

June 12, 2024

WHEREAS, in February 2021, the city began development of a master plan for expansion of the Kay Bailey Hutchison Convention Center: and

WHEREAS, on November 8, 2022, Dallas votes approved a new two percent hotel occupancy tax to fund expansion of the Kay Bailey Hutchison Convention Center and improvement of certain facilities within Fair Park; and

WHEREAS, planned improvements at Fair Park following the November 8, 2022 election include renovations to Cotton Bowl Stadium and Fair Park Music Hall; and

WHEREAS, the city is currently examining expansion of the city's streetcar system including a connection to the M-Line Trolley and future connections to Fair Park, the Dallas Zoo, Deep Ellum, Trinity Groves, and Lower Greenville; and

WHEREAS, on April 10, 2024, City Council adopted the historic and cultural preservation plan to broaden the role of the city's historical and cultural preservation efforts beyond the historic preservation program within the Department of Planning and Urban Design; and

WHEREAS, on March 6, 2024, City Council was briefed on major downtown transportation initiatives including the Eddie Bernice Johnson Union Station, high-speed rail, and expansion of the streetcar system; and

WHEREAS, City Council requested an economic impact study on the impacts of the Dallas to Fort Worth high speed rail alignment following the March 6, 2024 briefing.

Now, Therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF DALLAS:

SECTION 1. That, at this time, except for streetcar expansion projects currently under consideration, City Council does not support construction of any aboveground rail lines through the Downtown, Uptown, and Victory Park areas of Dallas.

SECTION 2. That many large projects are underway in the city and, except the streetcar expansion projects currently under consideration, City Council is prioritizing redevelopment of the Kay Bailey Hutchison Convention Center and the needs of Fair Park and other historically significant parks and residential neighborhoods ahead of any construction of new aboveground rail lines through the Downtown, Uptown, and Victory Park areas of Dallas.

SECTION 3. That City Council commits to revisit the Dallas to Fort Worth high speed rail discussion after it receives the economic impact study requested by City Council at the March 6, 2024 City Council meeting.

June 12, 2024

SECTION 4. That this resolution shall take effect immediately from and after its passage in accordance with the provisions of the Charter of the City of Dallas, and it is accordingly so resolved.

Dallas to Fort Worth High-Speed Rail

Economic Impact Analysis

- Requested by Dallas City Council on March 6
- City of Dallas to issue procurement in June
- Council contract award recommendation expected in October
- Dallas staff is collaborating with Arlington and Fort Worth

Dallas Council Action – June 12

- Council does not support construction of new above ground passenger rail lines through the CBD, Uptown, and Victory Park
- Council commits to revisit Dallas to Fort Worth High-Speed Rail after receipt of economic impact analysis as requested on March 6

Need RTC Workshop on July 11, 2024



Active Transportation Infrastructure Investment Program Grant Application

Cotton Belt Trail Phase 3a



Karla Windsor

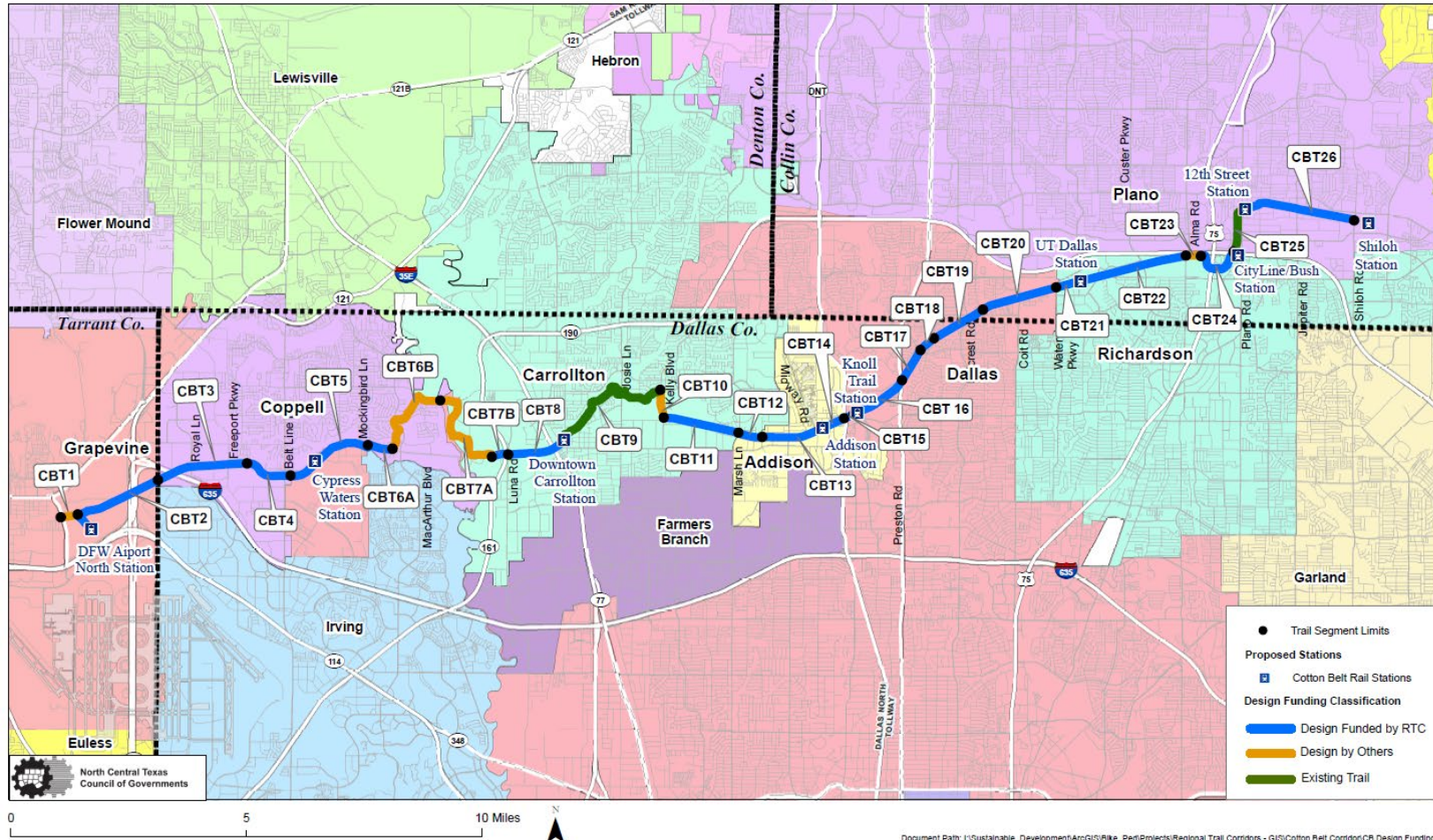
Regional Transportation Council

June 13, 2024



History

Cotton Belt Regional Veloweb Trail: DFW Airport to Plano
Trail Design Funding



- Regional priority
- Seven cities in three counties
- 24+ miles of trail
- DART partnership to implement with the Silver Line Rail
- Engineering design currently underway
- Increasing construction costs

Phase 1 and Phase 2 Construction

Phase 1 Silver Line Rail Design/Build Contractor: **UNDERWAY**

Critical Bridges in Dallas and Plano

Trail Intersection Crossings of Silver Line Rail line

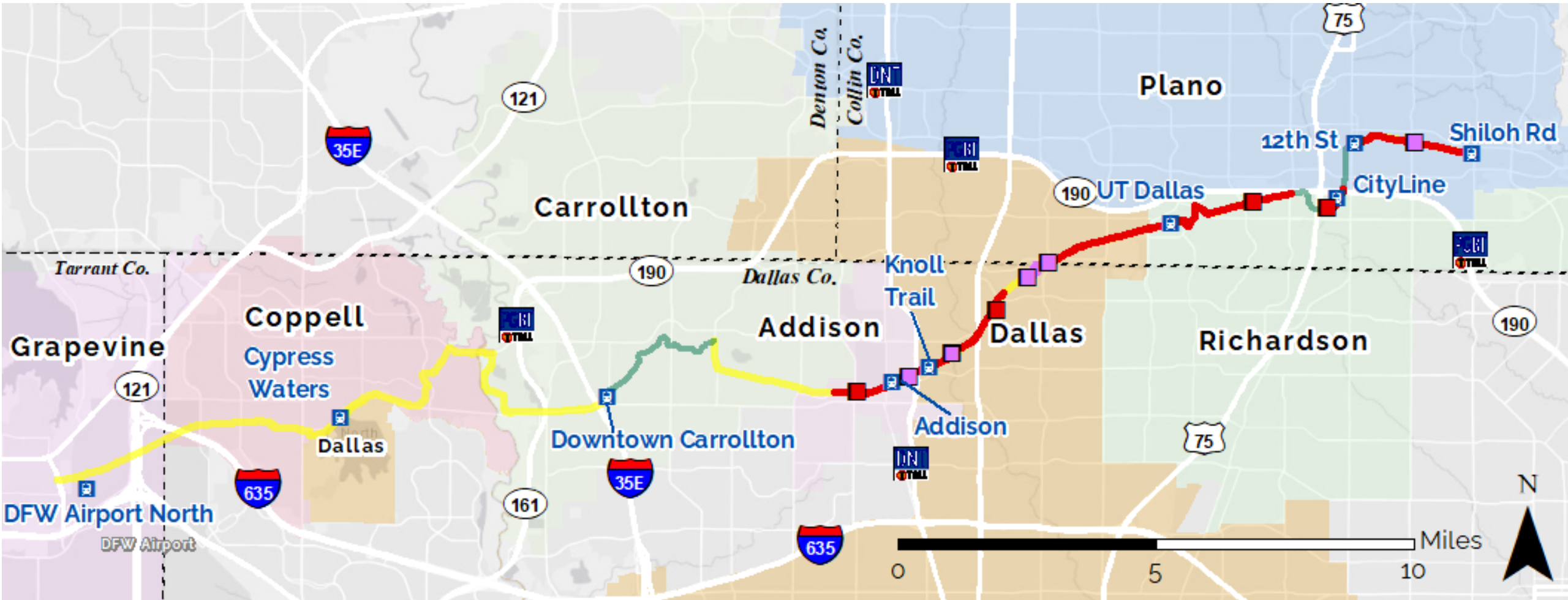
Phase 2 Trail Contractor: **BEGIN LATE 2024**

