

City Mobility and Fleet Electrification

Go Electric, Drive The Change[®]



Rev 8.21.18 rev

WE DELIVER.



Objective:

The goal of Oncor's Electric Vehicle campaign "Go Electric, Drive The Change" is to enable customer benefits of:

- **cleaner air**
- **lower vehicle operating/maintenance cost**
- **convenience of home/business site charging**

These benefits are supported by accelerating the adoption of EV's and the expansion of high capacity charging infrastructure across our service area.

Global Events Driving EV adoption: China Leads the Way

1. China has passed requirements that 10% of 2019 vehicles sold must be battery electric.
2. China has mandated that only vehicles with a range >200 miles on a single charge are eligible for national incentives.
3. Every major automotive manufacturer now has China partnerships to produce electric vehicles for global sales.
4. China has over 300 manufacturers developing and readying production of electric vehicles.

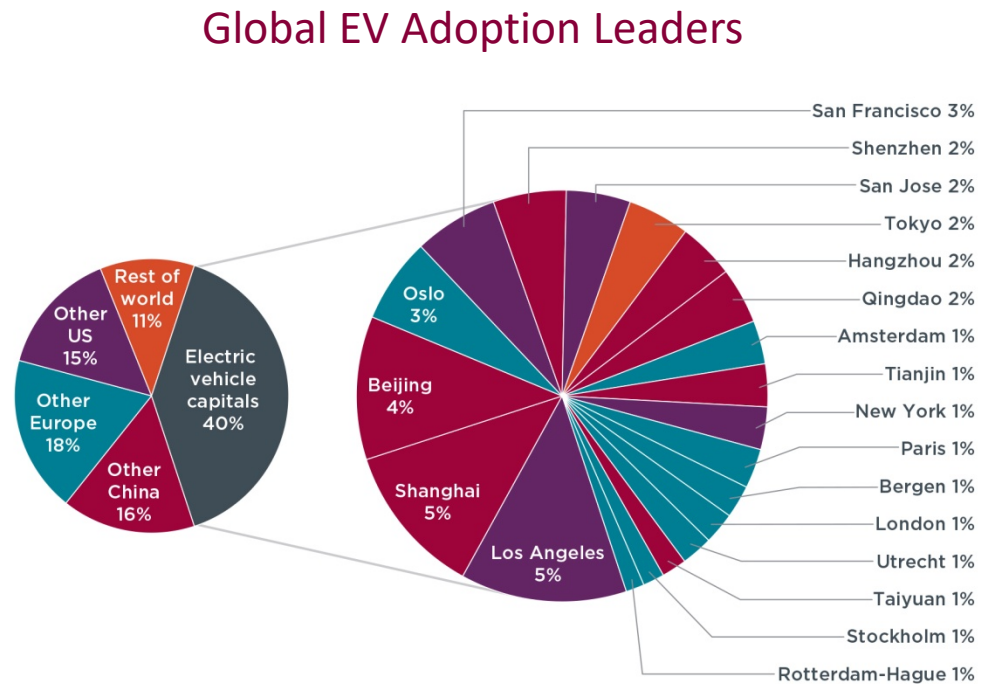


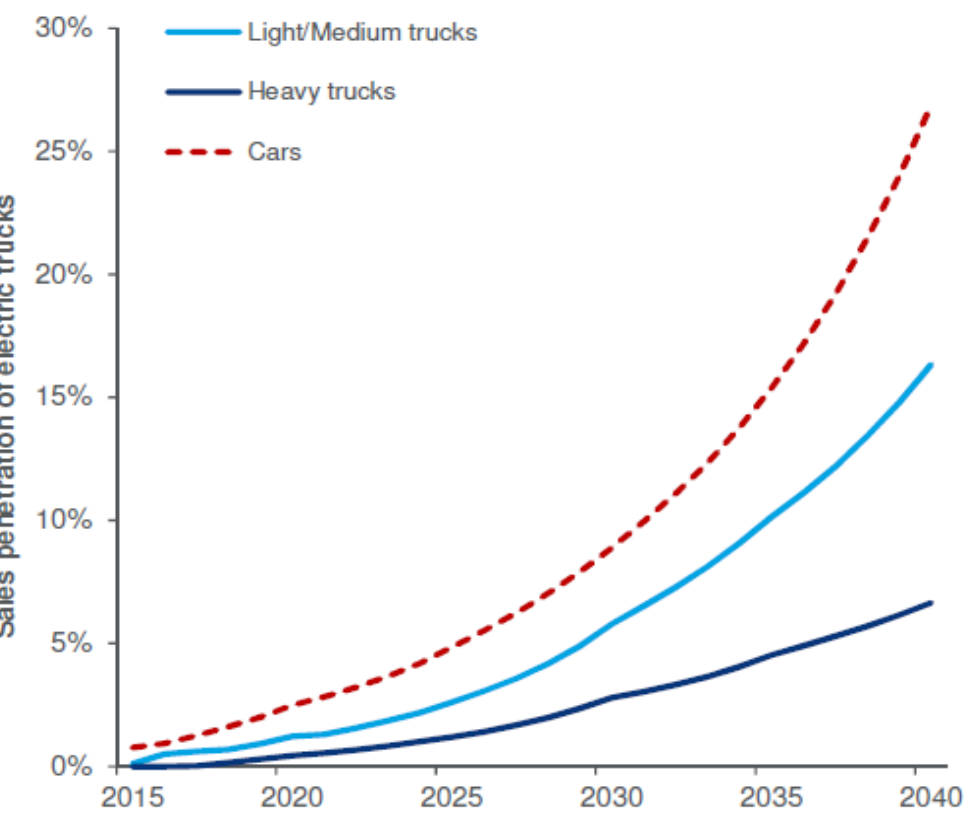
Figure 4. Estimated cumulative electric vehicle sales in electric vehicle capitals, expressed as percentages of the global electric vehicle stock through 2016.

Source: The International Council on Clean Transportation

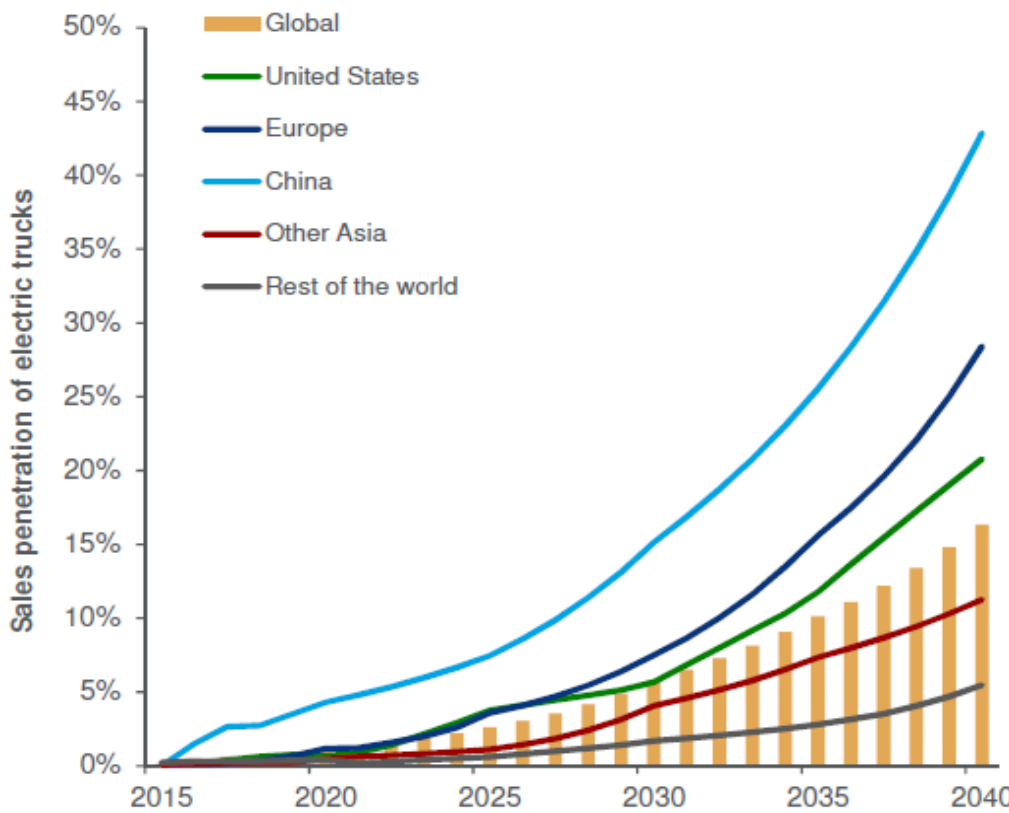
Light and medium-size trucks see electrification, especially in China

Electrification of heavy trucks is delayed

Global electric vehicle sales by segment



Sales of light and medium electric trucks by region

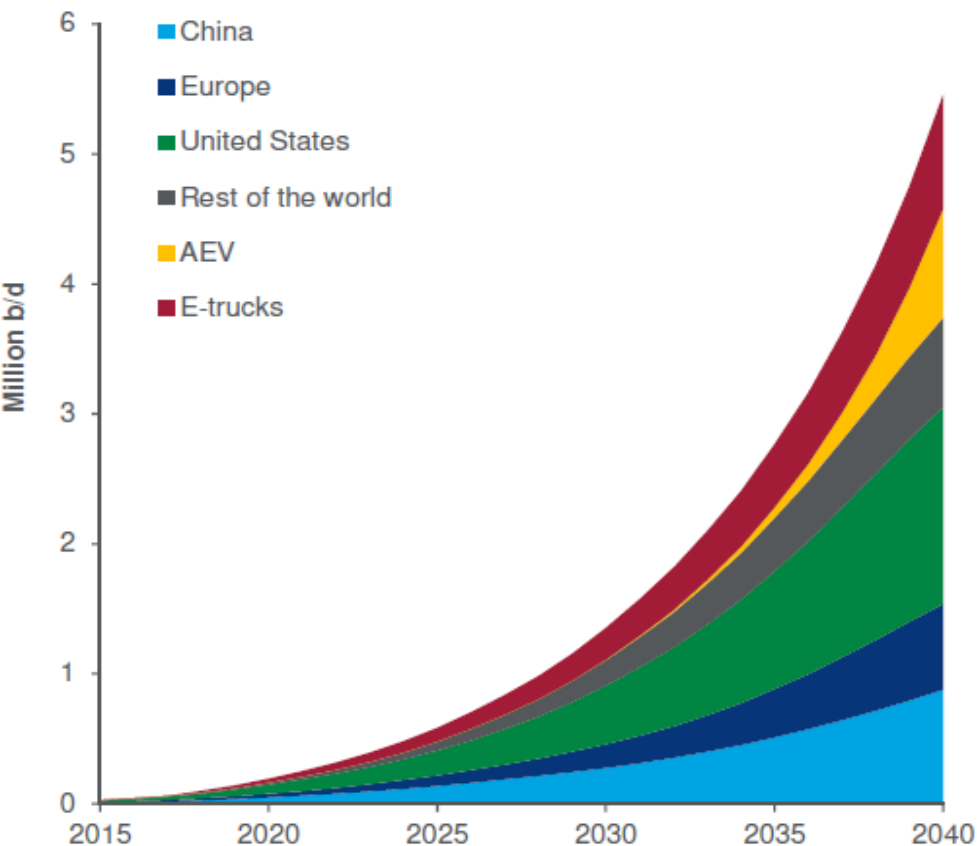


Source: Wood Mackenzie

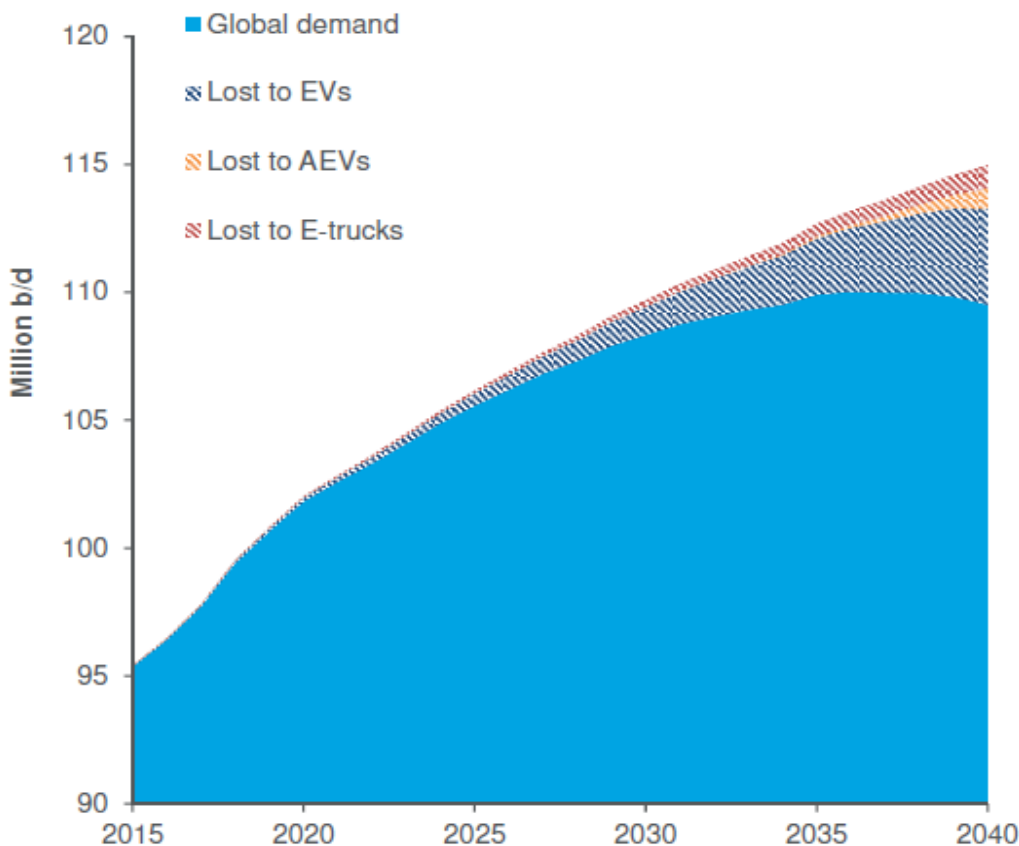
Electric cars and trucks displace 5.5 million b/d oil demand by 2040

