8-Hour Ozone Historical Trends
DFW Area

1997 Standard < 85 ppb (Revoked)

2008 Standard ≤ 75 ppb (Moderate by 2017)

2015 Standard ≤ 70 ppb¹ (Marginal by 2020)

¹Attainment 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).
Updates Overview

Air Quality Ozone Update

Saving Money and Reducing Truck Emissions (SMARTE) Program

Environmental Protection Agency (EPA) SmartWay

Dallas-Fort Worth Clean Cities Coalition

Funding Opportunities

Volkswagen Settlement

Freight in North Texas Update
Saving Money and Reducing Truck Emissions (SMARTE) Program

Our goal is to improve air quality and reduce diesel fuel costs for truck drivers and fleets.

Regional Resource of Information

- SmartWay Verified Technology
- Technological and Operational Solutions
- State and Federal Rule/Regulation Updates
- Highlight Freight Focused Initiatives
- Funding Opportunities
- Application Assistance

SMARTE

Saving Money and Reducing Truck Emissions
Benefits of EPA SmartWay

- Credible Efficiency Tracking and Emissions Accounting
- Demonstrated Commitment
- Measurable Results
- Operational Efficiencies
- Sustainability Innovations
- Continuous Improvement
- Industry Recognition
- Continuous Improvement
- Operational Efficiencies
- Sustainability Innovations
- Industry Recognition

www.epa.gov/smartway

EPA SmartWay Global Collaboration
The SmartWay Transport Partnership

SmartWay Brand

The SmartWay Transport Partnership
SmartWay

www.epa.gov/smartway
Dallas-Fort Worth Clean Cities
Clean Transportation, Made Easy

Website: www.dfwcleancities.org
Local Partnerships: Clean Cities Coalitions

Nearly 100 Local Coalitions

15,000 Stakeholders
- 52% Private
- 48% Public

Nearly 500,000 Alternative Fuel Vehicles (AFVs)
Clean Cities Portfolio

Reduce

Replace

Eliminate

Fuel Economy

Biodiesel

Electricity

Hydrogen

Natural Gas

Propane

Ethanol

U.S. Department of Energy
Clean Cities: Making Connections

Local & National Partnerships

Information & Education

Competitively Awarded Financial Assistance

Technical & Problem Solving Assistance

Clean Cities coalitions are locally based with the ability to tap national resources.
DFW Clean Cities Coalition

GOAL:
- Improving Efficiency In Transportation
- Reducing Idling
- Ensuring Affordable and Abundant Fuel Sources
- Promoting Other Fuel-Conserving Measures

KEY RESOURCES:
- Education on Vehicle Technologies
- Meetings, Workshops, Webinars, Trainings
- Access to National Technical Assistance
- Monthly E-Newsletter and Weekly E-Mail Updates
- Fleet Recognition Program
Available Funding

- Clean Fleets North Texas
- Fleets for the Future
- Propane Council of Texas
- Texas Emissions Reduction Plan Program
  - Texas Natural Gas Vehicle Grant Program
  - Texas Clean Fleet Program
- Volkswagen Settlement Beneficiary Mitigation Plan for Texas (coming soon)

www.nctcog.org/AQFunding
Volkswagen Settlement

Total Settlement to Date: $14.7 Billion

$2.7 Billion Environmental Mitigation Trust
  - $209 Million to the State of Texas
  - TCEQ as Lead Agency

TCEQ Proposed Funding Breakdown

- Administrative Costs; Up to 4%
- Statewide ZEV Infrastructure; Up to 15%
- Mitigation Actions in Priority Areas; At Least 81%
## Eligible On-Road Categories

**Class 8 Local Freight Trucks and Port Drayage Trucks**

**Class 4-7 Local Freight Trucks**

**Class 7-8 Refuse Vehicles**

**Class 4-8 Transit and Shuttle Buses**

**Class 4-8 School Buses**

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Ownership</th>
<th>New Fuel Type</th>
<th>Funding Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Replace or Repower</td>
<td>Govt Owned</td>
<td>Electric</td>
<td>60%**</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Alt Fuel/Hybrid or Diesel</td>
<td>60%</td>
</tr>
<tr>
<td>Replace</td>
<td>Non-Govt Owned</td>
<td>Electric</td>
<td>60%**</td>
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<tr>
<td></td>
<td></td>
<td>Alt Fuel/Hybrid or Diesel</td>
<td>25%*</td>
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<tr>
<td>Repower</td>
<td>Non-Govt Owned</td>
<td>Electric</td>
<td>60%**</td>
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<tr>
<td></td>
<td></td>
<td>Alt Fuel/Hybrid or Diesel</td>
<td>40%</td>
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</tbody>
</table>

