North Central Texas Council of Governments

Dallas-Fort Worth CLEAN CITIES

2022 DFW Clean Cities Fleet Recognition Awards

November 1, 2022

Dallas-Fort Worth Clean Cities BRONZE FLEET 2022

Dallas-Fort Worth Clean Cities SILVER FLEET 2022

Dallas-Fort Worth Clean Cities GOLD FLEET 2022

Agenda

1:30 – 1:35 Introduction

1:35 – 1:50 Oncor Fleet Electrification Program – Jennifer Deaton, Oncor

1:50 – 2:05 City of Dallas Electrification Study – Donzell Gipson, City of Dallas

2:05 – 2:35 DFWCC Annual Survey Results and Fleet Recognition Awards

2:35 – 3:00 Dessert/Fleet Recognition Group Photo

Oncor's Clean Fleet Partnership Program and Analysis

October 17, 2022

Objective of the Clean Fleet Partnership Program and Analysis

What Problems are we solving

- What does EV Fleet electrification look like for the Oncor service territory in the coming years?
- How does Oncor proactively prepare for the potential load this could bring?
- How do we educated and streamline our process for EV fleet customers?

What is the solution?

- Provide outreach and education to Oncor's fleet customers about electrification from Oncor's perspective
- Create a systematic way to quantify EV electrification impact to the Oncor grid

What is the value proposition?

- Predictive targeting of fleet load growth from the customer outreach and the analytics perspective. We can not do that work without a foundation of a trackable customer platform and an analysis model

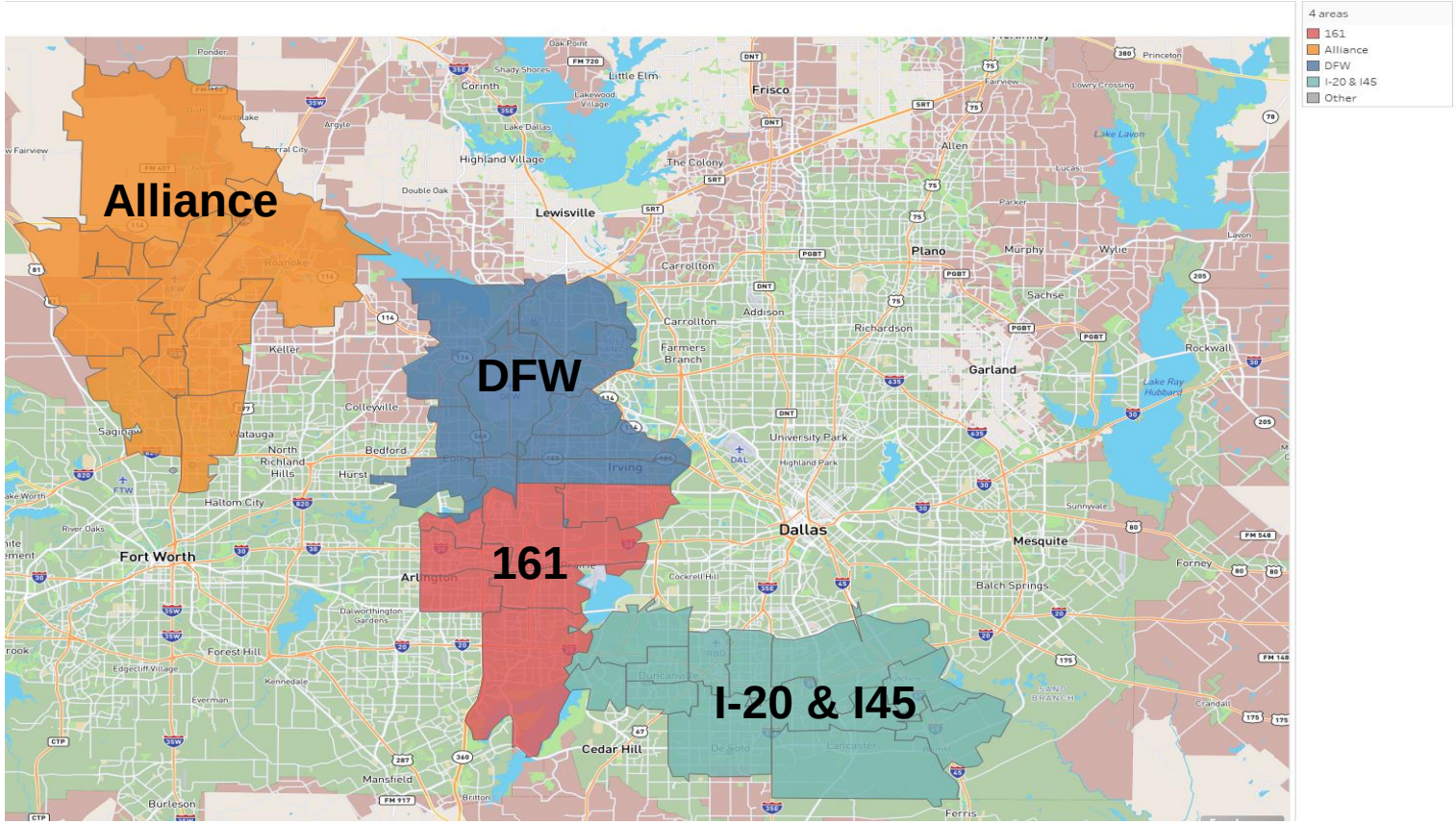
Background Information

Fleet Statistics

- North Texas has over 24,000 commercial fleets.
- With over 305,000 vehicles
- Serving approximately 12.9% of all US freight
  - *more than next two states combined*

Fleet areas of concern for Oncor

- 161
- Alliance
- DFW
- I-20 & I45



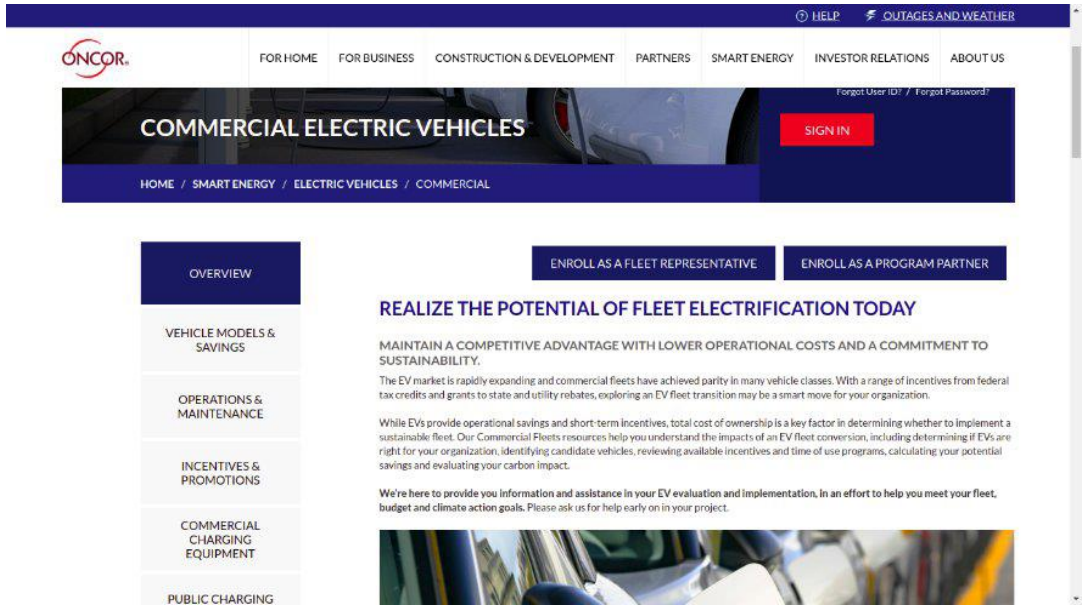
Objective of the Clean Fleet Partnership Program and Analysis

Program Objectives

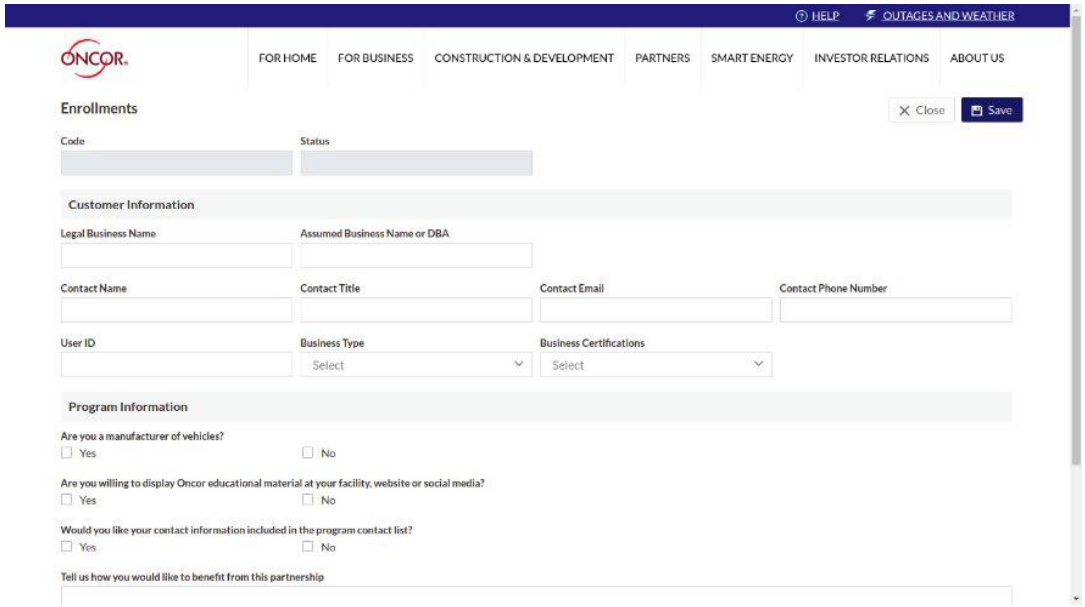
- Provide outreach and education to Oncor's fleet customers about electrification from Oncor's perspective
- Create a systematic way to quantify EV electrification impact to the Oncor grid