The greatest impact will be in the US, mainly due to higher miles travelled vs Europe

Global oil demand displaced by EVs



Global oil demand

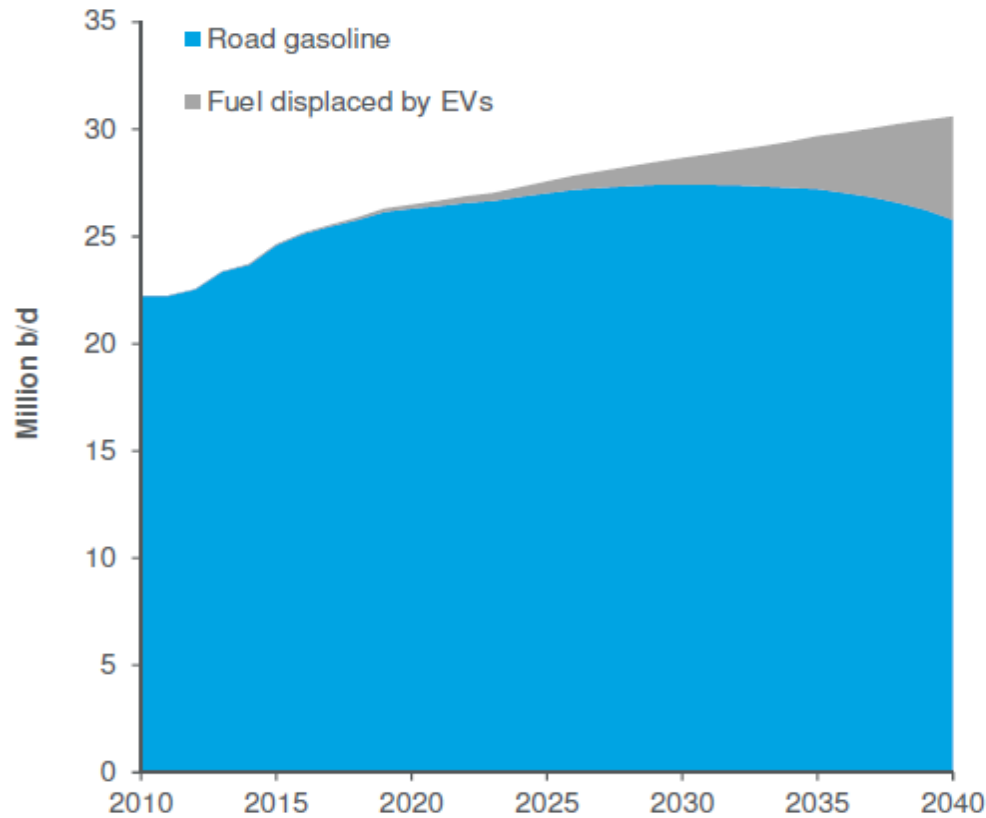


Source: Wood Mackenzie

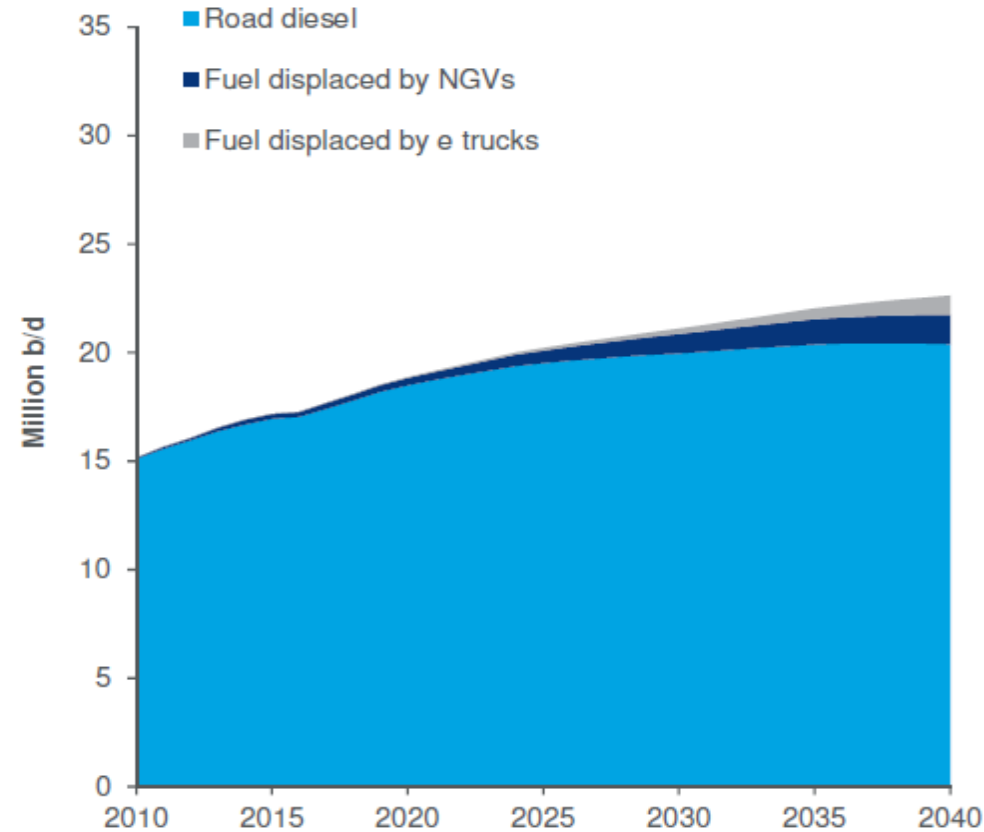
Global gasoline demand is hit hard; Natural Gas Vehicles (NGVs) pose the bigger threat to diesel demand

Global gasoline demand set to peak by 2030

Global demand for gasoline



Global demand for road diesel

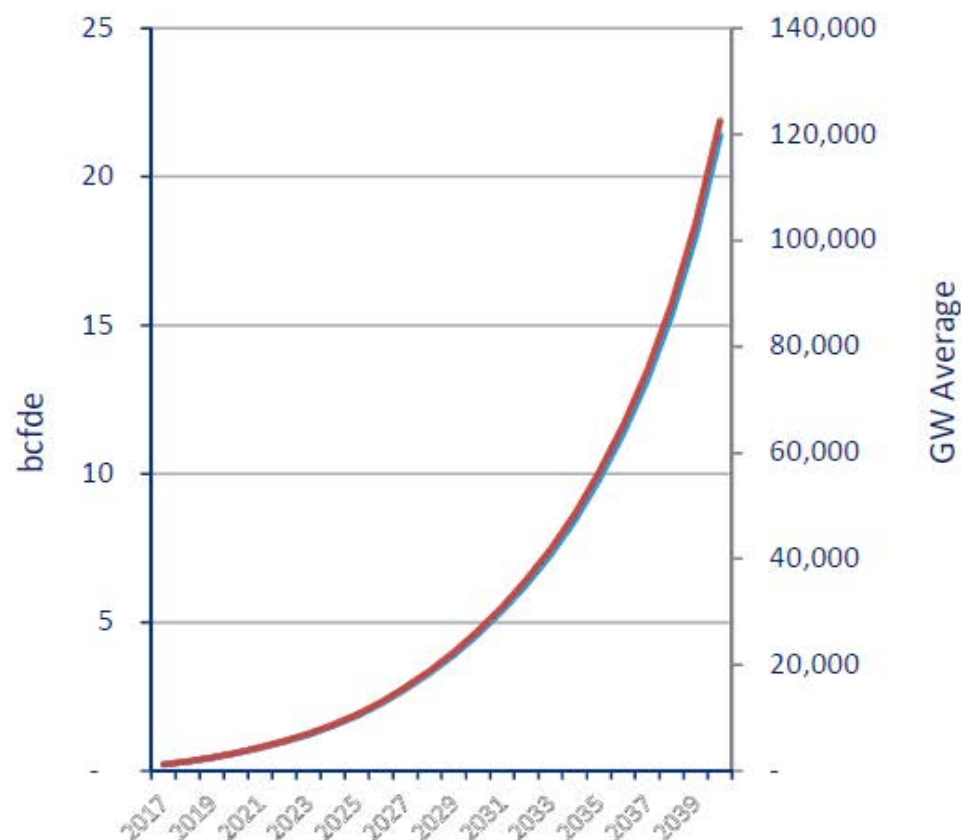


Source: Wood Mackenzie

Impact on system demand will vary based on time and rate of charging

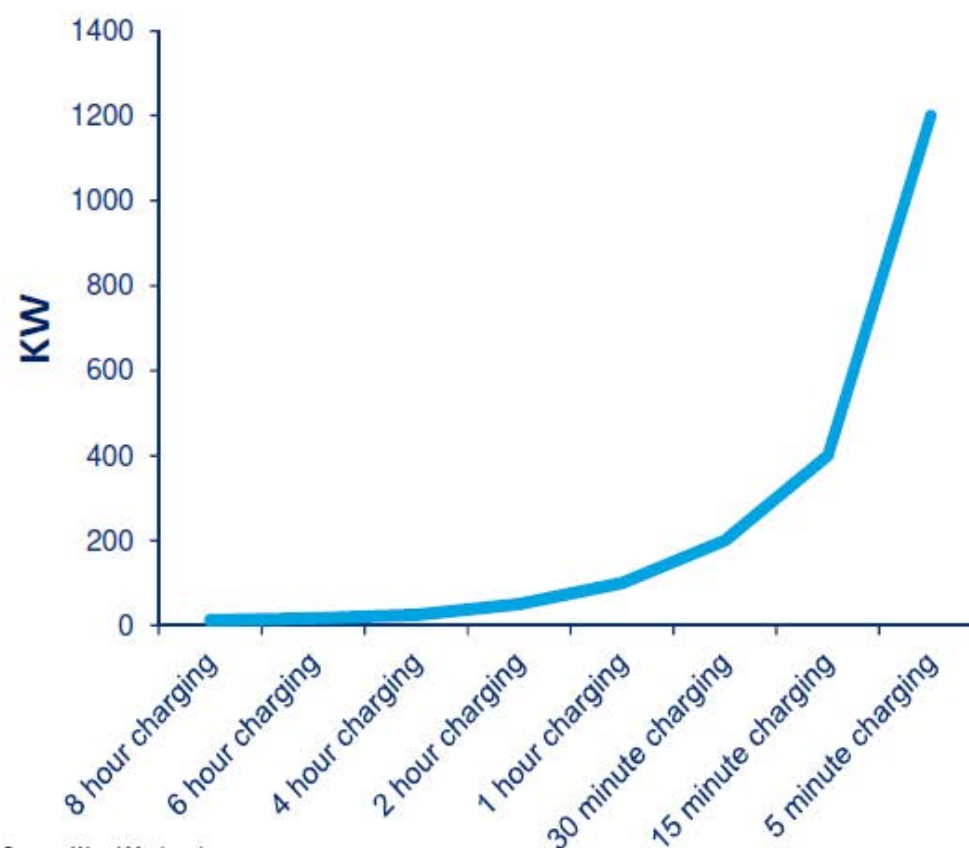
Total power demand from EV's: exceedingly faster charging can create unnecessary or unintended spikes in loads or reliability metrics

Impact on total global power demand



Source: Wood Mackenzie

Faster charging demand implications



Source: Wood Mackenzie

Potential City Actions to Promote Electric Vehicle Adoption

1. Electrify the city-owned fleet as appropriate
2. Electrify the city or regional public transit fleet as appropriate
3. Designate preferred public charging sites
4. Set standards and/or work with developers to include on-site charging for apartments, condos, commercial and industrial new construction.
5. Work with apartment complex, commercial and industrial site owners to provide on-site charging in response to tenant or employee requests.
6. Preferential parking or designated EV or low emissions only street access in areas of high congestion or emissions.

City Fleet Electrification

Overview

The economics of fleet electrification have recently turned favorable for certain classes of vehicles. As a result Oncor evaluated its own fleet and determined most light duty class vehicles, if battery electric rather than internal combustion, could save Oncor up to \$1,000 per year or more depending on their use profile.

Based on public source research many sources expect over the next five years that most classes of fleet vehicles may be more economical to operate if electric.

As a result of our analysis, Oncor has commenced electrifying its fleet.

Fleet Style Electric Vehicles With Announced Release Dates by 2022

Ford	24 hybrid and 16 electric or plug electric vehicles
GM	20 new electric or plug electric vehicles
Toyota	10 electric, plug electric or Fuel Cell vehicles
Nissan	8 electric or plug electric vehicles
Hyundai	38 electric, plug electric or fuel cell vehicles by 2025
Volvo FL	Class 4 vehicle for vans or garbage trucks

Transit Fleet Electrification

DART Trains are electric

DART busses are primarily CNG (645 of 660)

With the exception of six EV convention site route busses.

Several cities in China already are 100% transit electric

Major effort to convert all city busses to electric by 2030

Intercity busses with mileage of over 1,000 miles are operational in China today although few in number.

Governmental Alternative Fuel Fleet Grant Program

The Texas Commission on Environmental Quality (TCEQ) will establish and administer a grant program for governmental alternative fuel fleets to provide grants for the purchase or lease of a new vehicle and the purchase, lease, or installation of alternative fueling equipment. Eligible alternative fuels include natural gas, propane, hydrogen, and electricity. State agencies and political subdivisions are eligible to apply for a grant under the program if the entity operates a fleet of more than 15 vehicles. Mass transit and school transportation providers will also be eligible for grants.

TCEQ will establish standardized vehicle grant amounts based on the incremental costs associated with the purchase or lease of different categories of motor vehicle, including the fuel type, vehicle class, and other categories TCEQ considers appropriate. TCEQ will also establish standardized fueling equipment grant amounts.

