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Clean Cities Sponsorship

DFW Clean Cities (DFWCC) relies on sponsor support to conduct much-needed education and outreach activities for area fleets, community

leaders, and citizens, as well as assisting in the increase of alternative fuel and advanced technology vehicles and supporting infrastructure in the North Texas region. There are two ways to sponsor DFWCC - by becoming a Marketing Sponsor, or by proposing your own project. To learn more about the various Marketing Sponsor levels as well as submitting your own proposal to DFWCC, visit the [DFWCC website](#). Have a quick question about sponsorship? Feel free to reach out to us at cleancities@nctcog.org and we would be happy to discuss more!

A special thanks to our current newsletter sponsors!



Clean Vehicle News

Upcoming DFWCC Webinars, Trainings, and Events

- April 12 - [Greater Houston Natural Gas Vehicle Alliance Meeting](#), 11 AM
- April 18 - [Fleets for the Future Electric Vehicle \(EV\) webinar](#), 1 PM
- April 24 - [National Drive Electric Week Planning Conference Call](#), 1:30 PM

Clean Fleets North Texas 2018 Call for Projects Now Open!
The North Central Texas Council of Governments (NCTCOG) is offering approximately \$1.5 million in grant funding for the replacement of heavy-duty diesel vehicles or equipment!

Who is Eligible?

Local governments or private companies that contract with local governments are eligible to apply. Eligible vehicles or equipment must operate in the 10-county ozone nonattainment area, which includes Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Tarrant, and Wise Counties. Grant funding will pay for 25, 35, or 45 percent of the new vehicle or equipment cost, depending on the emissions rate of the new engine. This means that alternative fuel vehicles such as natural gas, propane, and electric qualify for higher funding levels!

Deadline

Applications will be evaluated and awarded on a modified first-come, first-served basis. The last Friday of each month at 5 PM will serve as an interim deadline, with April 27 being the first interim deadline.

Want to learn more?

A workshop covering the application and guidelines was conducted on April 5, 2018, at the NCTCOG offices at 1 PM in the Transportation Council Room. For more information, go to www.nctcog.org/aqfunding or email aqgrants@nctcog.org.

Easy Riding Electric Style

While emissions standards for ICE automobiles have become increasingly strict over the last several decades, gasoline motorcycles have remained relatively unregulated, contributing significantly to air pollution. However, that may soon change as the California Air Resources Board and the Environmental Protection Agency (EPA) consider more stringent emissions standards, starting with dirt bikes. These fun-loving off-road bikes are dirty indeed. Riding a single mile on a two-stroke dirt bike is the equivalent of driving 3,000 miles in a conventional automobile. Electric dirt bikes represent a great alternative since they are not only cleaner but also quieter (potentially alleviating noise pollution and thus the need to locate dirt bike tracks in remote areas). Electric on-road motorcycles are also increasingly available from major manufacturers such as BMW, Kawasaki, and Harley Davidson, who are already making them for the European market. Range and price constitute the most significant barriers to electric bike adoption but advances in battery technology could soon address both. In fact, according to Jay Friedland of Plug In America, the electric motorcycle market could potentially overtake that of the electric vehicle market. That's fitting since motorcyclists really love to fly! Visit [Plug In America](http://Plug.In.America) for more information.

DOE to Fund \$12 Million in Early-Stage Natural Gas Technology Research

In early March, the Department of Energy (DOE) announced plans to fund \$12 million worth of early-stage research in several promising areas of natural gas technology. This will include \$4 million for three projects focusing on medium- and

heavy-duty, on-road natural gas engines, \$3 million for two projects to advance fluid power systems for off-road vehicles, and \$5 million dollars for five natural gas projects underway at three DOE National Laboratories. Together, these projects could materially advance natural gas technology. Natural gas is cleaner than petroleum and coal and relatively abundant in the US, making it a geopolitically secure and environmentally responsible energy choice. Funding recipients include the University of Houston, Colorado State University, Purdue University, University of Minnesota, and University of Michigan. Research at the DOE's Pacific Northwest National Laboratory (PNNL), Oak Ridge National Laboratory (ORNL), and Argonne National Laboratory (ANL) will focus on improving emissions and efficiency in medium- and heavy-duty natural gas engines. Another area of funding emphasis is fluid power systems for off-road vehicles, including backhoes, plows, and excavators, which play a key role in farming and construction. For more detailed information on research projects, read the entire press release on the [Office of Energy Efficiency and Renewable Energy website](#).

Stop-Start Systems-Not Just for Hybrids Anymore

Stop-start systems, designed to shut down the vehicle engine when stopped and restart with the release of the brake pedal, thus reducing idling time, have been employed on hybrids since their introduction into the auto market nearly 20 years ago. However, auto manufacturers are increasingly recognizing the utility of these systems for non-hybrid vehicles. Stop-start systems are particularly useful in urban areas where drivers frequently have to stop for lights. In 2016, only 9.1 percent of non-hybrids vehicles were equipped with stop-start systems but that grew to 14.2 percent in 2017. The increase is even more pronounced in light-duty trucks, which grew from around 10 percent in 2016 to 20.3 percent just a year later. Stop-start systems improve fuel economy by 4-5 percent, according to the EPA, so it makes sense why automakers, and drivers, are increasingly pursuing them. See the [DOE Fact of the Week #1017](#) for more information.