The Fleet Partnership Portal

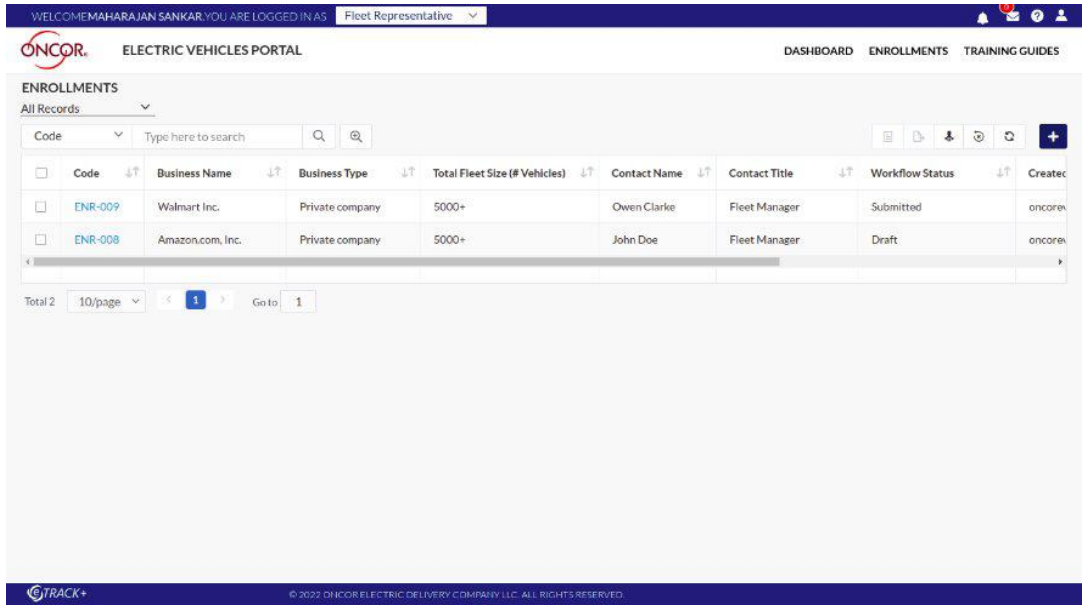
The Fleet Partnership Portal



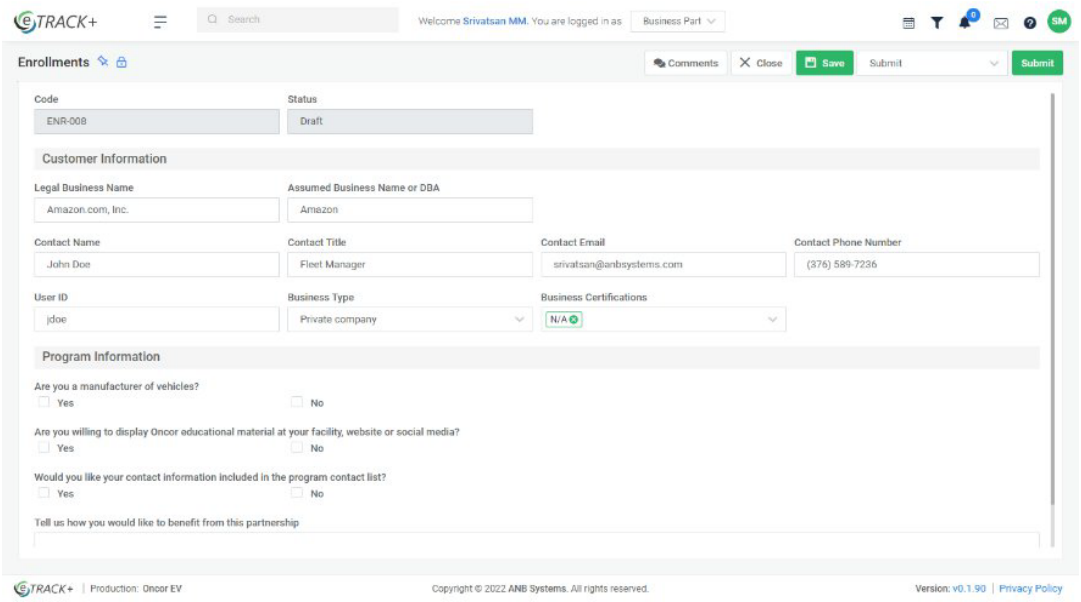
- Customers will enroll through the Clean Fleet Partnership Program (CFPP) portal on the Oncor.com/EV website
- The customer will provide Oncor their fleet electrification plans – This is intended to be a precursor to the customer portal and Serve New process
- Oncor will set up a meeting to provide the customer education material. All departments invited and welcome to attend



The Fleet Partnership Portal



- With the data from the portal Oncor can start to understand where fleets are electrifying and how much load the customer will be requiring for their electrification plans
- This data will enable us to find hot spots on the service territory and quantify the impact to the grid

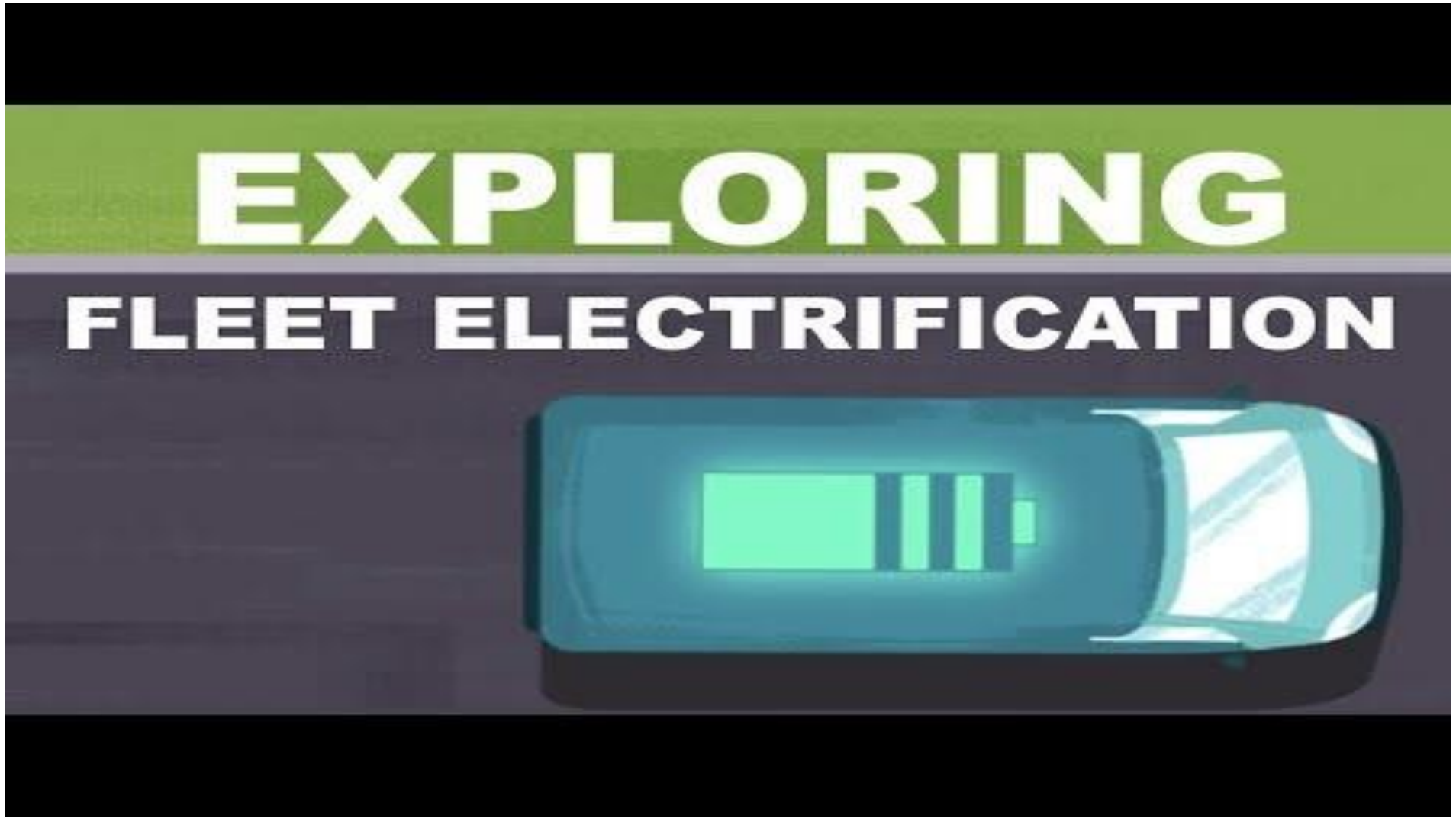


The Fleet Partnership Program Education Material

The Fleet Partnership Program Education Material – Content Partners

Education Owner	Content	Group
Richard Sorell	Customer billing, demand charges and tariffs	Customer Relations
Michael Stephens	Overview of load growth, general grid education and regulations	Distribution Planning
Jim Painter	Solar, battery and interconnections	Distributive Generation
Garry Jones	Smart charging, energy conservation, consumption patterns and charging pilots	Energy Efficiency
Craig Robicheaux	How the C&I team works (if load applicable to that customer)	Large C&I
Ryan Folger	Serve New and construction processes	PMDS
Chris Rowley	REP vs Oncor roles and responsibilities	REP Relations

The Fleet Partnership Program Education Material



- We are building a series of education videos to be played for our partnership customers. We will also be sending the video to EV OEMs to be played in their dealership showrooms

The Clean Fleet Analysis

The Clean Fleet Analysis - How it works

Rig Dig Data
Contains a listing of all trucks within the Dallas area

GeoTab
Geotab is a fleet management dataset vendor which provides fleet tracking and route data for fleets

Building Footprint Data
Static dataset of building footprints based on a public Microsoft dataset. Joining this data to the CoreLogic dataset will validate that the sites are actually distribution centers

Parcel Data – Core Logic
Contains plot data regarding the various potential logistic sites in the service territory

Planet Data Set
Geospatial imagery datasets trained to detect vehicles from satellite imagery

CFPP Data – Customer Entry
Customer entry data through the Clean Fleet Partnership Program

BlastPoint Data
Matches commercial customers to Oncor's premise IDs

AWS Platforms and Machine Learning Techniques

- Use the query engine in order to search for customers that match a designated profile for a customer likely to electrify
- Attempt to apply clustering techniques to group customers into those who are more or less likely to electrify
- Once we have additional customer data points regarding electrification we will treat this as a supervised learning problem and specifically a classification problem. As customers electrify, we will gather additional data points as what electrification customers will look like, we will be better able to model this with traditional machine learning techniques.
- As we gather more data, we can begin to treat this as a time series problem, where we are attempting to predict electrification at the feeder level. This will allow us to perform probabilistic forecasting and provide ranges of customer consumption for a given feeder over time.

Tableau - Visualizations
Read all data and present dashboards of our electrification analysis

Data Sources
AWS Platform
Tableau

Big Questions

1. Where are all of the fleets on the Oncor service territory?
2. What are the size of these fleets?
3. What is the likelihood a fleet with electrify?