(Reference [Senate Bill] (<http://www.capitol.state.tx.us/BillLookup/BillNumber.aspx>) 1731, 2017)

What You Can Do, What We Will Do

You

- Determine operational constraints and appropriate vehicles that can best address them.
- Determine whether State or Federal financial assistance may be available to your municipality.
- Analyze the total cost of ownership of electric vehicles in your fleet.
- Determine where and how you will charge your electric fleet vehicles
- Work with Oncor to minimize the cost of delivering power to your charging infrastructure
- Design site modifications necessary
- Make site modifications
- Install level 2 / DC Fast Charging infrastructure and signage as appropriate
- Develop criteria for expanding fleet electrification and infrastructure

Oncor

- Advise on your site plans to reduce the cost of delivering power to your charging infrastructure
- Coordinate system upgrades (if any) that will be needed to support
- Work with your contractors to deliver power to agreed upon charging sites.
- Connect and test electrical infrastructure to the meter.

Public Charging

What You Can Do, What We Will Do

You

- Determine preferred sites in your city where your analysis indicates underserved populations, lower income and visitor populations would best be able to access public charging.
- Work with Oncor to plan how to minimize the cost of delivering power to such sites.
- Develop expedited permitting process and forms.
- Make information about these preferred sites available to charging infrastructure providers.
- Develop criteria for expanding fleet electrification and infrastructure

Oncor

- Advise on your site plans to reduce the cost of delivering power to the proposed charging infrastructure
- Coordinate system upgrades (if any) that will be needed to support
- Work with developer contractors to deliver power to agreed upon charging sites.
- Connect and test electrical infrastructure to the meter.

Multiple Residential, Commercial and Industrial Charging

What You Can Do, What We Will Do

You

- Determine what approach best meets the needs for establishing EV charging standards.
- Develop an expedited permitting process and forms.
- Outreach to owners and or developers as to standards and provide forms needed.
- Develop criteria for expanding electrification and infrastructure

Oncor

- Advise on site plans to reduce the cost of delivering power to charging infrastructure
- Coordinate system upgrades (if any) that will be needed to support
- Work with your contractors to deliver power to agreed upon charging sites.
- Connect and test electrical infrastructure to the meter.

Accessing Oncor

Starting New EV Service

To start service with Oncor the customer can call into the contact center (888.222.8045) or email NewConstructionManagement@oncor.com. The Project Manager assigned to the project for those areas will require three simple pieces of information: Load, Site Plan, and Timeline. These items help determine the size of facilities that Oncor will need to install, where we might install them on the site, and the customer expectations of when service is required. The project will then follow the basic process below: Depending on the scope of work the project can have a general timeframe from 30days to 90days to complete service.



Required Documents

Oncor must have the following to schedule a crew for installation of facilities:

- Signed service agreement
- Easement*
- Civil completed* – Site Ready
- Payment received*

*Items are "if applicable" and forms sent to customer via Project Manager

Construction

During the construction phase it is important to keep the area clear of debris for our crews to perform the work necessary to provide service. If customer civil work is being performed this must be inspected by an Oncor Inspector and follow Oncor's Construction Specifications ([Oncor- Construction Guidelines](#)). Construction timeframes will range from two weeks to four weeks depending on the scope of work for the project.

Meter Installation

When it is time for the meter to be installed it is important to make sure that the following is completed and coordinated:

- Oncor will provide an ESID number to the customer to use to make "Application for Service" with the Retail Electric Provider of their choice (www.powertochoose.org).
- City must send in a confirmed city inspection to Oncor's New Construction Management Center (NCMC) at c3ncmc@oncor.com or Fax: 888.222.9716 on the previously provided ESID account.*
- Customer must then apply for service on the same ESID Account provided previously with their selected Retail Electric Provider.
- Once the inspection and the application for service have been received Oncor will receive an order to set the meter.

*Note: In areas outside of the City boundaries, City inspections may not be required but meter base installations will still need to follow Oncor's service guidelines ([Oncor- Electric Service Guidelines](#)).

Back up

Electric delivery vehicles in production or planned

DETROIT (Reuters Feb 22, 2018) - United Parcel Service Inc on Thursday said it would partner with truck maker Workhorse Group Inc to build an all-new electric van for the package delivery company's fleet.

Manufacturers are racing to bring cost-effective electric vehicles with sufficient battery range to market. Here are some other recent developments:

- * In September, Daimler AG unveiled its battery-powered eCanter truck and announced UPS as its first U.S. commercial customer.
- * In November, U.S. truck leasing and rental company Ryder System Inc said it would buy 125 delivery vans from Chanje, a unit of China's FDG Electric Vehicles Ltd which has annual production capacity of 100,000 units from its factory in China.
- SAIC Motor Corp Ltd, China's largest automaker, has developed an electric van that went on sale in Germany in January.
- In February UPS announced it will purchase 50 Workhorse electric vans with 100 mile range for a price lower than comparable diesel vans without subsidies leading to a lower total cost of operations. These vans will be test driven in Dallas, Los Angeles and Atlanta.
- Volvo announced the FL Electric class 4 van with up to 185 mile range on a 300kWh battery pack that charges by DCFC in 1-2 hours or level 2 AC charging in less than 10 hours.
- * DHL and Ford Motor Co have co-developed an electric van for the Deutsche Post AG unit. Production began in the second quarter and plans to deliver 2,500 vehicles by the end of 2018.
- * Nissan Motor Co, unveiled a concept model of its e-NV200 electric van with refrigeration capabilities and plans to introduce the e-NV200 series in China in the near term.

Economics – per Workhorse Electric Van CEO Stephen Burns

“Fleet operators used to the costs of buying fuel for 6-mpg delivery trucks will see a clear financial benefit to an electric truck from Day One if they're leasing it, Burns said, when lease payments, fuel, and maintenance are added together.

And that's even without the Federal tax credit for buying a plug-in electric truck, he claims.

The lack of a transmission in electric trucks is particularly appealing to fleet operators, Burns said, who must typically spend significant money on regular transmission maintenance in trucks that operate entirely in stop-and-go traffic.

Many operators, in fact, will save more on the maintenance of their trucks than they do by eliminating or vastly reducing their fuel purchases.

Even for those operators who buy their trucks outright, the payback is between two and three years.”

Making Electric Charging Affordable

UPS recently rolled out "smart charging" software at a central London facility that allowed the company to nearly triple its local electric fleet to 170 delivery vans.

The smart charging technology determines when and how fast to charge vehicles. If vehicles are not scheduled for a full route the next day, the system can opt not to fully charge them and charge other vehicles more. Without the software, UPS would have had to install enough infrastructure to charge all the vehicles at the same time.

Programs from TCEQ Texas Clean Fleet Program

For the ten non-attainment counties in the Oncor service area, TCEQ may provide assistance.

Grants are made for fleet owners of at least 75 over the road vehicles, with at least 20 on road diesel vehicles eligible for replacement.

Currently the program has made all awards under the 2015 funding and is working through a program restart under 2017 funding.

Contact person:

Gloria Lyall
512-239-3602

Other Municipal Only Assistance from TCEQ

Texas Clean School Bus Program

<https://www.tceq.texas.gov/airquality/terp/school-buses.html>

The EPA has a similar rebate program (2010 Congressional program expired a year ago) and grant program (2018 version closed a few months ago), both as diesel reduction only

Fleets for the Future ... gov't/councils bulk purchase program (locally as a NCTCOG partner)

<http://www.fleetsforthefuture.org/dallas-fort-worth/>



Renewable Natural Gas for Fleets

August 21, 2018



Largest Alternative Transportation Fuel Provider

2017 CLEAN ENERGY RENEWABLES HIGHLIGHTS

78 MM GALLONS SOLD

24 RNG SUPPLY SOURCES

 **100+** STATIONS
WITH
RNG SUPPLY DELIVERED



Driving Future Growth

The Cleanest Fuel Available in the U.S. Today.



100% Renewable Fuel



Can be CNG or LNG



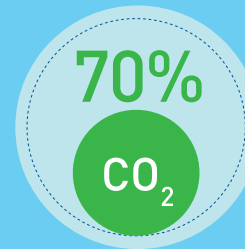
Achieves Sustainability Goals for companies and agencies faster than any other initiative.



Can be sent to any of Clean Energy's 570+ public and private stations



Lowers GHG by 70%



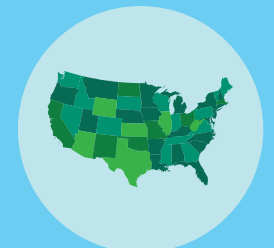
CLEANER



COST EFFICIENT

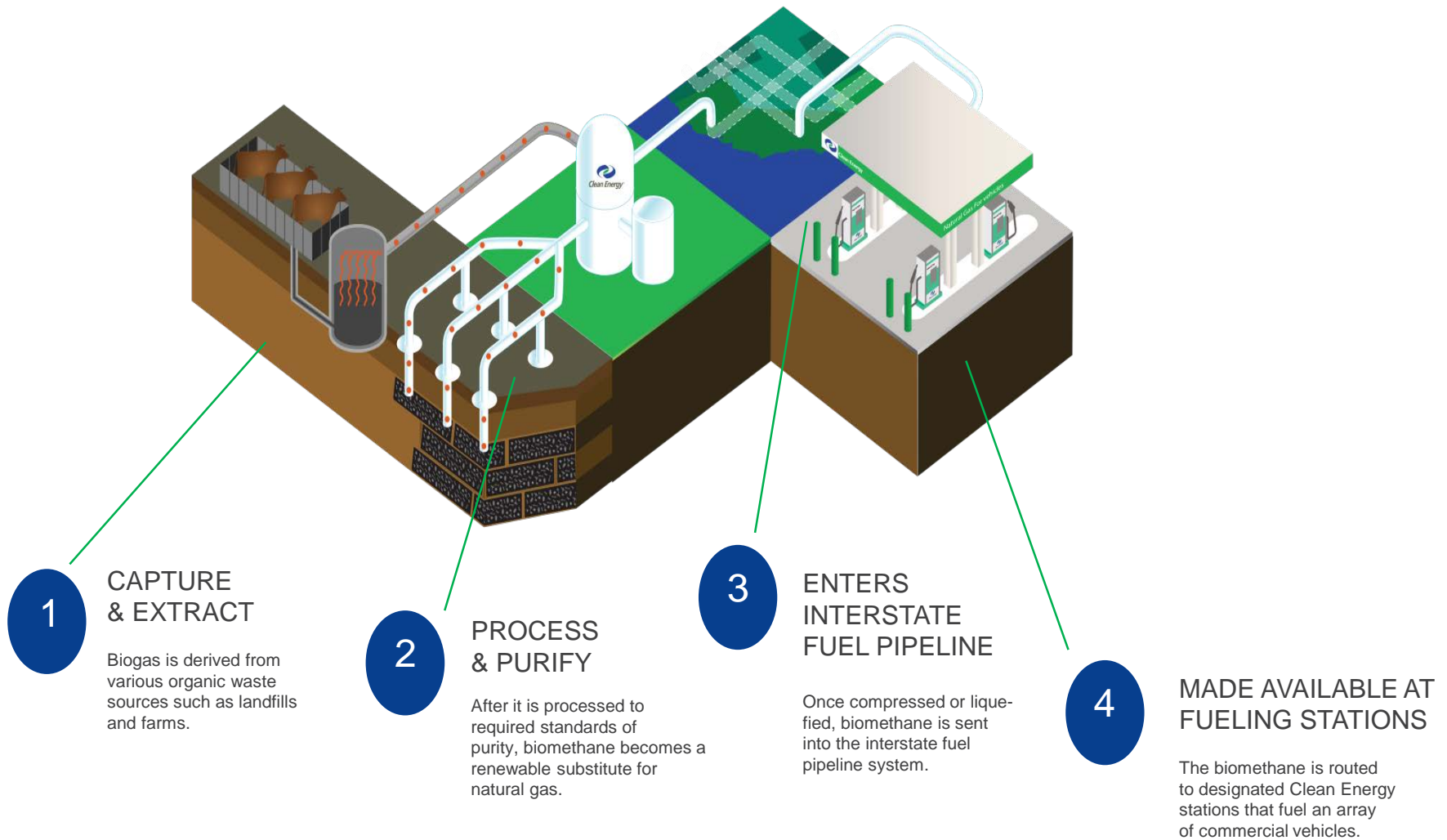


RENEWABLE



DOMESTIC

BIOMETHANE SUPPLY CHAIN



Renewable Fuel Standard

- The Energy Independence and Security Act (“EISA”) established the RFS2 and increases volume of renewable fuel required to:

36 Billion gallons by 2022 and moves the focus of renewable fuels from traditional sources to “advanced” and “cellulosic” biomass feedstocks.

GOALS:

- Decrease US dependence on foreign oil
- Improve air quality
- Support and increase green jobs

Renewable Fuel Standard – The Basics

- **Obligated Parties*** - producers and importers of gasoline and diesel
 - **Renewable Fuel Producers**** - EPA-approved companies who make renewable fuels
 - **Non-Obligated Parties** – companies who do not produce or import gasoline or diesel
 - **Small Refineries/Small Refiners** – Refiners exempted from RVOs
- * These entities have annual RVOs for the year they perform this activity*
- ** These entities generate RINs*

Common Abbreviations:

RVO = Renewable Volume Obligation

EMTS = EPA Moderated Transaction System

QAP = Quality Assurance Plan

Renewable Fuel Standard, cont'd.

- Renewable Fuel Standard 2 (RFS2) sets mandates for the consumption of renewable fuels in the US. Renewable volume obligation (RVO) indicate the volumes of specific renewable fuel categories.

