

## Meeting Summary

### **Dallas-Fort Worth Clean Cities Technical Advisory Committee**

**July 22, 2024**

The Dallas-Fort Worth Clean Cities (DFWCC) Technical Advisory Committee (TAC) met on Monday, July 22, 2024, at 2:00 pm in the Transportation Council Room of the North Central Texas Council of Governments. The following TAC members were present: Chair Dr. James Wood - DFW Airport, David Word – Oxword Associates, Dwayne Bianco - City of Carrollton, Michelle McKenzie - Hood County Clean Air Coalition, Vincent Olsen - City of Dallas, Lon Holloway - Northwest Propane Gas Co. (virtual), and David Kendrick - City of Frisco. Committee members were introduced to Julie Shaw, the new senior administrative assistant for the DFWCC team who will be handing coordination with the TAC in the future.

#### 1. Stakeholder Feedback and DFW Clean Cities Redesignation

Got stakeholder feedback from the stakeholder meeting that we held in June, received 4 responses

Asked if our proposed goals were adequate, a lot of people indicated that was a lot and were overwhelmed, no need to add more at the moment

There were recommendations on how to achieve goals

Said things we were successful at idle reduction efforts, large fleet transition efforts, diesel yard tractor replacements to electric

Said fuels to prioritize are all alternative fuels but understand that there is a focus on electrification along with infrastructure

What to prioritize in the future – reduction in GHGs, idle reduction, reduces VMT, support fleet in achieving low hanging fruit, providing funding for EVs and infrastructure

Challenges included push back from fossil fuel industry, misinformation and dislike of sustainability, budgetary restrictions

Lon – why are you so pro electric?

Savana – this is stakeholder feedback, we didn't write this, we focus on all NOx reducing fuels

Lori – we focus on zero emissions (which electric is) as the number one priority due to AQ concerns, still support fleets no matter what they want to transition to

Lon – largest EV charger facility in California is diesel powered, propane is exceeding NOx numbers

Lori – electrification here is different than California or anywhere, very green grid, upstream emissions are not what we can handle, we focus on tailpipe emissions because of the AQ concerns, we don't tell fleets to do anything, we promote info on technology and support them when they express interest, we are constrained to available funding though, this is feedback that came in to us from stakeholders

Lon – should be fuel neutral, doesn't appear to be fuel neutral

Dwayne – it's feedback, it is what it is

Lori – reminder of what we will be doing for redesignation, will be doing a webinar with mostly our staff but also TAC members if they want and maybe some other stakeholders. This will be sometime in October, will be covering how we responded to all the things they asked us to do last time we were redesignated, we will draft up this part of the presentation and share it with the committee (will hold ourselves to this commitment), but there are things we shouldn't decide ourselves like what fuels are most important, we've seen that number one is zero emission fuels, two is low NOx fuels, third is the rest.

National blueprint on decarbonization lays out fuels for applications that may be a little different, our choices are really driven by our local AQ criteria concerns

Need a list of what projects have been most successful – like DART and DFWIA transition, I-45 plan that has led to lots of funding

What challenges have we had to overcome – a lot has been staff time, turn over, and resources, it is hard to get feedback from events – we get very little responses to post event surveys

Where are areas that we need assistance from DOE/national labs, what challenges do we anticipate, what do our stakeholders need?

James – the region has a lot to showcase, had to create a whole new category for our region's AQ noncompliance, but there are large projects that can make a difference and we should show examples of that, DFWIA is making logistics hubs that are looking into electric and hydrogen, goal is to move from CNG and propane to hydrogen and electric, want this to be a regular thing for logistics firms, going after ZEV not because it's reliable (it's not) but because that's where the funding is, still working to replace propane vehicles with propane funding, think the examples in the slides will sell the region as making progress

David Word – tend to agree, no one-size-fits-all fuel with alt fuels, have to get into customers shoes, look at the duty cycle, certain instances where ZEVs are good, not good for long haul freight, shouldn't talk just theory in this group, need to talk to the end users to find out what they need and want to decide goals and how to go forward

James – this Committee itself brings the voice for users of all fuel types, it is community oriented with genuine dialogue, this group of people is helpful itself

Lon – don't hear anything about hybrid vehicles

Lori – want to hear from David and Vince on their perspectives – we do hear a lot about hybrids from police fleets but nowhere else, there's no funding for them

Lon – emergency vehicles don't have any mandates

Lori – Agreed, mandated fleets are not our priority

David Word – thinks hybrids are a good bridge vehicle, think it will be dominant vehicle in the future, surprised there's not more medium duty hybrids, tried pushing hydrogen the last few years and it only works with massive government support

Vince – talking to vendors and whatnot, how to handle these vehicles when there's a problem or a wreck, fire department is not ready, had to scavenge to find info from the builders to find protocols on accidents, don't want to let vehicles sit there and burn, starting to see some pressure on mineral components and how they are harvested, what happens at the end of the battery's life, before the US was a source for low emission vehicles, but now we are importing, think sooner or later we'll see something that discusses the adverse effects of what's happening, have increased inventory of NOx sensors, training and education and sensors for DEF, is affecting the way we do business, like the hybrids though, low cost per dollar to operate, did find a builder who says you can tow the vehicles, used to not be able to tow them because they were so heavy, challenges to finding the right applications, good technology on CNG side that hasn't been explored, has to be an overarching strategy rather than just use electric

David Word – somehow the mineral components are never a problem in diesel vehicles or other vehicles, more brought up by opponents to clean energy

Vince – not really in opposition, just brought to light on who is doing the labor, demand has increased

Lon – are there any fire training classes?

