

Not a City of Burleson Vehicle



Fleet and Air Quality
Community Services Committee
February 4, 2026
Public Works Department

Purpose & Outline

The Dallas-Fort Worth region is classified by the U.S. Environmental Protection Agency as being in severe nonattainment of federal air quality standards for ground level ozone. On-road vehicle emissions contribute significantly to air pollution in our region.

The purpose of this item is to engage the committee on this topic and seek feedback on potential steps the city may take to mitigate with respect to the city fleet.

- **High-level overview of air quality in the region**
- **Fleet replacement grants / rebates**
- **City fleet profile**
- **Discussion**

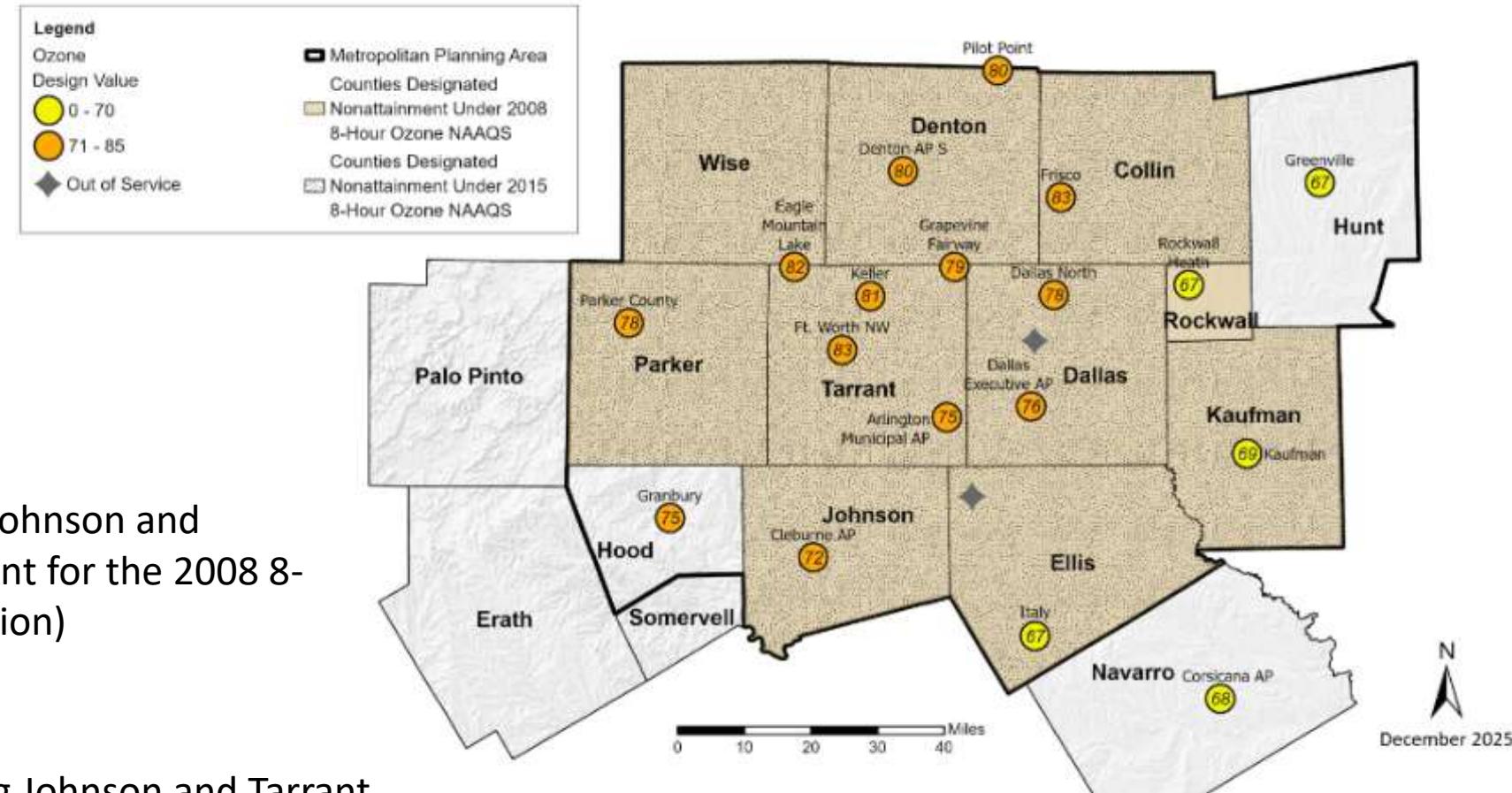
What is Nonattainment?