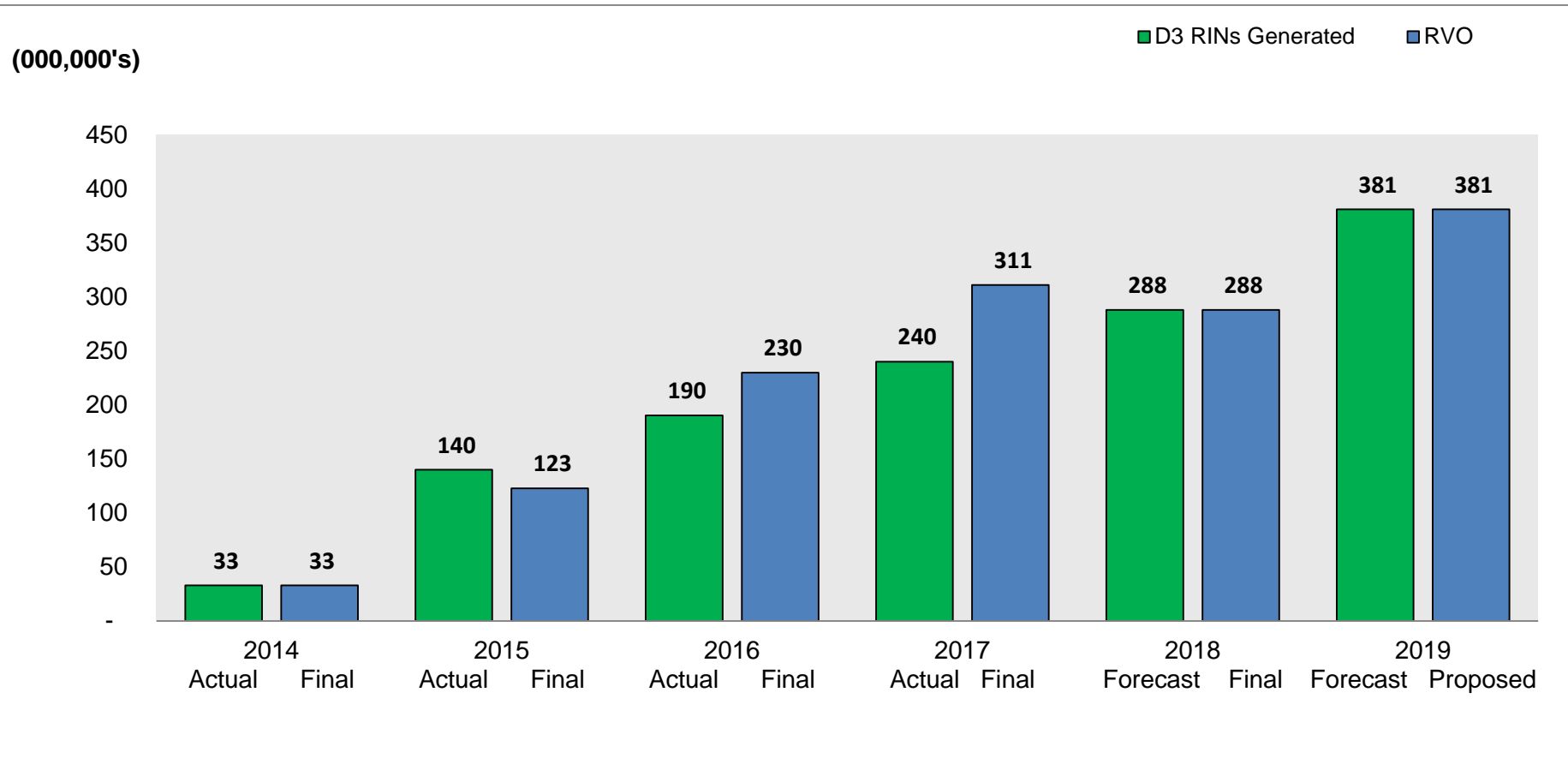
How it Works

- RINs (Renewable Identification Numbers) are generated by the producer or importer of renewable fuels for each gallon of biofuel produced and reported to EPA
- RINs are then sold to obligated parties (gasoline and diesel producers and/or importers)
- Obligated parties must achieve 36 billion gallons of renewable fuel by 2022

Clean Energy Renewables Role

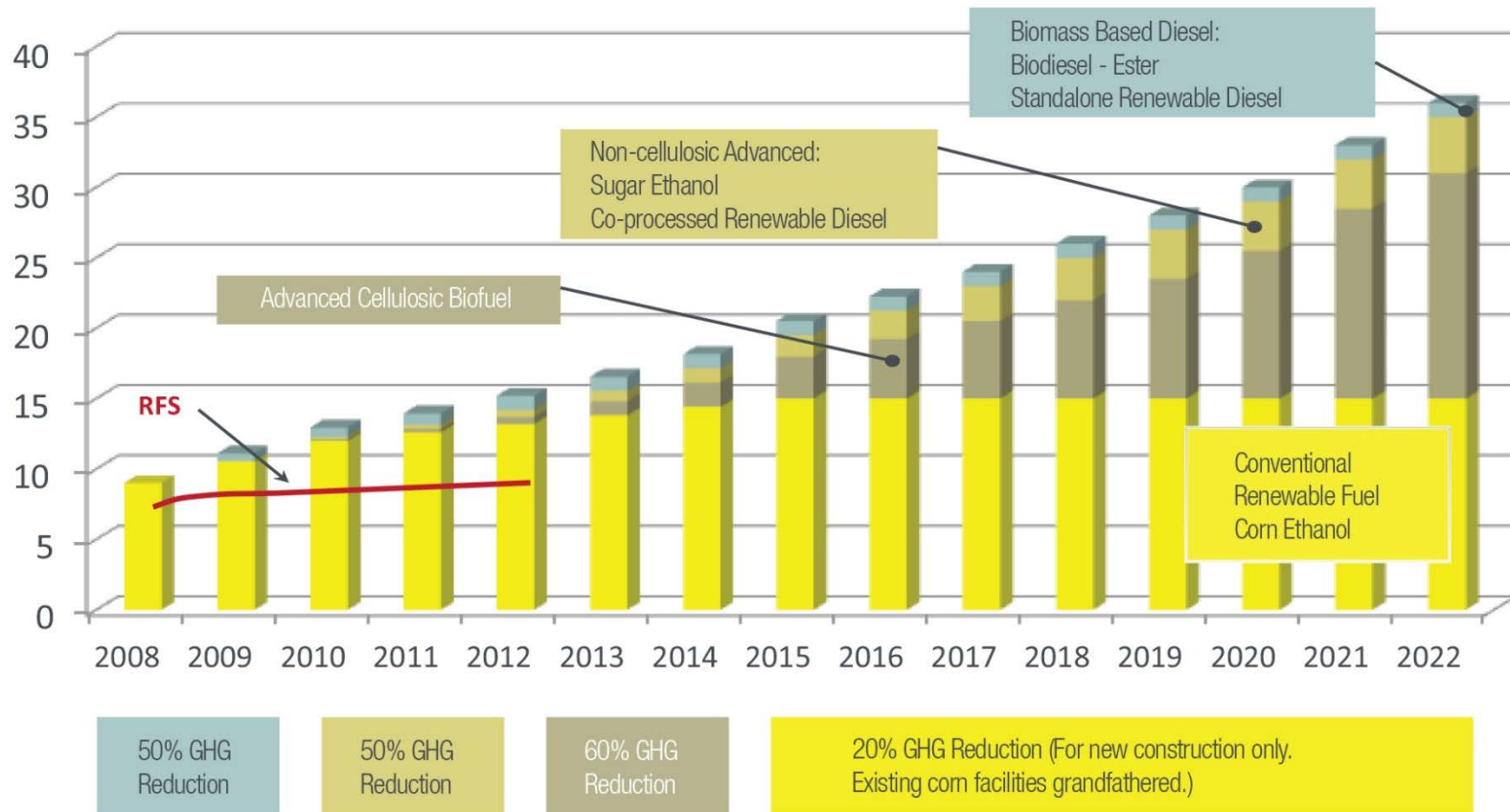
- CER contract, markets and distributes RNG from producers to its vehicle fuel infrastructure, managing the entire value chain with respect to compliance, reporting, generation and monetization of environmental attributes (RINs and/or LCFS credits)

RNG Industry Growth



Renewable Fuel Standard

Renewable Fuel Standard (billions of gallons per year)





www.CleanEnergyFuels.com



Thank you

History of CNG at DFW International Airport

- Constructed first CNG station in 2002
- Added second fueling island
- Added additional compressors
- Added additional storage
- Consume 1.6 million DGE annually
 - 213 delivery trucks annually
- This station supports the operation of 263 Airport Vehicles



History of CNG at DFW International Airport

- Constructed second CNG station in 2010
- Dual compressors
- Separate fueling islands (Private/Public)
- Consume 706,318 DGE annually
 - 94 delivery trucks annually
- This station supports the operation of 54 Airport vehicles



Compressed Natural Gas Fleet

- Regional National Ambient Air Quality Standard (NAAQS) non-attainment for ozone
 - 13% well-to-wheel reduction of emissions when compared to diesel
 - Piped fuel reduces transport emissions
- 100% CNG bus fleet
 - 187 buses
 - Average 58,000 mi/yr/bus
 - Drive over 11 million miles/yr
- 86% of fleet fuel is CNG



Renewable Natural Gas

- Drop-in solution
- Local landfill methane capture project
- 70%+ lifecycle emissions reduction
- The RNG supplied will increase annually from 10% to 90% through 2025
 - 15,000 metric tons per year of emissions reductions
 - Equivalent to removing 3,200 passenger vehicles from the road for a year
- Since October 2017, DFW has received 30% RNG



