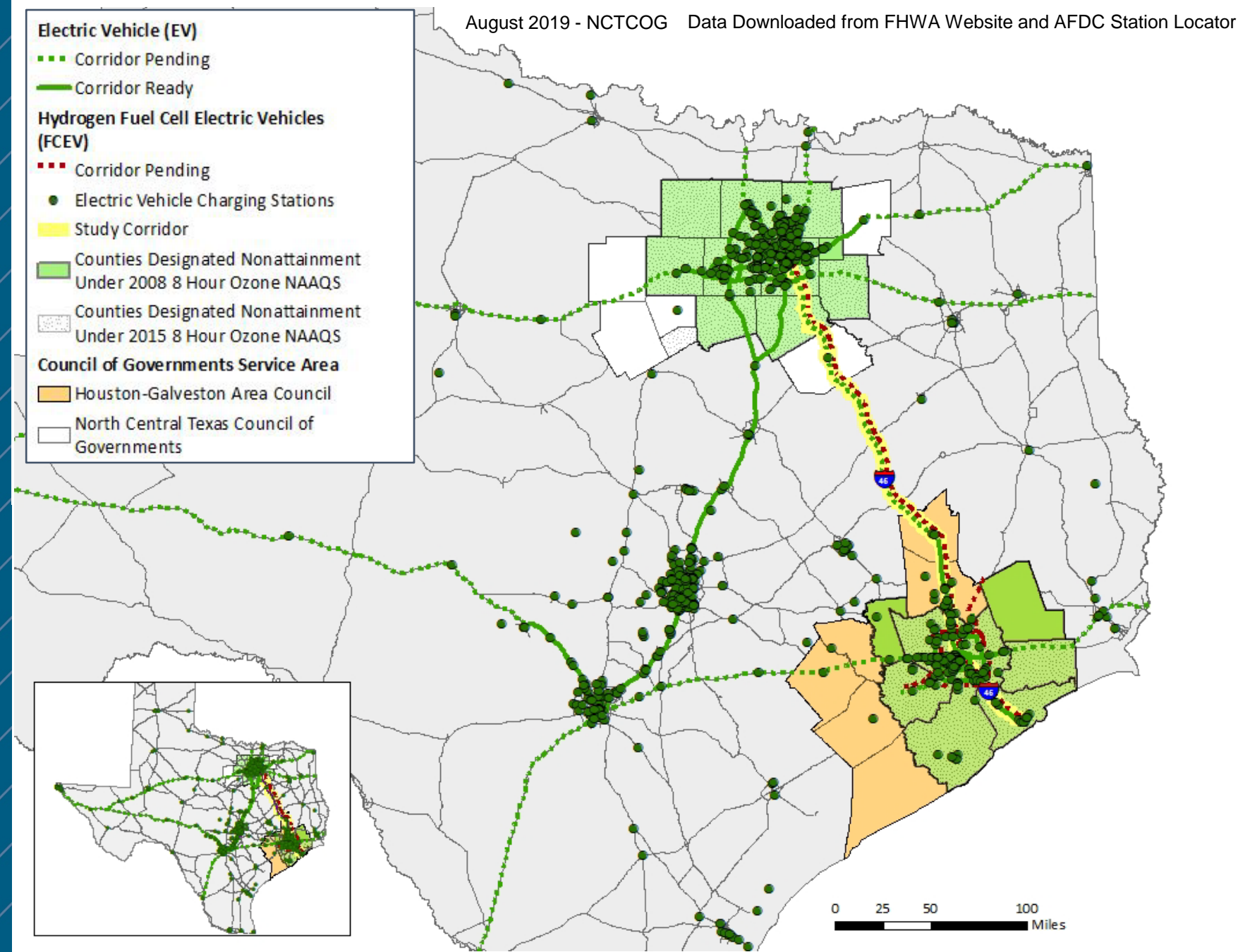
- Develop Electric and Hydrogen corridor along IH-45
- Expand Infrastructure Needs Suitable for Medium and Heavy-duty Electric Trucks and Buses
- Support Future Strategic Initiatives in the Corridor, such as AV Technology Deployment and Truck Platooning

Corridor Profile

290-Mile Corridor

Nearly half of truck freight in Texas is moved through this corridor.