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When a region, such as North Central Texas, has pollution concentrations greater than what is allowed in the National Ambient Air Quality Standard, the area can be designated by the EPA as “nonattainment”

10 counties in our region, including Johnson and Tarrant Counties, are in nonattainment for the 2008 8-Hour Ozone NAAQS (75 parts per billion)

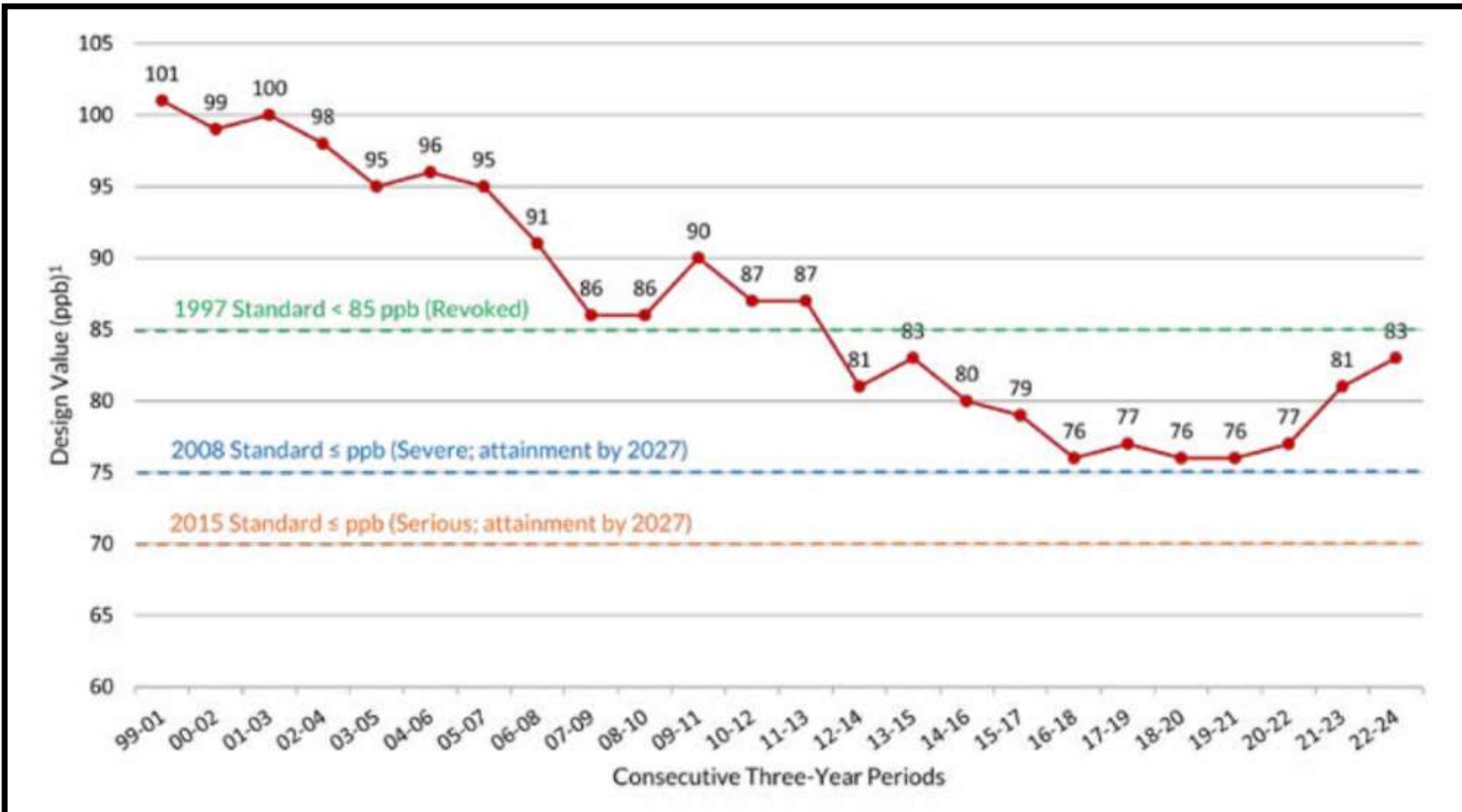
Nine counties in our region, including Johnson and Tarrant Counties, are in nonattainment for the 2015 8-Hour Ozone NAAQS (70 parts per billion)



