

**DALLAS COUNTY CONSTABLE'S  
DEPARTMENT  
PRECINCT 4**

# FAX TRANSMISSION

AGENCY FAX # 2145897047

DATE: 6/19/09

TIME: 6:45 PM

RECIPIENT: Sue Pope Fund / att: Katy Hubener

RECIPIENT FAX NUMBER: (972) 296-9492

SENDER: Deputy Forester, #438

PAGES SENT (INCLUDING COVER SHEET): 6

**NOTES:**

Attached please find grant "pre-proposal" for  
the Sue Pope North Texas Pollution Reduction Program  
Thank you, J. Fink

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R. L. Skinner  
Dallas County Constable, Precinct 4  
630 W. Main St.  
Grand Prairie, Texas 75050  
6/19/2009

To: The Sue Pope, North Texas Pollution Reduction Program

Attached please find a grant "pre-proposal" that has been prepared for your consideration. I would like to thank the Sue Pope Fund, Downwinders at risk, the Blue Skies Alliance and others who are involved for this opportunity. Our program builds on demonstrated results produced by this office in the past and creates a model for expansion throughout the region. The program is modular by its nature and may be expanded should more funding become available. We appreciate your consideration of this program and your efforts to improve our air and the quality of life in our area. If we can furnish additional information or if you have questions, suggestions or ideas as to how this program might be improved, please do not hesitate to call. The designated project contact, Deputy Gene Forester can be reached at our Irving Office, phone: 214 589 7023.

Cordially,

R. L. Skinner  
Dallas County Constable, Precinct 4



# Downwinders

reducing toxic air pollution in north texas *at risk*

## Sue Pope North Texas Pollution Reduction Program

Organization:	Dallas County Constable, Pct. 4
Organization type	Governmental, Law Enforcement
Organization Street Address:	630 W. Main St.
City, State, Zip	Grand Prairie, Texas 75050

Project Officer (Title, First, MI, Last, Suffix):		Deputy Gene Forester			
Phone— extension	214-589-7023	Fax	214 589 7047	Email	gforester@dallascounty.org
Project Name		Scanning for Vehicle Emissions Enforcement			
Location of Project		West Dallas County			
Project Start Date (MM/DD/YYYY)		July, 2009			
Project End Date (MM/DD/YYYY)		August 31, 2011			

**BUDGET:** Please summarize your budget request in the space provided. You should also provide a more detailed budget in your preproposal.

Line Item	Requested Funds	Matching Funds
Salaries and Benefits	\$ 16,000	
Equipment	\$123,000	
Other:	\$ 86,000	
<b>Total:</b>	<b>\$225,000</b>	

Please See attachment for additional information

R. L. Skinner  
Dallas County Constable, Precinct 4  
630 W. Main St.  
Grand Prairie, Texas 75050  
6/19/2009

**Vehicle Scanning for Emissions Enforcement (VSEE)**  
A Grant Proposal to the Sue Pope Fund, North Texas Pollution Reduction Program

**Strategy:** Air quality is a critical factor affecting regional growth, quality of life and the cost of living in our area. Vehicle emissions continue to be our biggest contributor to air pollution. Nitrogen Oxide (NOx), Volatile Organic Compounds (VOCs) and Hydro-Carbons (HCs) produced by high emitting vehicles are not visible at the tailpipe and can only be identified through a proper vehicle inspection. The Regional Emissions Enforcement Program suggests that hundreds of thousands of vehicles in our area are not inspected or improperly inspected. Visual identification of fake and fictitious inspection certificates is more difficult as increased enforcement has placed more pressure on violators to make these items look more authentic. A \$225,000.00 pilot program is proposed to install scanning cameras on patrol cars allowing officers to identify, warn, ticket or impound non-inspected or fictitiously inspected vehicles. This unique and innovative program compliments other regional programs and develops a concept which may be easily adopted by other law enforcement agencies regionally and nationally.

**Agency:** Dallas County Constable, Precinct 4 includes the Western portion of Dallas County from Cedar Hill to Coppell. Our precinct provides vehicular enforcement in high traffic areas including many dealers and repair shops more interested in profit than in proper vehicle inspection and repair. Beginning in 2005, Constable Skinner brought attention to the problem of fraudulent inspections in our area. Working with County Judges, the Texas Department of Public Safety (TXDPS) and the North Central Texas Council of Governments (NCTCOG), he created a pre-pilot program leading to the creation of the Dallas Emissions Enforcement Pilot Program (DEEP) which expanded to the Regional Emissions Enforcement Program currently in place. Pilot program activities, including ours are documented in the final Environmental Protection Agency (EPA) report, assistance number X5-96606701-0. Our office was also instrumental in assisting NCTCOG with implementation of the DEEP program funded by the Sue Pope North Texas Pollution Reduction Program. Our activities are also included in the final report for this grant.

**Attacking Multiple Pollutants:** NOx, VOCs and HCs emitted by on-road vehicles account for approximately 50% our air pollution. A significant portion of this pollution is caused by 10% of these vehicles, classified as high emitting vehicles. High emitting vehicles may be older or newer vehicles with defects in their emissions control system. Emissions systems have become increasingly complex with each model year as a result of the EPA lowering emissions targets for successive generations of vehicles. The only way to monitor, test or correct an emissions system failure is by proper inspection and repair. Unscrupulous dealers, repair shops and individuals seek to bypass this expense by avoiding these inspections. As more vehicles avoid emissions compliance, attempts to improve our air quality are delayed and EPA sanctions for the area become a concern. Addressing the problem of vehicle inspection enforcement inherently addresses reducing pollution from our largest source of multiple pollutants.