Funding Approach

Approx. 11 miles of Trail, Bridges and Approaches, and Signals (Addison to Plano)

- Various RTC funding awards 2018-2022
- 2022 NCTCOG TA Call for Projects
- 2023 USDOT RAISE Grant
- 2023 TxDOT Statewide Transportation Alternatives Program Call for Projects

Anticipated Cotton Belt Trail Construction Phasing



- Existing Trail
- Phase 1: Cotton Belt Trail and Bridges
- Phase 2: Cotton Belt Trail and Bridges
- Phase 3: Cotton Belt Trail and Bridges
- Silver Line Rail Station

Active Transportation Infrastructure Investment Program (ATIIP) Priorities

- Active Transportation “Spines” (e.g., “rail-with-trail”)
- Safety, efficiency, and reliability of active transportation networks and communities;
- Improve connectivity between active transportation modes and public transportation; and
- Improve quality of life in disadvantaged communities through the delivery of connected active transportation networks and expanded mobility opportunities






Phase 3a: ATIP Grant Application (Project Segments)



Coppell/Dallas Segment (Coppell Rd to Mockingbird Ln)



Addison Segment (Marsh Ln to East of Surveyor Blvd)



-  Proposed Phase 3a Segments
-  Phase 2 Segments
-  Trail Designed - To be funded by other sources

-  Silver Line Rail Station
-  Silver Line Rail Under Construction

Phase 3a: ATIIIP Grant Application (Draft Budget)

PROJECT SCOPE	COST / FUNDING				
DESCRIPTION/LIMITS	TOTAL COST	EXISTING FEDERAL FUNDS (Programmed)	EXISTING LOCAL FUNDS (Programmed)	ATIIP FEDERAL GRANT FUNDS	LOCAL FUNDS (Regional Toll Revenue)
Construct approximately 2.9 miles of trail, bridges, signals, and intersection crossings in Addison, Coppell, and Dallas	\$22,583,558	\$5,059,461	\$1,224,097	\$12.0 M	\$4.3 M

Schedule

Date	Milestone
March 19	NOFO Released
May 24	Surface Transportation Technical Committee Action
June 10	NCTCOG staff finalize grant application materials for DART
June 13	Regional Transportation Council Action
June 17	Grant Application deadline (submittal by DART)

Requested Action

Regional Transportation Council Approval to:

- Support the partnership with DART to submit the FHWA 2024 Active Transportation Infrastructure Investment Program grant application for the Cotton Belt Trail Phase 3a construction requesting \$12 million in federal funding, and the contribution of \$4.3 million Regional Toll Revenue funds for non-federal match should the project be selected for funding award.
- Direct staff to administratively amend the Transportation Improvement Program (TIP), the Statewide TIP and other planning/administrative documents to incorporate these changes, if awarded funding.

Contact Us



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AIR QUALITY AND SAFETY DEMONSTRATION PROJECTS

June 13, 2024

Regional Transportation Council

Chris Klaus, Senior Program Manager

North Central Texas Council of Governments

Air Quality and Safety Demonstration Projects

Car Care Safety Integration

Vision Zero goal of eliminating vehicle related fatalities by 2050

Statewide safety program elimination January 1, 2025

Reduce vehicle crashes caused by inoperable vehicle safety components

Vehicle Emissions Inspection and License Plate Project (formerly known as License Plate Readers)

Vehicle paper/temporary registration tags phased out beginning July 1, 2025

Beginning to see fictitious metal license plates

Prevent avoidance of annual emissions test and lost revenue

Truck Assessment and Goods Movement Program

Emissions component tampering

Potentially massive air quality impacts

Air chemistry modeling and regional air quality monitors disconnect



Air Quality and Safety Demonstration Projects

Project	Description	Budget	Source
Car Care Safety Integration	<ul style="list-style-type: none"> Public education regarding importance of vehicle safety component operation and maintenance. Partnering with vendors to coordinate replacement of certain vehicle safety components. 	\$200,000	RTC Local Funds
Vehicle Emissions Inspection and License Plate Project	<ul style="list-style-type: none"> Assessment of potential metal license plate fraud in the region. Purchase of license plate reading cameras to gather data, determine rate of fake plates, and next steps. 	\$200,000	Regional Toll Revenue (RTR) Funds
Truck Assessment and Goods Movement Program	<ul style="list-style-type: none"> Emissions tampering evaluation of heavy-duty diesel trucks operating in the region. Assessment of severity and impacts to determine options to limit these illegal practices. 	\$600,000	RTR Funds



Schedule

Milestone	Date
STTC Information	April 26, 2024
RTC Information	May 9, 2024
STTC Recommendation for RTC Approval	May 24, 2024
RTC Approval	June 13, 2024
Executive Board Approval through FY2024-2025 UPWP Amendment #3	July 25, 2024
Implementation	Early FY2025



Air Quality and Safety Demonstration Projects

Requested Action:

Approval* of Funding and Implementing Demonstration Projects

Car Care Safety Integration - \$200,000 RTC Local

License Plate Readers - \$200,000 RTR

Truck Assessment and Goods Movement Program - \$600,000 RTR

Administratively amend Transportation Improvement Programs (TIP) and Statewide TIP, as well as other planning and administrative documents to include the amended funding

*Vote for Approval in Item #6 or Item #7



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2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DOCUMENT

Regional Transportation Council
June 13, 2024

WHAT IS THE TIP?

- The Transportation Improvement Program (TIP) is an inventory of funded transportation projects within the metropolitan planning organization (MPO) boundary
- It is mandated by the federal and state governments and contains regionally significant projects funded with federal, state, and local sources
- A new TIP is developed every two years and updated on a quarterly basis

DEVELOPMENT PROCESS

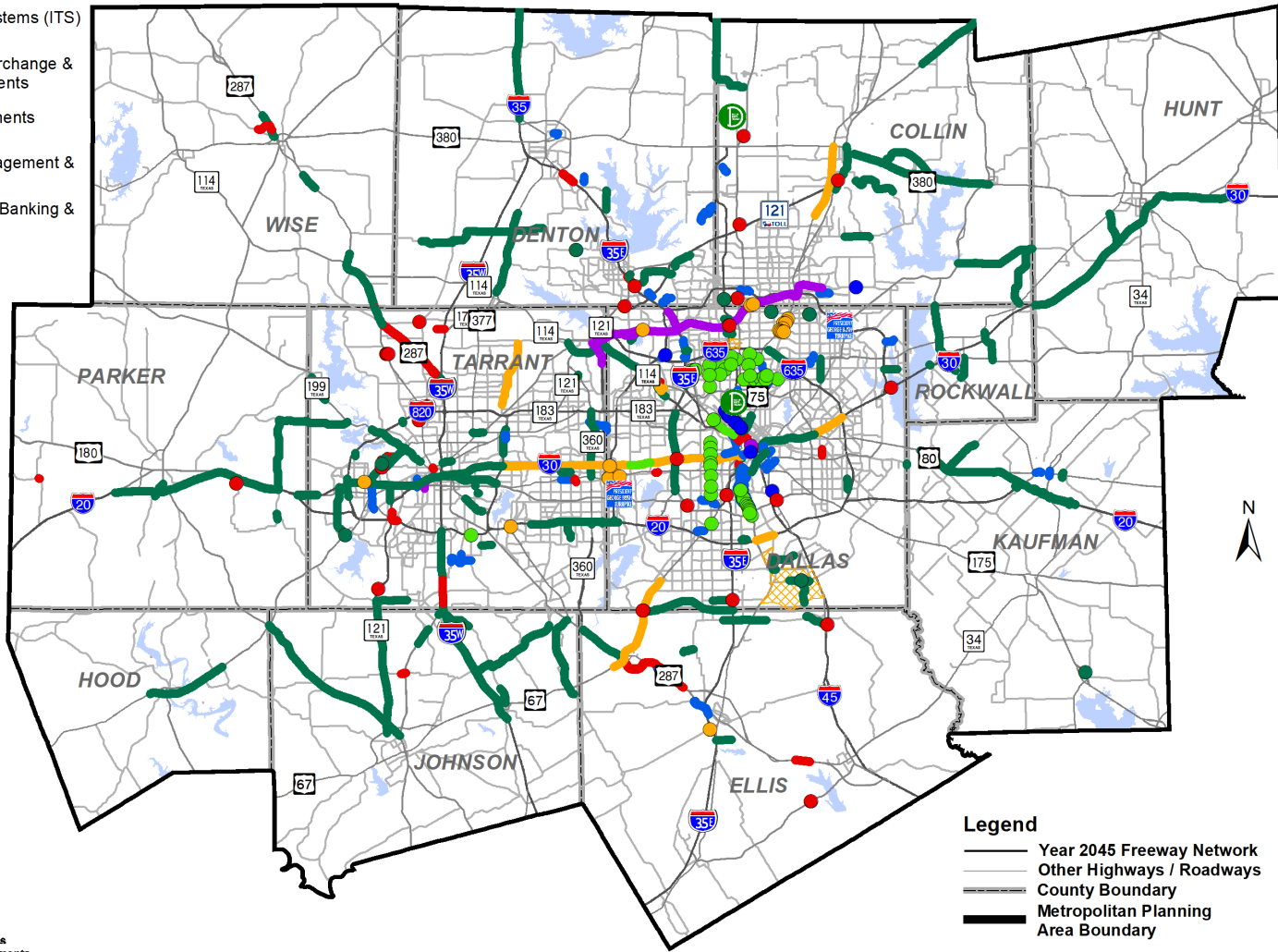
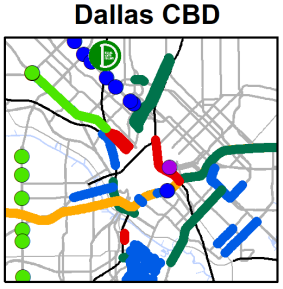
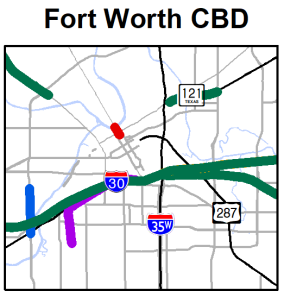
- Review existing projects and gather information on additional locally funded projects
- Make needed revisions to existing project schedules, funding, and/or scope
- Develop revised project listings
- Financially constrain project programming based on estimated future revenues
- Conduct Mobility Plan and Air Quality conformity review
- Solicit public and Committee/Council input
- **Finalize project listings and submit to the Texas Department of Transportation (TxDOT) and Federal Highway Administration (FHWA)**