City of Dallas

City of Dallas
Fleet Electrification Study

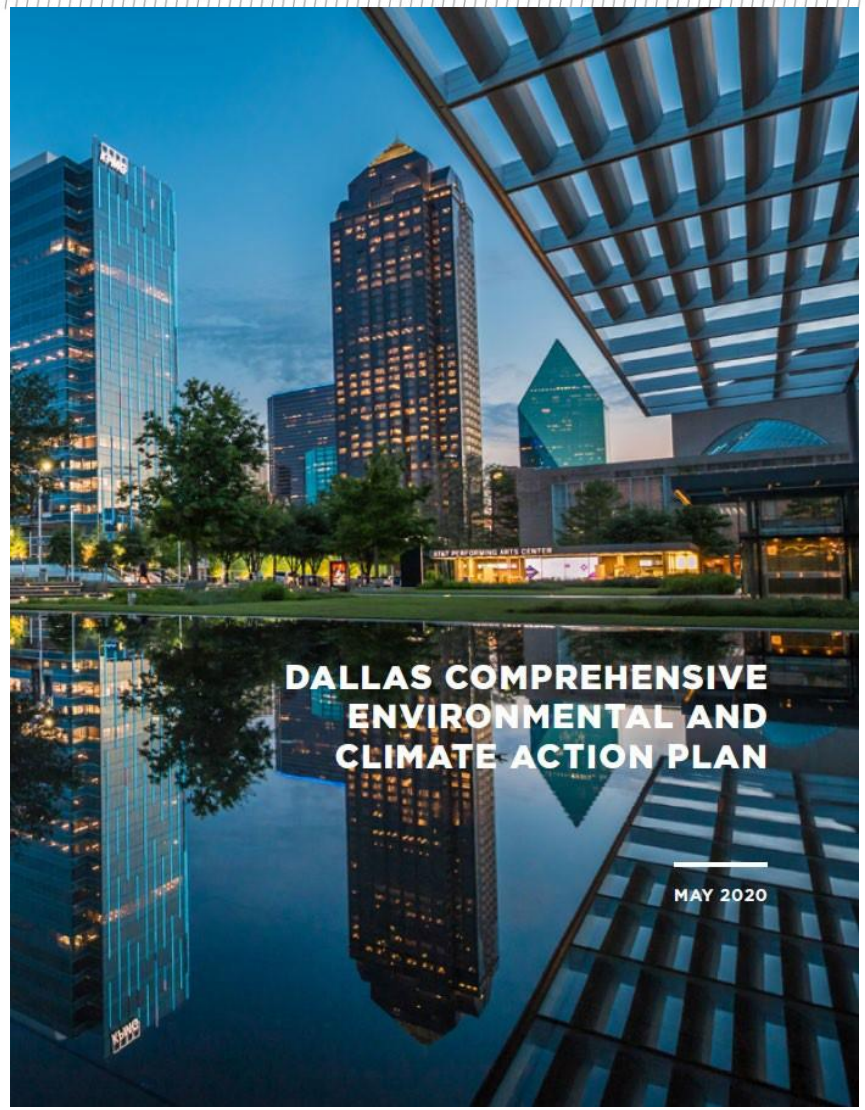
NCTCOG Briefing
November 1, 2022

Donzell Gipson, Director
Equipment and Fleet Management
City of Dallas

Presentation Overview

- Comprehensive Environmental Climate Action Plan (CECAP)
- Background/History
- Purpose
- NREL Approach to Fleet Electrification Study
- Results of NREL Analysis
- Fleet Electrification Study Deployment Update

Comprehensive Environmental Climate Action Plan (CECAP)



Dallas Comprehensive Environmental and Climate Action Plan (CECAP)

- The Intergovernmental Panel on Climate Change (IPCC) recommends **reducing GHG emissions to net zero by 2050** to limit the increase in global temperatures to below 1.5°C.
- The City of Dallas is **committed to meeting the international emission reduction targets** set by the Paris Agreement in 2016.
- The 2015 greenhouse gas (GHG) inventory reported that **35% of Dallas' GHG emissions come from transportation sector**.
- The CECAP provides a roadmap for the City to improve quality of life, **to reduce greenhouse gas emissions**, to prepare for the impacts of climate change, and to create a healthier and more prosperous community.

Background/History

Electrification of Fleet Assets

In support of CECAP adoption, an amendment approved in the FY2021 Budget provided funds for fleet electrification study ($100k)

- On May 26, 2021, the City Council awarded a contract to the National Renewable Energy Laboratory (NREL) to conduct the study.

- NREL is a national laboratory of the U.S. Department of Energy, Office of Energy Efficiency and Renewable Energy. The Alliance for Sustainable Energy LLC., operates the NREL Laboratory.

- The study allows the City to develop the most effective and efficient policies and operational strategies for deployment and sustainment of electric vehicle technology in alignment with CECAP.

Purpose

This briefing will:

- Provide highlights from Fleet Electrification Study completed by NREL and status update on next steps

NREL Approach to Fleet Electrification Study

Fleet Electrification Considerations

- What are the overall goals of the Dallas fleet electrification plan?
- Where are the best opportunities for fuel reduction and emissions reduction?
- Which vehicle duty cycles are suitable for electrification?
- Which vehicles are eligible for electrification (i.e., non-emergency response or non-special purpose vehicles)
- Which vehicles are nearing retirement or overdue for replacement?
- Which vehicles have an electric model that's commercially available today?
- Which vehicles have dedicated parking locations suitable for charging equipment?
- Which communities or regions of the city stand to benefit the most from lower emissions and improved air quality?
- What are the vehicle-life economics and what factors influence economic payback and GHG savings

Data-driven Analysis Approach

Vehicle Inventory	• Number of vehicles by department • Vehicle class/type by department • Vehicle age
Vehicle Operation	• Annual vehicle miles traveled (VMT) by department and vehicle type • Estimated daily miles traveled per vehicle
Fuel/Energy Consumption	• Annual fuel consumption by department and vehicle type • Estimated daily energy consumption per vehicle
Vehicle Replacement Criteria	• Review of replacement eligibility criteria • Review of replacement ranking, year and cost by vehicle
EV Availability	• Alternative Fuels Data Center (AFDC) Advanced Vehicle Search tool • Review of commercially available EVs by vehicle class and type • MSRP values
EV and EVSE Economics	• Inputs from steps above feed VICE Economic Model (cost and operations) • Light-duty sedans and pickup scenarios evaluated • Parametric sweeps show impacts of key input parameters
GHG Impacts	• Data on regional energy generation energy and vehicle efficiencies • GREET Model to estimate GHG impacts of EV replacements • Combine VICE economics and GREET GHG to estimate cost of GHG offsets

Results of NREL Analysis

Baseline Inputs & Parametric Sweeps
Light Duty Sedan

	Parameter	Units	Conventional Vehicle	EV
Values from fleet vehicles to be replaced	Fleet size	#	10	
	Annual VMT	miles	6,382	
Values for replacement vehicle options	**Year/Make/Model**		**2022 Honda Civic LX**	**2022 Nissan Leaf S**
	Capital cost (MSRP)	$/vehicle	$23,365	$28,425
	Fuel efficiency	mpg kWh/mi	34 mpg	112 MPGe 0.268 kWh/mi
Model inputs estimated from other data sources	Fuel price	$/gal $/kWh	$2.36/gal	$1.71/gal $0.052/kWh
	Maintenance cost	$/mi	$0.187	$0.117
	Salvage value	% of MSRP	~31%	~17%
	EVSE cost	$/EVSE	n/a	$1,000 + $2,000
	Rebates	$/vehicle	n/a	$0

EV Cost
- $28K vs. $23K (base)

EV Rebates
- $0 (baseline), $2.5K, 7.5K, 15K per vehicle

EVSE Cost
- $3K (baseline), $2K, $5K each

Daily VMT (miles/day)
- 24.5 miles, 38.5 miles, 46 miles

Gasoline Price
- $2.36/gal (baseline), $3/gal, $4/gal

Extended vehicle life was also projected
- 8 –year vs. 12-year

Dallas Fleet EV Economics Light-Duty "Administrative Sedans"

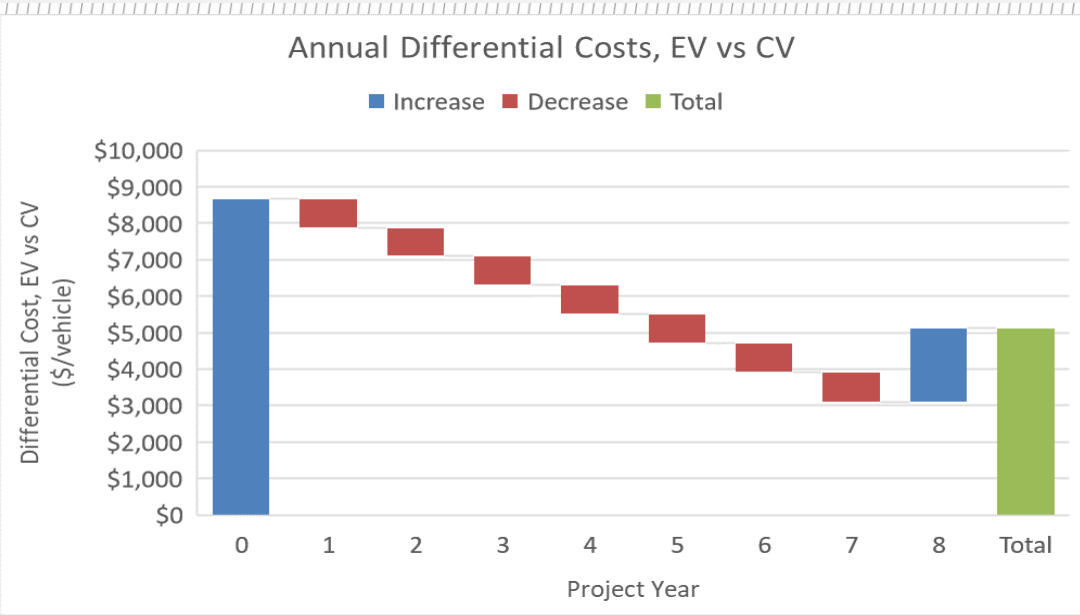
VICE Economic Model Results – Light Duty Sedans

- The base 2022 Nissan Leaf Model S appears capable of meeting "most" driving range requirements at a lower price point – 40-kWh battery/149-mile EV range
- Baseline total net present cost at end of expected 8-year life = $4,345 per vehicle) – vehicle operation beyond year 8 continues to accrue savings
- Operational savings accumulate faster when replacing vehicles that are driven more – this can be done well within estimated Nissan Leaf S range of 149 miles