Source: NCTCOG

Progress: 8-Hour Ozone Historical Trends

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Dallas-Fort Worth Air Quality Improvement Plan

Comprehensive Action Plan (CAP)*

Outlines through 2050:

- Comprehensive Emissions Inventory and Projections
- Emissions Reduction Targets
- Measures to Improve Air Quality

Potential Impact of Regional Growth:

-  Nonattainment and Conformity Lapse
-  Section 185 Fees (Failure to Attain Fees)
-  Constrained Resources and Lacking Infrastructure
-  Health Impacts

*The DFW AQIP development is supported by funding from Environmental Protection Agency's (EPA) Climate Pollution Reduction Grants (CPRG): Planning Grants

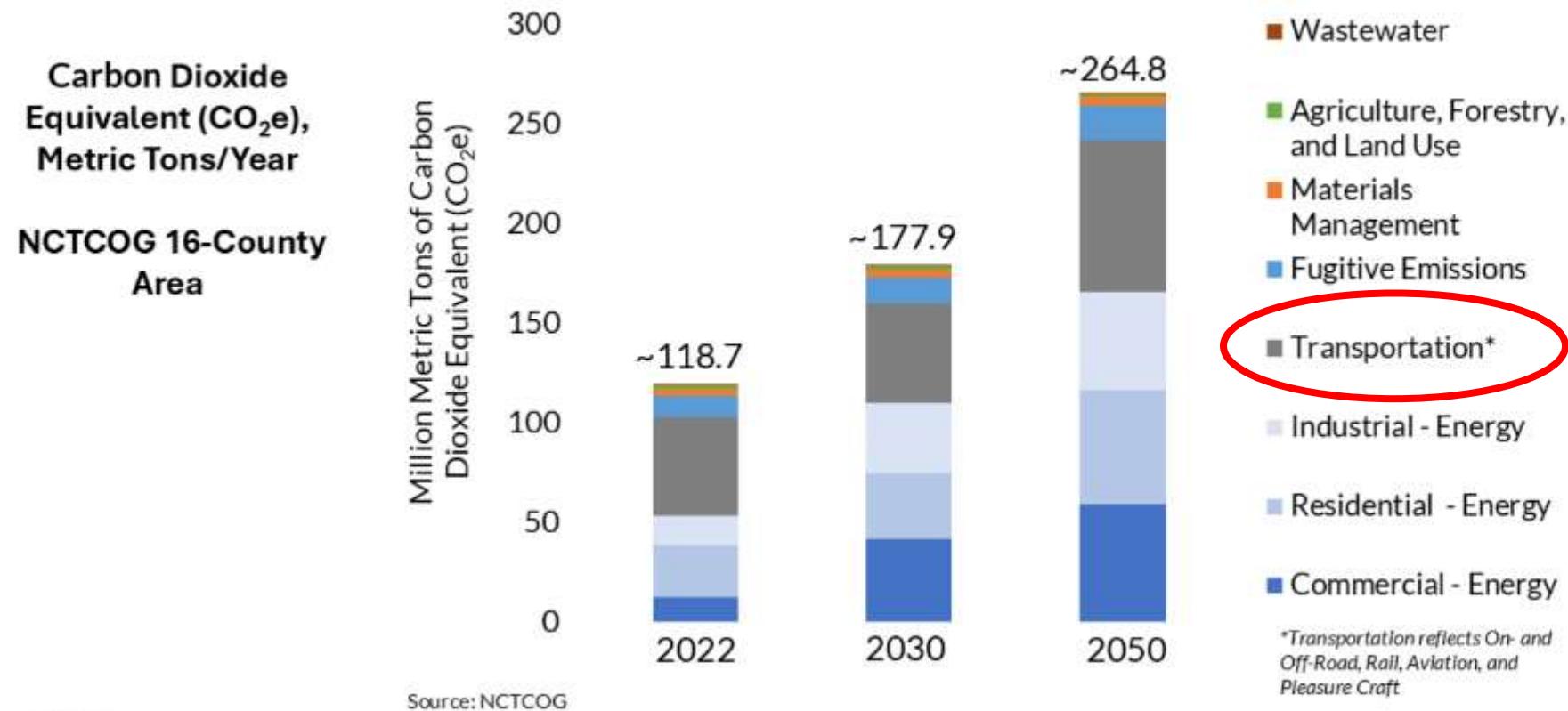
**TCEQ's Comprehensive Roadmap to Reduce Emissions <https://www.tceq.texas.gov/agency/climate-pollution-reduction-grants>