SCOPE OF PROGRAMMING

- \$9.06 Billion in the 2025-2028 TIP (Roadway and Transit)
 - \$3.63 Billion in Federal Commitments
 - \$2.00 Billion in State Commitments
 - \$0.25 Billion in Regional Commitments
 - \$1.22 Billion in Local Commitments
 - \$1.96 Billion in Transit Formula Commitments
- 1,282 Active Projects (Roadway and Transit)
 - 844 Active Projects in 2025-2045
- 78 Implementing Agencies (Roadway and Transit)

2025-2028 Transportation Improvement Projects By Project Type

- Project Type**
- █ Roadway Improvements
 - █ Intelligent Transportation Systems (ITS) & Signal Improvements
 - █ Bottleneck, Intersection, Interchange & Grade Separation Improvements
 - █ Bicycle-Pedestrian Improvements
 - █ Management & Operations, Safety, Travel Demand Management & Special Studies
 - █ Transit Improvements, Land Banking & Park and Ride Stations



- Legend**
- Year 2045 Freeway Network
 - Other Highways / Roadways
 - County Boundary
 - Metropolitan Planning Area Boundary



*Some projects are regional in scope and are not displayed as a discrete location on the map.

2025-2028 Funding Status of Transportation Improvement Projects

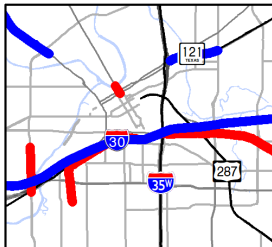
Phase Type

- Construction Phase
- Engineering and/or ROW Phase Only

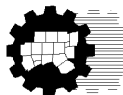
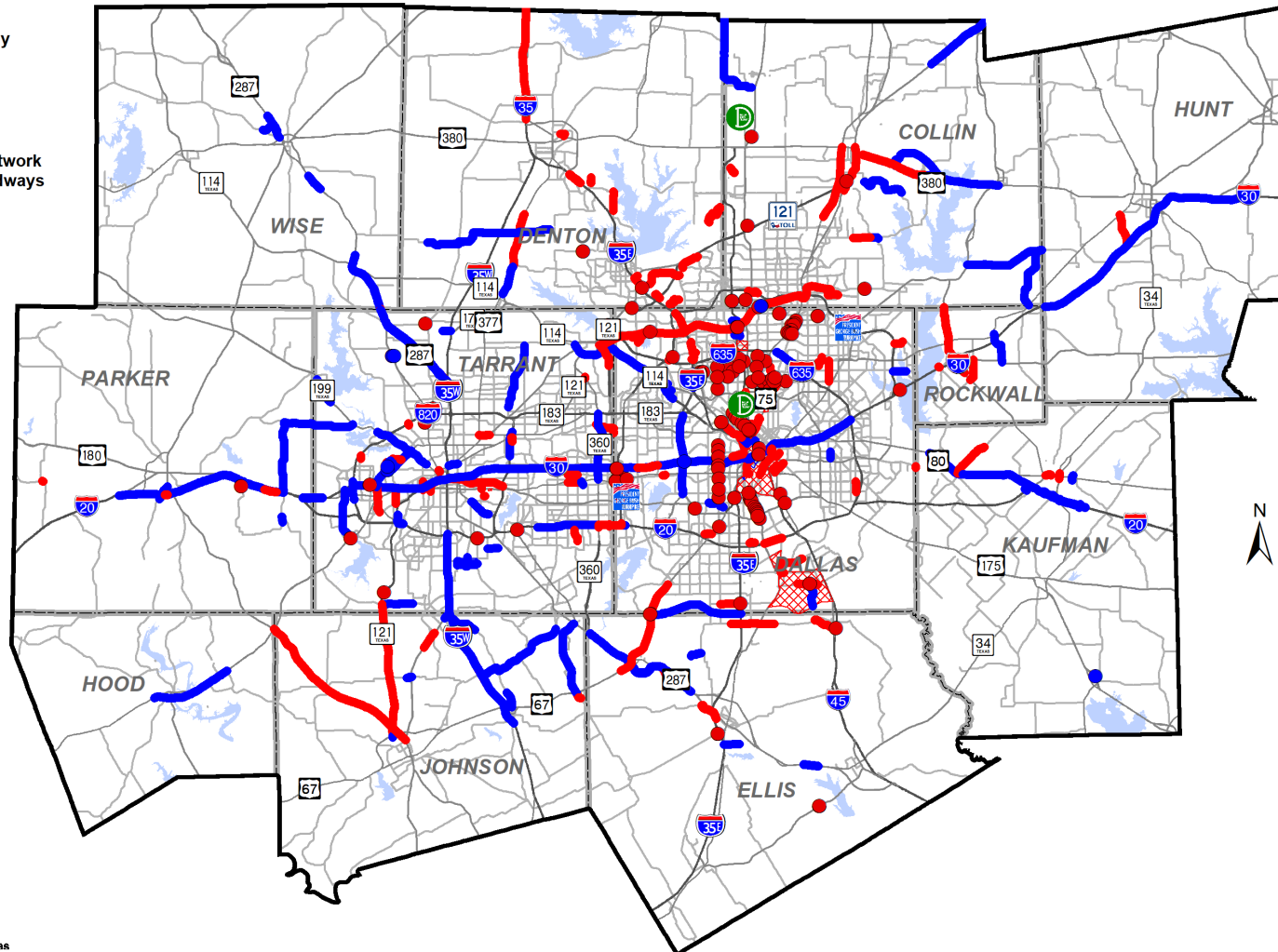
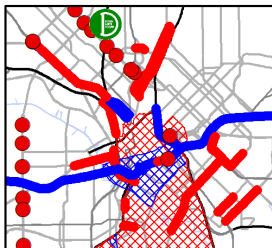
Legend

- Year 2045 Freeway Network
- Other Highways / Roadways
- County Boundary
- Metropolitan Planning Area Boundary

Fort Worth CBD



Dallas CBD



North Central Texas
Council of Governments
Transportation

*Some projects are regional in scope and are not displayed as a discrete location on the map.

PROPOSED PROJECT REVISIONS

- During the public involvement period, several projects have been updated to ensure that they are reflected correctly in the Statewide Transportation Improvement Program (STIP)
- Most of the proposed revisions are administrative in nature, including:
 - Revising TxDOT CSJ numbers
 - Revising comments
 - Ensuring Metropolitan Transportation Plan (MTP) references are correct
 - “Grouping” projects such as intersection improvements, bicycle/pedestrian improvements, and safety projects that are not required to be listed individually in the TIP/STIP
- A few changes are more substantive in nature, including:
 - Scope changes to ensure consistency with the MTP
 - Adding projects to the STIP report that were in the double entry listing (Appendix C), but were inadvertently omitted from draft STIP report due to database issues

REQUESTED ACTION

- RTC approval of:
 - The 2025-2028 TIP document, including the final TIP listings to be included in the STIP
 - The resolution adopting the 2025-2028 TIP, which will be transmitted to federal, state, and local impacted agencies
 - Amending the Unified Planning Work Program (UPWP) and other planning/administrative documents as needed

TIMELINE/ACTION

Meeting/Task	Date
Coordination with Implementing Agencies	August-October 2023
Development of TIP Listings and Document	August 2023-April 2024
Draft Listings - STTC Information	April 2024
Draft Listings - RTC Information	May 2024
Public Meeting - Draft Listings and Document	May 2024
Final Listings and Document - STTC Action	May 2024
Deadline for Providing Public Comments	June 11, 2024
Final Listings and Document - RTC Action	June 2024
Submit Final Document to TxDOT	July 2024
Anticipate TxDOT Commission Approval (for STIP)	August/September 2024
Anticipate Federal/State Approval (STIP)	October/November 2024