**Reduction to cost ratio:** The scientific calculations prepared by NCTCOG in the DEEP Final report provided to the Sue Pope North Texas Pollution Reduction Program determined the cost per ton of NOx reduction to be between \$2,197.84 and \$18,774.41 for different components of the program. In their

conclusions, NCTCOG found these numbers were cost effective as a Pilot Program. This program targets similar results. Vehicles will be repaired or removed from the road as a result of officer contact and enforcement activity with projected costs per ton falling between the figures above.

**Longevity of NOx reductions:** While new vehicles show a trend towards emissions reductions, population increases result in increased numbers of vehicles on roadways and the total number of miles driven. Without enforcement, there is no incentive to maintain vehicles and keep them in compliance with the State's Inspection and Maintenance Program. Studies indicate each vehicle cited for emissions infractions and brought into compliance following repairs shows a 70% reduction in pollutants.

**Downwind of Major Point Sources:** Precinct 4 includes the communities of Cedar Hill, Duncanville, DeSoto, Grand Prairie, Irving and Coppell as well as portions of Dallas and other communities and unincorporated areas. These communities and areas are located North of the local predominate point sources of pollutants. As the prevailing winds during the summer (the season of greatest impact) are from the South, the immediate benefit of our program will be in the downwind areas.

**Public Impact:** As a Law Enforcement Agency, we are constantly in the public's eye. When there was little to no enforcement of vehicle inspection violations, we saw an abundance of improper or fictitious inspection certificates on vehicles in our area. Before implementing stricter enforcement, our office developed a community information program on the effects and consequences of high emitting vehicles, pollution and our enforcement effort. As the program attracted public attention from the media and community and eventually gained public acceptance, local television coverage of our program has been used as an aid in presentations at regional and national seminars by NCTCOG and Dallas County officials.

A portion of the funds for this program are allocated for media co-ordination, community presentations, regional demonstrations and training. Successful marketing and outreach efforts will multiply the effect of the Sue Pope Grant funds as other agencies adopt scanning cameras and other tools necessary for emissions enforcement.

**Description of Activities:** The implementation of the NCTCOG Emissions Database (NED) provides us with a powerful tool, but an officer can currently only access this data at a manual pace as he passes thousands of potentially improperly inspected vehicles daily. By equipping up to 16 of our patrol vehicles with scanning cameras and other necessary equipment, these vehicles will now be able to scan and monitor for inspection violations during normal patrol activity. Scanning cameras are now a well developed technology, reading passing license plates and providing an automated alert on search functions. These cameras, commonly associated with locating stolen vehicles and Amber alert vehicles also improve safety and operations by allowing the officer to concentrate on the road and traffic around him. By downloading information from NED, these cameras can be used to identify vehicles with no inspection or an improper inspection, enhancing our ability to find these vehicles on the roadways.

**Deliverables:** At the initial and final review (after approximately three months and one year of full operations respectively), the Constable's office will provide a written report to the Sue Pope North Texas Pollution Reduction Program. This report will include a summary of operations, detailing the number of vehicles stopped, warned, ticketed or impounded as a result of this program. The report will also include a summary of media and community contacts or presentations and a summary of demonstration or training activity provided to other agencies. Public acknowledgement will include recognition of the funding provided by the grant. Operational data will be shared with NCTCOG and other members of the Regional Emissions Enforcement Program. While this Program may continue as a

normal law enforcement activity for the remaining life of the equipment, no formal reporting or deliverable is budgeted or planned beyond the two reports provided above.

**Detailed Budget:**

Description	Qty	Price	Ext.	Total
Mobile Camera Systems (Note 1)	17	6,000	102,000	
Spare Camera system	1	6,000	6,000	
Mobile Computers (Note 2)	5	3,000	15,000	
Mobile data access (aircard) (Note 3)	36	300	10,800	
Community, media and regional support (hrs) (Note 4)	400	40	16,000	
Manufacturers. Vehicle Installation. & Training	17	1,250	21,250	
Camera Data Software	17	1,000	17,000	
NCTCOG database development (Note 5)	1	3,000	3,000	
County IT configuration (Note 6)	1	3,000	3,000	
Unallocated reserve (Note 7)			5,950	
County admin and overhead (Note 8)			25,000	
				<u>225,000</u>

Notes:

- (1) One camera/installation will be used as a working spare and demonstration unit
- (2) Mobile computers are required for vehicles without MDTs currently installed
- (3) Aircard access is required for vehicles without MDT's, Monthly cost base \$60/unit
- (4) Allowance for officer time redirected from normal duties or overtime over life of program
- (5) Development cost for special file access, ongoing maintenance to be NCTCOG responsibility
- (6) Allocation for County IT to integrate Camera system with MDTs
- (7) Excesses or shortages may be adjusted to this account, with remainder available for maintenance or required items not otherwise allocated.
- (8) Figures used here are estimates, final figures to be determined in cooperation with budget office

**Timeline:** This Pilot Program will begin during the Winter of 2009 pending the receipt of funds from the Sue Pope North Texas Pollution Reduction Program. The operational phase is expected to last for approximately 12 months. Analysis and review following the operational phase will require approximately six months following the operational phase. The final report should be completed by August 31, 2011.

-End-