Resolution Endorsing the Dallas-Fort Worth Air Quality Improvement Plan –
Comprehensive Action Plan

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Emissions Inventory and Projections



Emissions Inventory and Projections

Sector	Percent Change In NCTCOG 16-County Carbon Dioxide Equivalent Emissions	
	2022-2030	2022-2050
Commercial- Energy	229%	371%
Residential- Energy	29%	121%
Industrial - Energy	135%	229%
Transportation	2%	55%
Materials Management	13%	46%
Agriculture, Forestry, Land Use	-7%	-20%
Fugitive Emissions	16%	55%
Wastewater	15%	53%
Total	50%	123%

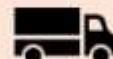


Resolution Endorsing the Dallas-Fort Worth Air Quality Improvement Plan – Comprehensive Action Plan

Forecasted Changes by 2050



¹Increase in Electricity Demand of 214%



²Increase in Vehicle Miles Traveled of 81%



³Increase in Water Demand of 97%

¹ERCOT 2025 Long-Term Load Forecast Reports,

www.ercot.com/gridinfo/load/forecast

²NCTCOG 2050 Demographic Forecast; www.nctcog.org/executive-director/nctcog-executive-board - November 2024 Item 15

³ 2026 Region C Water Plan;

https://www.twdb.texas.gov/waterplanning/rwp/plans/2026/C/RegionC_2026_RWP_Volumel.pdf

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Transportation Measures

Contribution
Toward Goal of
25% Emissions
Reduction by
2050



Measures Support Policy and Programs within Mobility 2050



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Fleet Replacement Grants / Rebates



Grants/rebates supporting municipal fleet replacement periodically offered through U.S. EPA and TCEQ and typically focused on low/zero-emission replacements (compressed natural gas, electric, hybrid, fuel cell, etc.)

Metropolitan planning organization, **North Central Texas Council of Governments (NCTCOG)**, often administers regional grant programs paralleling the state and federal programs allowing NCTCOG to:

- Assume grant administration burden for cities
- Ensure awarded grants support the Dallas-Fort Worth Air Quality Improvement Plan
- Encourage cities, counties, and other entities in the region to adopt green technologies in support of regional priorities and initiatives

NCTCOG minimum eligibility requirements include:

- Risk Management Questionnaire on file
- Clean Fleet and Anti-idling Policy adoption

Cities are generally eligible to apply directly to the federal or state program

Example Program - Clean Fleets North Texas: Recovery Act Call for Projects (Awarded Applications)



Round 1

Entity	Project Description	Amount Awarded
City of Garland	Lease of 2 light-duty plug-in hybrid electric vehicles (PHEV)	\$8,000
DFW International Airport	Purchase of 13 heavy-duty compressed natural gas (CNG) vehicles	\$104,000
Midlothian Police Department	Purchase of 1 light-duty hybrid electric vehicle	\$4,000
UT Southwestern Medical Center	Conversion of 4 heavy-duty gasoline vehicles to operate on CNG	\$100,000
Total		\$274,920