QUESTIONS/COMMENTS

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Air Quality Status Report

Regional Transportation Council

• June 13, 2024

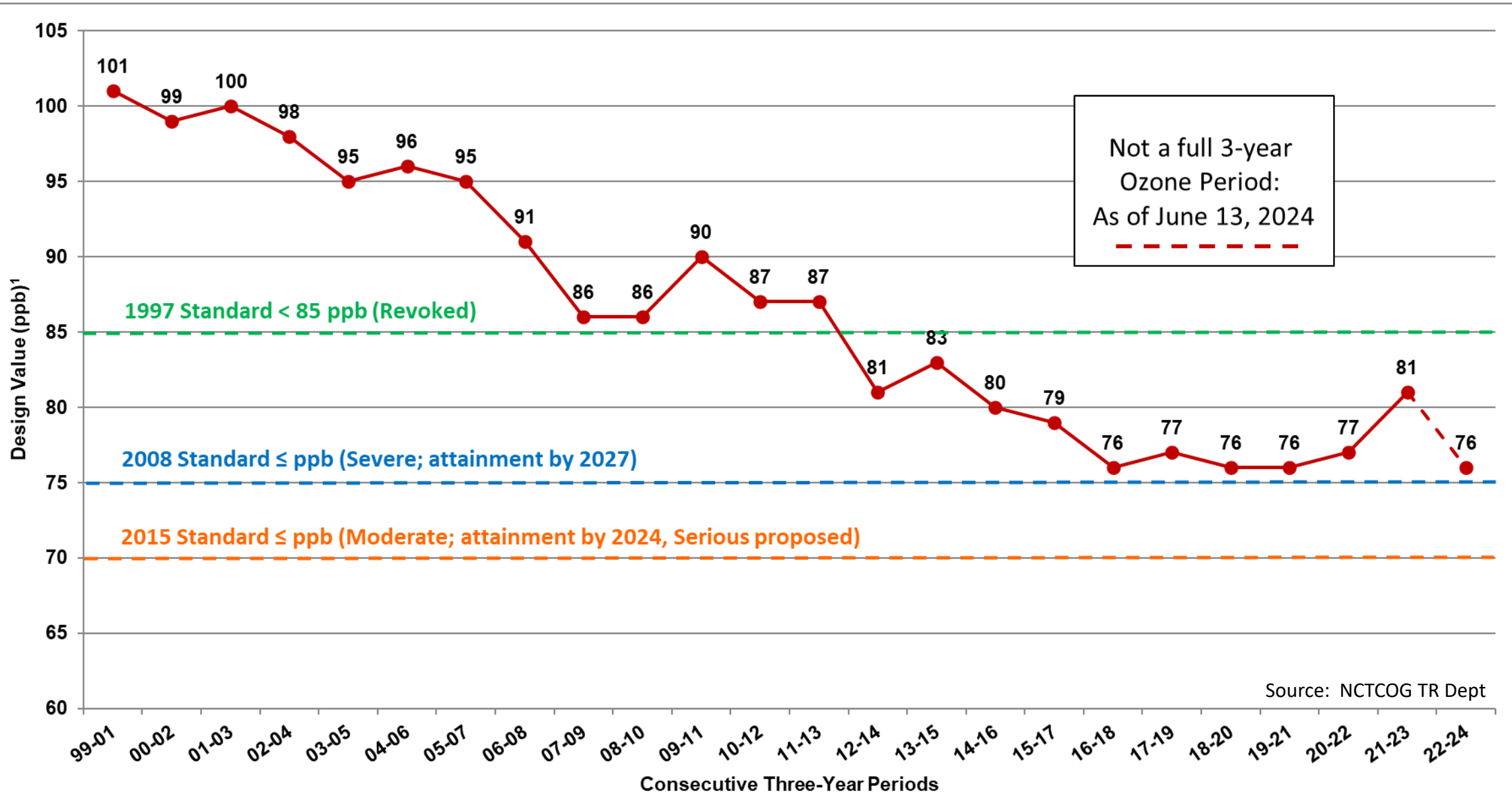
Jenny Narvaez



North Central Texas
Council of Governments



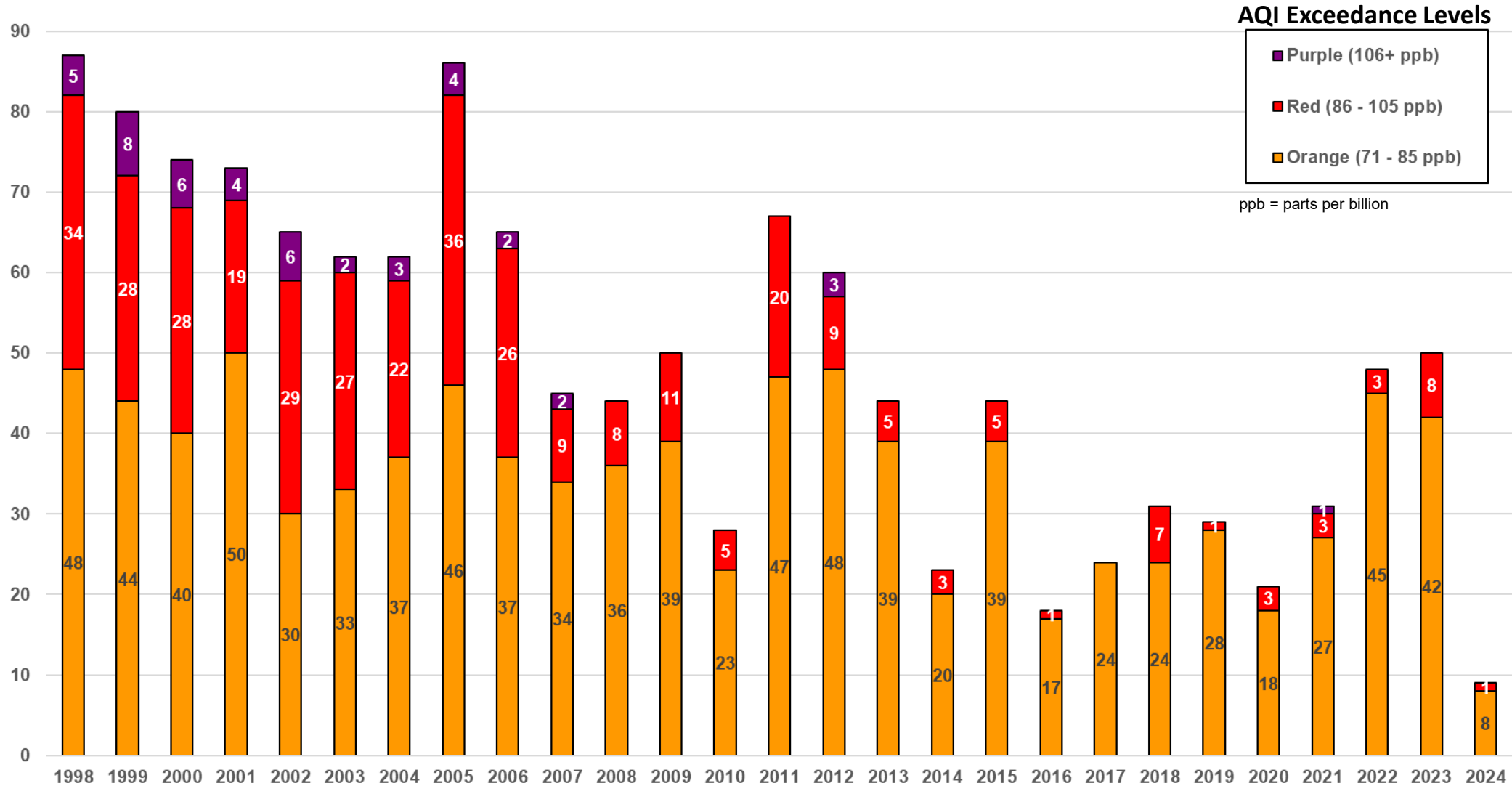
8-Hour Ozone Design Value Trends



¹Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the *Design Value* (three-year average of the annual fourth-highest daily maximum eight-hour average ozone concentration) is equal to or less than 70 parts per billion (ppb).

Regulatory 8-Hour Ozone National Ambient Air Quality Standards Exceedance Trends

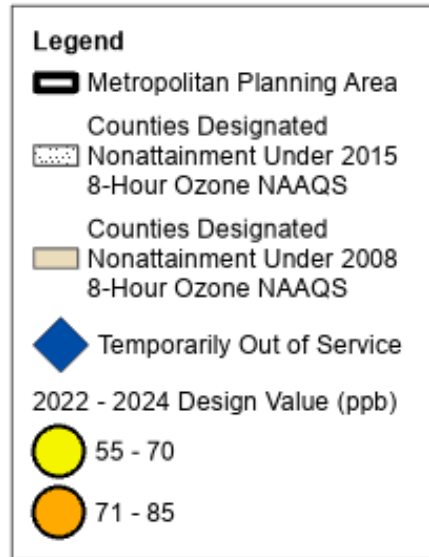
Based on ≤ 70 ppb – Ozone Season 2024 (as of June 13, 2024)



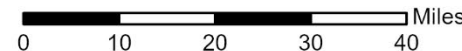
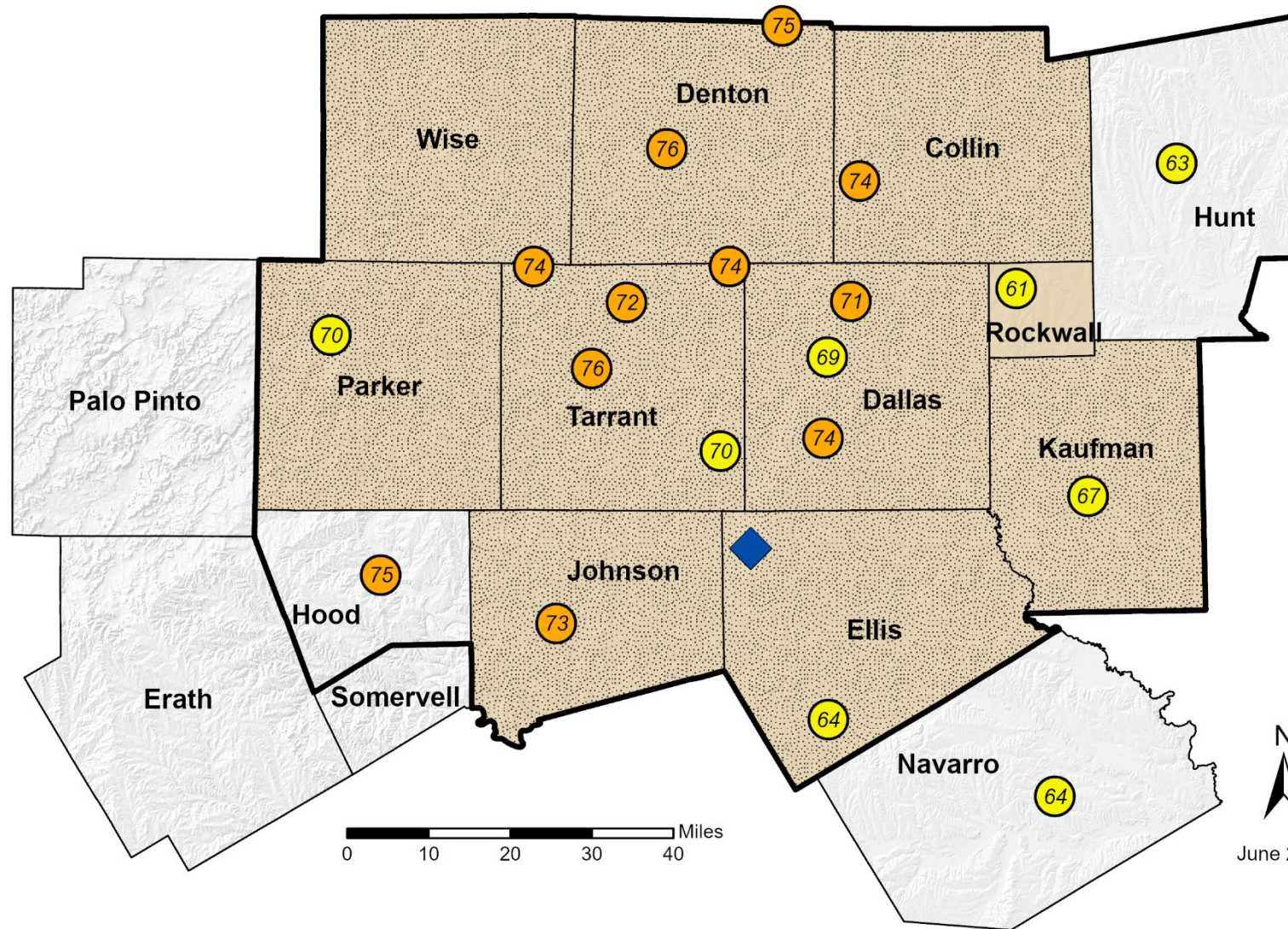
Exceedance Level indicates daily maximum eight-hour average ozone concentration.
Exceedance Levels are based on Air Quality Index (AQI) thresholds established by the EPA for the revised ozone standard of 70 ppb.

