NCTCOG Regional Program Updates and Funding Overview

National Association of Fleet Administrators
March 26, 2015

Lori Clark

North Central Texas Council of Governments
Who and What is NCTCOG?

North Central Texas Council of Governments (NCTCOG)
- Voluntary Association of, by, and for Local Governments
  Established in 1966
- 16-County Region with 240 Member Local Governments

Metropolitan Planning Organization
- 12-County Metropolitan Planning Area
- 10-County Ozone Nonattainment Area

Dallas Fort Worth Clean Cities Coalition (DFWCC)
- Local Chapter of National Program
- Public-Private Partnership
- Vision Includes Petroleum and Emissions Reduction Measures to Improve Air Quality and Increase Energy Security
8-Hour Ozone Trends

1997 Standard < 85 ppb

2008 Revised Standard ≤ 75 ppb

Proposed Standard 65 - 70 ppb

*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 8-hour average ozone concentration) is equal to or less than 75 parts per billion (ppb).

*2014 data not certified by the Texas Commission on Environmental Quality

Source: NCTCOG TR Dept
EPA Projections – Year 2025

- 9 counties outside of California would violate 70 parts per billion (ppb)
- 59 additional counties outside of California would violate 65 ppb for a total of 68

Source: EPA
2012 DFW Nitrogen Oxides ($NO_x$) Emission Inventory

On-Road Emission Source Category Estimate = 370 tons per day (tpd)

- On-Road Mobile (Cars and Trucks) 181 tpd (49%)
- Non-Road (Construction, Agriculture, etc.) 64 tpd (17%)
- Off-Road (Locomotives, Aircraft, etc.) 37 tpd (10%)
- Point Source 51 tpd (14%)
- Area (Excluding Oil & Gas) 18 tpd (5%)
- Oil & Gas Production & Drilling 19 tpd (5%)

Source: Texas Commission on Environmental Quality, 2012 Dallas-Fort Worth 8-hour Ozone Attainment Demonstration State Implementation Plan
Examples of Local Efforts
Goods Movement/Freight Planning
Premise

Freight = Economic Development
Freight Fun Fact

Average annual freight moved

Source: USDOT, 2013
Follow-up Studies

Freight Congestion and Delay Study

Regional Truck Parking Study

Economic Impact of Freight on the Region

Freight Project Evaluation System

Land Use Compatibility Analysis
Original Focus on Industry Surveys

Regional Freight Advisory Council Recommended Analysis of Focus Areas

Redirected Study

Four Focus Areas Selected

Completing Final Report
Truck Parking Study

Purpose

Determine Parking Locations and Adequacy
  Short Term
  Long Term

Review Safety Issues
  Jason’s Law

Study Results Will:
  Identify Truck Parking Deficiencies
  Identify Programs, Policies and Projects
  Identify Potential Safe Parking Locations
Truck Parking Study

Considerations
- Safety
- Environment
- Hours of Work Limits (HOWL)
- Local Ordinances
- Delivery Conditions

Data Collection
- Existing Locations - Legal and Illegal
- State and Local Agencies
- Impacted Freight Stakeholders
- Personal Observation
Fleet Feedback Needed

Project Needs?

Parking Needs?
Clean Fleet Policy
Regional Transportation Council Adopted Policy in October 2005

Activity-Oriented Structure:
- Acquisition
- Operations
- Maintenance
- Compliance Verification

Adoption Required for Funding Eligibility
- 104 Adoptees
Why Revise the Policy?

- Remain Relevant/Effective
- Capture Comprehensive Air Quality Goals
- Reflect Role as DFW Clean Cities Coalition
- Remove Obsolete Emissions References
- Engage Private Sector and Non-Road Equipment
- Incorporate Volatile Organic Compounds
- Incorporate Petroleum Reduction
- Streamline Annual Reporting Requirements
Revision Process

Working Group Met October 2013-October 2014:

- City of Allen
- City of Burleson
- City of Coppell
- City of Dallas
- City of Denton
- City of Fort Worth
- City of Richardson
- City of Southlake

- Dallas Area Rapid Transit
- Dallas-Fort Worth International Airport
- Frito-Lay North America
- HT Bar, Inc.
- Southeastern Freight Lines
- Tarrant County
- UT Southwestern Medical Center
Final Product

