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

March week 2: -3%
March week 3: -18%
March week 4: -31%
March week 5: -33%
April week 1: -32%
April week 2: -29%
April week 3: -27%
April week 4: -25%

Source: TxDOT Dallas/TxDOT Ft Worth Radar Traffic Counters
Transit Ridership Trend

Percent Change of Transit Passengers: 2019 vs 2020

- Jan: -1.5%
- Feb: -2.9%
- Mar: -26.7%
- Apr: -60.2%

Source: DART, DCTA, and Trinity Metro
Airport Passenger Trends

Percent Change of Airport Passengers: 2019 vs 2020

<table>
<thead>
<tr>
<th>Month</th>
<th>Jan 2020</th>
<th>Feb 2020</th>
<th>Mar 2020</th>
<th>Apr 2020</th>
<th>May 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>4.0%</td>
<td>6.9%</td>
<td>-46.8%</td>
<td>-92.4%</td>
<td>-79.9%</td>
</tr>
</tbody>
</table>

Source: Dallas Love Field Website and DFWIA data
Metric 2: Financial Implications to traditional transportation revenue
State Transportation Revenue Trends

Components of Proposition 7

Sales Tax, 2020 vs 2019
- January – February, year over year
  - 8.9%
  - 3.5%
  - 2.9%
  - -9.3%
  - -13.2%

Motor Vehicle Sales & Use
- January – February, year over year
  - 10.6%
  - 2.1%
  - -2.6%
  - -38.2%
  - -44.7%

Motor Fuel Tax
- March – May, year over year
  - 1.3%
  - 0.6%
  - 2.6%
  - -11.9%
  - -29.9%

Source: Texas Comptroller of Public Accounts
Metric 3: Benefits of Travel Behavior Responses to Areas of RTC Responsibility
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
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:

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

$1,292
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 DATE\(^1\)

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
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

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

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

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

**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 *

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

* 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

<table>
<thead>
<tr>
<th>Agency</th>
<th>Project Cost</th>
<th>Project Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mesquite Fire Department</td>
<td>$39,200</td>
<td>Scorpion Attenuator</td>
</tr>
<tr>
<td>City of Grand Prairie</td>
<td>$34,500</td>
<td>Scorpion Blocker</td>
</tr>
<tr>
<td></td>
<td>$31,400</td>
<td>Scorpion Blocker</td>
</tr>
<tr>
<td>Town of Flower Mound</td>
<td>$26,900</td>
<td>Scorpion Trailer Attenuator and Arrowboard</td>
</tr>
<tr>
<td>Grand Total</td>
<td>$132,000</td>
<td></td>
</tr>
</tbody>
</table>
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

Camille Fountain
Transportation Planner
cfountain@nctcog.org
(817) 704-2521

Sonya Jackson Landrum
Program Manager
(817) 695-9273
slandrum@nctcog.org

Natalie Bettger
Senior Program Manager
(817) 695-9280
nbettger@nctcog.org
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
Surface Transportation Technical Committee
June 26, 2020

Bethany Hyatt
Air Quality Planner
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, totally 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.

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.
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**

**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:

Bethany Hyatt
Air Quality Planner
(817) 704 5663
Bhyatt@nctcog.org

Lori Clark
Program Manager and
DFW Clean Cities Coordinator
(817) 695-9232
Lclark@nctcog.org

www.dfwcleancities.org
cleancities@nctcog.org
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 (NOx) Emission Sources

Total Nitrogen Oxides ($\text{NO}_x$) = 234.75 tons per day (tpd)

- **On-Road Mobile**: 88.27 tpd
- **Off-Road Mobile**: 30.95 tpd
- **Non-Road Mobile**: 38.18 tpd
- **Point (Excluding Oil & Gas)**: 30.05 tpd
- **Point (Oil & Gas)**: 6.04 tpd
- **Area**: 34.47 tpd
- **Oil & Gas (Production & Drill Rigs)**: 6.79 tpd
- **Light-Duty Vehicles**: 36.18 tpd
- **Medium-Duty Vehicles**: 9.81 tpd
- **Heavy-Duty Vehicles**: 42.28 tpd

Includes Electricity Generation
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

*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.

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

<table>
<thead>
<tr>
<th>Year</th>
<th>Entities</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>35</td>
</tr>
<tr>
<td>2013</td>
<td>59</td>
</tr>
<tr>
<td>2014</td>
<td>42</td>
</tr>
<tr>
<td>2015</td>
<td>19</td>
</tr>
<tr>
<td>2016</td>
<td>4</td>
</tr>
<tr>
<td>2017</td>
<td>6</td>
</tr>
<tr>
<td>2018</td>
<td>34</td>
</tr>
<tr>
<td>2019</td>
<td>87</td>
</tr>
</tbody>
</table>

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

2020 Annual Report Due February 2021
Cities and Counties Who Submitted a FY18 Local Government Energy Report to SECO

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

Number of Cities Who Reported: 70

Number of Counties Who Reported: 6
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

Bailey Muller
Senior Air Quality Planner
(817) 695-9299
bmuller@nctcog.org

Lori Clark
Program Manager
817-695-9232
lclark@nctcog.org

Dorothy Gilliam
Air Quality Planner
817-704-5675
dgilliam@nctcog.org

Program Webpage
www.ConserveNorthTexas.org