VOLKSWAGEN SETTLEMENT UPDATE

DFW Clean Cities Bi-Annual Meeting
August 21, 2018

Lori Clark
Program Manager
DFW Clean Cities Coordinator



Dallas-Fort Worth
CLEAN CITIES



North Central Texas
Council of Governments

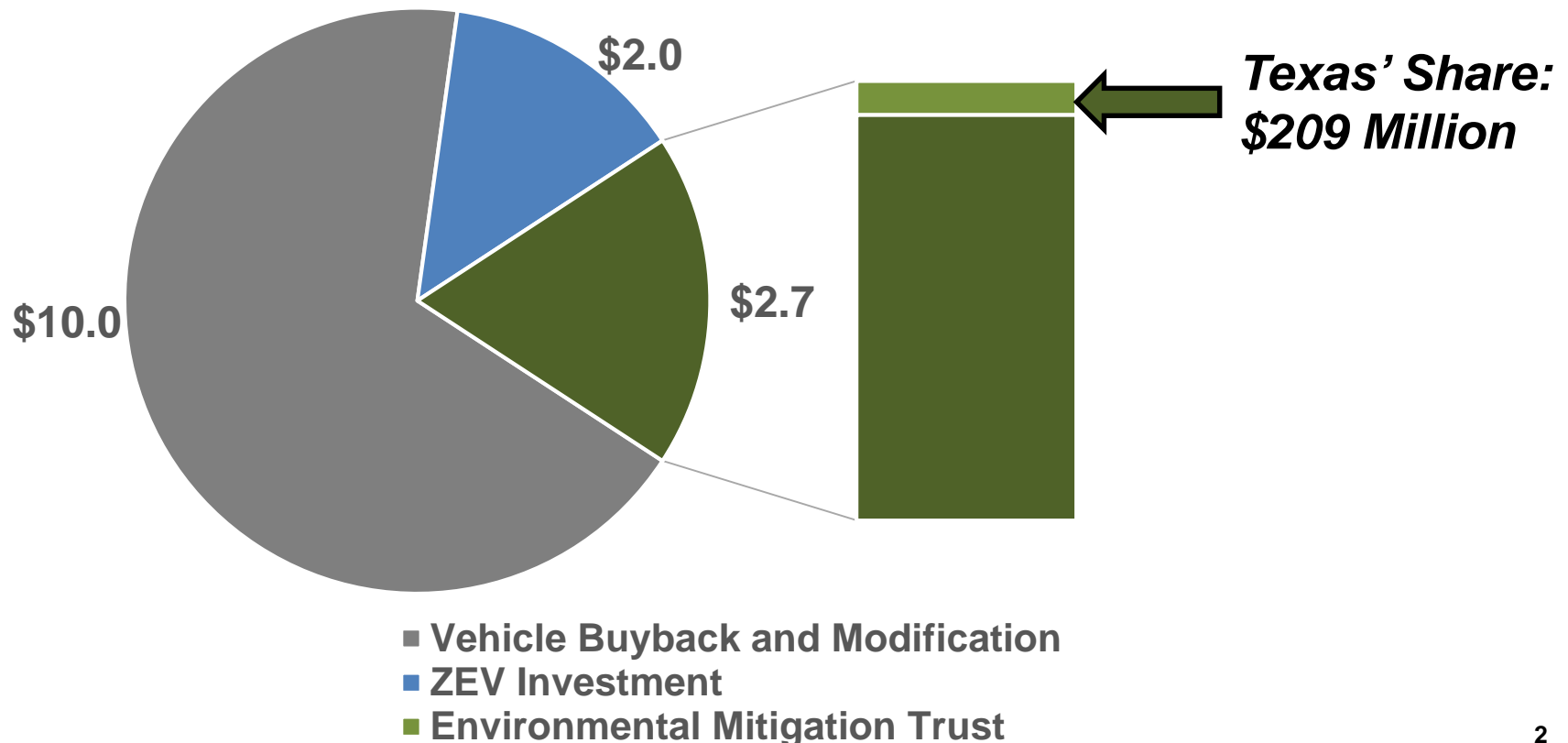
SETTLEMENT BREAKDOWN

Total Settlement to Date: \$14.7 Billion

Zero Emission Vehicle (ZEV) Investment - Managed by Electrify America

Environmental Mitigation Trust (Trust) - Distributed to States

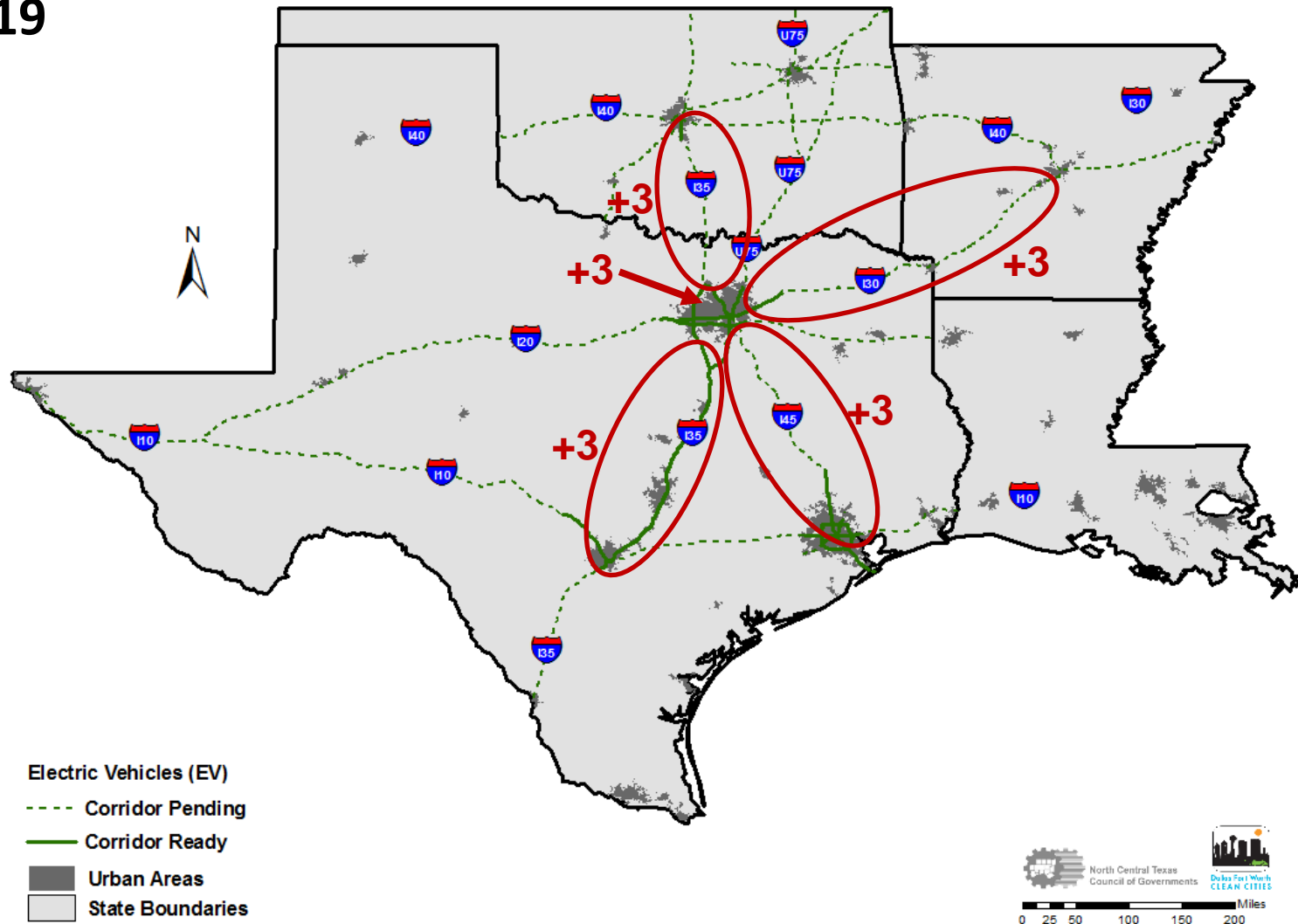
Settlement Breakdown (\$ in Billions)



NATIONAL ZEV INVESTMENT PLAN

\$1.2 Billion Commitment Nationwide (Outside California)

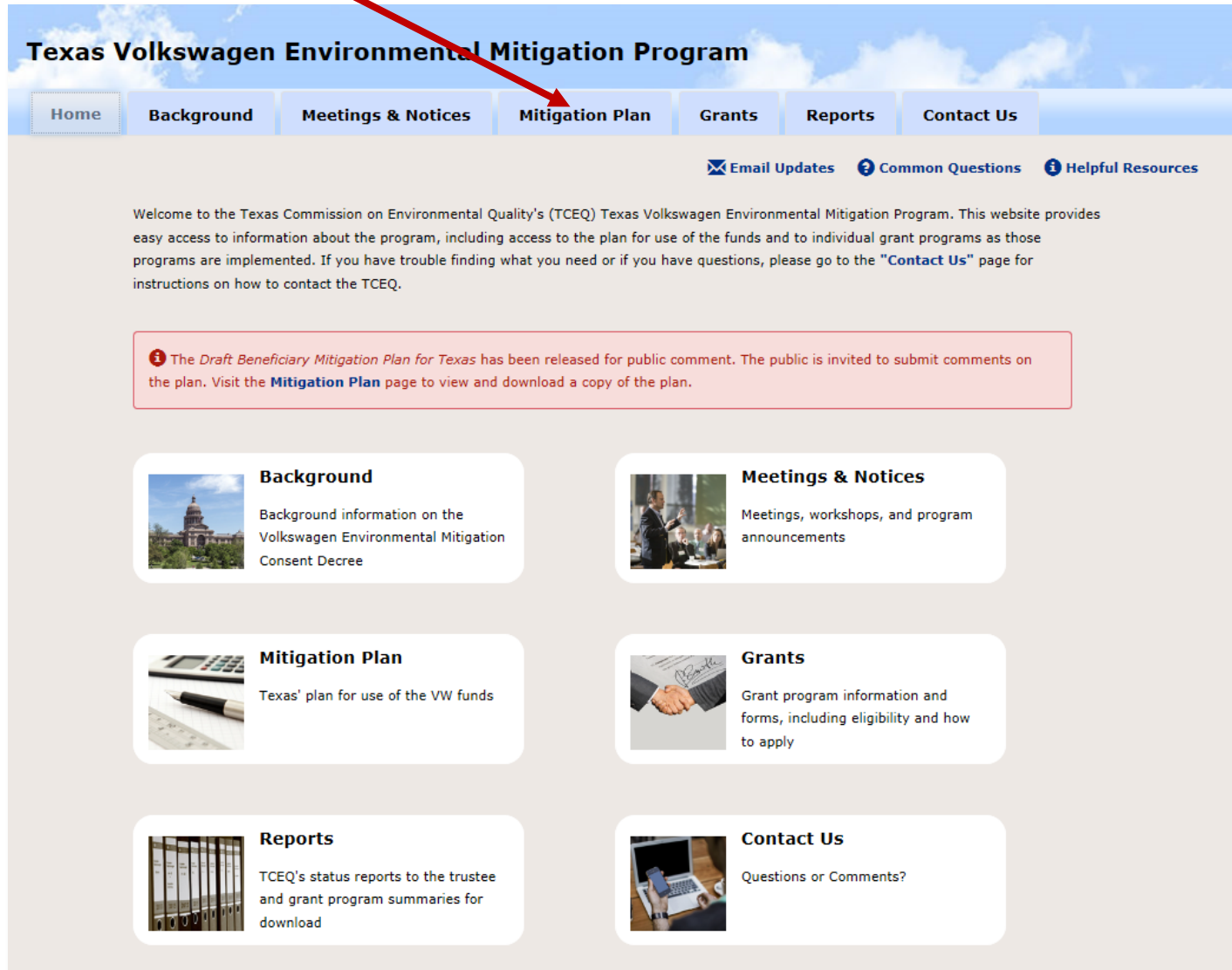
\$300 Million “Cycle 1” Funding Includes New Recharging Stations by July 2019



ENVIRONMENTAL MITIGATION TRUST

Draft Beneficiary Mitigation Plan for Texas Released August 8, 2018

www.TexasVWFund.org



Texas Volkswagen Environmental Mitigation Program

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[Email Updates](#) [Common Questions](#) [Helpful Resources](#)

Welcome to the Texas Commission on Environmental Quality's (TCEQ) Texas Volkswagen Environmental Mitigation Program. This website provides easy access to information about the program, including access to the plan for use of the funds and to individual grant programs as those programs are implemented. If you have trouble finding what you need or if you have questions, please go to the "[Contact Us](#)" page for instructions on how to contact the TCEQ.

The Draft Beneficiary Mitigation Plan for Texas has been released for public comment. The public is invited to submit comments on the plan. Visit the [Mitigation Plan](#) page to view and download a copy of the plan.

Background
Background information on the Volkswagen Environmental Mitigation Consent Decree

Meetings & Notices
Meetings, workshops, and program announcements

Mitigation Plan
Texas' plan for use of the VW funds

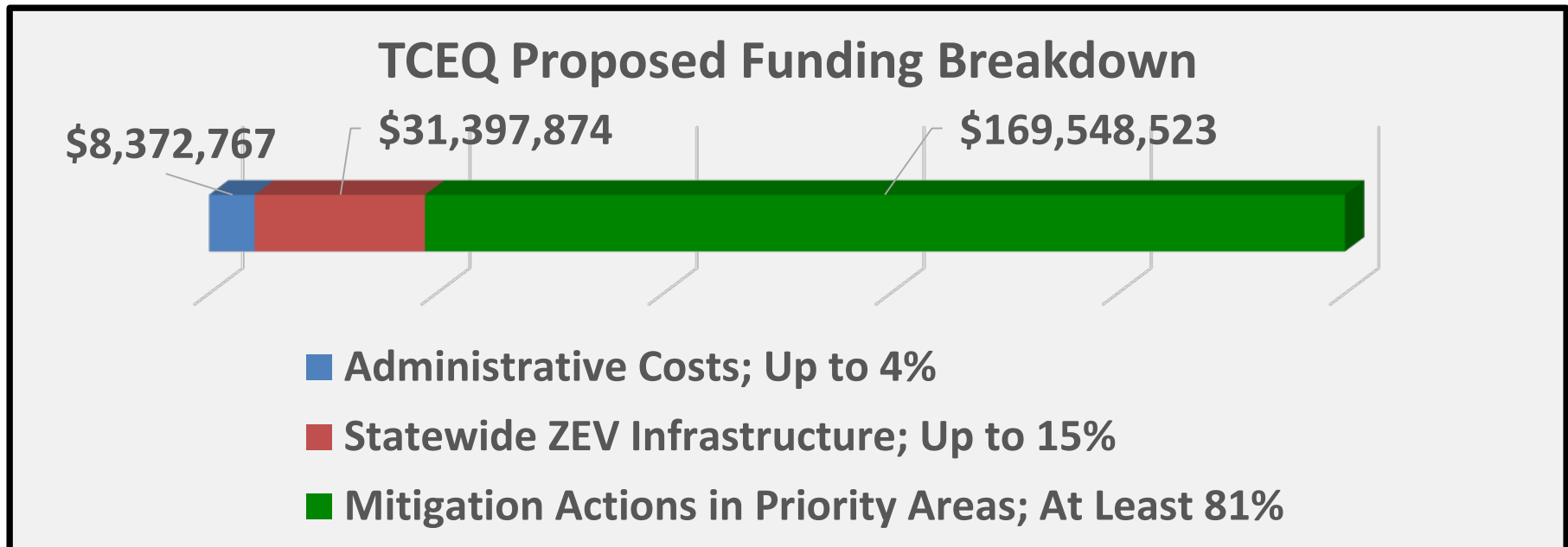
Grants
Grant program information and forms, including eligibility and how to apply

Reports
TCEQ's status reports to the trustee and grant program summaries for download

Contact Us
Questions or Comments?

TCEQ GOALS FOR USE OF FUNDS

1. Reduce Nitrogen Oxides (NO_x) Emissions
2. Reduce the Potential for Exposure of the Public to Pollutants
3. Prepare for Increased and Sustained Use of ZEVs
4. Complement Other Incentive Funding Programs



ELIGIBLE PROJECT TYPES

X = NOT Included in TCEQ Draft Beneficiary Mitigation Plan for Texas

Eligible Mitigation Actions 1-9

1. Replace/Repower Freight and Port Drayage Trucks (Class 8)

Includes Dump Trucks, Waste Haulers, Concrete Mixers

2. Replace/Repower School, Shuttle, and Transit Buses (Class 4-8)

X. Replace/Repower Freight Switchers

X. Replace/Repower Ferries/Tugs

5. Install Ocean-Going Vessels Shorepower

6. Replace/Repower Freight Trucks (Class 4-7)

Includes Dump Trucks, Waste Haulers, and Concrete Mixers

7. Replace/Repower Airport Ground Support Equipment

8. Replace/Repower Forklifts and Port Cargo Handling Equipment

9. Deploy Light-Duty ZEV Supply Equipment

Eligible Mitigation Action 10

X. Diesel Emission Reduction Act Option for State Clean Diesel Program

PROPOSED FUNDING LEVELS FOR TEXAS: ON-ROAD

Class 4-7 Local Freight Trucks
Class 8 Local Freight Trucks and Port
Drayage Trucks

Class 7-8 Refuse Haulers
School Buses
Transit/Shuttle Buses

Project Type	Ownership	New Fuel Type	Funding Allowed by Trust	Funding Proposed by TCEQ
Replace or Repower	Govt Owned	Electric	100%	60%
		Alt Fuel/Hybrid	100%	60%
		Diesel	100%	60%
Replace	Non-Govt Owned	Electric	75%	60%
		Alt Fuel/Hybrid	25%*	25%*
		Diesel	25%*	25%*
Repower	Non-Govt Owned	Electric	75%	60%
		Alt Fuel/Hybrid	40%	40%
		Diesel	40%	40%