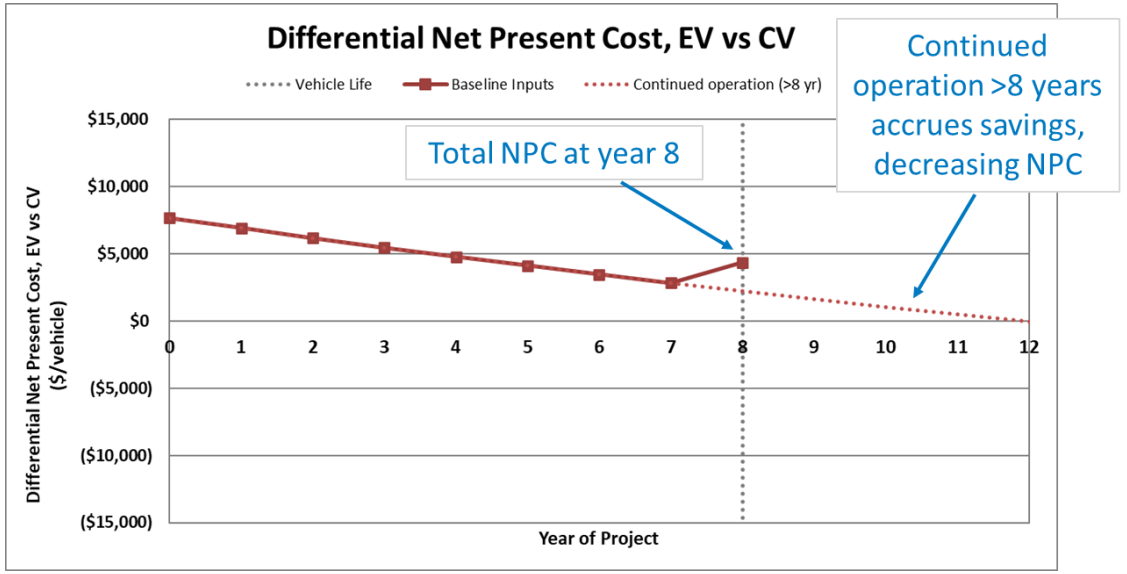
Scenarios to achieve lifetime "cost parity" include

- Case 1: $2.5K EV rebate
- Case 2: Lower EVSE cost ($2.5K), higher gas price ($3/gal) and VMT (8K miles/year)

VICE Model Results – baseline lifetime costs & savings



VICE Model Results – lifetime cost differential



Baseline Inputs & Parametric Sweeps
Pickup Trucks

	Parameter	Units	CV	EV
Values from fleet vehicles to be replaced	Fleet size	#	9	
	Annual VMT	miles	7,731	
Values for replacement vehicle options	**Year/Make/Model**		**2022 Ford F-150**	**2022 Ford F-150 Lightning**
	Capital cost (MSRP)	$/veh	$31,685	$41,669
	Fuel efficiency	mpg kWh/mi	18 mpg	67 MPGe 0.426 kWh/mi
Model inputs estimated from other data sources	Fuel price	$/gal $/kWh	$2.36/gal	$1.71/gal $0.052/kWh
	Maintenance cost	$/mi	$0.247	$0.154
	Salvage value	% of MSRP	~31%	~18%
	EVSE cost	$/EVSE	n/a	$1,000 + $2,000
	Rebates	$/vehicle	n/a	$0

Daily VMT (miles/day)

- 30 miles (baseline), 38.5 miles, 46 miles

Gasoline Price

- $2.36/gal (baseline), $3/gal, $4/gal

Extended vehicle life was also projected

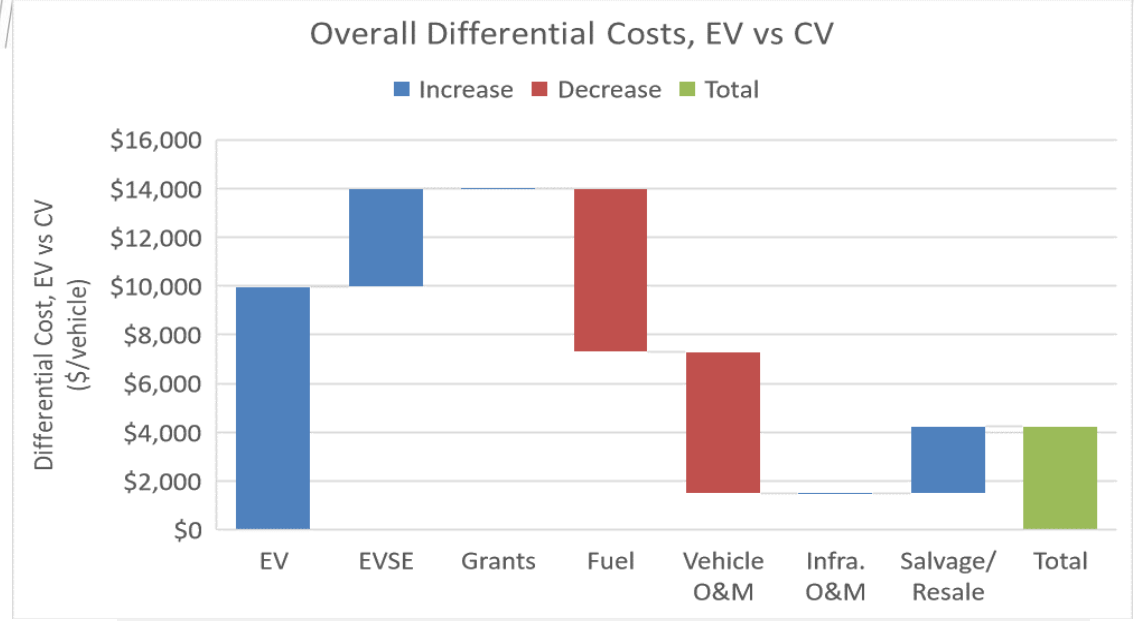
- 8 –year vs. 12-year

Dallas Fleet EV Economics Light-Duty Pickup Trucks

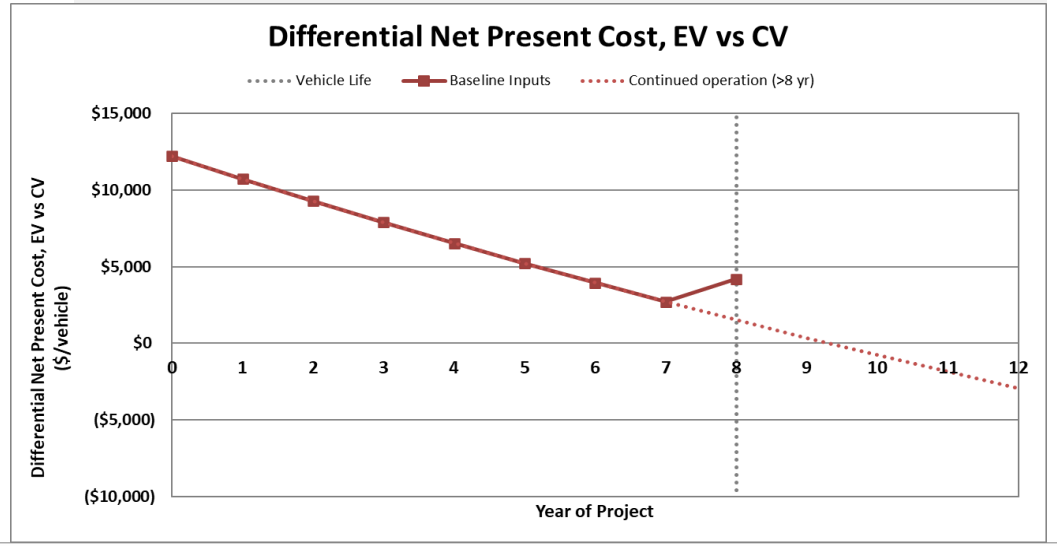
VICE Model Results – baseline lifetime costs & savings

VICE Economic Model Results – Light Duty Pickups

- The 2022 Ford F-150 Lightning Pro appears to be capable of meeting “majority" of driving range requirements at a lower price point – 98-kWh battery/230-mile EV range
- Baseline net present cost at end of 8-year life ~ $4,202 per vehicle – vehicle operation beyond year 8 continues to accrue savings
- Annual Operational savings accumulate faster for EV pickups than EV sedans – due to higher relative energy savings
- Operational savings accumulate faster when replacing vehicles that are driven more – this can be done well within estimated Ford F150 Lightning Pro EV driving range of 230 miles



VICE Model Results – lifetime cost differential



Fleet Electrification Study Deployment Update

Electric Vehicle (EV) Deployment Update

Vice Model/Vehicle Validation

- 63 EVs purchased in FY21-22 (76 initially identified for conversion)
- Working with City Departments on the FY22-23 purchase for EVs (452 identified for possible conversion)
- Additional review of fleet inventory has determined that 1,580 of the initial 2,675 vehicles identified for conversion are EV compatible

Working on Turnkey approach with Cooperative Purchase

- Equipment Purchase
- Installation Services
- Charging Management Software

Next Steps

1. Deploy charging infrastructure and commercially available LD EV sedans and light trucks (dependent upon delays of manufacturing)
2. Test/demonstrate Medium- and Heavy-duty EVs in Dallas fleet service
3. Coordinate and seek lessons learned from others
4. Pending results from grant applications (charging infrastructure)
5. Incorporate charging software management into our fleet management system
6. Training for technicians and operators on use and maintenance of EVs

City of Dallas

City of Dallas
Fleet Electrification Study

NCTCOG Briefing
November 1, 2022

Donzell Gipson, Director
Equipment and Fleet Management
City of Dallas

Polling

Polling Session Instructions

On your computer or mobile device, visit ttpoll.com and enter dfwcc22 to join the session.

- It is recommended that you use Google Chrome or Firefox.
- If prompted, select "**Guest.**" Then, click "**Join Session**."
- Do **NOT** enter contact information. Click "**Submit**."

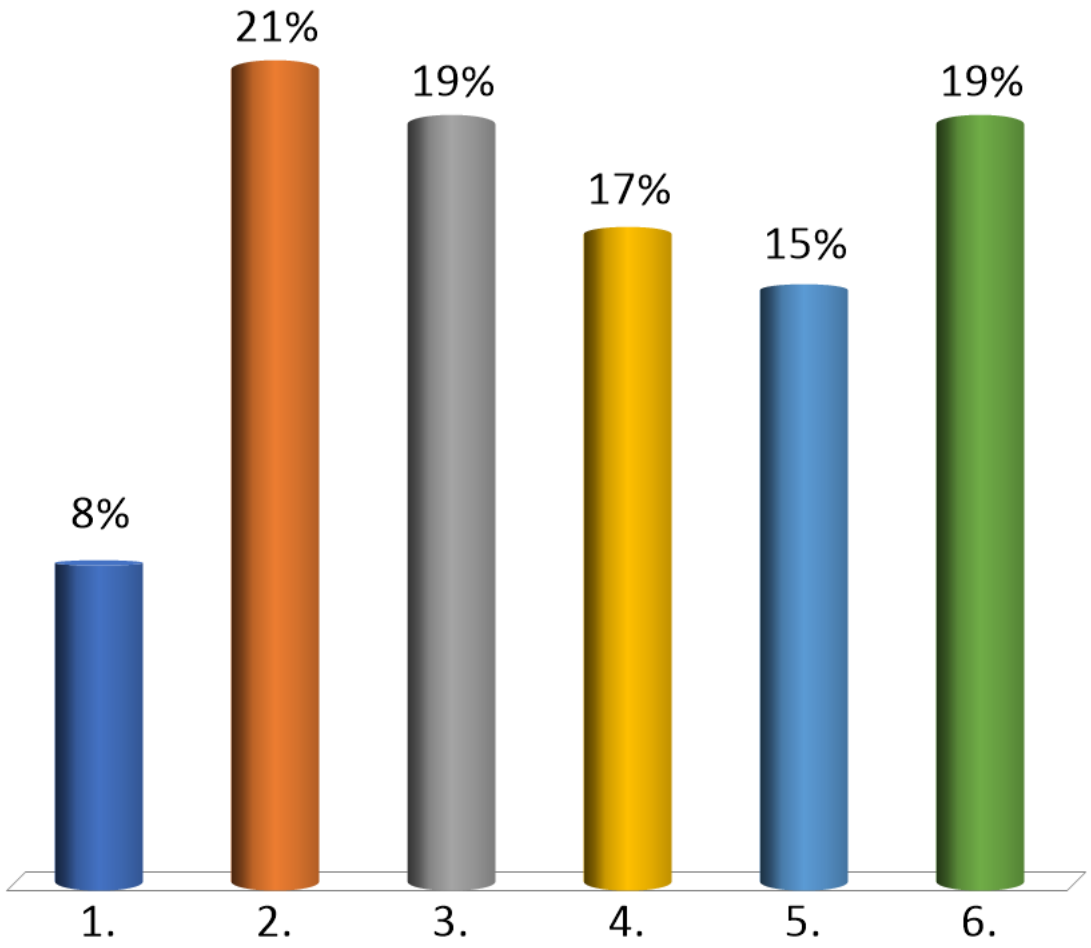
For multiple choice, press the letter on your device that corresponds to the answer choice on the screen.