*Exception is Drayage Trucks, which Qualify for 50%

**Up to 60% of Cost of Necessary Infrastructure for All-Electric Vehicles also Eligible**
## Eligible Non-Road Categories

<table>
<thead>
<tr>
<th>Project Type</th>
<th>Ownership</th>
<th>Fuel Type</th>
<th>Funding Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Install ZEV Supply Equipment</td>
<td>Govt Owned or Non-Govt Owned</td>
<td>Electric</td>
<td>50%</td>
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<tr>
<td></td>
<td></td>
<td>Hydrogen</td>
<td>25%-33%</td>
</tr>
<tr>
<td>Replace/Repower Airport Ground Support Equipment</td>
<td>Govt Owned or Non-Govt Owned</td>
<td>Electric</td>
<td>60%</td>
</tr>
<tr>
<td>Replace/Repower Forklifts or Port Cargo-Handing Equipment</td>
<td>Govt Owned or Non-Govt Owned</td>
<td>Electric</td>
<td>60%</td>
</tr>
</tbody>
</table>

*Not Shown: Ocean-Going Vessel Shorepower (Not Applicable in DFW Area)*
Freight in North Central Texas

Major Freight Hub Dependent on Freight Mobility

Trucks Carry 77% of Regional Freight Tonnage

Four Rail Intermodal Facilities

Two Major Air Cargo Airports

Over 15 Large Freight-Oriented Developments
Freight North Texas

Improve the Availability of Transportation Options for Goods, Services, and People Movement throughout the DFW Region by:

- Seeking freight community participation in the planning process
- Promoting safety, mobility, and accessibility
- Monitoring freight traffic
- Reviewing freight-related impacts on the transportation network
- Recommending/conducting planning studies and project implementation strategies
  - Truck Parking Study
  - Land-Use Analysis
Truck Parking Study

Truck parking is a major issue both nationally and within our region. Truck parking data was collected and analyzed for area-specific recommendations.

The Truck Parking Study is a comprehensive document that identifies innovative solutions to meet our growing truck parking needs.

Completed in April 2018
Freight and Land-Use Analysis

This study will assess and analyze current freight-related regional land use and recommend strategies to help reduce conflicts with non-compatible land uses.

Recommendations will outline future course of action and desirable layouts of freight land usage that helps to preserve freight-oriented development and reduce conflict with surrounding areas.

Projected Completion, Spring 2019
Hazardous Material Routing Study

Last Study Completed 1985

A comprehensive review of hazardous material routing needs and recommendations for the Dallas-Fort Worth region including:

- Evaluation of the regional routes
- Evaluation of routes near major hazardous material carriers
- Recommendations for better connectivity of these localized routes

Projected Completion, Fall 2019
Regional Freight Advisory Committee

Established to Enhance the Regional Freight System through Information, Knowledge, and Technology Sharing between Public and Private Interests

The Committee:

- Advises NCTCOG staff and the Regional Transportation Council
- Promotes the region’s freight-related capabilities
- Provides feedback on recommended regional freight strategies
- Next meeting February 4, 2019
## Contact Us

### SMARTe and SmartWay

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
<th>Phone 1</th>
<th>Phone 2</th>
<th>Email</th>
</tr>
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<tbody>
<tr>
<td>Huong Duong</td>
<td>Air Quality Planner</td>
<td>817-704-5678</td>
<td></td>
<td><a href="mailto:hduong@nctcog.org">hduong@nctcog.org</a></td>
</tr>
<tr>
<td>Jason Brown</td>
<td>Principal Air Quality Planner</td>
<td>817-704-2514</td>
<td></td>
<td><a href="mailto:jbrown@nctcog.org">jbrown@nctcog.org</a></td>
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### DFW Clean Cities, Funding, and Volkswagen

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<tbody>
<tr>
<td>Nancy Luong</td>
<td>Air Quality Planner</td>
<td>817-704-5697</td>
<td></td>
<td><a href="mailto:nluong@nctcog.org">nluong@nctcog.org</a></td>
</tr>
<tr>
<td>Lori Clark</td>
<td>Program Manager</td>
<td>817-695-9232</td>
<td></td>
<td><a href="mailto:lclark@nctcog.org">lclark@nctcog.org</a></td>
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### Freight

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<tbody>
<tr>
<td>Michael Johnson</td>
<td>Transportation Planner</td>
<td>817-695-9160</td>
<td></td>
<td><a href="mailto:mjohnson@nctcog.org">mjohnson@nctcog.org</a></td>
</tr>
<tr>
<td>Jeff Hathcock</td>
<td>Program Manager</td>
<td>817-608-2342</td>
<td></td>
<td><a href="mailto:jhathcock@nctcog.org">jhathcock@nctcog.org</a></td>
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