10 Counties are Nonattainment for Ground-Level Ozone
2016 OZONE SEASON
Eight-Hour Ozone Historical Trends

1997 Standard < 85 ppb (Revoked)

2008 Standard ≤ 75 ppb¹ (by 2017)

2015 Revised Standard ≤ 70 ppb (TBD; Moderate by 2024)

Consecutive Three-Year Periods

Design Value (ppb)¹

Source: NCTCOG TR D

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).

At a full year of data, current as of 7/04/2016.
Estimated 2017 Nitrogen Oxides (NO\textsubscript{x}) Emission Inventory

- Area (Dry Cleaners, Bakeries, etc.) 26.55 tpd (9%)
- Point - Oil & Gas 16.50 tpd (6%)
- Point, Excluding Oil & Gas (Power Plants, Cement Kilns, etc.)...
- Off-Road (Locomotives, Aircraft, etc.) 25.20 tpd (8%)
- Non-Road (Construction, Agriculture, etc.)...
- Oil & Gas (Production & Drill Rigs)...
- On-Road (Cars & Trucks)...

NORTH CENTRAL TEXAS AIR QUALITY
Goals:

Facilitate Deployment of Alternative Fuel Vehicles

Increase use of Fuel Blends

Accelerate Sales of Hybrid Electric Vehicles

Promote Informed Consumer Choice on Fuel Economy

Encourage Use of Idle Reduction Technologies
AGGREGATED ALTERNATIVE TECHNOLOGY ALLIANCE:

FLEETS FOR THE FUTURE
National partnership between regional councils, Clean Cities coalitions, and industry leaders led by the National Association of Regional Councils.

Coordinates five regional and one national scale procurement initiative designed to consolidate bulk orders of alternative fuel vehicles, advanced vehicle technologies, and refueling or charging infrastructure.

Focuses on reducing the incremental costs of propane, electric, natural gas, and bio-fuels/E85 powered vehicles and supporting infrastructure.

Creates best practices and templates on alternative fuel usage and related infrastructure, as well as vehicle procurement strategies and policies.

Dedicated to advancing fuel-efficient vehicle technologies to decrease petroleum consumption through targeted outreach, education and deployment of best practices.
<table>
<thead>
<tr>
<th>Regional Planning Council Partners</th>
<th>Clean Cities Coalitions</th>
<th>Industry and Technical Partners</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Mid-America Regional Council, Kansas City, MO</td>
<td>• Metropolitan Energy Center/Kansas City Regional Clean Cities</td>
<td>• Meister Consultants Group, Inc.</td>
</tr>
<tr>
<td>• Metropolitan Washington COG, Washington, DC</td>
<td>• Clean Communities of Central New York</td>
<td>• Electrification Coalition</td>
</tr>
<tr>
<td>• Metropolitan Area Planning Council, Boston, MA</td>
<td>• Dallas-Fort Worth Clean Cities Coalition</td>
<td>• Yborra &amp; Associates, LLC</td>
</tr>
<tr>
<td>• North Central Texas COG, Dallas/Fort Worth, TX</td>
<td>• Greater Washington Region Clean Cities Coalition</td>
<td>• ICM, Inc.</td>
</tr>
<tr>
<td>• Pima Association of Governments, Tucson, AZ</td>
<td>• Massachusetts Clean Cities Coalition</td>
<td>• Propane Education &amp; Research Council</td>
</tr>
</tbody>
</table>
Mid-America Regional Council (MARC)
- Greater Kansas City: 1.8 million
- Mo. and Kan. bi-state: 8.842 million

Metropolitan Washington COG (MWCOG)
- District of Columbia: 4.7 million
- Suburban Md., northern Va.: 14.376 million

Metropolitan Area Planning Council (MAPC)
- Greater Boston: 4.732 million
- Mass. 6.547 million

North Central Texas Council of Governments (NCTCOG)
- Dallas-Fort Worth: 6.603 million
- Texas: 25.145 million

Pima Association of Governments (PAG)
- Tucson: 980,263
- Ariz.: 6.392 million

Clean Cities Coalition outreach areas:
New York, Ohio, Utah, Washington
Who is NARC?