Over 10,000 ton-miles of cargo traveled between Dallas and Houston in 2017, totaling over \$62.6 billion.



Current State of Electric Vehicle Supply Equipment (EVSE)

One Gap Remaining to Meet “Corridor-Ready” Status per FHWA Criteria: 111 Mile Gap from Ennis to Madisonville

For the corridor to be classified as ready, a station must be placed every 50 miles within 5 miles of IH-45.

<https://afdc.energy.gov/stations/#/find/nearest>

Public Stations | Advanced Filters | Corridor Measurement

Use this tool to measure the driving distance along Interstate Highways between stations that meet the criteria under the Federal Highway Administration's Alternative Fuel Corridors Program. Explore more resources for nominating corridors.

Texas | Electric | 50 miles between stations allowed

Starting Station: Walmart 286 - Ennis, TX
700 E Ennis Avenue
Ennis, TX 75119
0.5 miles to Interstate Highway

Ending Station: Walmart 446 - Madisonville TX
1620 East Main St null
Madisonville, TX 77864
1.2 miles from Interstate Highway

111 miles driving distance between the stations

See Route Directions

DC Fast Chargers With Connector Types: ChAdeMO, CCS

Possible Focus Areas for Additional Sites:

1. Corsicana, Texas
2. Fairfield, Texas
3. Buffalo, Texas
4. Centerville, Texas

Current State of Hydrogen Fueling Stations

There are currently no publicly available hydrogen stations currently in Texas.

For the corridor to be classified as ready, a station must be placed every 100 miles within 5 miles of IH-45.

<https://afdc.energy.gov/stations/#/find/nearest>

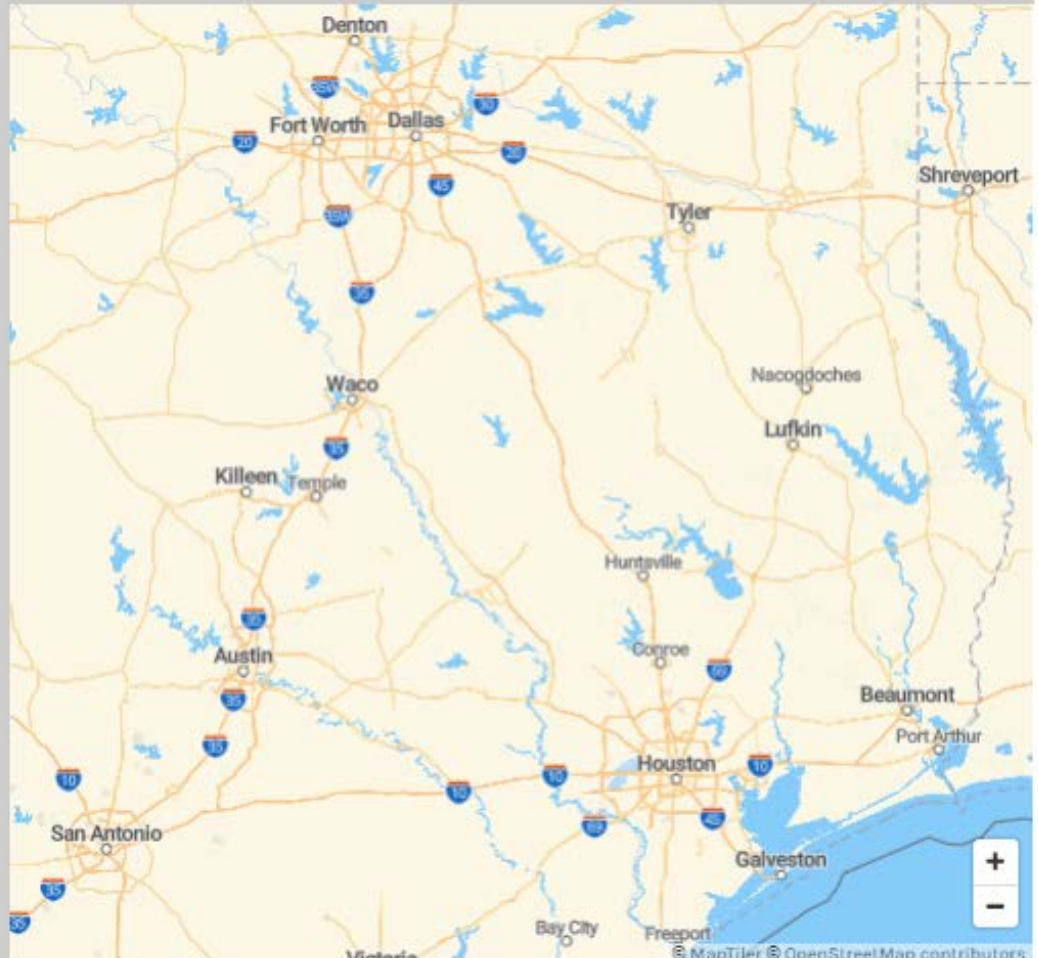
Public Stations | Advanced Filters | Corridor Measurement