**Exception is Drayage Trucks, which Qualify for 50%*

ELIGIBLE ON-ROAD VEHICLES BREAKDOWN

11,200,903 Vehicles Registered in
the State of Texas

562,042 are Diesel-Powered

267,073 are Model
Years 1992 – 2009*

124,391 have GVWR¹
>14,000 lbs

25,481
Vehicles

Within
NCTCOG
Region

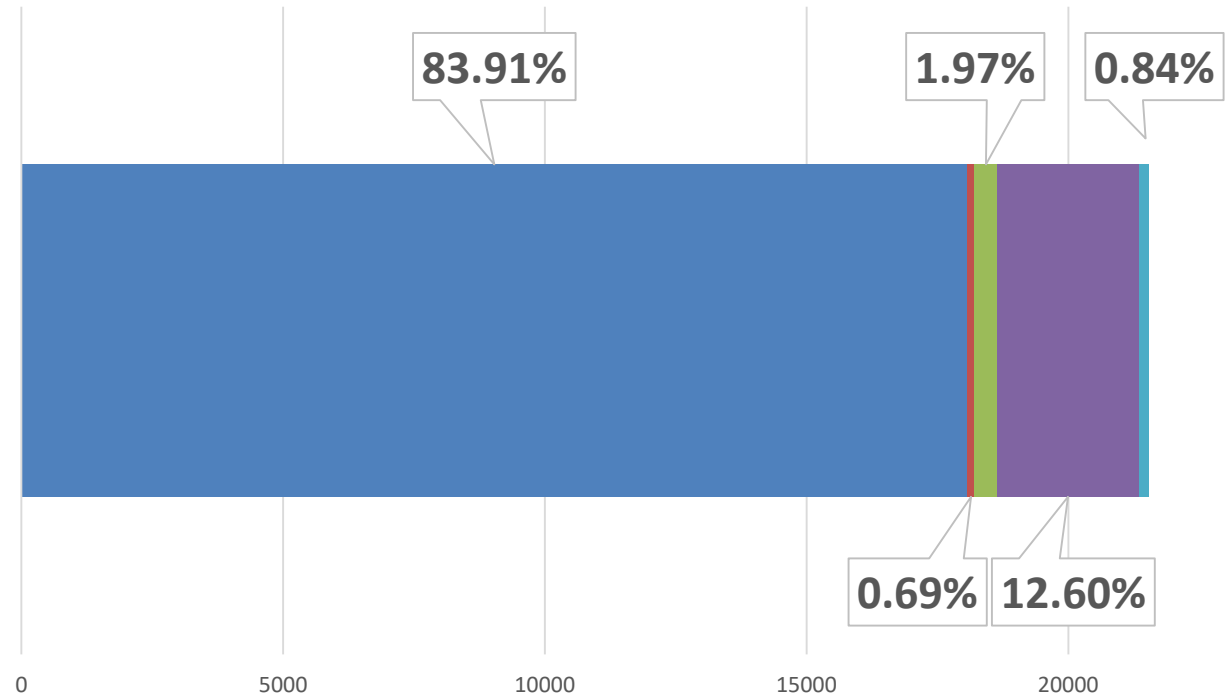
21,534
Vehicles

Using
Vehicle
Body Type

*Excludes buses older than 1992
¹"GVWR" = Gross Vehicle Weight Rating

ON-ROAD VEHICLE CATEGORY FOCUS AREAS

Total Number of Eligible Vehicles in 12-County NCTCOG Region



■ Class 8 Local Freight & Port Drayage Trucks	18,067
■ Class 4-8 School Buses	148
■ Class 4-8 Transit and Shuttle Buses	424
■ Class 4-7 Local Freight Trucks	2,714
■ Class 7-8 Refuse Vehicles	181

PROPOSED FUNDING LEVELS FOR TEXAS: OTHER

Project Type	Ownership	Fuel Type	Funding Allowed by Trust	Funding Proposed by TCEQ
Install ZEV Supply Equipment	Govt Owned	Electric Hydrogen	100% 25-33%	50% 25%-33%
	Non-Govt Owned	Electric Hydrogen	60%-80% 25%-33%	50% 25%-33%
Replace/Repower Airport Ground Support Equipment	Govt Owned	Electric	100%	60%
	Non-Govt Owned	Electric	75%	60%
Replace/Repower Forklifts or Port Cargo-Handling Equipment	Govt Owned	Electric	100%	60%
	Non-Govt Owned	Electric	75%	60%

**Not Shown: Ocean-Going Vessel Shorepower (Not Applicable in DFW Area)*

GEOGRAPHIC ELIGIBILITY & FUNDING DISTRIBUTION

Previous Regional Transportation Council (RTC) Recommendation

**Allow Administration through Select Regional Councils;
Funding Proportional to Number of Registered Violating Vehicles**

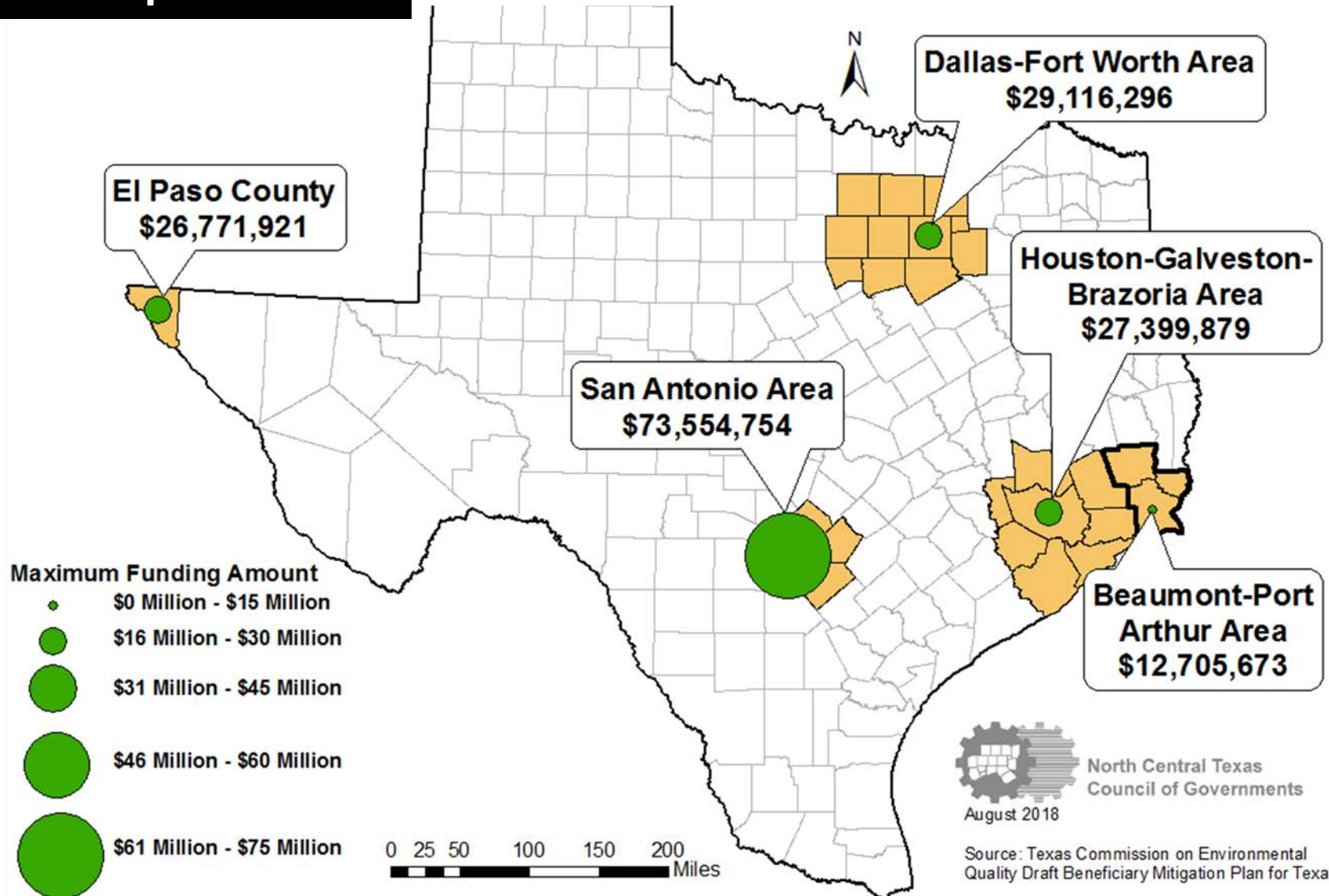
Texas Regional Council	RTC-Recommended Settlement (\$ in Millions)
Alamo Area Council of Governments (San Antonio Area)	\$27.4
Capital Area Council of Governments (Austin Area)	\$32.9
Houston-Galveston Area Council	\$58.9
North Central Texas Council of Governments	\$63.0
Rio Grande Council of Governments (El Paso Area)	\$5.9
Rest of State	\$20.9

Regional Councils Selected Based on Nonattainment Status, Ozone Advance Participation, Presence of Inspection/Maintenance Program, and/or Inclusion in Texas Clear Lanes

GEOGRAPHIC ELIGIBILITY & FUNDING DISTRIBUTION

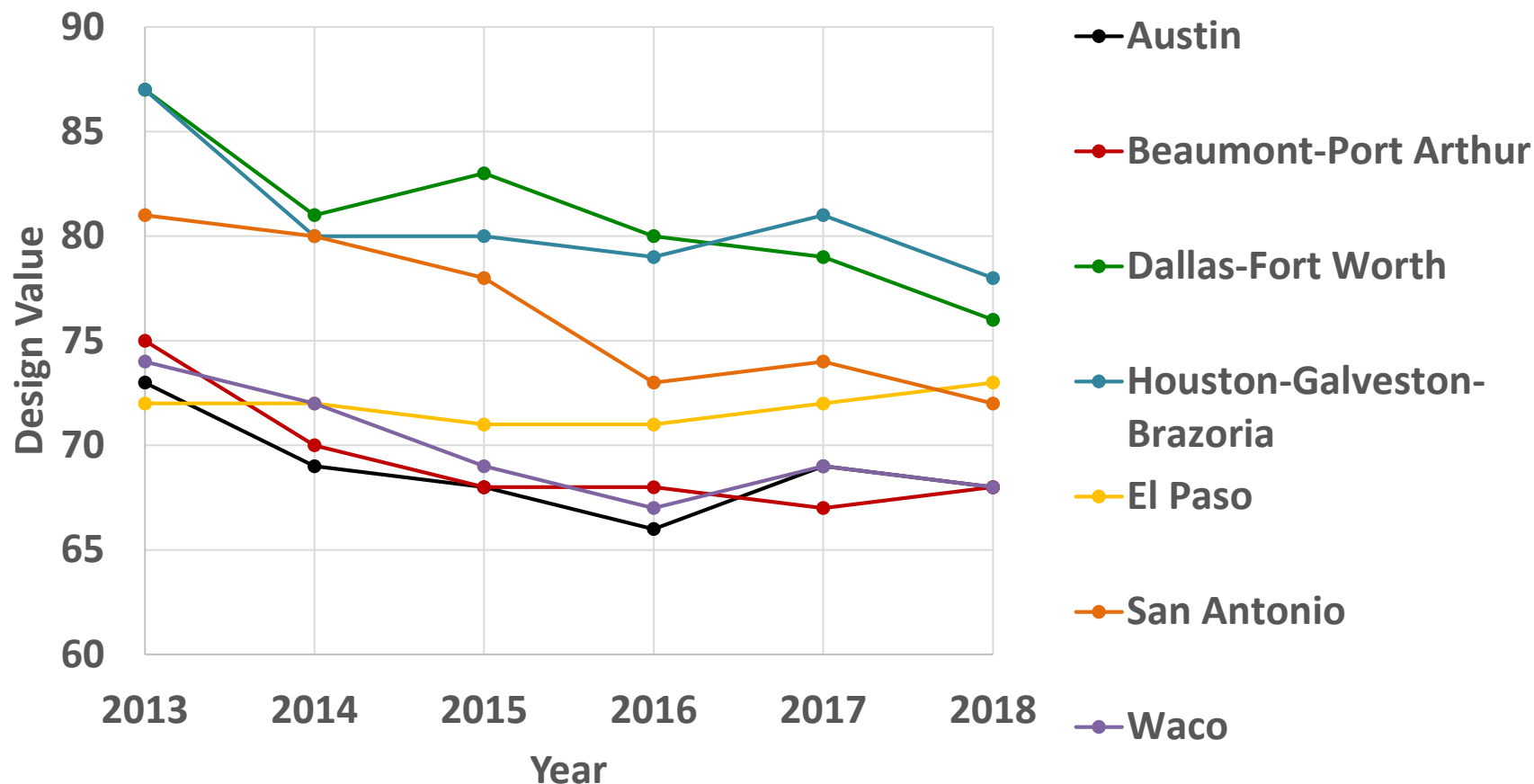
Current TCEQ Proposal

Distribute to Priority Areas Based on
(1) Severity of Ozone Levels and (2) Population



GEOGRAPHIC ELIGIBILITY & FUNDING DISTRIBUTION

Ozone Monitor Design Values from 2013 -2018



Austin and Waco Areas have Higher Observed Ozone Levels than Beaumont-Port Arthur

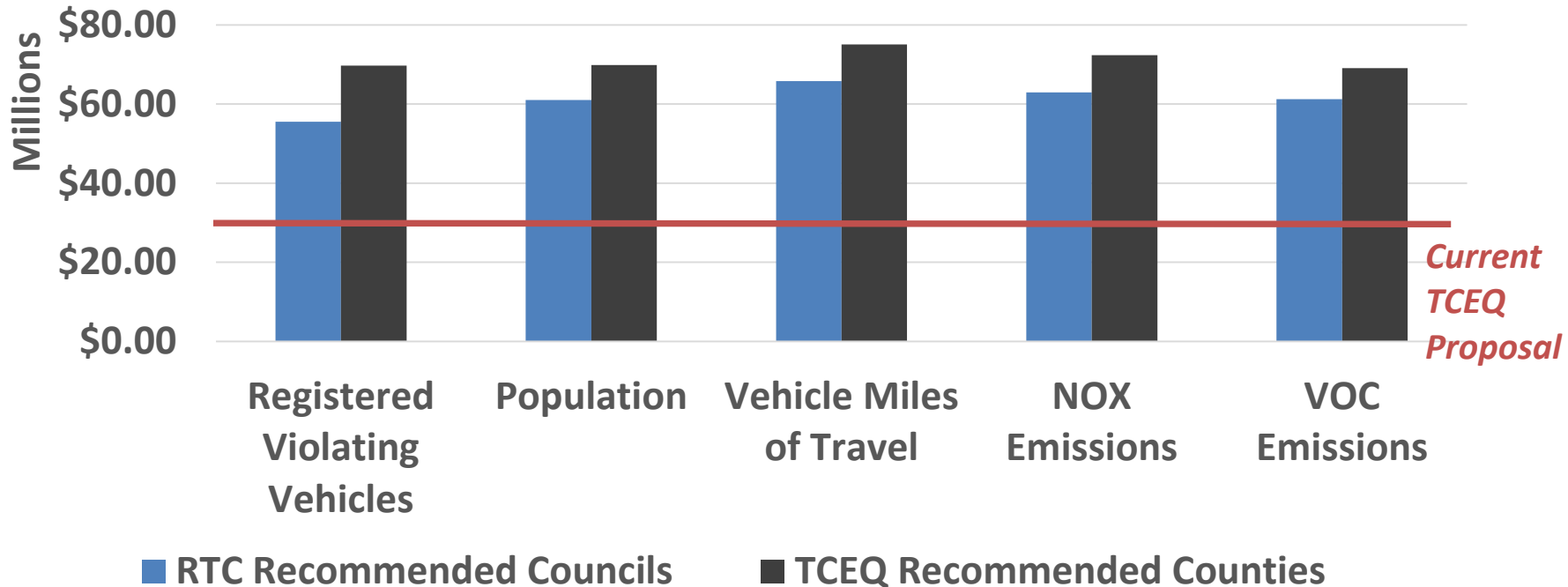
GEOGRAPHIC ELIGIBILITY & FUNDING DISTRIBUTION

Proposed Comment:

Re-Evaluate Methodology for Geographic Distribution to Ensure Fair Share Allocation to DFW Ozone Nonattainment Area:

Previous RTC Recommendation = \$63 Million

Potential Fair Share Allocations to NCTCOG Based on Various Metrics



Calculated Based on % Metric in NCTCOG Region Compared to Total of RTC Recommended Councils or TCEQ Recommended Priority Counties; NO_x = Nitrogen Oxides; VOC = Volatile Organic Compounds

POTENTIAL NCTCOG COMMENTS

Allow Administration through Councils of Government/Metropolitan Planning Organizations in Priority Areas

- **NCTCOG Would Not Charge Administrative Costs**

Ensure Fair Share Allocation to Regions

- **NCTCOG Should Receive \$63 Million**

Utilize Latest/Greatest Quantification Methodologies

- **Select Tool that Estimates Multipollutant Benefits and Accurately Reflects Real-World Emissions Benefits of Alternative Fuels Relative to Diesel Engines (e.g. Argonne National Laboratory AFLEET Tool and EPA Diesel Emissions Quantifier)**

MITIGATION TRUST SCHEDULE

Milestone	Date
Draft Beneficiary Mitigation Plan for Texas Released	August 8, 2018
Surface Transportation Technical Committee Meeting	August 24, 2018
RTC Meeting	September 13, 2018
TCEQ Public Hearings -At NCTCOG Offices	September 10-26, 2018 -September 14, 2018
Deadline for Comments	October 8, 2018
First Application Round Opens	Expected by End of 2018

OTHER FUNDING & INCENTIVES - FLEETS

Program	Funding Level
<u>Clean Fleets North Texas 2018 Call for Projects</u> -Replace Older Heavy-Duty Diesel Vehicles or Equipment	45% for Electric 35% for CARB Low-NOX (LPG or CNG) 25% for All Others
<u>Light-Duty Motor Vehicle Purchase or Lease Incentive Program (LDLIP)</u> -Purchase or Lease New Vehicles (Conversions Allowed for Natural Gas or Propane)	\$2,500 for EVs; \$5,000 for LPG/CNG
<u>Texas Natural Gas Vehicle Grant Program</u> -Replace or Repower Gasoline or Diesel Vehicles with Natural Gas or Propane	Set Amounts Based on Vehicle Characteristics

OTHER FUNDING & INCENTIVES - CONSUMERS

Promote Citizen Purchases!

Vehicle Incentives	Amount	Agency
<u>Plug-In Electric Drive Motor Vehicle Credit</u>	Up to \$7,500	Federal
<u>Light-Duty Motor Vehicle Purchase or Lease Incentive Program (LDLIP)</u>	Up to \$2,500	State of Texas
<u>AirCheckTexas Drive a Clean Machine Program</u>	Up to \$3,500	Participating Counties
Total Possible Savings Per Vehicle:		Up to \$13,500

PLUS an Extra \$3,000 off a Nissan LEAF for Oncor customers!

www.dfwcleancities.org/evnt

FOR MORE INFORMATION

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Dallas-Fort Worth
CLEAN CITIES



North Central Texas
Council of Governments

Go To www.nctcog.org/airquality; Select “Funding and Resources”

2018 Fleet Recognition Awards

U.S. DEPARTMENT OF
ENERGY

Energy Efficiency &
Renewable Energy

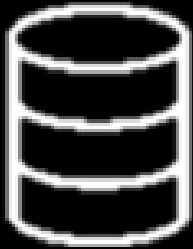


DFW Clean Cities Bi- Annual
Meeting
August 21, 2018

Bailey Muller
Air Quality Planner, NCTCOG

DFWCC Annual Report Results: 2017

Fleet Surveys Received: 33



NOx



23,266,539

Gasoline gallon
equivalents
reduced

782,428

Pounds of NOx
reduced

181

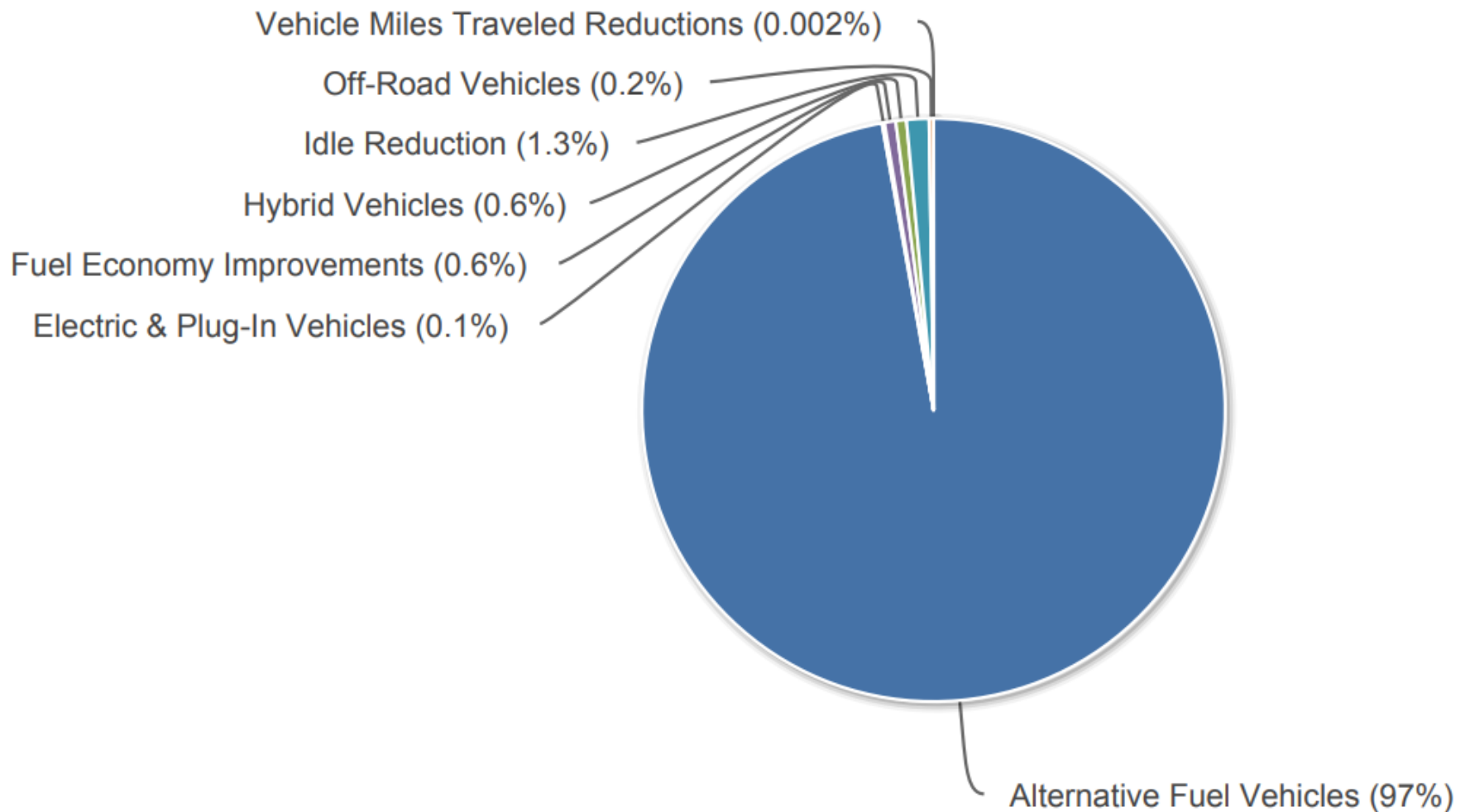
Stakeholders

See the DFWCC annual report for more details:

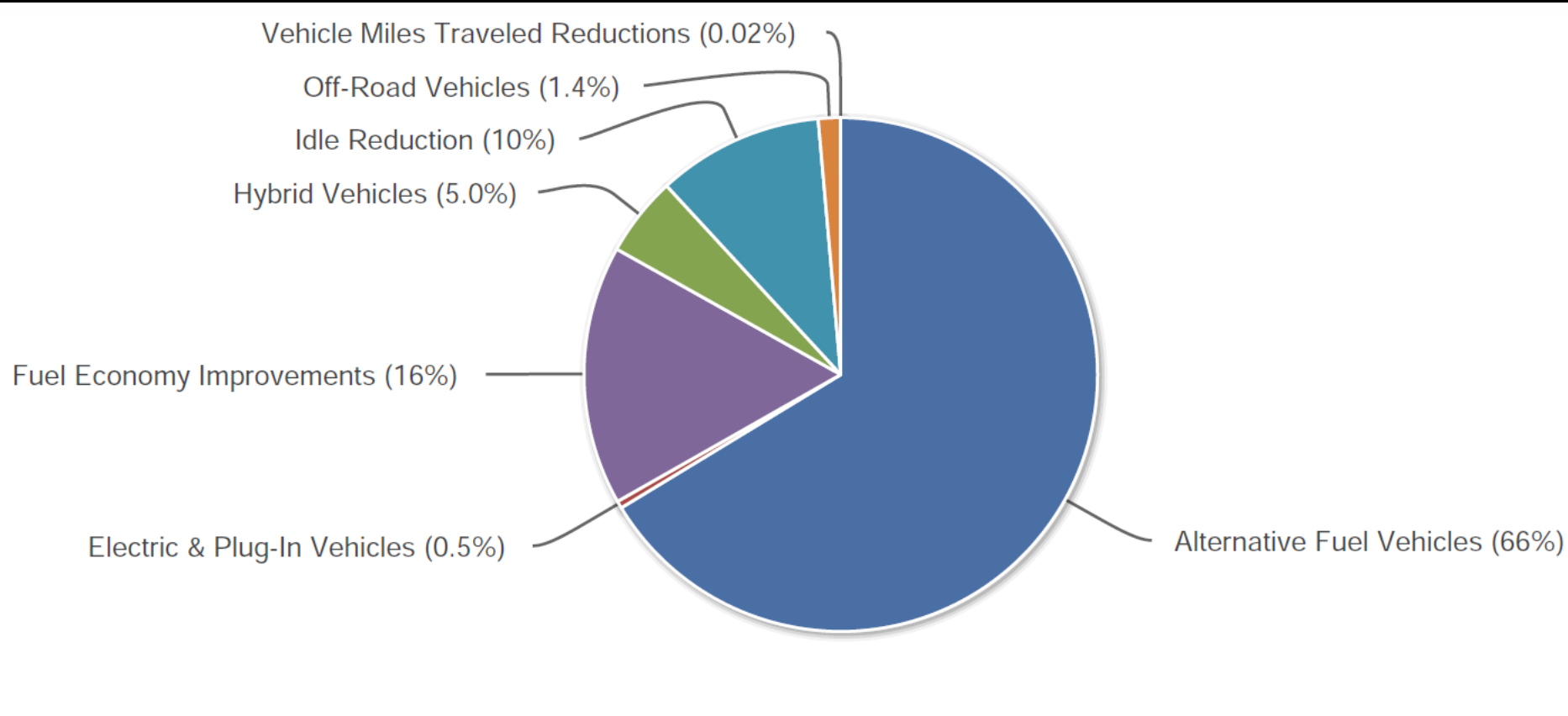
<https://www.dfwcleancities.org/annualreport>

2017 Gallons of Gasoline Equivalent Reduced by Strategy

23,266,539 Gallons



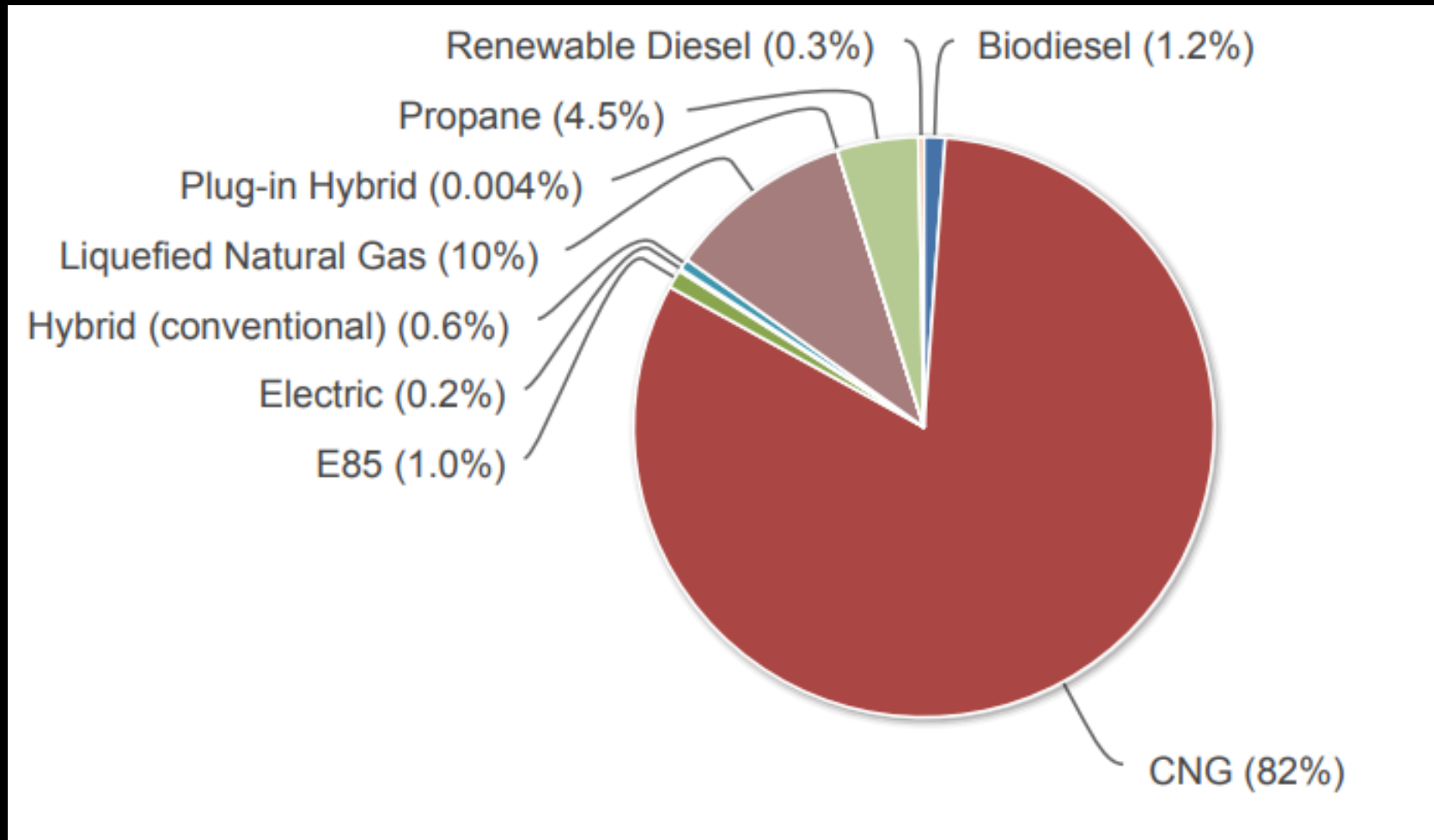
2017 Greenhouse Gas Emissions Reduced *32,875 Tons*