Regulatory Ozone Monitor Locations with Design Value

As of June 13, 2024



Colors represent Ozone Level Breakpoints



2008 Ozone National Ambient Air Quality Standards Attainment Scenario (≤ 75 ppb)

Five Highest Monitors	4 th Highest Value for Season			2024 Ozone Season Design Value Current/Max
	2022	2023	2024 Current/Max	
Denton Airport South	78	78	72/72	76/76
Ft. Worth Northwest	80	84	66/73	76/76
Granbury	81	79	62/68	74/76
Pilot Point	77	81	69/70	75/76
Dallas Executive Airport	77	79	68/72	74/76

As of June 13, 2024



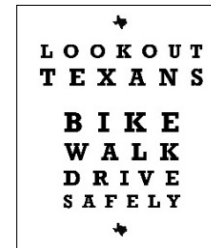
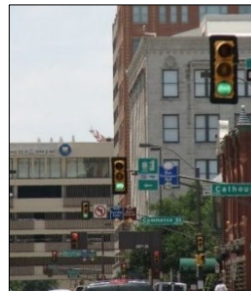
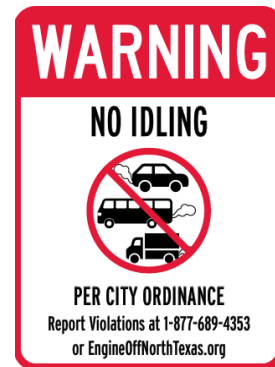
Sample of Mobile Source Air Quality Initiatives



Rideshare. Record. Reward.



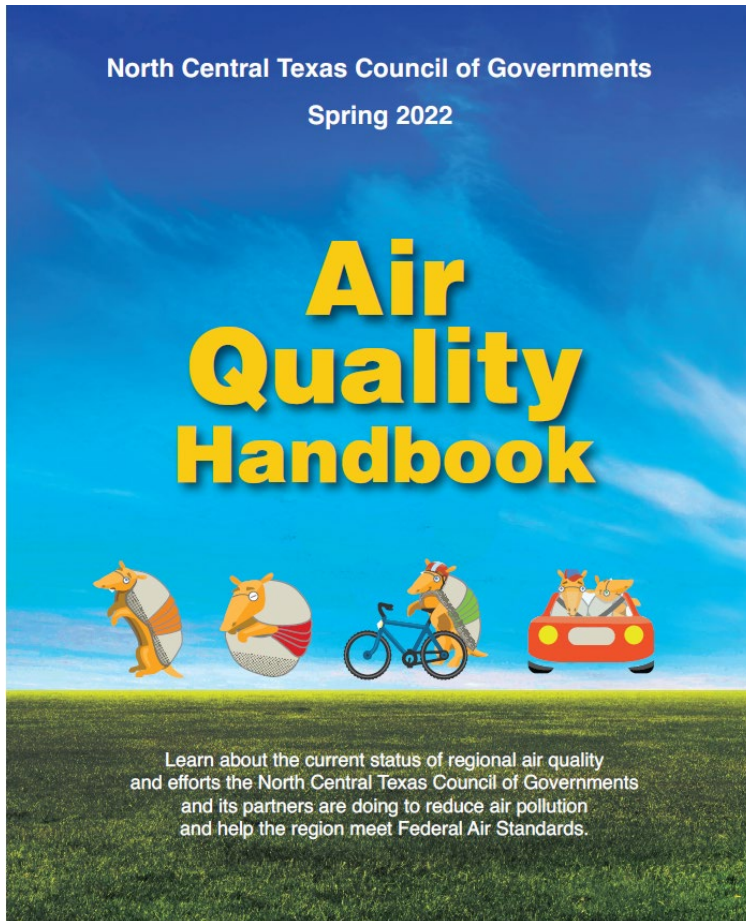
Dallas-Fort Worth
CLEAN CITIES



Air Quality Handbook

Multilingual

English



https://www.nctcog.org/getmedia/3e4466f8-aad7-4979-b336-d0b79c6fd10e/aq2022printer_spring.508e33.pdf?lang=en-US

Spanish



<https://www.nctcog.org/getmedia/8d3a380e-dc11-4286-8efa-e430b74e337c/aq2022spanish.b128ac.pdf?lang=en-US>

Vietnamese



<https://www.nctcog.org/getmedia/787b9fe9-94d9-4d76-9701-020876a06e61/AQHbkViet.pdf>

EPA Revision of the PM_{2.5} Primary Annual Standard

PM_{2.5} Primary Annual Standard

- Former Standard: 12.0 µg/m³ – annual mean, averaged over 3 years
- **New Standard as of February 7, 2024 : 9.0 µg/m³**

PM_{2.5} 24-hour Standard

- Current: 35 µg/m³ – 98th percentile, averaged over 3 years
- **Standard retained: 35 µg/m³**

PM₁₀ 24-hour Standard

- Current: 150 µg/m³ – 98th percentile, averaged over 3 years
- **Standard retained: 150 µg/m³**



Impacts of Revised PM_{2.5} Primary Annual Standard

Potential for Dallas and Tarrant Counties to be in Nonattainment

County – Monitoring Station	2020 – 2022 Data	2021 – 2023 Preliminary Data
Dallas – Convention Center	9.4 µg/m ³	9.9 µg/m ³
Tarrant – California Parkway	9.1 µg/m ³	8.7 µg/m ³
Tarrant – Haws Athletic Center	8.9 µg/m ³	9.6 µg/m ³