Goal-Oriented Structure:
- Reduce Emissions from Fleet Activities
- Reduce Overall Fuel Consumption, Particularly Use of Conventional Petroleum Fuels
- Partner with NCTCOG and DFW Clean Cities
- Ensure Drivers/Operators and Fleet Personnel are Familiar With Air Quality and Petroleum Reduction Goals

New Concepts
- Require Idle Reduction Policy/Standard Operating Procedure
- Support Peer Fleets’ Efforts by Sharing and Maximizing Resources
- Encourage Activities to Minimize Water, Solid Waste, or Other Environmental Impacts
Policy Implications

Current

Policy Adoption + Annual Reporting = Funding Eligibility

Proposed

Policy Adoption (Implements Idle Reduction Policy/SOP) + Annual Reporting = Funding Eligibility

Maintain Current RTC Position on Funding Eligibility
Policy Adoptees

20 Adoptees to Date

Clean Fleet Policy Adoptees

Legend
- Other
- Counties
- Municipalities
- School Districts
- Transit Agencies
- 8-Hour Ozone Nonattainment Area

Source: NCTCOG
Date: March 2015
North Central Texas Council of Governments
### Regional Fleet Adoptions – Revised Policy

| Allen ISD | City of Richland Hills |
| City of Aubrey | City of Springtown |
| City of DeSoto | City of Wylie |
| City of Euless | Dallas County Schools |
| City of Farmers Branch | Kaufman County |
| City of Kaufman | Lipan ISD |
| City of Krum | SPAN, Inc. |
| City of Lancaster | Tarrant County |
| City of North Richland Hills | Town of Addison |
| City of Richardson | Town of Flower Mound |

*Also adopted policy as recommended by RTC in October 2005*
Frequently Asked Questions

How Do I Make Sure I’m Eligible for Funding?
• Adopt and Comply with Clean Fleet Policy

What Does Policy “Compliance” Mean?
• Adopt the Policy
• Implement/Adopt an Idle Reduction Policy or Standard Operating Procedure
• Provide Copies of Both Documents to NCTCOG
• Submit Annual Reporting

If I Adopt the Policy, What Do I Have to Do?
• Implement/Adopt an Idle Reduction Policy or Standard Operating Procedure
• Become a Member of the DFW Clean Cities Coalition
• Submit Annual Reporting
Policy Resources

Clean Fleet Policy Template

Clean Fleet Policy Guidance

Compilation of Comments and Responses

Template Idle Reduction Policy/SOP (COMING SOON)

www.nctcog.org/fleetpolicy
DFW Clean Cities Coalition
Stakeholder Benefits

• Quarterly Meetings and Networking Opportunities
• Monthly E-Newsletters and Other E-Communications
• Clean Cities Decals
• Access to Online Stakeholder Portal
• Access to Vendor Directory
• Discounted Event/Conference Registration
• Staff Presentations at Stakeholder Events
• Recognition Opportunities

Expectations

• Attend at Least 1 Meeting and 1 Event/Subcommittee Meeting
• Complete the Annual Stakeholder Survey
• Adopt and Comply with Clean Fleet Policy
DFW Clean Cities Overview

Fleet Subcommittee Structure
- Electric Vehicles North Texas
- Metroplex Natural Gas Vehicle Consortium
- Propane Subcommittee
- Biofuels Subcommittee

Upcoming Events:
- Spring Quarterly Meeting: Propane Focus
  March 31, 2015, 1:30 pm
  NCTCOG Offices

- Alternative Clean Transportation (ACT) Conference & Expo
  May 4-7, 2015
  Kay Bailey Hutchison Convention Center Dallas

www.dfwcleancities.org
Local Use of Alternative Fuel & Advanced Technology Vehicles

Petroleum & Greenhouse Gas (GHG) Emissions Reductions

Data Submitted to Department of Energy (DOE) and Congress

DOE Goal: Reduce 2.5 Billion Gallons of Petroleum per Year by 2020

DFWCC Goal: Increase Petroleum Reduction by 15 Percent Every Year

Data Flows into DFWCC Recognition Program
Over 17 Million Gallons of Gasoline Equivalent (GGE) Reduced
17,377,293 gallons