Once you have selected your response, your answer choice will be highlighted and recorded.

The poll will appear closed at first.

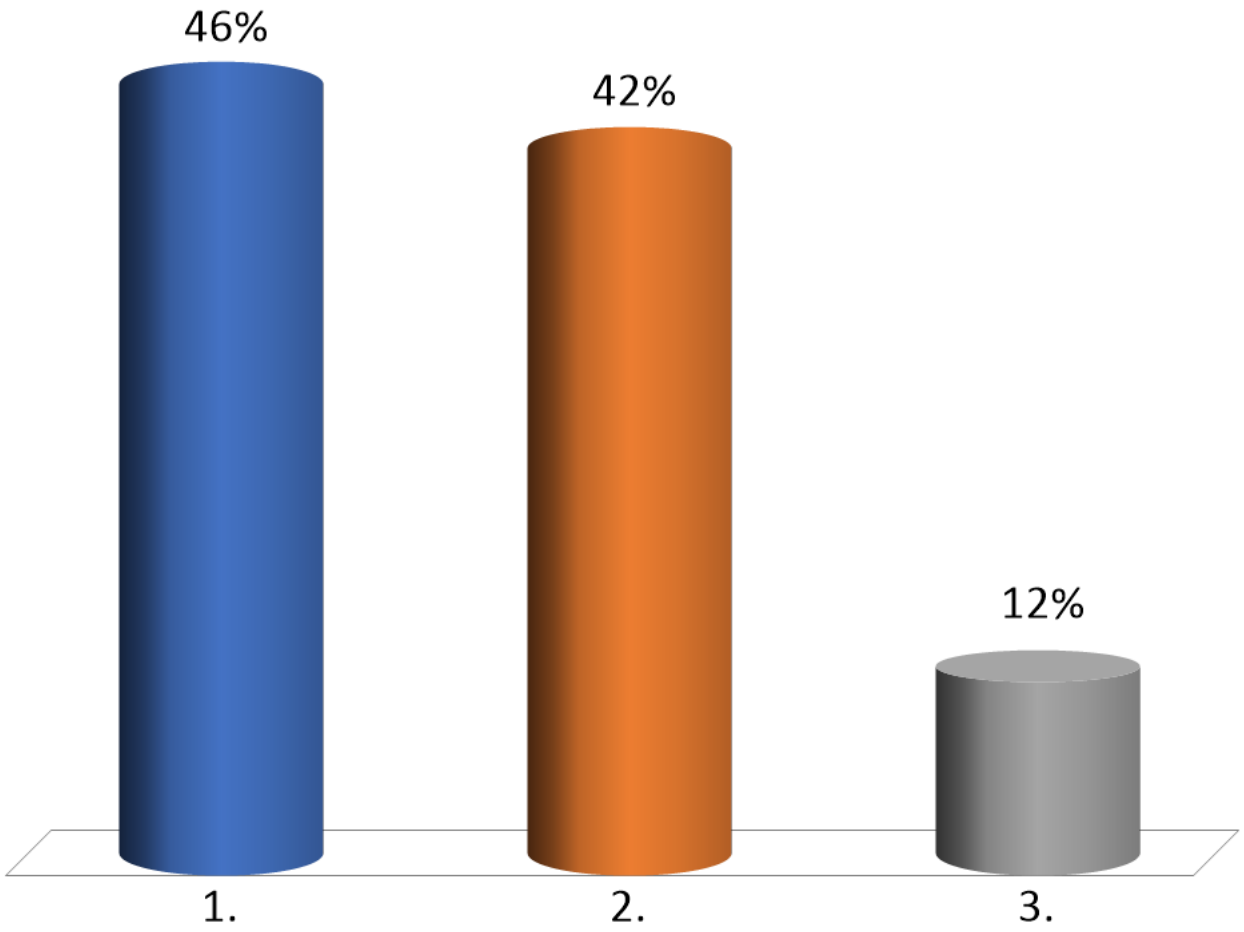
Which Clean Cities Task(s) Should Take Priority for DFWCC?

1. **Task 3.1** Listening Sessions
2. **Task 3.2** Alternative Fuel Vehicle and Infrastructure Incentive Efforts
3. **Task 3.3** Alternative Fuel Vehicle Infrastructure Planning
4. **Task 3.4** Meetings, Workshops, and Events
5. **Task 3.5** Technical Assistance and Fleet Coaching
6. **Task 3.6** Technical Training and Education



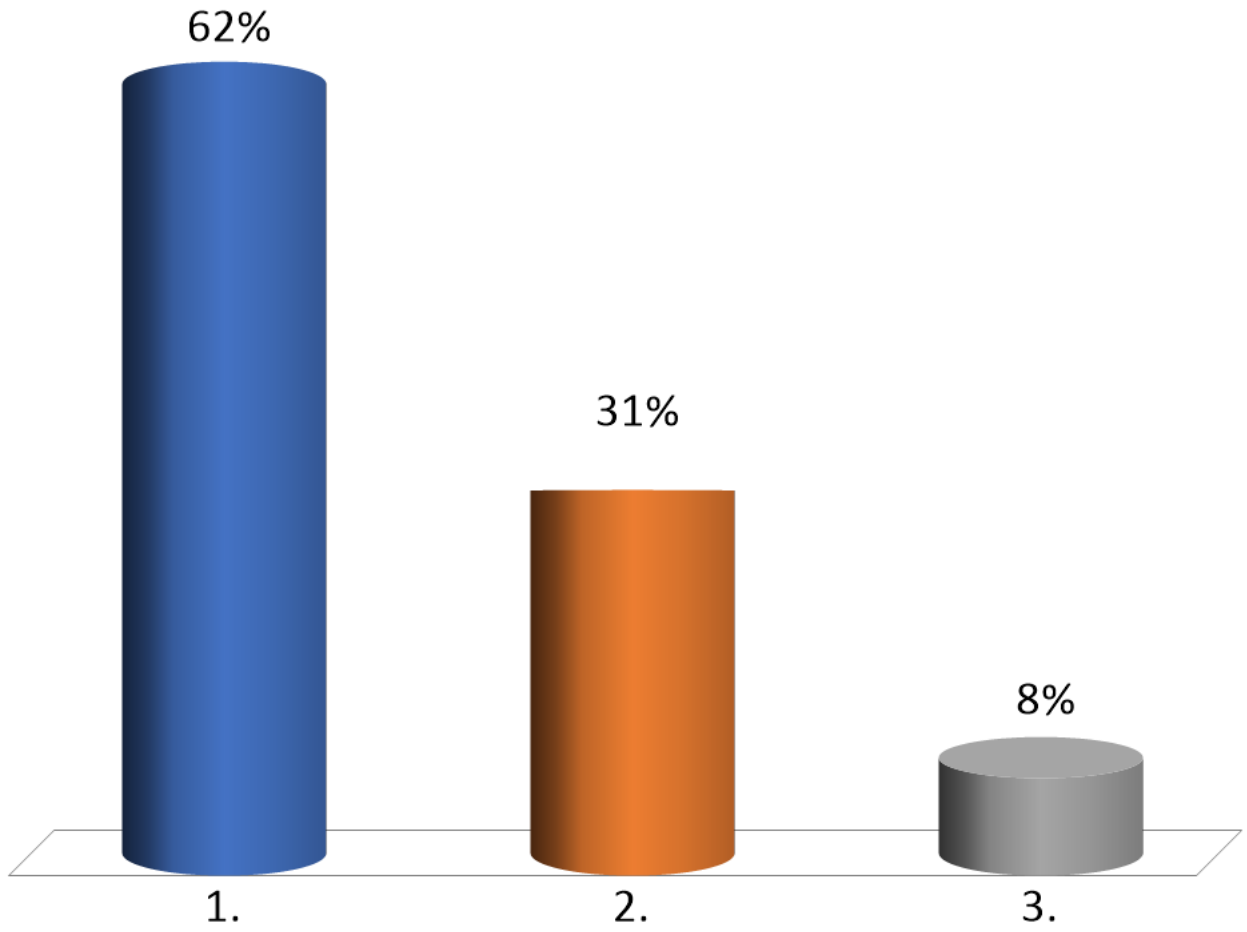
How Often Would You Like Fleet Manager Roundtables?