112 counties nationwide do not meet 9.0 µg/m³

EPA projections show 51 would not meet 9.0 µg/m³ in 2032

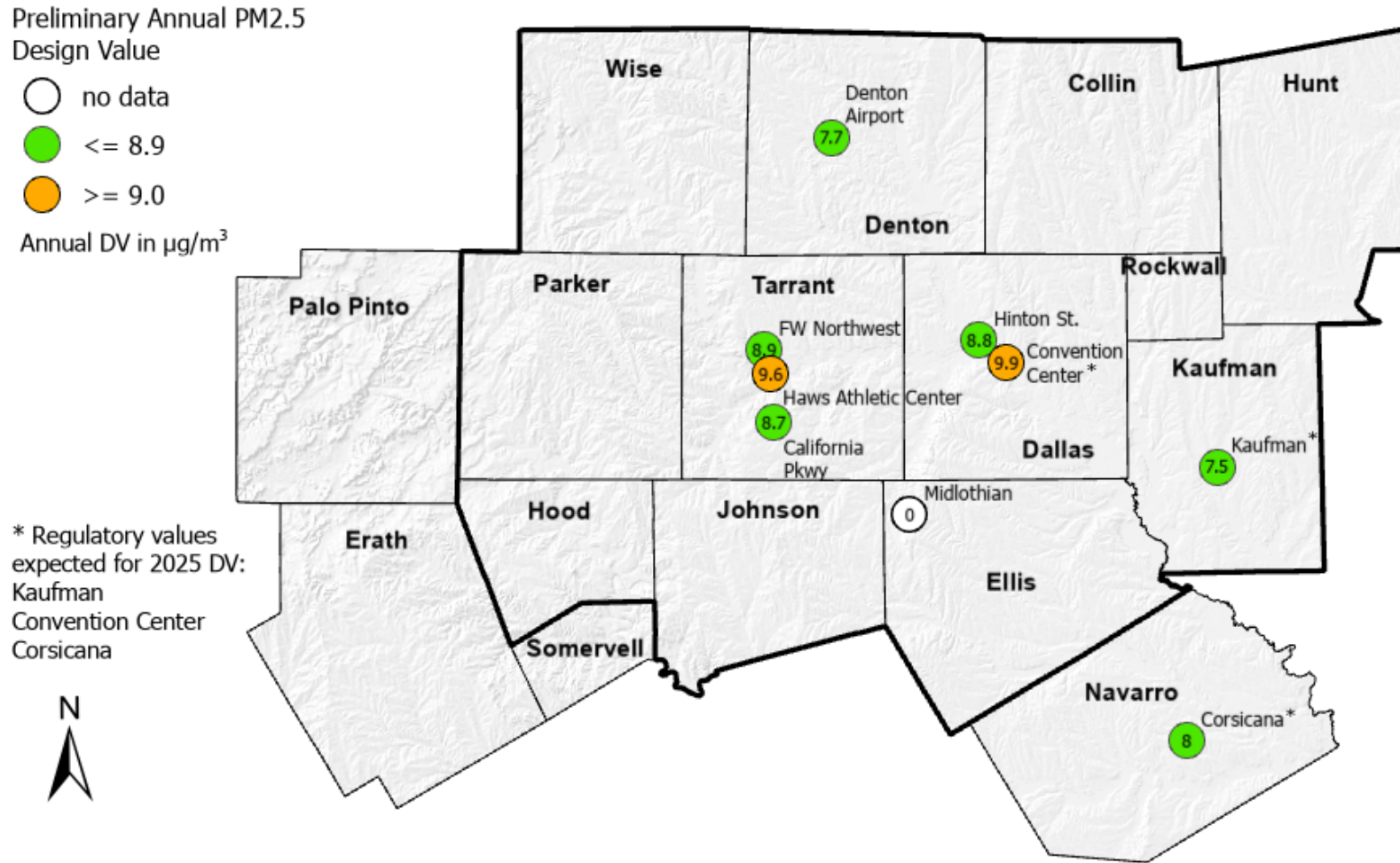


PM_{2.5} Annual Design Value - Draft

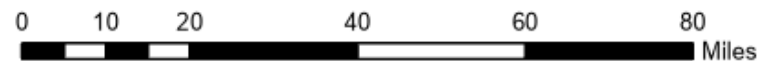
On February 7, 2024, EPA changed the PM_{2.5} NAAQ Standard from 12.0 µg/m³ to 9.0 µg/m³.

-  Metropolitan Planning Area
-  County boundaries
- Preliminary Annual PM_{2.5} Design Value
-  no data
-  ≤ 8.9
-  ≥ 9.0
- Annual DV in µg/m³

Preliminary 2023 PM_{2.5} Annual Design Values
2021 - 2023



* Regulatory values expected for 2025 DV: Kaufman Convention Center Corsicana



Schedule of Revised PM_{2.5} Primary Annual Standard

TCEQ's 2023 data certification letter due to EPA by May 1, 2024

TCEQ public outreach meetings in June or July 2024

TCEQ solicits informal comments from the public in July or August 2024

**Designation package to the Commission for consideration at the end of 2024
(based on 2021-2023 data)**

Designation package to the Governor's Office for consideration

State's designations to EPA due by February 7, 2025

**EPA sends 120-day letter by October 2025 indicating its intended designations if
different from TCEQ (data may be based on 2022-2024)**

State opportunity to respond prior to EPA finalizing its designations in 2026



FOR MORE INFORMATION

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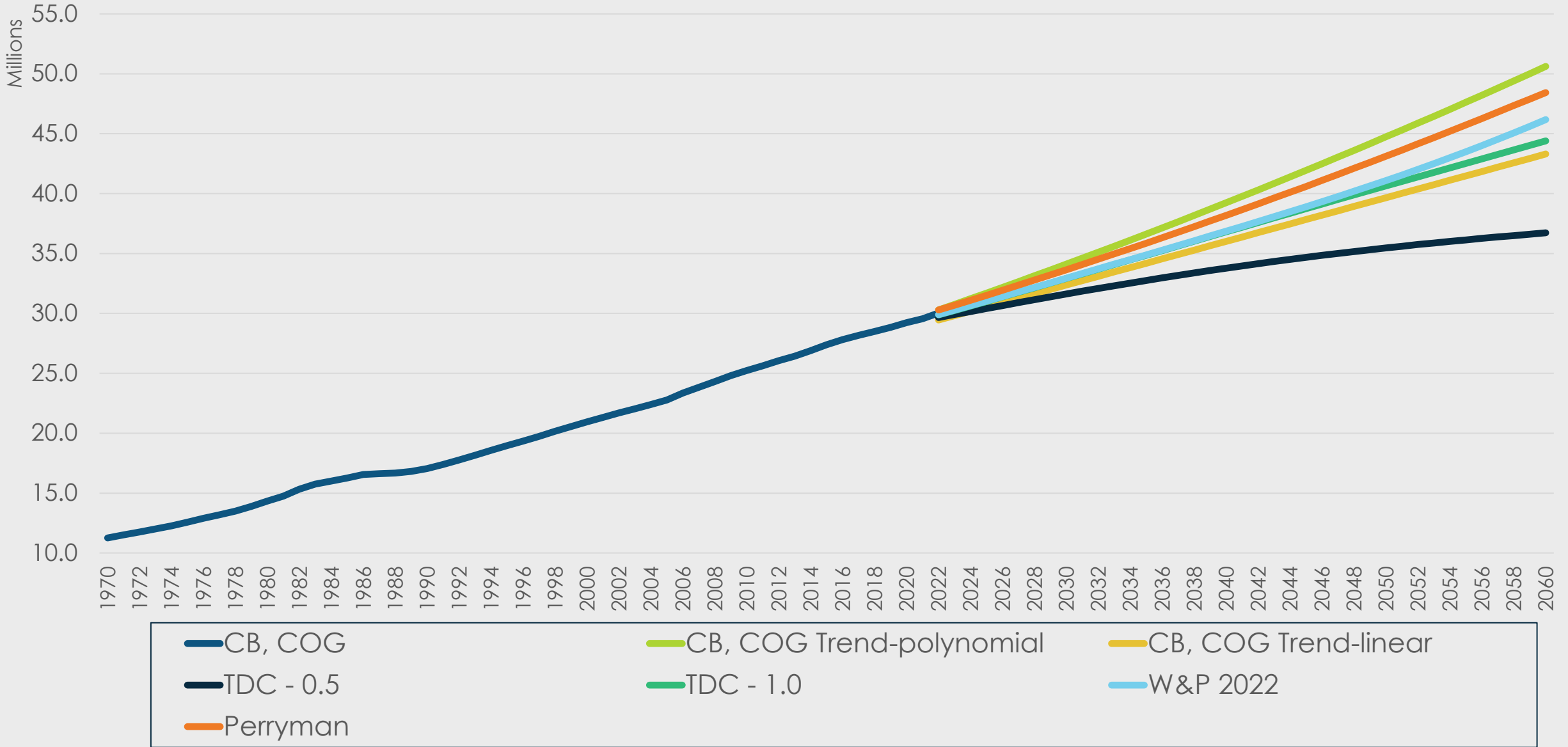
<https://www.nctcog.org/trans/quality/air>

Development of 2050 Regional Population and Employment Control Totals for the Metropolitan Planning Area (MPA)

**PRESENTED TO THE REGIONAL TRANSPORTATION COUNCIL
JUNE 13, 2024**

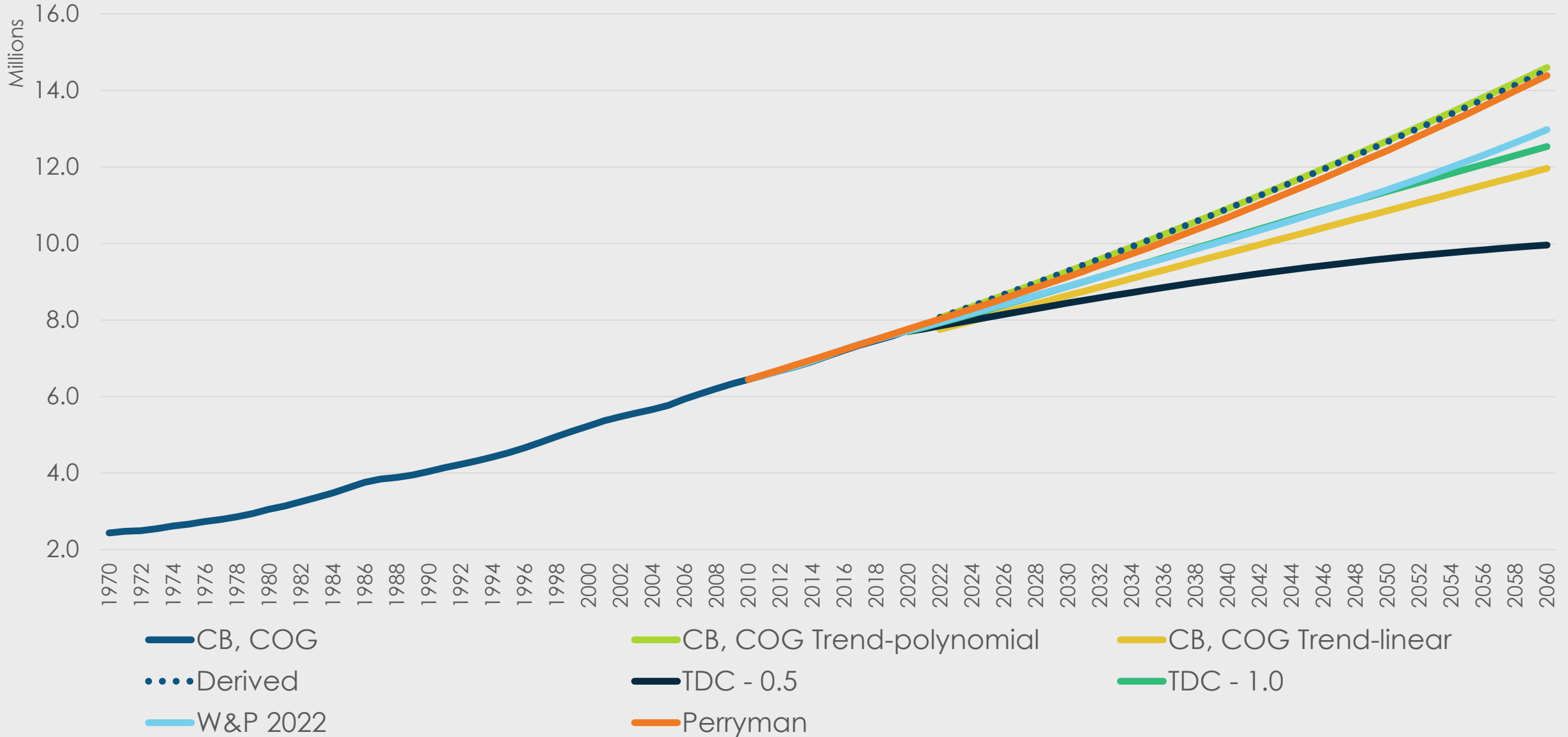
Population

Population Forecasts - Texas



Source: US Census Bureau, Texas Demographic Center, Woods & Poole Economics, The Perryman Group, NCTCOG