Vehicle Miles Traveled Reductions (0.1%)
Off-Road Vehicles (0.2%)
Idle Reduction (4%)
Hybrid Vehicles (2%)
Fuel Economy Improvements (1.0%)
Electric & Plug-In Vehicles (0.09%)

Over 50,000 Tons GHG Emissions Reduced

Alternative Fuel Vehicles (93%)
Over 20 Million GGE Reduced; ~20% Increase from 2013

20,802,846 gallons

Vehicle Miles Traveled Reductions (0.1%)
Off-Road Vehicles (0.2%)
Idle Reduction (2.4%)
Hybrid Vehicles (0.9%)
Fuel Economy Improvements (0.1%)
Electric & Plug-In Vehicles (0.5%)

Over 53,000 Tons GHG Emissions Reduced
Saving Money and Reducing Truck Emissions (SMARTE) Program
SMARTE Overview

Regional “One-Stop Source”
   Education
   Outreach/Promotion
   Assistance

Engage Trucking Industry in Local Efforts
   EPA SmartWay®-Verified Technologies
   Clean Fleet Policy
   DFW Clean Cities Coalition
EPA SmartWay Verified Technologies

- Advanced Lubricants
- Aerodynamic Devices
- Alternative Fuels
- Emissions Control Devices
- Engine Replacement
- Engine Repowering
- Engine & Truck Upgrades
- Fuel Options
- Idling Control Strategies
- Speed Management Policies
- Tire Technologies
- Trailer Strategies
- Weight Reduction Strategies
Get Involved - Vendors

Participate in SMARTE Vendor Directory

**Qualifications:**
- Sell SmartWay-Verified Technologies
- Complete SMARTE Program Vendor Directory Information Form
- Voluntarily Provide Information on SMARTE Assisted SmartWay Sales

**Benefits:**
- Listed in Vendor Directory Provided During Outreach
- Added as DFW Clean Cities Stakeholder & Placed on DFW Clean Cities Vendor Directory

Participation Does Not Represent, Imply Endorsement or Recommendation By NCTCOG

Consider a SMARTE/DFW Clean Cities Sponsorship
Get Involved – Drivers/Fleets

Purchase/Implement SmartWay-Verified Technologies

Become an EPA SmartWay Partner

Encourage Customers to Participate in Local Efforts

Adopt & Comply with the Clean Fleet Policy
Funding Opportunities
Funding Website

www.nctcog.org/aqfunding

Transportation and Air Quality Funding Resources

Funding programs that address air quality, such as clean vehicle projects, are available to various entities. This site provides links to various current and recurring grant opportunities. It also provides information that is helpful once you have received grant funding through this program.

Looking for Grants?

Vehicle Funding Opportunities

Other Air Quality Funding Opportunities

Sign-Up for Email Updates

Already received Grant Funding?

Agreements & Forms

Air Quality Funding Opportunities for Vehicles

Funding programs that address air quality, such as clean vehicle projects, are available to various entities. This site provides links to various current and recurring grant opportunities and incentives for clean technology.

Current Vehicle Grant Funding Opportunities

Eligible Focus Areas

Heavy Duty Vehicles

Light Duty Vehicles

Application Deadline

School Buses

Oil and Gas Vehicles Equipment

Long-Haul Trucks

Dump Trucks

Other

Idle-Reduction Technology

Passenger Vehicles

Taxi

Idle-Reduction Technology

Eligible Applicant Type

PC

PV

PB, PV

PB, PV

PB, PV

PB, PV

PB, PV

PB, PV
Program
• Light-Duty Motor Vehicle Purchase Or Lease Incentive Program (LDPLI)

Funding
• $7.8 Million Made Available - $4.9 Million Still Available
• Up to $2,500 per Vehicle
  • Full Incentive for Purchases
  • Leases Pro-Rated Based on 4-Year Term
• First-Come, First-Served Basis Until June 26, 2015

Eligibility
• Individuals, Businesses, and State/Local Governments
• Purchases Must Have Been Made After May 13, 2014
• Vehicles Must be Registered and Operated in Texas
• Eligible Vehicles Listed on Handout