Ozone Season is Upon Us

Ozone concentration in North Texas is at its lowest level on record, after falling to 79 parts per billion (ppb) for the 2017 ozone season. For the first time, North Texas did not have any red (unhealthy for all groups) ozone days, a significant milestone since the region was first classified as nonattainment. Ten counties in the Dallas-Fort Worth area are in nonattainment for ozone, an air pollutant which can cause a variety of health problems related to lungs and lung function. In 2015 the ozone standard was lowered from 75 ppb to 70 ppb and included a one-month extension of the ozone season through November. It is anticipated that the Environmental Protection Agency (EPA) will announce classifications for the 2015 ozone National Ambient Air Quality Standards (NAAQS) by April 30 for the NCTCOG ten-county nonattainment region. Air quality in North Texas has

improved significantly since 1998, when the ozone concentration was 102 ppb. The region's progress is a result of NCTCOG and its partners adopting clean air programs and policies along with advances in vehicle technology. Alternative fuel vehicles have been critical to improving regional air quality since they generally emit less NOx, an important ozone precursor, relative to gasoline and diesel vehicles. Thus, investing in alternative fuel technologies and making sure to use them during ozone season is a great way for fleets to contribute to cleaner air in North Texas. For information on how you can help improve air quality, and to sign up for ozone alerts, visit www.airnorthtexas.org.

Clean School Bus Grant Program is a Hit!

The [Texas Clean School Bus Program](#) is part of the Texas Commission on Environmental Quality's (TCEQ) Texas Emissions Reduction Plan (TERP) and it has proven immensely popular this grant round. The agency has already received over \$8 million in applications. Unfortunately, only \$3 million was allocated to the program for this year and another \$3 million for next year. An important change to the program for this grant round was the inclusion of school bus replacements for funding (previously, only retrofit projects were eligible to receive grant funds). The popularity of the program aligns with the fact that, according to the Texas Education Agency (TEA), over 40 percent of school buses in Texas are more than 10 years old. Clearly, area public schools are aware of the need for improved air quality and enthusiastic about updating their fleets with cleaner technologies! A presentation about the Texas Clean School Bus Program can be found [here](#).

National Drive Electric Week Updates

NCTCOG and DFWCC are thrilled to announce that planning for the 2018 North Texas National Drive Electric Week (NDEW) event is underway and we want your input! We encourage you to join us for our NDEW planning call when we'll share our plans and solicit your thoughts! The call is scheduled for Tuesday, April 24 from 1:30 pm - 2:30 pm CST and you can register [here](#).

The 2018 NDEW event will be held at Grapevine Mills Mall on Saturday, September 8 from 10 am - 1 pm. Registration is open on the [national National Drive Electric Week website](#) (4 cars and 7 individuals are already signed up!) and we'll be updating the official North Texas NDEW website, www.driveelectricdfw.org, soon. Stay tuned!

In case you're new to NDEW, need a mid-week pick me up, or want a reminder of what a celebration of all-things-electric looks like, check out the [2017 North Texas NDEW recap video](#) which does awesome job distilling the excitement and feel of the day. Hope to see you on September 8!

#texasEV #beatcalifornia

Electrify America Comments Submitted

On March 1, 2018, the North Central Texas Council of Governments (NCTCOG) and Dallas-Fort Worth Clean Cities (DFWCC) Coalition submitted comments to Electrify America, LLC, in response to the organization's request. Electrify America is a subsidiary of the Volkswagen Group of America which has been charged with managing the Zero Emissions Vehicle (ZEV) Investment Plan. Under the ZEV Investment Plan, a total of \$2 billion dollars will be spent nationally to support deployment of zero-emission vehicles.

Electrify America requested input regarding Cycle 2 of their National ZEV investment Plan, specifically related to local data or information related to infrastructure, outreach, and education. Comments were due March 1, 2018. NCTCOG and DFWCC submitted comments responding to two topics: 1) Suggestions and Data Relevant to Cycle 2 Investments and 2) Education & Access Suggestions. A copy of the information submitted is available on [NCTCOG's Volkswagen Settlement Information website](#).

New Alternative Fuel Corridor Designations Announced

The Federal Highways Administration has announced the second round of Alternative Fuel Corridor designations. In addition to previously awarded interstate corridors designated in 2016, the second designation round added US 75 as a corridor for natural gas, propane, and electric to the North Texas region. For a complete map of all designated alternative fuel corridors across the country, visit https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/maps/.

Texas Natural Gas Vehicle Grant Program (TNGVGP) Now Open

The Texas Commission on Environmental Quality's (TCEQ) Texas Natural Gas Vehicle Grant Program (TNGVGP) is now open! Approximately **\$15.4 million** is available and will be awarded on a first-come, first-served basis. Applications will be accepted until May 31, 2019, or until all grant funds have been awarded.

The TNGVGP provides grants to encourage owners of gasoline or diesel heavy-duty or medium-duty vehicles to replace or repower their vehicles with natural gas. Repower projects include engine replacement or conversion of the vehicle or engine. **Eligible natural gas fuels include Compressed Natural Gas (CNG), Liquefied Natural Gas (LNG), and Liquefied Petroleum Gas (LPG).** Applicants may be eligible for the maximum grant amount or 90 percent of the eligible

costs, whichever is less. To see maximum grant amount tables, visit the [TNGVGP](#) website and click on the Request for Grant Applications (RFGA) under How Do I Apply for a Grant.

To learn more, review the current TNGVGP List of Eligible Vehicles and Engines, and view TCEQ's workshop presentation on this program, go to www.terpgrants.org.

Resources

[Air North Texas](#) | [Air Quality Funding](#) | [Electric Vehicles North Texas](#) | [DFW Clean Cities Calendar](#)

Contact Us

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For a complete list of Clean Cities staff, visit www.dfwcleancities.org.