Population Forecasts - MPA



Source: US Census Bureau, Texas Demographic Center, Woods & Poole Economics, The Perryman Group, NCTCOG

Population Compound Annual Growth Rate - MPA

Source	1970 - 2022	2022-2045	2022-2050	2022 - 2060
COG, CB*	2.32%			
Derived		1.65%	1.62%	1.56%
CB, COG Trend - polynomial		1.67%	1.63%	1.58%
CB, COG Trend - linear		1.24%	1.21%	1.15%
TDC - 0.5		0.78%	0.73%	0.63%
TDC - 1.0		1.34%	1.30%	1.21%
W&P 2022		1.32%	1.30%	1.30%
Perryman		1.59%	1.57%	1.55%

*If growth continues at this rate, total population would be 15.2 million in 2050 and 19.1 million in 2060

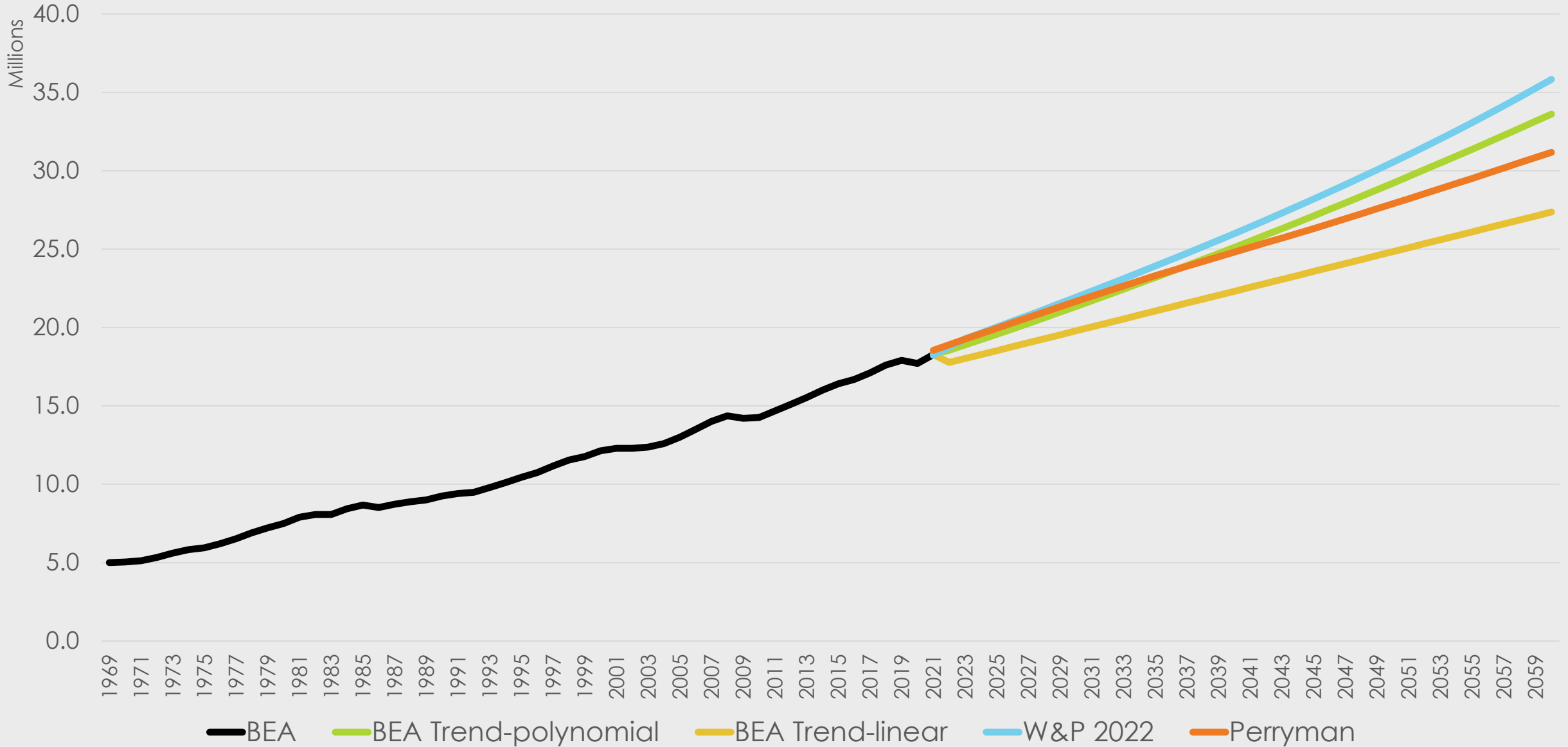
Population - MPA

Source	2022	2045	2050	2060
COG, CB	8,010,058			
Derived		11,766,002	12,654,777	14,522,714
CB, COG Trend - polynomial		11,778,002	12,682,840	14,594,747
CB, COG Trend - linear		10,301,109	10,854,954	11,962,646
TDC - 0.5		9,371,905	9,605,686	9,960,552
TDC - 1.0		10,751,826	11,359,906	12,531,338
W&P 2022		10,729,098	11,405,108	12,974,165
Perryman		11,529,041	12,429,673	14,390,517

Source: US Census Bureau, Texas Demographic Center, Woods & Poole Economics, The Perryman Group, NCTCOG

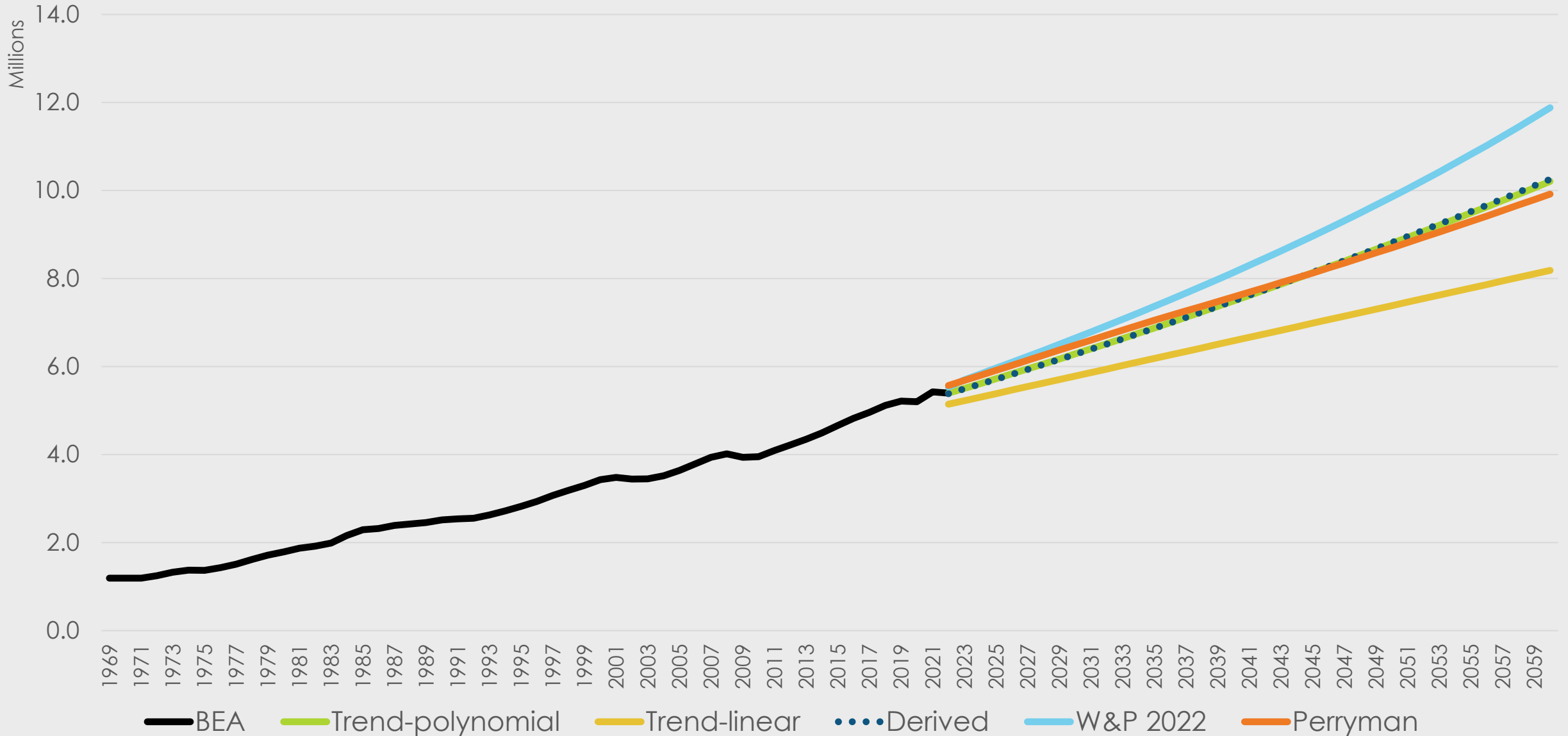
Employment

Employment Forecasts - Texas



Source: BEA CAEMP25S (1969-2000, SIC), BEA CAEMP25N (2001-2021, NAICS), NCTCOG, Woods & Poole Economics, The Perryman Group

Employment Forecasts - MPA



Source: BEA CAEMP25S (1969-2000, SIC), BEA CAEMP25N (2001-2021, NAICS), NCTCOG, Woods & Poole Economics, The Perryman Group