Lori – yes, we'll come back to that, turning to David

David – at the city of Frisco we deal with a lot of the same issues, no mandate right now, have one ZEV and several hybrids, recently had meetings with city management, they are very interested but still working on the program and watching how fast it is developing, present alternative to fleets when they discuss, buy in is the big thing, police departments don't think highly of hybrids, have 16 Toyota trucks and a prius, can get same performance with lower carbon footprint

Dwayne – in Carrollton have 25 EVs, mostly bolts, had a few warranty issues where they got the whole battery replaced, overall have worked very well, staff like the responsiveness of the EVs, haven't gone to light duty trucks as haven't found a good solution, hybrid is a really interesting concept, looked at other places where electrification can fit in, just electrified 150 golf carts, polit program to electrify full cargo trailer and truck (Ford Lightning) and all landscaping equipment are battery powered, not attacking large things like dump trucks yet, but are attacking what they can

Michelle – the main thing that I've noticed is that we are trying to be cleaner, the school district is interested in at least switching to gasoline instead of diesel, still have concerns about other alt fuels -- can anyone work on it, safety issues with fire department. City is looking into getting a new trolley that is gas powered, not interested in electrifying, talked about propane a lot, did go with propane riding mowers, difficult to find commercial grade propane mowers, electric is too far out of budget, looking at hybrid sedans for fleet turnover, bluebird is bringing back gasoline powered buses, school district covers a large area, rough roads, tried to get them to try biofuel, travelling to games far away is a concern

Lori – challenges we've seen – buy in, first responder readiness (Tarrant County College offers free in person training, we are working on a grant to get a trainer for 3 years), also want to know what projects to focus on to have significant impact on GHGs, talked about RNG a lot, want to

focus on public sector transition from CNG to RNG, DOE want off road examples, want alternatives to diesel generators

David Word – stationary fuel cells are being used by data centers

Vince – everything here revolves around engines themselves, roadway system and everything are designed to keep you off unless you've paid your taxes and your tolls, if we can do stuff for bikes and whatnot and they can do it with golf carts elsewhere, why can't we have a specific lane for small EVs that go slower, how do we incentivize people to tap into their ingenuity and do things differently

Lon – in Georgia, alt fuel vehicles can use HOVs, need more incentives here

Lori – how do we get to smaller, lighter forms – it's not just the technology but the system as a whole and what the system will allow. We have no revenue sources as a coalition so we cannot offer our own incentives, only what we can get from the feds or state, HOV issue is an RTC issue, problem with HOV lanes is people will use plug ins as just gas cars. On the strategic plan – any other tweaks? Is it too long? Need practical steps that we will take to increase GHG reduction

## 2. Mission Statement

Updating the Coalition mission statement is a task outlined in the Strategic Plan

Lori – was at a recent conference where they talked a lot about mission statements and they said it should be 9 words or less

James – mission statement is Travel Transformed

Lori – keep that in mind, did word cloud at stakeholder meeting, 4 big ones were sustainable, cost-effective, clean, equitable. Current national mission statement is 35 words, ours is 21 words, AI mission statement is 30 words. Between now and webinar in October – our staff goal is to have a new mission statement, as homework all committee members need to come up with a mission statement around 9 words reflecting our major goals, send out slides, some people at meeting said we also need a vision statement

## 3. DFWCC Strategic Plan Update: Clean Vehicle Initiatives

Savana – the first 3 goals in strategic plan are related to my team, wanted to give an update and see if there are opportunities for collaborations, first two goals are related to helping 20 public and 10 private fleets adopt alt fuels, includes expansion and new adoption, included definition of NOx reducing and what is public and private, have a lot of public contacts, long list of public agencies that are good targets for expanding or adopting alt fuels, if anyone wants to be on this list let us know, same slide for private, need to expand contact here, third slide is list of who the Technical Advisory Committee is working with – please help us, Tarrant county recently started a clean fleet committee that Dwayne is going to present at, as y'all are doing activities – if you feel that the work is part of your role as a TAC member and you think we can count them, please let us know and we can add them to the list (has to be in 16 county region)

James – aircrafts don't count because they don't live here, but each airline is electrify the ground crews, American and Spirit, have national strategy, do have plans for DFW and southwest at Love, can reach out to see if they would be interested

Savana – would be great, can maybe add them to the mailing list

David Word – Air Products supplies fuels for aircrafts

James – Maybe Dr. Meghna Tare, chief sustainability officer at UTA

<https://www.uta.edu/academics/faculty/profile?username=mtare>

Savana – will help find funding, administer funding, education, please take our CMHD money, we will come back and update y'all on where we are toward the goal, we applied to CPRG but were not awarded, will still be trying to do all the things we pitched, goal 3 is to host a ride & drive – NDEW, October 6, 10:00-2:00, put on by Plug in America, give non-EV owners the opportunity to get first hand experience with EVs, looking for more exhibitors, it's free, send people our way, looking for people that will give ride and drive opportunities, send summary of events as a follow up, will have ads on Volta chargers 6-8 weeks before the event, want to do 3 ride and drives total if you know anyone

Lon – usually manufacturers will give vehicles for ride and drives

Savana – we know

Lori – we've reached out to quite a few, not gotten as much response as we'd like, would appreciate any connections, also want more vendors for August 6 vehicle expo

David Word – would like to see not only the vehicles but also charger that is sold by manufacturer

Lori – we do have several infra companies signed up to exhibit at NDEW, did have infra expo in January

#### 4. Committee Site Visit

NCTCOG staff will work with Jose Correa and other Committee members to plan a site visit for the fall.

#### 5. Open Committee Member Nominations

Nominations for new members of the Committee are open until July 31. Two nominations have been received as of this meeting and new members will likely be joining the Committee at future meetings.

#### 6. Other items

All members of the Committee will be added to the Regional EV Infrastructure Working Group contact list to keep members informed of relevant events.