Round 2

Entity	Project Description	Amount Awarded
City of Euless	Expansion of 1 existing alternative fuel infrastructure site to provide biodiesel fuel	\$56,228
City of Fort Worth	Conversion of 4 heavy-duty and 6 light-duty diesel vehicles to propane vehicles and expansion of 3 existing alternative fuel infrastructure sites to provide propane	\$259,910
City of Garland	Lease of 2 light-duty PHEVs and expansion of 1 alternative fuel infrastructure site to provide electrical recharging	\$52,800
City of McKinney	Conversion of 3 light-duty hybrid-electric vehicles to PHEVs	\$38,645
DFW International Airport	Conversion of 37 shuttle buses to operate on CNG and purchase of 2 heavy-duty CNG sweepers	\$800,400
Tarrant County	Purchase of 8 light-duty hybrid-electric vehicles	\$32,000
Total		\$1,239,983

Example Program - Clean Fleets North Texas: Recovery Act Call for Projects (Awarded & Waitlisted Applications)



Round 3

Entity	Project Description	Amount Awarded
Dallas County Schools	Conversion of 47 heavy-duty gasoline vehicles to propane	\$1,044,017
	Expansion of existing alternative fuel infrastructure site to provide 5 propane sites	
Total		\$1,044,017

Total Funds Awarded	\$2,500,000
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Waitlist- Fund As Dollars Become Available (In order ranked)		
Dallas County Schools	Conversion of 6 heavy-duty gasoline vehicles to propane	\$83,838
	Expansion of existing alternative fuel infrastructure site to provide 2 additional propane sites	\$156,555
City of Dallas	Purchase 3 light-duty hybrid electric vehicles (HEV)	\$12,000
City of Denton	Conversion of 3 light-duty vehicles from gasoline to propane	\$37,779
	Expansion of 1 existing alternative fuel infrastructure site to provide propane	\$53,880
City of Garland	Conversion of 5 light-duty vehicles from gasoline to propane	\$56,095
City of Denton	Conversion of 1 light-duty vehicles from gasoline to propane	\$12,893
City of Garland	Conversion of 4 service vehicles from gasoline to propane	\$44,876
City of Denton	Conversion of 1 light-duty vehicles from gasoline to propane	\$12,893
City of Garland	Conversion of 1 light-duty vehicles from gasoline to propane	\$11,219
	Expansion of 1 existing alternative fuel infrastructure site to provide propane	\$29,600

NCTCOG General Requirements

Risk Management Questionnaire focuses on:

- Financial/organizational capacity
- History of performance for federal/state funds
- Results of previous audits
- Past performance on NCTCOG-related grant



Fleet Replacement Grant Program Requirements



Clean Fleet and Anti-idling Policy is required to conform to the regional policy and include goals or elements to meet the following objectives:

1. Reduce emissions from fleet activities
2. Reduce fuel consumption among fleet vehicles and equipment
3. Decrease idling time
4. Support partnership with the NCTCOG and DFW Clean Cities Coalition
5. Educate fleet personnel on air quality and fuel consumption efforts



