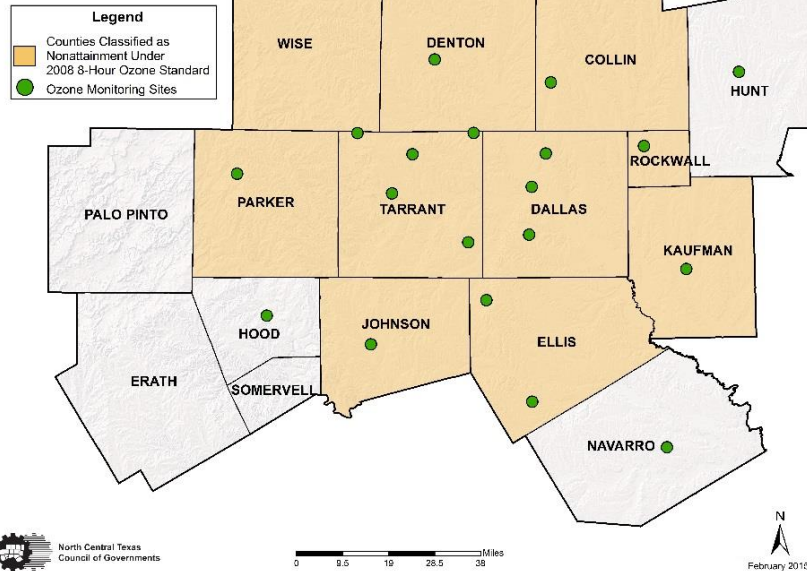


**NORTH CENTRAL TEXAS  
TEXAS EMISSIONS REDUCTION PLAN (TERP)  
SUMMARY  
FEBRUARY 2015**



**North Central Texas Nonattainment Area**



North Central Texas Council of Governments

February 2015

**Regional Coordination**

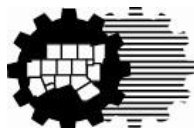
The North Central Texas Council of Governments (NCTCOG) works to promote TERP to prospective applicants in the DFW area and offers free application assistance when the Texas Commission on Environmental Quality (TCEQ) is accepting applications. In addition, NCTCOG partnered with TCEQ to administer TERP funds on a regional level through three calls for projects:

- 2006 Regional Refuse Hauler Program: focused on public and private refuse service providers
- 2006 North Texas Emissions Reduction Grant Program (NTERG): focused on on-road & non-road retrofits, repowers, replacements, locomotives, and stationary engines
- 2009-2010 Heavy-Duty Vehicle and Equipment Grant Program (HDVEGP): focused on idle reduction projects, construction equipment replacements, and projects for local governments

The results of these three efforts are outlined below.

NCTCOG REGIONAL TERP SUMMARY*	
Number of Activities	279
Grant Funds Dispersed	~\$19.2 million
Participant Match	~\$29.4 million
Total NO <sub>x</sub> Reduced	3,144
Cost Per Ton	~\$6,114

\*Numbers include only TERP funding efforts administered by NCTCOG on behalf of TCEQ.

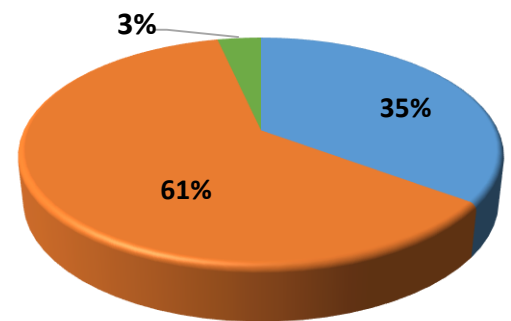


North Central Texas Council of Governments  
[www.nctcog.org/terp](http://www.nctcog.org/terp)

**Regional Significance**

- Ten counties in the Dallas-Fort Worth (DFW) region have been designated nonattainment for the 8-hour ozone standard. Ozone formation in DFW is driven by nitrogen oxides (NO<sub>x</sub>) emissions.
- The Environmental Protection Agency (EPA) recently proposed to reclassify the DFW area as severe nonattainment, which could trigger additional control measures. EPA also recently proposed to lower the ozone standard, which would require even further efforts to reach attainment.
- Although heavy-duty diesel vehicles only make up 7% of the vehicle miles traveled in DFW, they contribute over 43% of NO<sub>x</sub> emissions.

**Registered Heavy-Duty Diesel Vehicles Age Distribution**



■ ≤5 Years Old    ■ 10-20 Years Old  
■ >20 Years Old

- Heavy-duty trucks with 2010-compliant engines are approximately 90% cleaner than trucks from 2004. However, nearly 64% of all heavy-duty diesel trucks registered in the DFW area are over 10 years old.
- If all DFW-area registered trucks over 10 years old were replaced with 2010-compliant trucks, NCTCOG estimates that approximately 40 tons NO<sub>x</sub> per day could be reduced.