Equivalent to saving 35,128 acres of forests

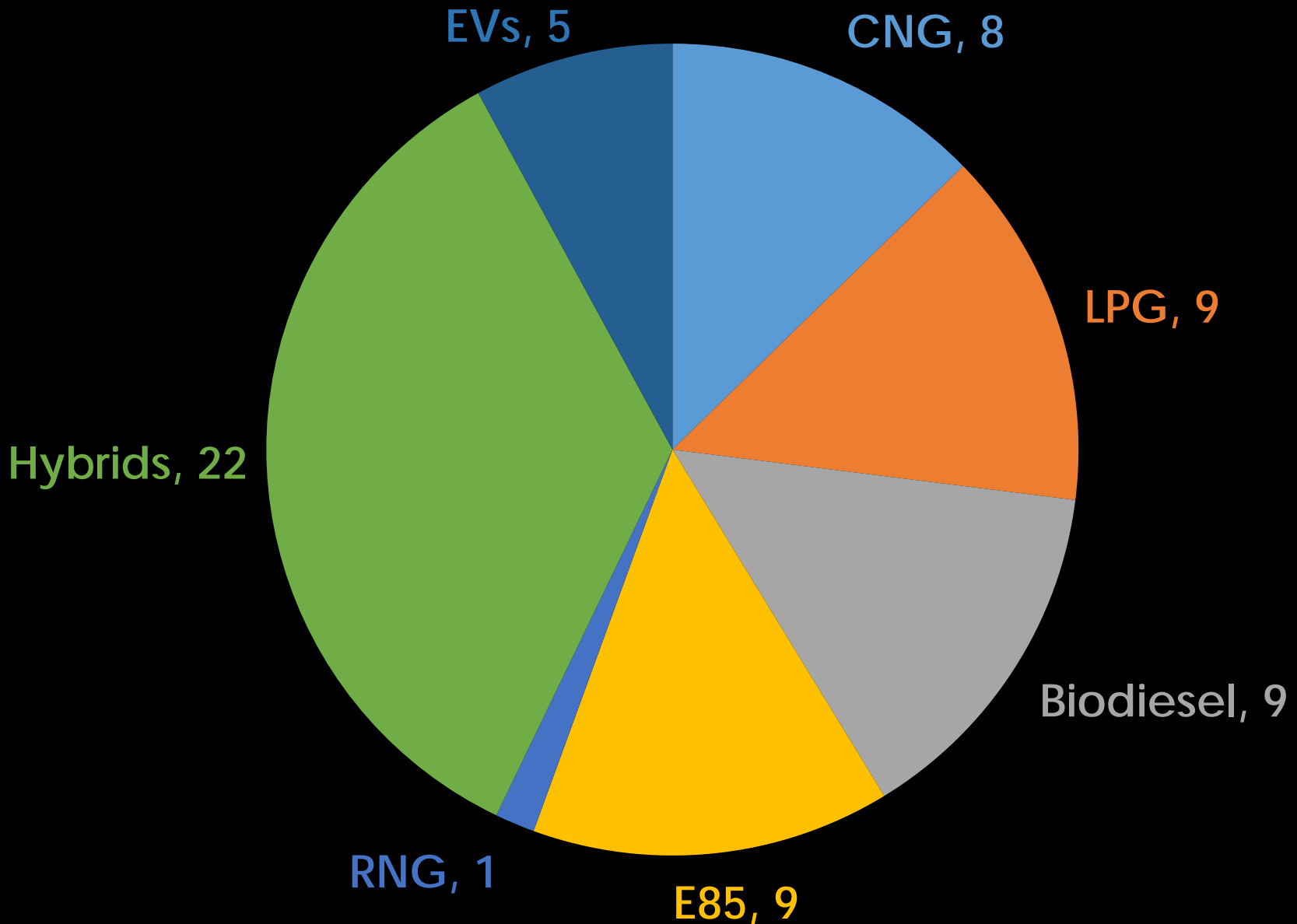
Gallons of Gasoline Equivalent Reduced for Alternative Fuel Projects

22,542,676 Gallons



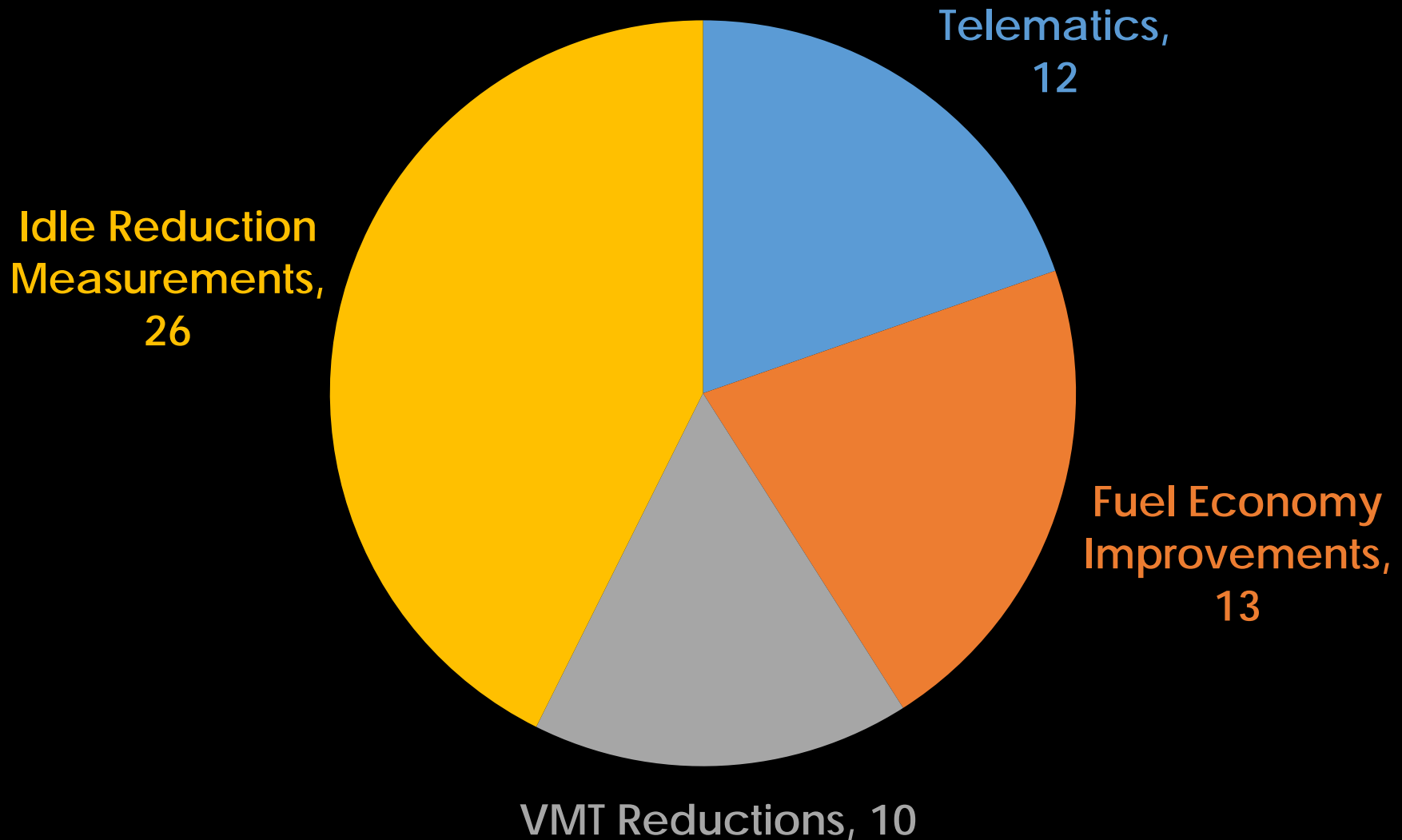
FLEETS USING ALTERNATIVE FUELS

33 REPORTED FLEETS



FLEETS EMPLOYING FUEL EFFICIENCY MEASURES

33 REPORTED FLEETS



**And the Fleet Recognition
Winners Are....**

2018 DFW Clean Cities Fleet Recognition Awards



BRONZE FLEET



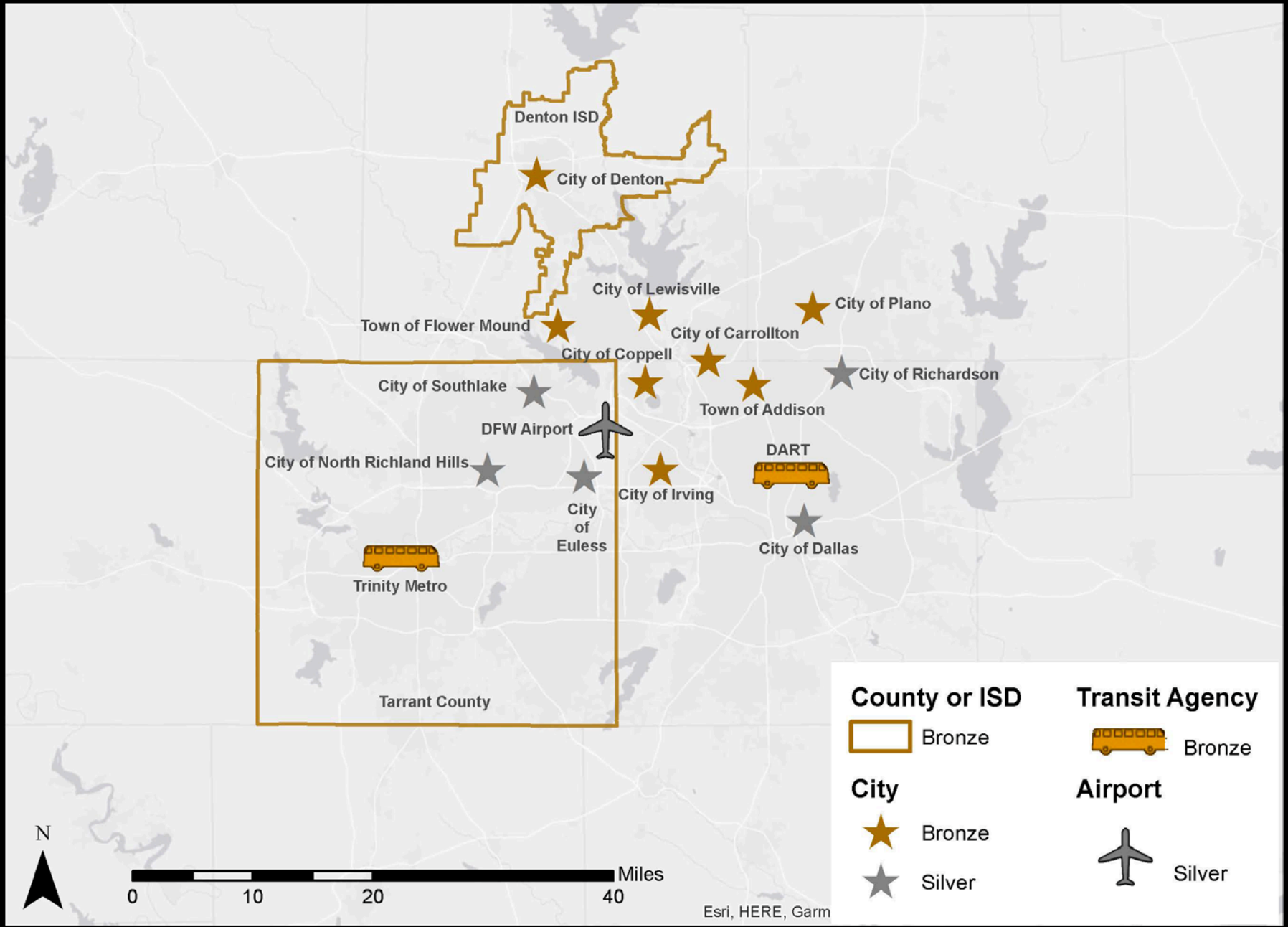
2018 DFW Clean Cities Fleet Recognition Awards



SILVER FLEET



Congrats to All Awardees!



For Further Information

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www.dfwcleancities.org



**Dallas-Fort Worth
CLEAN CITIES**

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For sponsorship levels and benefits, please visit:

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Or contact cleancities@nctcog.org