Use this tool to measure the driving distance along Interstate Highways between stations that meet the criteria under the Federal Highway Administration's Alternative Fuel Corridors Program. Explore more resources for nominating corridors.

Texas | Hydrogen | 100 miles between stations allowed

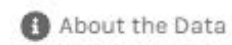
Starting Station
Select a station on the map to choose your starting point.

Ending Station
Select a station on the map to choose your ending point.



Victoria Bay City Freeport Houston Beaumont Port Arthur Galveston San Antonio Austin Temple Killeen Waco Tyler Nacogdoches Lufkin Huntsville Congroe Beaumont Port Arthur Galveston Victoria Bay City Freeport

MapTiler © OpenStreetMap contributors



Through the Plan, NCTCOG Will...



Identify best technologies suitable for vocational needs



Identify best market development opportunities



Develop and convene stakeholder groups including stakeholder perspectives from:

TxDOT

Utilities

Fleets

Fueling Providers

Consumer Interest Groups



Solicit infrastructure needs from industry

Deliverables



**Stakeholder
Lists**



**Stakeholder
Meetings**



**Corridor
Workshops**



Case Studies

May 2021



**Infrastructure
Deployment Plan**

May 2021

Stakeholder's Role



Stakeholder Survey



Infrastructure Development

- Solicit Infrastructure Needs and Criteria
- Identify and Contact Property Owners



Vehicle Availability

- Identify Best Technologies Suitable for Vocational Needs
- Evaluate Commercialization Status of Suitable Vehicles



Customer Identification

- Identify and Engage End-User Fleets
- Match User Needs to Vehicle Availability



Policy/Incentives

- Identify and Prioritize Non-Monetary Policies/Incentives
- Assess Existing and Needed Monetary Incentives

For More Information:

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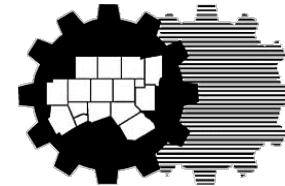
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North Central Texas
Council of Governments