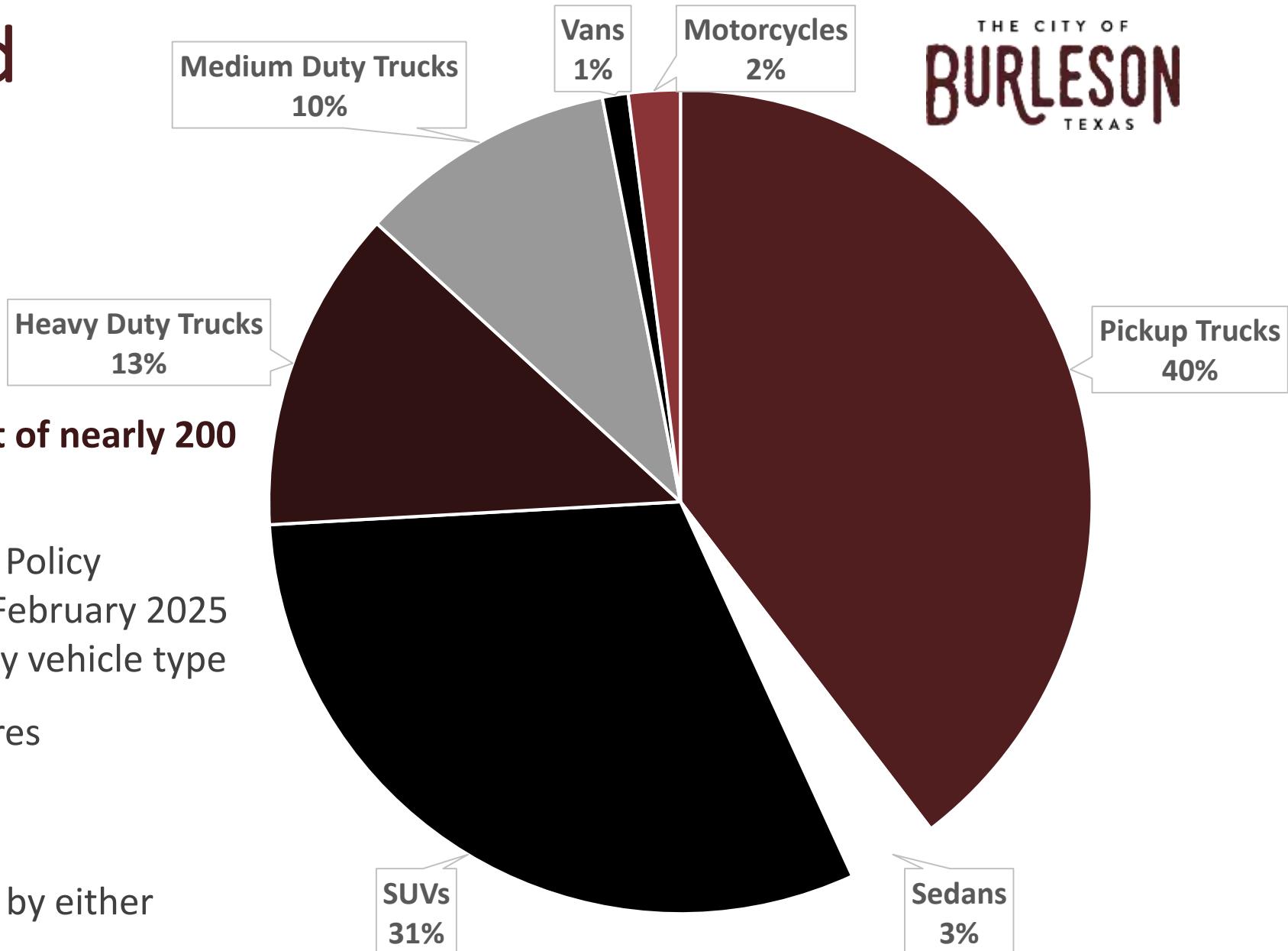
Annual reporting is required to document progress on each element of the adopted policy

Burleson On-road Fleet Profile



Burleson operates a diverse fleet of nearly 200 on-road vehicles

- Equipment Replacement Policy adopted by City Council February 2025 and includes schedules by vehicle type
- Replacement expenditures
 - FY25: \$997,849
 - FY26: \$1,230,507
- All current fleet is fueled by either gasoline or diesel



Community Services Committee Feedback Sought



Should Burleson position itself for future grant/rebate application eligibility with NCTCOG?

- NCTCOG Risk Assessment
- Clean Fleet Policy and telematics tools to enable required annual reporting
- Anti-idling ordinance

Should Burleson explore adding alternative fuel (compressed natural gas, electric, fuel cell, etc.) vehicles to the fleet inventory?

Grant / rebate amounts vary by program and typically range between 25 – 60% of the new vehicle cost. Very seldom grant programs are announced that cover more than 60% and they require more substantial benefits to air quality and/or are intended to expand or pilot the use of less proven technologies.

Questions / Discussion

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