For More Information: www.terpgrants.org
State Light-Duty Rebates Awarded to Date

1,108 Electric/Plug-In Hybrid-Electric Vehicles

162 Compressed Natural Gas/Propane Vehicles
TERP Rebate Grants Program

Eligibility – Diesel On-Road and Select Non-Road Repower and Replacement Projects

- 75% of Annual Usage in the Eligible Counties
- Small Businesses Encouraged to Apply
- Non-Competitive

Funding Levels - $500 to $80,000+ per project

- Reimbursement amounts predetermined based on:
  - Default Usage Rates (Miles or Hours)
  - Gross Vehicle Weight
  - Activity Life
  - Replacement Engine Year

Deadline - First Come, First Served until June 26, 2015 at 5pm, or until all funding is awarded (whichever comes first)

- $10 million made available
Program

- PERC Propane Mower Incentive Program

Eligibility

- Propane mowers (factory built or Converted)
- Agree to Provide Feedback and Performance Data for One Mowing Season
- Research and Data Capture Effort – NOT REBATE.
- Up to 25 Eligible Mowers per User per Year

Funding Levels

- $1,000 per Qualifying Purchase
- $500 per Qualifying Conversion

Deadline

- Ongoing
Program
• ProCOT Propane Vehicle Incentives

Eligibility
• Private Fleets (3 Business Vehicles or More) NEW to Propane in Texas
• Seed Money for 2-3 Propane Vehicles

Funding Levels
• Up to $7,500 for Propane Vehicles
• Up to $5,000 for Propane Conversions
• Incentive to be Used Toward Incremental Cost Between Gas/Diesel Vehicles and Propane Vehicle or Conversion
• $15,000 Cap per Company Fleet

Deadline
• Ongoing
84th Legislative Session – Selection of Introduced Bills Affecting Fleets
HB 735 (Israel) – Scheduled for Public Hearing

- Establishes a program to collect information about the number of alternatively fueled vehicles registered on an annual basis.
- Includes: electric plug-in drives, hybrid electric drives, hybrid electric plug-in drives, flexible fuel, fuel cells, natural gas, propane, or other alternative fuels.
- RTC took action to support at meeting on March 12
- If passed, will take effect September 1, 2016

HB 3828 (Villalba) – Referred to Licensing & Administrative Procedures March 23

- Permits direct sale by manufacturer or distributor of motor vehicles powered only by electricity or battery and has not sold or exchanged more than 5,000 of such vehicles in each fiscal year in the state.
HB 1693 (Isaac) – Referred to Agriculture and Livestock, March 12
HB 2080 (Anchia) – Referred to International Trade & Intergovernmental Affairs March 17
• Prohibit the sale of motor fuel and ethanol mixture.

HB 3835 (Isaac) – Referred to Energy Resources March 24
• Eliminates methanol, ethanol, biodiesel, and their respective blends from the list of alternative fuels permitted for state agency fleets
• Prohibits state agency purchase of vehicles using these fuel types
SB 12 (Uresti, Menendez) – Co-Author Authorized March 18

- Establishes “State intent” that vehicle fleets of more than 15 be converted to AFV, and creates the Governmental Alternative Fuel Fleet Grant Program to assist eligible state agencies in complying

- Transit and school bus providers also eligible
HB 14 (Morrison) – Referred to Environmental Regulation March 16

- Adds 3 Counties in the Waco Region to the List of Eligible TERP Counties
- Eliminates the Clean Transportation Triangle Program
  - Updates Scope and Increases Funding Allocation of the Alternative Fueling Facilities Program Accordingly
- Updates the Light-Duty Rebate Program to Allow a $5,000 Credit and Expands to Include Hydrogen Fuel Cells
- Extends Expiration Date of all Programs to 2023
- Makes Numerous Minor “Cleanup” Changes to TERP
HB 652 (Isaac) – Referred to Environmental Regulation
February 19

SB 603 (Israel) – Pending in Committee March 10
- Extend expiration dates of various programs