Local Government Energy Reporting Update

Bailey Muller

Surface Transportation Technical Committee

June 26, 2020



Air Quality Emphasis Areas

High-Emitting Vehicles/Equipment

Idling

Hard Accelerations

Low Speeds

Cold Starts

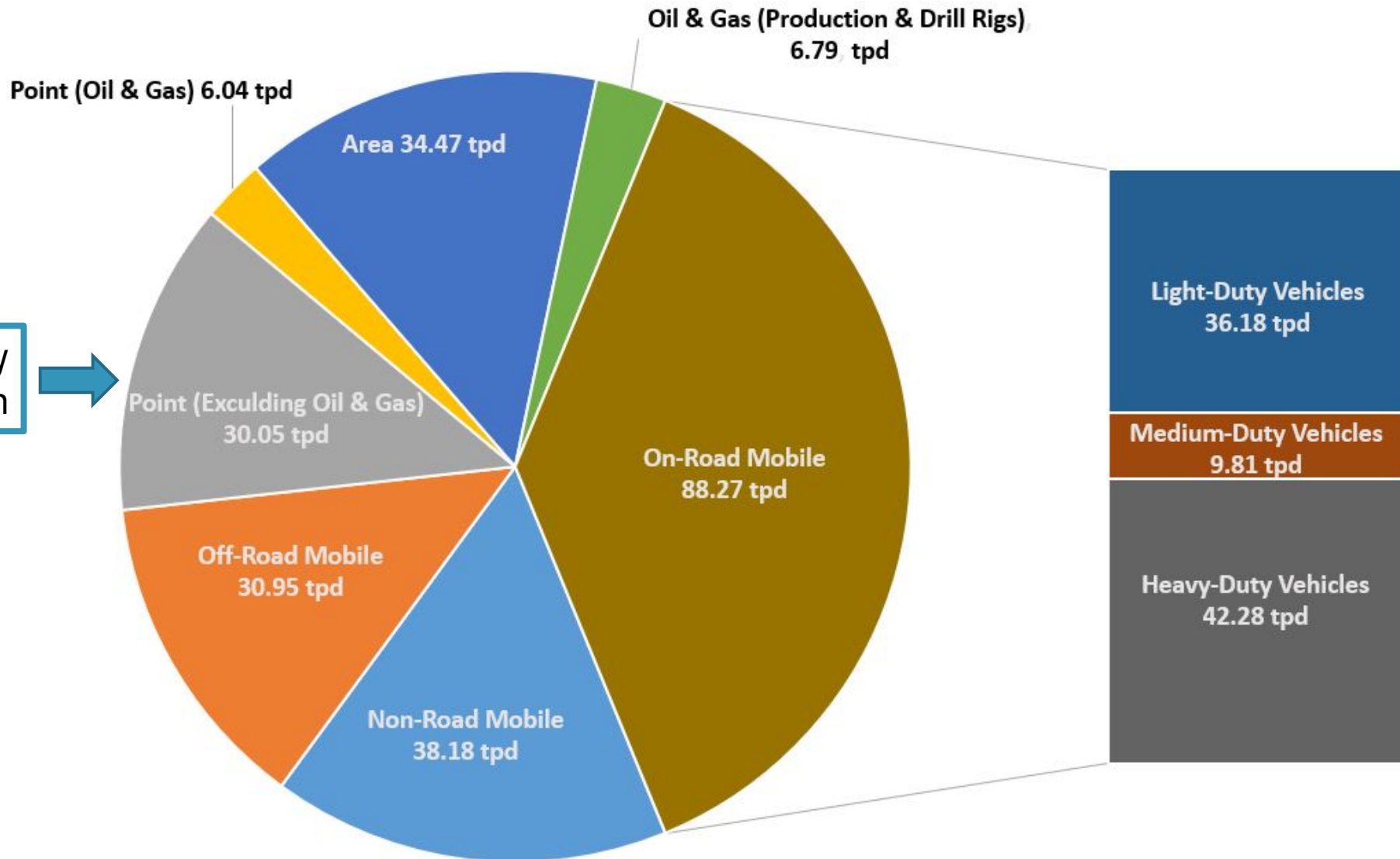
Vehicle Miles of Travel



Energy and Fuel Use

Nitrogen Oxide (NO_x) Emission Sources

Total Nitrogen Oxides (NO_x) = 234.75 tons per day (tpd)



Regional Energy Management Project

Partnership Within NCTCOG, Between Transportation and Environment & Development Staff