1. Once a Quarter
2. Twice a Year
3. Once per Year



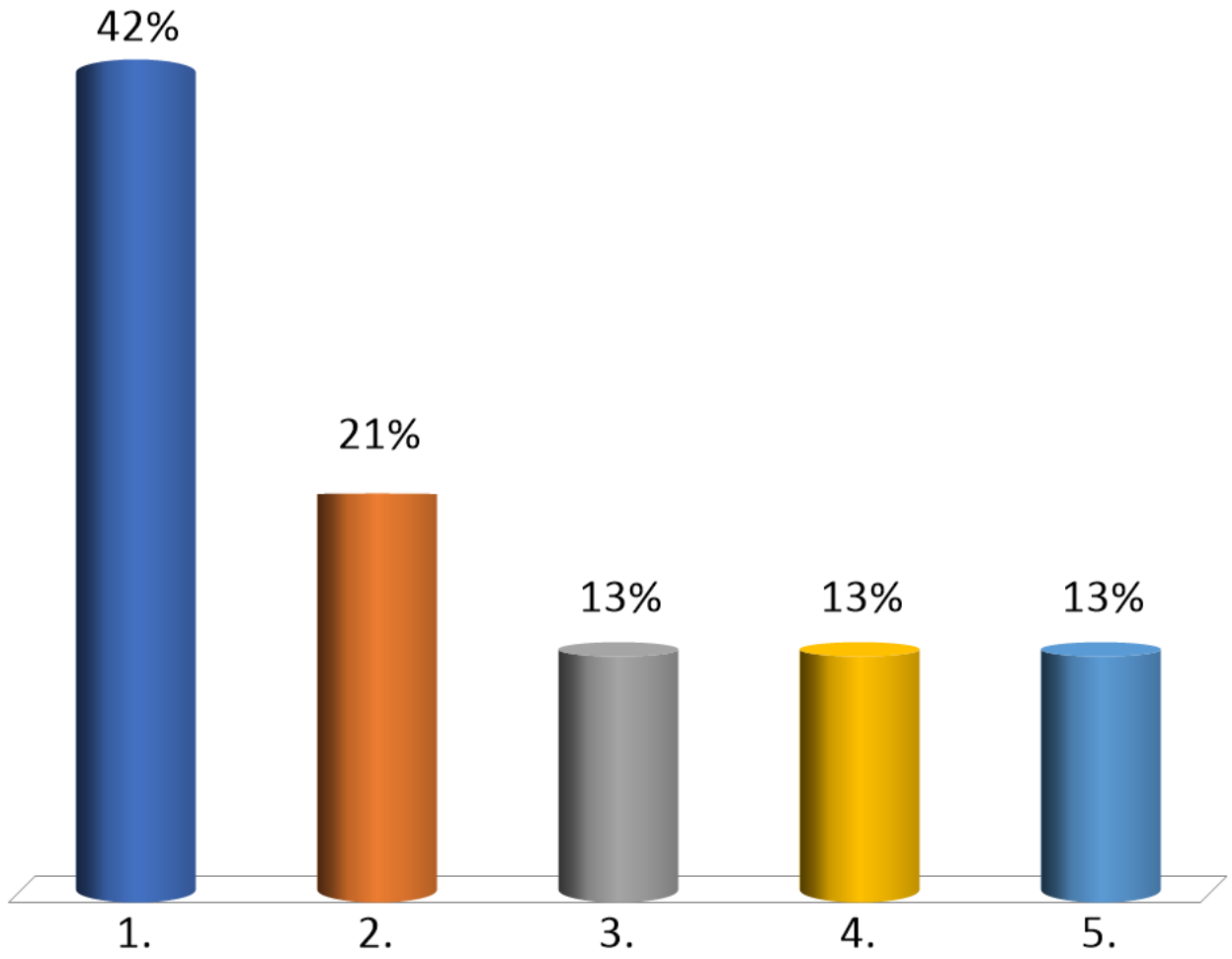
How Often Would You Like Educational Presentations?

1. Once a Quarter
2. Twice a Year
3. Once per Year

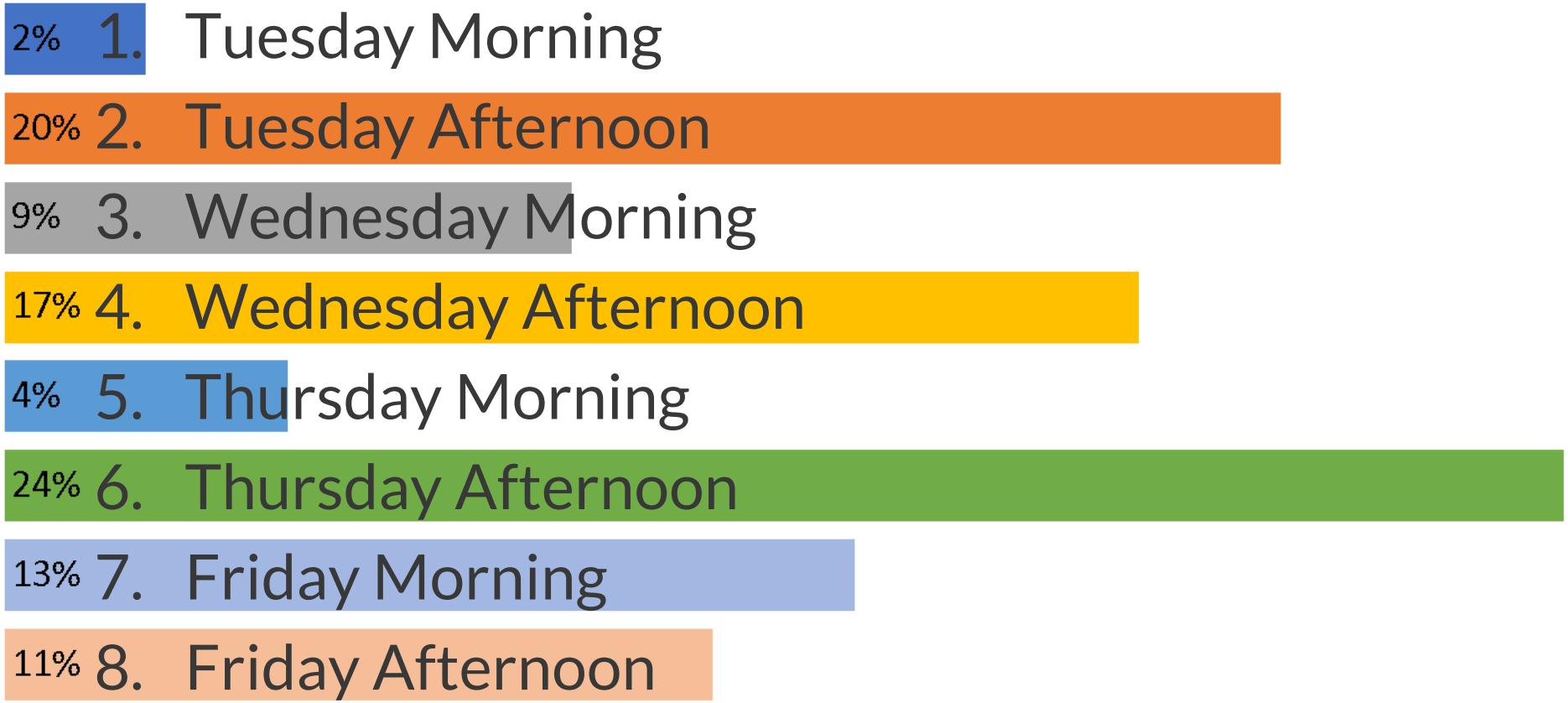


Would You Prefer Roundtables/Educational Presentations In Person or Virtual?

1. In Person
2. Virtual
3. Roundtables In Person, Educational Presentations Virtual
4. Educational Presentations In Person, Roundtables Virtual
5. No Preference



What is The Best Time(s) for DFWCC Events?



Funding

Funding Opportunities

Program	Eligible Activities	Funding Amount	Deadline
North Texas Clean Diesel Project 2021	Replace or repower diesel vehicles and equipment	- 45% cost if new is electric - 35% if CARB certified Low-NOx - 25% for all others	January 13, 2023
TERP Rebate Grants Program	Replace or repower of heavy-duty diesel vehicles, or new purchase of heavy-duty alternative fuel vehicles	- Up to 80% of the incremental cost for vehicle projects - Up to $600,000 for infrastructure	December 19, 2022
TERP Seaport and Rail Yard Areas Emissions Reduction Program	On-road vehicles GVWR over 26,000 pounds; Non-road yard trucks; and other cargo handling equipment	- Up to 80% of the cost to replace or repower eligible equipment	November 22, 2022
TERP Natural Gas Vehicle Grant Program	Replace or repower medium or heavy-duty vehicles with a vehicle or engine powered by natural gas (CNG, LNG, or LPG)	- Up to 90% of the incremental cost	March 31, 2023

For a full list of available funding opportunities visit www.nctcog.org/aqfunding

Alternative Fuel Tax Credit Webinar: Claiming Retroactive Credits

- The Inflation Reduction Act has extended the $0.50/gallon Natural Gas & Propane Federal Tax Credit Through December 31, 2024
- Learn How Public and Private Agencies Can Claim the Credit in this Webinar Hosted by Lone Star Clean Fuels Alliance