- The National Association of Regional Council serves as the national voice for regionalism by advocating for regional cooperation as the most effective way to address a variety of community planning and development opportunities & issues.

- NARC’s member organizations are composed of multiple local governments that work together to serve communities – large and small, urban & rural. Members include: regional Councils, regional planning and development agencies, & Metropolitan Planning Organizations.
The Regional Approach

- RPCs foster communication, coordination & collaboration among & across member jurisdictions in a politically neutral setting.

- RPCs are aware of the specific needs, challenges, or other special considerations of member jurisdictions, they are uniquely suited to provide customized tools or technical assistance.

- RPCs are natural conveners and bring a multiplier effect through their ability to reach large numbers of communities and build networks, thus expediting the distribution of resources and best practices.
Proven Best Practices

- The best practices & templates will focus on propane, electric, and natural gas vehicles, bio-diesel/ethanol, usage & application, & related infrastructure, as well as, vehicle procurement strategies, & policies.

- The best practices framework is a proven delivery method to encourage varying regions to work together, with consistent strategies & policies.

- It allows each region the flexibility to select what best practice and/or template to be used or modified to meet the needs of member jurisdictions.
Why Alternative Fuels?

- Alternative fuels allow drivers and fleet managers to cut petroleum use, minimize emissions, and save on fuel costs with alternative fuel and advanced technology vehicles.

- Alternative fuels are produced almost entirely in the US, thereby reducing dependence on foreign exports and creating a more stable energy market that is less susceptible to supply and price volatility.

- Alternative fuels offer air quality benefits and meet increasingly stringent emission and Corporate Average Fuel Economy standards.
Next Steps

- Establish Priorities through Consultation with Working Group
  - Mark Brochtrup, City of Coppell
  - Lee Christensen, Texas Department of Transportation
  - Bennett Howell, City of Benbrook
  - Cheritta Johnson, City of Dallas
  - Terry Kader, City of Denton
  - Colin Owen, Central Freight Lines
  - Tim Slifka, City of Southlake

- Develop Custom Regional Procurement Initiative Based on Best Practices, Templates and Working Group Input

- Implement Regional Procurement Initiative
Region Contact:  Lori Clark, lclark@nctcog.org
Amy Hodges, ahodges@nctcog.org
National Contact: Taylor Markwith, Taylor@NARC.org
Website: www.NARC.org/F4F
Twitter: @Fleets4Future

Acknowledgment: This material is based upon work supported by the Department of Energy, Office of Energy Efficiency and Renewable Energy (EERE), under Award Number DE-0007462.
## Grant Opportunities

**Visit [www.nctcog.org/aqfunding](http://www.nctcog.org/aqfunding) for more information.**

### Eligible Focus Areas

<table>
<thead>
<tr>
<th>Construction Equipment</th>
<th>Lawn and Garden Equipment</th>
<th>Rail Transport</th>
<th>Research and Development</th>
<th>Refueling Infrastructure</th>
<th>Energy Efficiency</th>
<th>Public Education/Training</th>
</tr>
</thead>
<tbody>
<tr>
<td>X</td>
<td></td>
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<tr>
<td>The Climate Trust Programs</td>
<td></td>
<td></td>
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<tr>
<td>Database of State Incentives for Renewables and Efficiency (DSIRE)</td>
<td></td>
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<tr>
<td>Propane Council of Texas (ProCOT) Commercial State Propane Incentive Mover Program</td>
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<tr>
<td>Rural Energy for America Program (REAP)</td>
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<tr>
<td>State Energy Conservation Office (SECO) Loan STAR Pilot Program</td>
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</tr>
</tbody>
</table>