Purpose



- Expand Local Government Staff Capabilities In Energy Management Topics
- Increase Compliance With The State Mandated Energy Reporting Requirements
- Improve Accuracy Of Emissions Reduction Data Associated With Reduced Energy Use

Outcome



- Demonstrate The Value And Benefits Of Increasing Regional Energy Management/Efficiency Education
- Assess The Impact Of Focused Regional Outreach To Serve As An Example For Replication By Regional Organizations Statewide

Local Government Energy Reporting Statistics

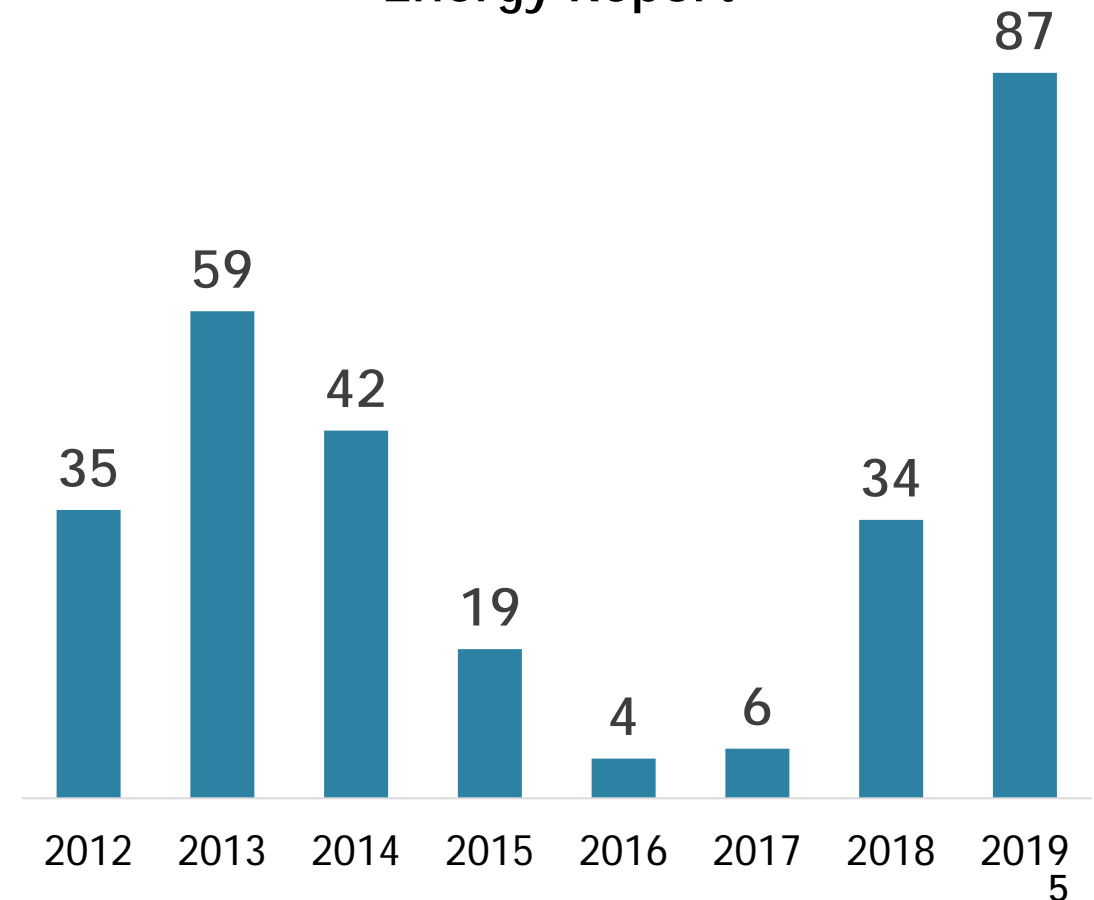
Section 388.005 (c) Texas Health and Safety Code

Purpose: Aid efforts to attain federal air quality standards by reducing demand for electricity generation