Date: Thursday, November 10, 2022

Time: 12:00pm – 12:45pm CT

Register

2021 DFW Clean Cities Fleet Survey Results

DFW Clean Cities Impacts – Results from 2021 Survey

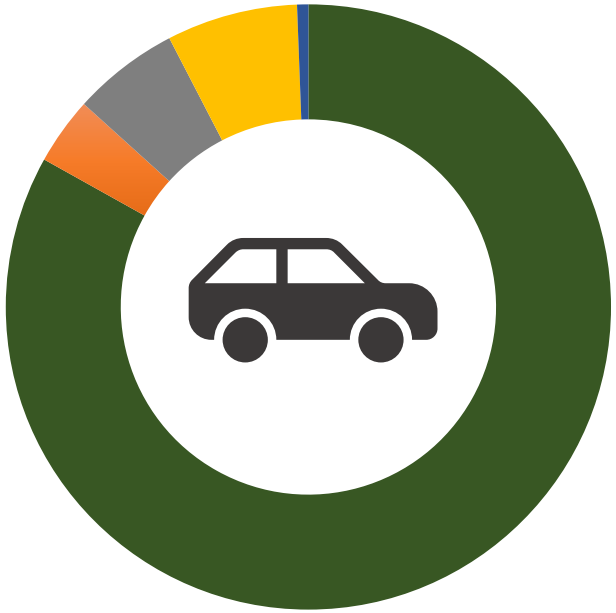
60 Fleets Reporting

12,286 Alternative Fuel Vehicles and Equipment

*Impacts Over Calendar Year 2021

dfwcleancities.org/annualreport

~24.19 Million Gasoline Gallon Equivalent (GGE) Reduced*



~27 Tons Ozone-Forming Nitrogen Oxides (NO_X) Reduced*

~0.074 Ton/Day

For Comparison: RTC Initiatives Credited in Conformity = ~2.12 Tons/Day

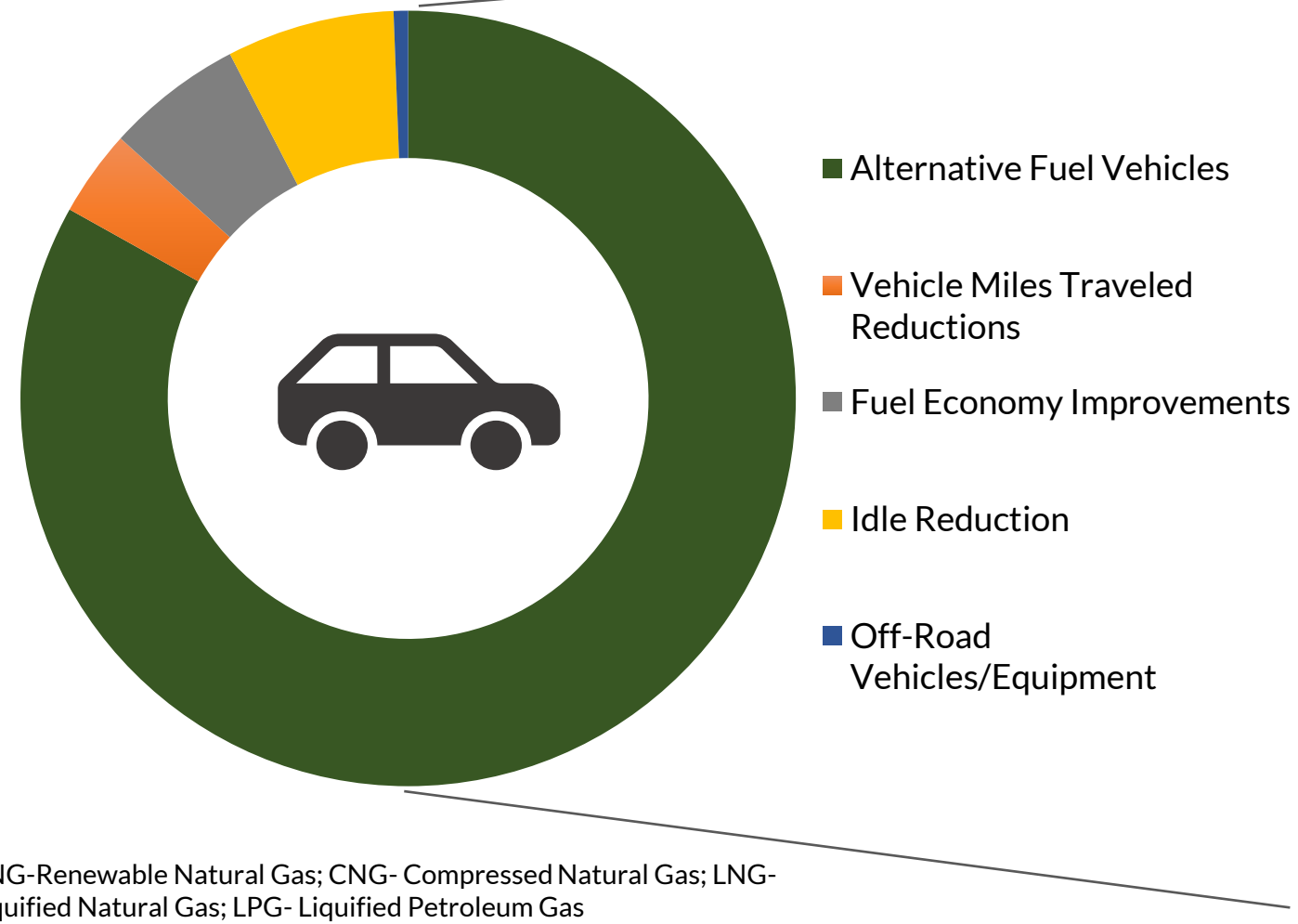
118,555 Tons Greenhouse Gas (GHG) Emissions Reduced*

Equivalent to Eliminating

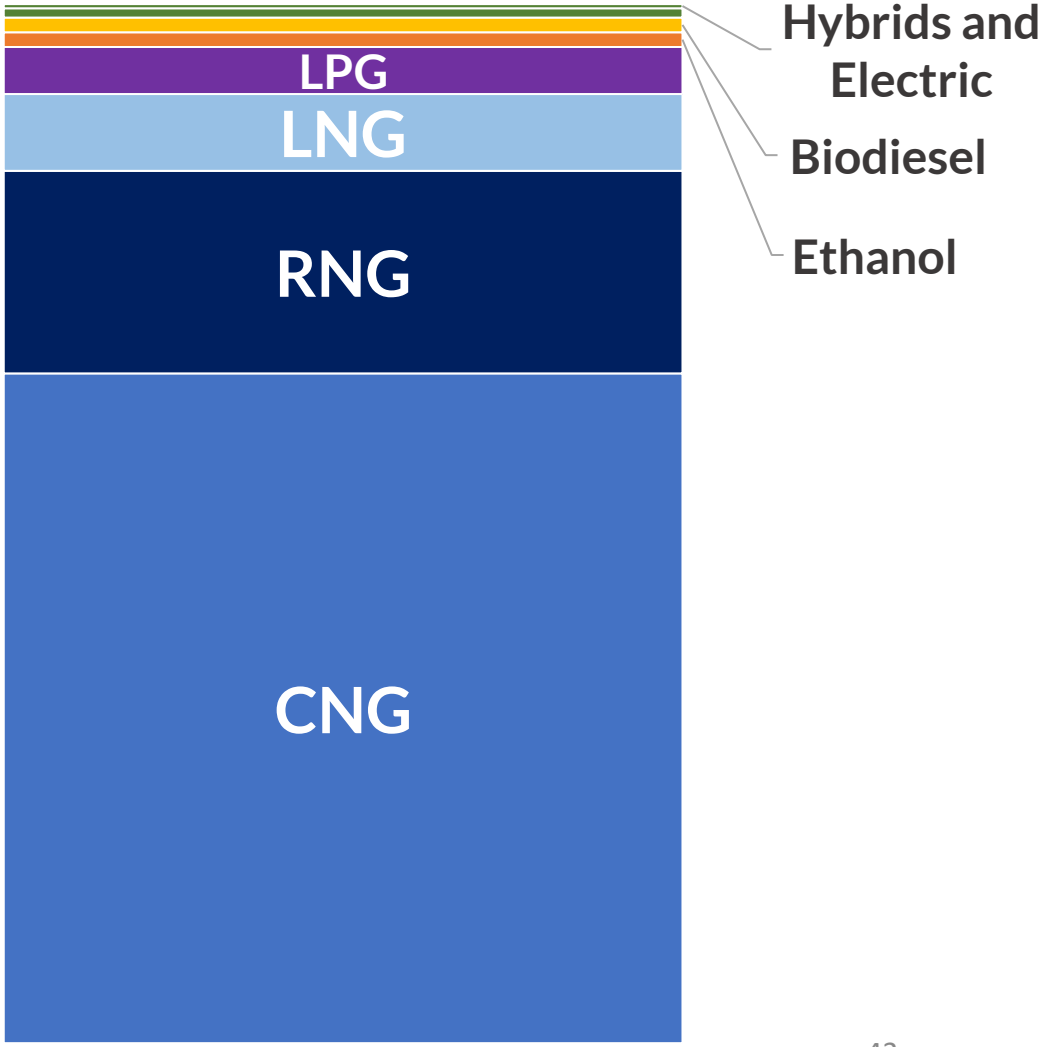
Railcars Worth of Coal Burned

2021 Annual Energy Impact

Total Energy Reduced



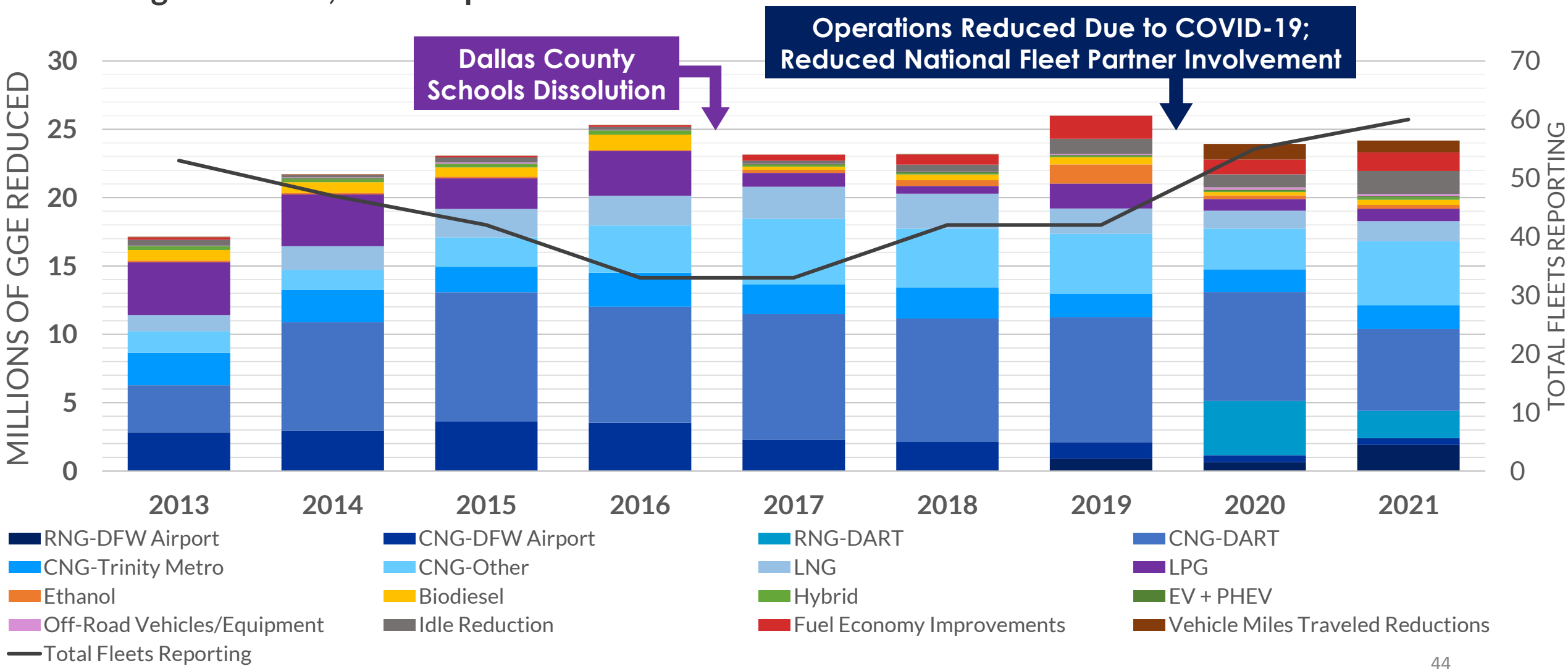
Alternative Fuel Vehicles Energy Reduced



RNG-Renewable Natural Gas; CNG- Compressed Natural Gas; LNG-Liquified Natural Gas; LPG- Liquified Petroleum Gas
https://www.dfwcleancities.org/annualreport