**Looking for Grant Funding?**

- North Texas Airport Emissions Reduction 2016 Call for Projects
- Vehicle Funding Opportunities
- Other Air Quality Funding Opportunities
- Funding Opportunity Archive
- Sign-Up for Email Updates

**Already received Grant Funding from NCTCOG?**

- Agreements & Forms
- Usage Reporting
Age Distribution of Registered Heavy-Duty Vehicles*

- Pre-2004: 18%
- 2004-2009: 20%
- 2010 & Newer: 62%

Pre-2004 Heavy-Duty Vehicles Emit NO\textsubscript{x} at a Rate 2,000% Higher Than 2010 and Newer Vehicles
PROPANE COUNCIL OF TEXAS (PROCOT): PROPane VEHICLE INCENTIVES FOR TEXAS

Funding Offered to Purchase New Propane-Powered Vehicle or Convert Existing Vehicles to Propane

- **Eligibility** – Private Fleets (Business or Non-Profit with 3 or More Vehicles)
- **Funding Levels** – Up to $7,500 Per Vehicle
  - $30,000 Perpetual Cap Per Fleet
- **Deadline** – Ongoing

For more information, visit: www.propanecounciloftexas.org
## TEXAS EMISSIONS REDUCTION PLAN (TERP)

<table>
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<tr>
<th>Program</th>
<th>Next Planned Grant Round</th>
<th>Grant Funds Available</th>
<th>Workshops at NCTCOG Offices</th>
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<td>Emissions Reduction Incentive Grants</td>
<td>Fall 2016</td>
<td>$51.7 Million</td>
<td>10/25/2016, 8a-5p (General Session) 11/17/2016, 9a-5p (Application Help)</td>
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<td><strong>Texas Natural Gas Vehicle Grant Program</strong></td>
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<td>None scheduled</td>
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<td>Texas Clean Fleet Program</td>
<td>Fall 2016</td>
<td>$5.9 Million</td>
<td>9/1/2016, 12p-4p</td>
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<td><strong>Texas Clean School Bus Program</strong></td>
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<td>$5.9 Million</td>
<td>None scheduled</td>
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<tr>
<td>Drayage Truck Incentive Program</td>
<td>Fall 2016</td>
<td>$4.7 Million</td>
<td>None scheduled</td>
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<tr>
<td>Rebate Grants</td>
<td>Spring 2017</td>
<td>$10 Million</td>
<td>None scheduled</td>
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<td>Clean Transportation Triangle Program and Alternative Fueling Facilities Program</td>
<td>Summer 2016</td>
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<tr>
<td><strong>New Technology Implementation Grants</strong></td>
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For more information, visit: [www.terpgrants.org](http://www.terpgrants.org)
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<th>Program</th>
<th>Project Type</th>
<th>Fuel Type</th>
<th>Vehicle Type</th>
<th>Funding Level</th>
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</thead>
<tbody>
<tr>
<td>Texas Natural Gas Vehicle Grant Program (TNGVGP)</td>
<td>Replace or Repower</td>
<td>Diesel/Gasoline to Natural Gas</td>
<td>Heavy-Duty, Medium-Duty</td>
<td>Up to 90%</td>
</tr>
<tr>
<td>Emissions Reduction Incentive Grants (ERIG)</td>
<td>Purchase, Replace, Retrofit/Add-On</td>
<td>Diesel to Any</td>
<td>Heavy-Duty</td>
<td>Up to 80%, or $15,000 per ton, Whichever is Lower</td>
</tr>
<tr>
<td>Rebate Grants Program</td>
<td>Replace or Repower</td>
<td>Diesel to Any</td>
<td>Heavy-Duty</td>
<td>Varies Depending on Project</td>
</tr>
<tr>
<td>Texas Clean Fleet Program (TCFP)</td>
<td>Replace</td>
<td>Diesel to Alternative Fuel and Hybrid</td>
<td>On-Road Vehicles (Minimum 20 Vehicles)</td>
<td>Up to 80%</td>
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For more information, visit: www.terpgrants.org
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www.nctcog.org/AQfunding