Requirements: All political subdivisions, institutes of higher education, and state agencies in 42 Ozone Nonattainment and Near Nonattainment Counties must establish a **goal of reducing electric consumption by at least 5% each state fiscal year for 7 years** beginning September 1, 2019* **and to submit an annual report** to the State Energy Conservation Office (SECO)

Issues: Lack of Awareness, Inconsistency in Reporting Year-to-Year

Number North of Texas Entities Who Submitted a Local Government Energy Report



Source: State Energy Conservation Office (SECO), March 2020

*In 2001, SB 5(77R) required political subdivisions to reduce their electrical consumption by 5 percent over five years beginning Jan. 1, 2002. Subsequent statutes have continued to revise this initial requirement. SB241 (86R) passed most recently to extend the requirement to 2026.

Local Government Energy Reporting Requirement



What's Due? Annual Report to SECO

Reports used by Texas A&M Energy Systems Laboratory (ESL) to estimate nitrogen oxide reductions (NOx) associated with energy conservation/energy efficiency measures

ESL submits annual report to the Texas Commission on Environmental Quality (TCEQ)

This is a screenshot of the first page of the SECO reporting form. It is titled "SECTION 1: Reporting Entity Information". It contains several input fields: "Entity name" (a text box), "Entity type" (radio buttons for Municipality, County, State agency, Higher education, and Other (please specify)), and "Contact Information" (text boxes for City, ZIP Code, County, Contact name, Contact's title, Contact's email address, and Contact's phone number).This is a screenshot of the second page of the SECO reporting form. It contains "SECTION 3: Reporting Period" with a question about a 5% reduction goal and a "Twelve-month reporting period" section with start and end date fields. Below that is "SECTION 4: Electricity Consumption Period" with a list of categories for electrical usage (Buildings, Traffic lighting, Street lighting, Water pumps, Water customers, Wastewater facilities) and a "REQUIRED: Total electricity consumption (kWh)" field. A small "2" is visible in the bottom right corner of the page.

2020 Annual Report Due February 2021

Cities and Counties Who Submitted a **FY18** Local Government Energy Report to SECO