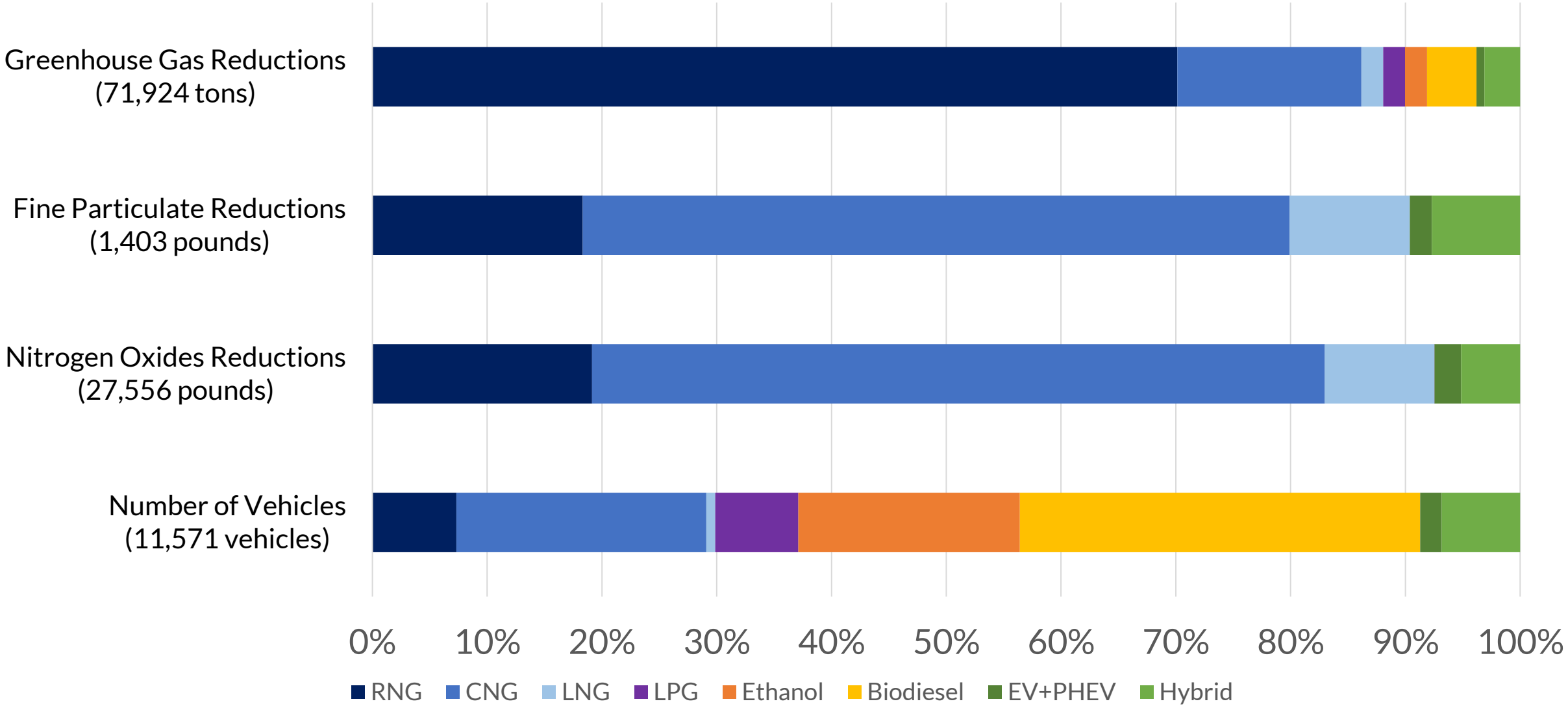
Trends in Annual Energy Impact

Department of Energy Goal: Increase GGE Reductions 16% Year Over Year
2021 Target: 27.79M, 2021 Reported: 24.19M



RNG-Renewable Natural Gas; CNG- Compressed Natural Gas; LNG- Liquified Natural Gas; LPG- Liquified Petroleum Gas; EV- Electric Vehicle; PHEV-Plug-In Hybrid Electric Vehicle

Impact of Various Fuel Types



RNG-Renewable Natural Gas; CNG- Compressed Natural Gas; LNG- Liquified Natural Gas; LPG- Liquified Petroleum Gas; EV- Electric Vehicle; PHEV-Plug-In Hybrid Electric Vehicle

Fleet Recognition Awards

Recognition Criteria

Partnership with DFWCC	Emissions Reduction	Fuel Consumption Reduction
20 Points Maximum	55 Points Maximum	25 Points Maximum
Attendance at DFWCC Events/Webinars Presenting, Speaking, or Participating as a Panelist at Any DFWCC Sponsored Event/Webinar General Involvement with DFWCC	Amount and Composition of On-Road and Non-Road Alternative Fuel Vehicles Implementation and Enforcement of Idle Reduction Policy Time Idling Reduced	Overall Fleet Efficiency Improvements Smaller Vehicles, Lightweight Materials, etc. Practices to Reduce Vehicle Miles Traveled

Bronze Fleet Winners

GreenPath Logistics

Chris Racenelli, VP of Operations
Geoff Eaton, Asset Manager

- Outstanding CNG Vehicle Inventory

Town of Flower Mound

Billy Sterner, Fleet Services/Materials Manager
Julie Taylor, Fleet Supervisor

- Strong Emphasis on Idle Reduction and Reducing Fuel Consumption

Denton County

Michelle Brewer, Chief Administrator – County Admin
Holly Sadlowski, Chief Administrator – County Judge

- Efforts to Reduce Fuel Consumption, Including Idle Reduction and Reducing Vehicle Miles Traveled

City of Lancaster

Jermaine Sapp, Director of Equipment & Facilities
Opal Mauldin-Jones, City Manager

- Efforts to Improve Vehicle Fuel Economy and Reduce Idling

City of North Richland Hills

Zane Ryan, Fleet Manager
Gereal Hogue, Fleet Superintendent

- Strong Partnership with DFWCC
- Addition of Electric Off-Road Equipment

City of Coppell

Casey McCaughan, Fleet Services Manager

- Strong Adoption of Hybrid and Electric Vehicles
- Efforts to Reduce Idling

Silver Fleet Winners

City of Arlington

Al Mantell, Fleet Manager

- Diverse Alternative Fuel Inventory
- Efforts to Reduce Fuel Consumption through Telematics

City of Frisco

Daniel Ford, Director of Administrative Services
David McBurnett, Fleet Manager

- Strong Efforts to Reduce Fuel Consumption and Reduce Vehicle Miles Traveled

City of Irving

Debbie Jackson, Fleet Business Operations Manager
Larry Spain, Fleet Maintenance Manager

- Strong Partnership with DFWCC
- Diverse Alternative Fuel Inventory with CNG and Electric Vehicles

City of Mesquite

Arthur Grothe, Manager of Equipment Services
Tonette Blasius, Assistant Manager of Equip. Services

- Outstanding Partnership with DFWCC
- Diverse Alternative Fuel Inventory

MESQUITE TEXAS®
Real. Texas. Flavor.

Denton ISD

Alan Wilcox, Supervisor of Fleet Maintenance
Jennifer Adair, Fleet Operations Specialist

- Strong Partnership with DFWCC
- Continued Commitment to Propane Vehicles

DENTON INDEPENDENT SCHOOL DISTRICT

Town of Addison

Rob Bourestom, Director of General Services

- Outstanding Partnership with DFWCC
- Efforts to Reduce Idling through Data Analysis

Trinity Metro

Bill Lambert, Director of Maintenance

- Impressive Alternative Fuel Inventory of CNG and Electric Buses
- Acquired Additional Electric Buses

Gold Fleet Winners

City of Carrollton

Dwayne Bianco, Director of Fleet and Facilities
LD Berry, Fleet and Facilities Manager

- Outstanding Electric Vehicle Inventory
- Efforts to Reduce Energy Consumption, Including Solar Panels and Low Resistance Tires

CARROLLTON
TEXAS

City of Dallas

Jimmy Solis, Fleet Asset Manager
Donzell Gipson, Equipment and Fleet Management Director

- Outstanding Partnership with DFWCC
- Impressive Alternative Fuel Inventory with CNG and Electric Vehicles

City of Dallas

City of Denton

Terry Kader, Fleet Superintendent
Brad Holland, Administrative Supervisor

- Strong Partnership with DFWCC
- Addition of Electric Off-Road Equipment

City of Grapevine

Keith Miertschin, Assistant Director Operations

- Acquired Additional Hybrid Vehicles
- Use of Power Units to Reduce Idling

City of Lewisville

David Fruth, Fleet Operations Supervisor
Francis Mascarenhas, Internal Services Manager

- Diverse Alternative Fuel Inventory, Including Electric and Propane Vehicles
- Efforts to Reduce Fuel Consumption by Downsizing Vehicles

LEWISVILLE
Deep Roots. Broad Wings. Bright Future.

City of Southlake

Tim Slifka, Purchasing Manager
Sharen Jackson, Chief Financial Officer

- Continued Commitment to Alternative Fuels
- Efforts to Reduce Idling through Training and Signage

Dallas Area Rapid Transit (DART)

Theresa Smith, Bus Fleet Engineering Manager
Huy Nguyen, Warranty and Maintenance Services Manager

- Outstanding Alternative Fuel Inventory Including RNG and Electric Buses
- Efforts to Reduce Idling

DFW Airport

Douglas Warren, Vehicle Fleet Programs Manager

- Diverse Alternative Fuel Inventory Including RNG and Electric Vehicles
- Acquired First Electric Buses


Shining Stars

Shining Stars
Greatest Progress in NO_X Reduction

City of Lewisville

Increased NO_X Reductions by 129 lbs.

City of Grapevine

Increased NO_X Reductions by 51 lbs.

City of Coppell

Increased NO_X Reductions by 47 lbs.

Shining Stars
Greatest Showcase of Efficiency Strategies

Denton County Transportation Authority

Moved to smaller, more efficient vehicles

Denton County

Staff prioritized hybrid vehicles and use idle reduction signage

Town of Flower Mound

Utilized bicycles for police officers, encouraged route optimization

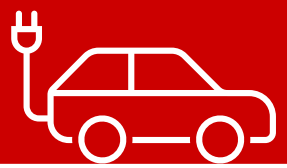
City of Carrollton

Purchased vehicles with automatic engine shut off, utilized low resistance tires

Shining Stars Alternative Fuel Champions

City of Arlington

Acquired 6 electric vehicles



DFW Airport

Acquired 4 electric buses

Trinity Metro

Acquired 2 electric buses and 7 CNG buses

Dallas ISD

Acquired 12 propane buses


Fleet Challenge

Fleet Challenge

Organization	2021 Fleet Challenge Goal	2021 Fleet Challenge Achievements
City of Bedford	Replace **27** vehicles with newer, more efficient models	Replaced **39** vehicles with newer, more efficient models
City of Carrollton	Reduce overall fuel usage by **10%** from pre-pandemic usage	Fuel usage reduced by **30%**
City of Frisco	Increase overall fleet fuel economy by **1%**	Fuel usage reduced by **7%**
City of North Richland Hills	**5%** Increase in alternative fuel vehicles	Doubled hybrid vehicles and increased mileage by **15%**
City of Watauga	Increase overall fleet fuel economy by **5%**	Fuel usage reduced by **7%**
DFW Airport	Increase RNG volume to **>60%** of natural gas usage	RNG reached **80%** of natural gas usage

2022 Annual Survey

2022 Annual Survey

2022 Online Survey Available in January 2023

Things to Remember:

- Recognition Requires Clean Fleet Policy Adoption
- Tell Us Your Project Interests – Especially for Grant Funding
- Fleet Challenge Goals Must be Quantifiable for Recognition
- Complete All Survey Sections – Reach Out to Us for Help

Contact Us

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