HB 4083 (Rodriguez) – Referred to Environmental Regulation
March 24
- Broadens the Light-Duty Motor Vehicle Purchase or Lease Incentive Program to include vehicles purchased or leased both in state and out of state, provided vehicles are registered and operated for a minimum period in Texas
- Updates the program period start date from 2013 to 2015
- Could take effect immediately or on 91st day after the last day of legislative session
HB 624 (Pickett) – Referred to Transportation February 26
SB 321 (Hinojosa) – Referred to Transportation February 2
  • Eliminate the deposit of $5 fee imposed to the credit of the TERP (diverted from the Texas Mobility Fund)

SB 1849 (Nichols) – Referred to Finance March 25
  • All of the fees from applications for titles collected will be deposited to the credit of the Texas Mobility Fund, rather than $5 of the fees going to TERP
TERP Continued

SB 1741 (Hinojosa) – Referred to Natural Resources & Economic Development March 24

SB 1949 (Hinojosa) – Referred to Natural Resources & Economic Development March 25

• Change the allocation of funds for the diesel emissions reduction incentive program to at least 50% of the money in the fund, and any remaining balance as determined by the commission

• SB 1949 also reduces the maximum allocation for funding of a regional air monitoring program in commission regions 3 and 4 from $3M to $1M

• Reduces the amount to be deposited in the state treasury to the credit of the Clean Air Account from $500,000 to $200,000
SB 1685 (Huffines) – Referred to Natural Resources & Economic Development March 23

- Revokes Low-Income Repair and Replacement Assistance Program (LIRAP) but allows Local Initiative Projects to continue
- Revokes Health and Safety Code Chapter 386, which relates only to TERP, but may not remove associated programs that appear elsewhere in code.
HB 1184 (Paddie) – Committee Substituted and Reported Favorably March 23
• Authorizes alternative fuel programs resulting in energy cost savings and reduced emissions for local government vehicles as eligible for local government savings performance contracts.

SB 1432 (Hall) – Referred to Natural Resources & Economic Development March 18
• Prohibits state agencies, including TCEQ, from implementing GHG emissions regulatory programs required by federal statute or agency rule
• Prohibits state employee participation in national organizations assigned to recommend emissions regulatory programs
Texas Two-Step: The Single-Sticker Program
House Bill 2305 Passed During the 83rd Texas Legislative Session:

- Stops Issuance of the Separate Windshield Inspection Sticker
- Registration Sticker Serves as Proof of Registration and Inspection Began March 1, 2015

Administered Through Joint Effort:

- Texas Department of Motor Vehicles (DMV)
- Texas Department of Public Safety (DPS)
- Texas Commission on Environmental Quality (TCEQ)
Sync Up Process

March 1, 2015 through February 28, 2016

• Sync up period
• Can register as long as vehicle has a current, passing inspection within the past year
  – Those whose registration and inspection stickers already expire in the same month will have to get a new inspection prior to registration

March 1, 2016 and beyond

• Vehicle inspection must occur within 90 days prior to registration expiration
Main Steps

Follow Two Steps:

• Step 1 – Renew the registration if the vehicle has a current, passing inspection.

• Step 2 – Renew the registration online, by mail or in person at a local county tax office. At the time of the registration, the inspection will be verified electronically.

  – If tax office cannot find electronic record, motorist may provide a passing Vehicle Inspection Report.

  – If needed, print report from www.mytxcar.com

Source: DMV's www.twostepsonesticker.com website
Fees:

- Inspection Fee Does Not Change, but Paid in Two Steps –
  1. Inspection Station Portion Collected at Time of Inspection
  2. State Portion Collected at Time of Registration

- Breakdown of Fees Available at [www.twostepsonesticker.com](http://www.twostepsonesticker.com)
Resources

DMV Website: [www.twostepsonesticker.com](http://www.twostepsonesticker.com)

Information for Motorists, Dealers, Government, Fleet and Motor Carriers

“Calculate My Date” – Determine when Vehicle Inspection is Due

Frequently Asked Questions
Contact Information

Lori Clark
Principal Air Quality Planner
lclark@nctcog.org
817-695-9232

Jeff Hathcock
Senior Air Quality Planner
jhathcock@nctcog.org
817-608-2354

Websites
www.nctcog.org/airquality
www.dfwcleancities.org