Legend

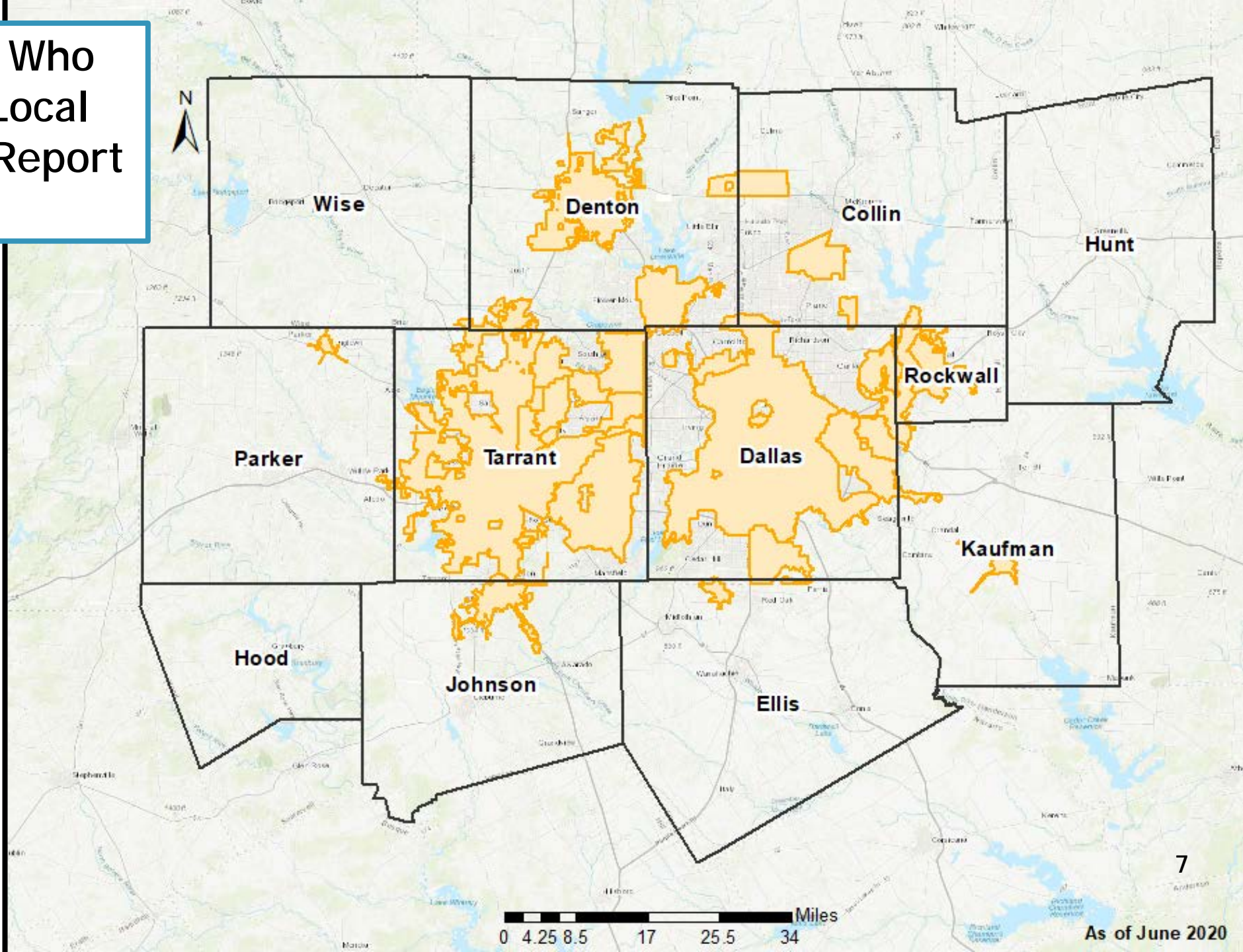
□ Counties Subject to Report

Cities

■ Submitted FY18 Report

★ Number of Cities Who Reported: 29

Number of Counties Who Reported: 0

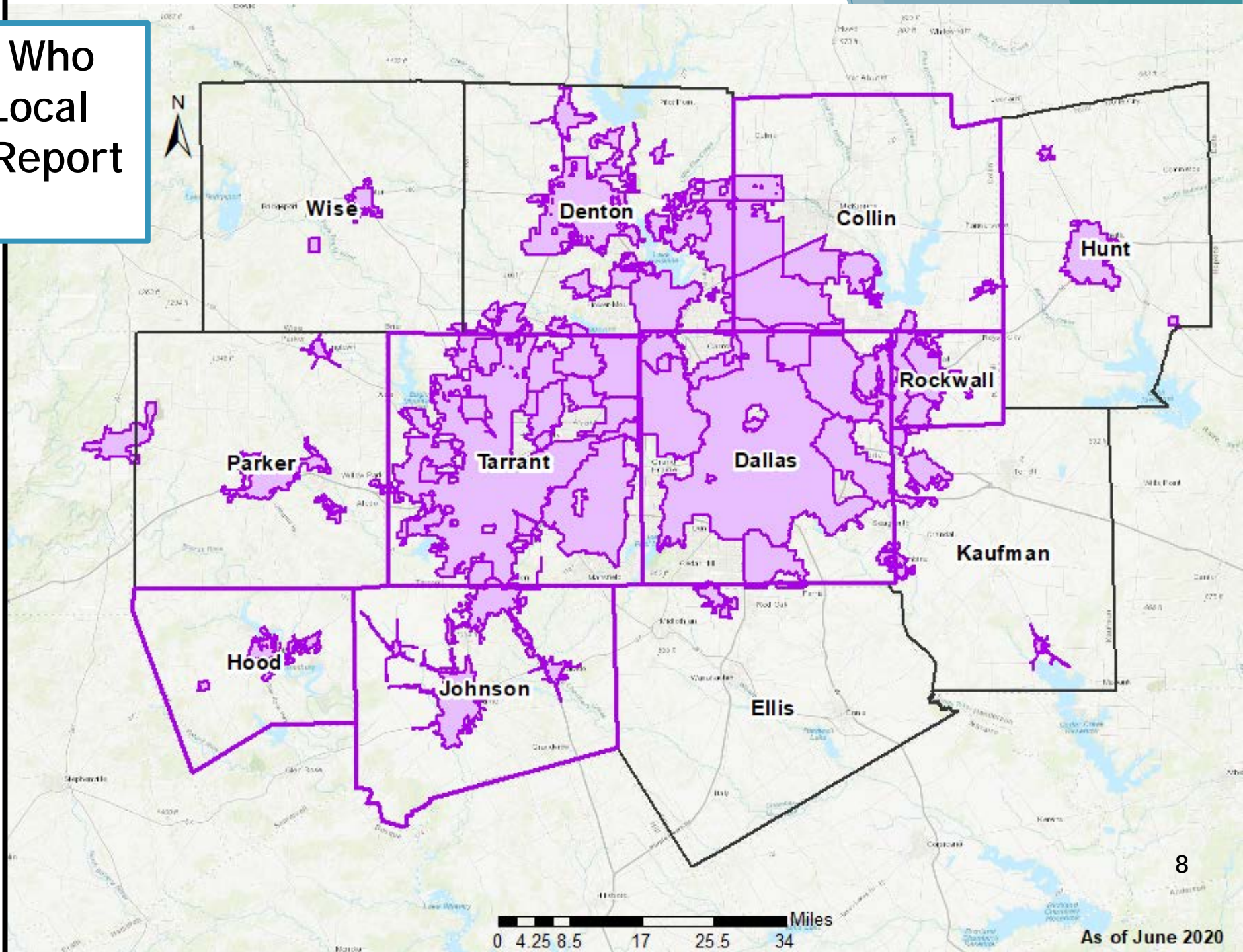


Cities and Counties Who Submitted a **FY19** Local Government Energy Report to SECO

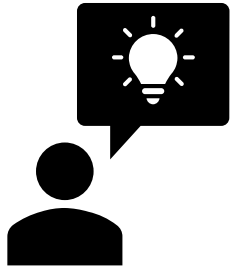
- Legend**
- Counties Subject to Report
 - Cities**
 - Submitted FY19 Report
 - Counties**
 - Submitted FY19 Report

★ Number of Cities Who Reported: 70

Number of Counties Who Reported: 6



Local Government Energy Toolkit



- ✓ ENERGYSTAR Building Portfolio Manager “How-To” Document
- ✓ SECO’s Preliminary Energy Assessment (PEA) Program Handout
- ✓ Blank FY19 Energy Report Form Template
- ✓ Whitepaper: Effectiveness and Transparency of Energy Reporting Requirements for Local Governments in Texas
- ✓ Energy Efficiency Reporting Matrix
- ✓ Example correspondences for peer regional agency outreach

OTHER RESOURCES



Free individualized assistance to entities interested in learning more about the local government energy reporting requirements, how to fill out the annual reporting form, and answer any questions.



Working group of local governments to identify barriers preventing compliance to the state mandated local government energy reporting requirements and potential opportunities to improve the effectiveness of the requirement.

2020 Workshops + Trainings

Recorded and Available Online!

January

Webinar 1

Leveraging COG Programs and Funding to Support Energy Management for Your Members

February

Webinar 2

Understanding Municipal Utility Bills & Tracking Energy Consumption

May

Webinar 3

Financing Energy Efficiency Projects for Facilities and Services

July

Webinar 4

Procurement Strategies for Energy Efficiency and Renewable Energy- **JULY 16**

Other Events Include:

- SolSmart Working Group
- LGER Working Group



Sign-up to stay in the loop on Energy Efficiency and Management Trainings/Webinars/Workshops

FOR MORE INFORMATION

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Program Webpage

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North Central Texas
Council of Governments