Employment Compound Annual Growth Rate - MPA

Source	1969 - 2021	2021-2045	2021-2050	2021 - 2060
BEA*	2.96%			
Derived		1.82%	1.79%	1.72%
BEA Trend-polynomial		1.70%	1.68%	1.63%
BEA Trend-linear		1.06%	1.06%	1.06%
W&P 2022		2.16%	2.12%	2.06%
Perryman		1.67%	1.62%	1.54%

*If growth continues at this rate, total employment would be 12.6 million in 2050 and 16.9 million in 2060

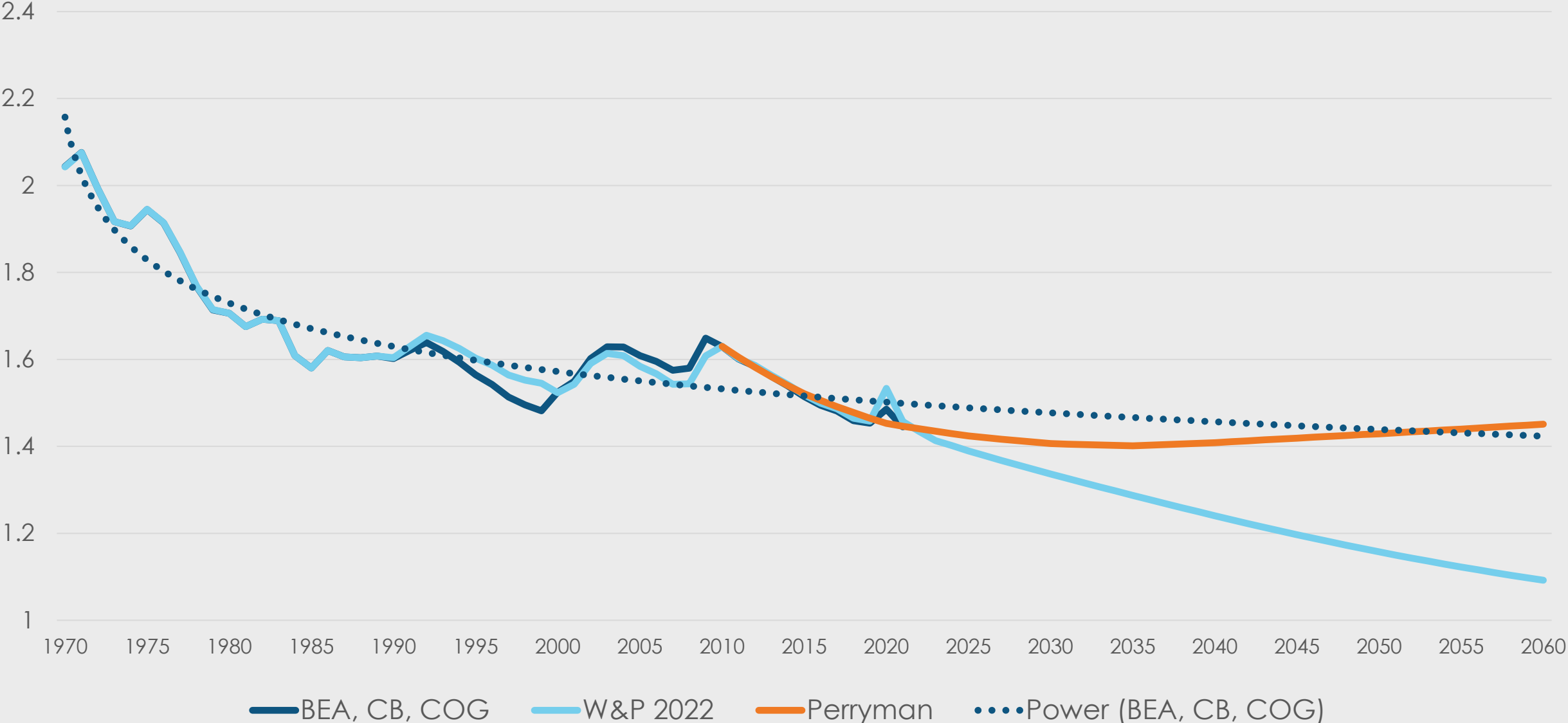
Total Employment - MPA

Source	2021	2045	2050	2060
BEA	5,423,995			
Derived		8,140,576	8,817,630	10,256,381
BEA Trend-polynomial		8,132,282	8,798,119	10,205,761
BEA Trend-linear		6,984,672	7,384,625	8,184,529
W&P 2022	5,368,786	8,963,802	9,853,002	11,879,958
Perryman		8,124,277	8,698,026	9,917,958

Source: BEA, NCTCOG, Woods & Poole Economics, The Perryman Group

Population/ Employment Ratios (P/E)

MPA P/E Ratios from 1970 – 2060



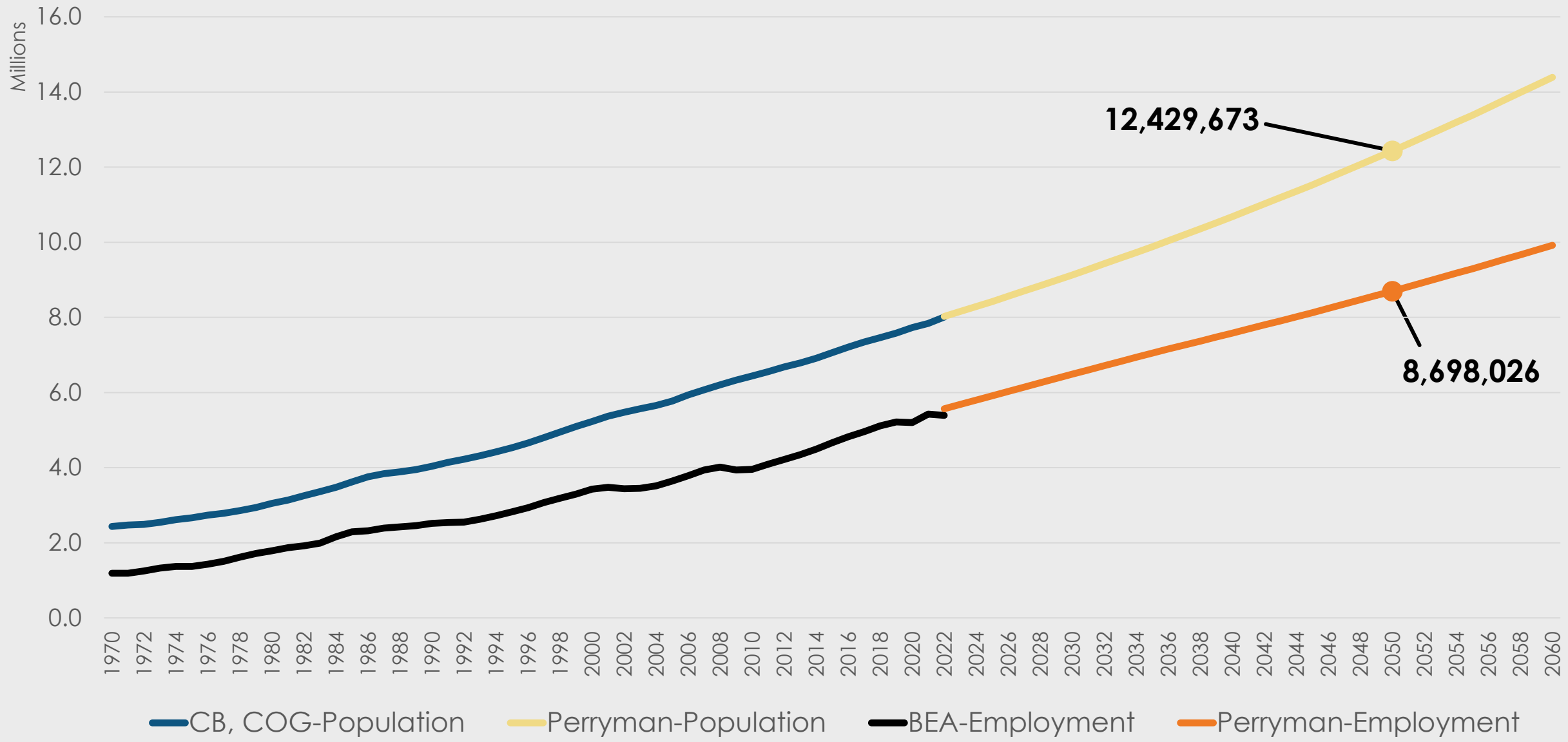
Source: US Census Bureau, Bureau of Economic Analysis, Woods & Poole Economics, The Perryman Group, NCTCOG

P/E Ratios - MPA

Source	2010	2020	2030	2040	2045	2050	2060
BEA, CB, COG	1.63	1.49					
Power, from 1970	1.53	1.50	1.48	1.46	1.45	1.44	1.42
Log, from 1980	1.54	1.53	1.52	1.51	1.51	1.50	1.49
W&P 2022	1.63	1.53	1.34	1.24	1.20	1.16	1.09
Perryman	1.63	1.45	1.41	1.41	1.42	1.43	1.45

Recommended 2050 MPA Regional Control Totals

Historical and Projected Total Population and Employment - MPA



Source: US Census Bureau, Bureau of Economic Analysis, The Perryman Group, NCTCOG

Recommended MPA 2050 Regional Control Totals

	2022	2050 Control Total	2022 – 2050 Change	2022 – 2050 % Change
Population	8,010,058	12,429,673	4,419,615	55.2%
Employment	5,878,904	8,698,026	2,819,122	48.0%

2050 Population/Employment Ratio	1.43
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Updates on the Dallas-Fort Worth Clean Cities Coalition

Lori Clark
Program Manager and
Dallas-Fort Worth Clean Cities Director

Regional Transportation Council
June 13, 2024

Background - Scope of National Program

National Rebranding

National Mission Statement:

Clean Cities and Communities advances the nation's environment, energy security, and economic prosperity through collaboration with communities by building partnerships with public and private stakeholders that create equitable deployment of clean transportation solutions for all.



Light-,
Medium-, and
Heavy-Duty
Vehicles



Alternative and
Renewable
Fuels and
Infrastructure

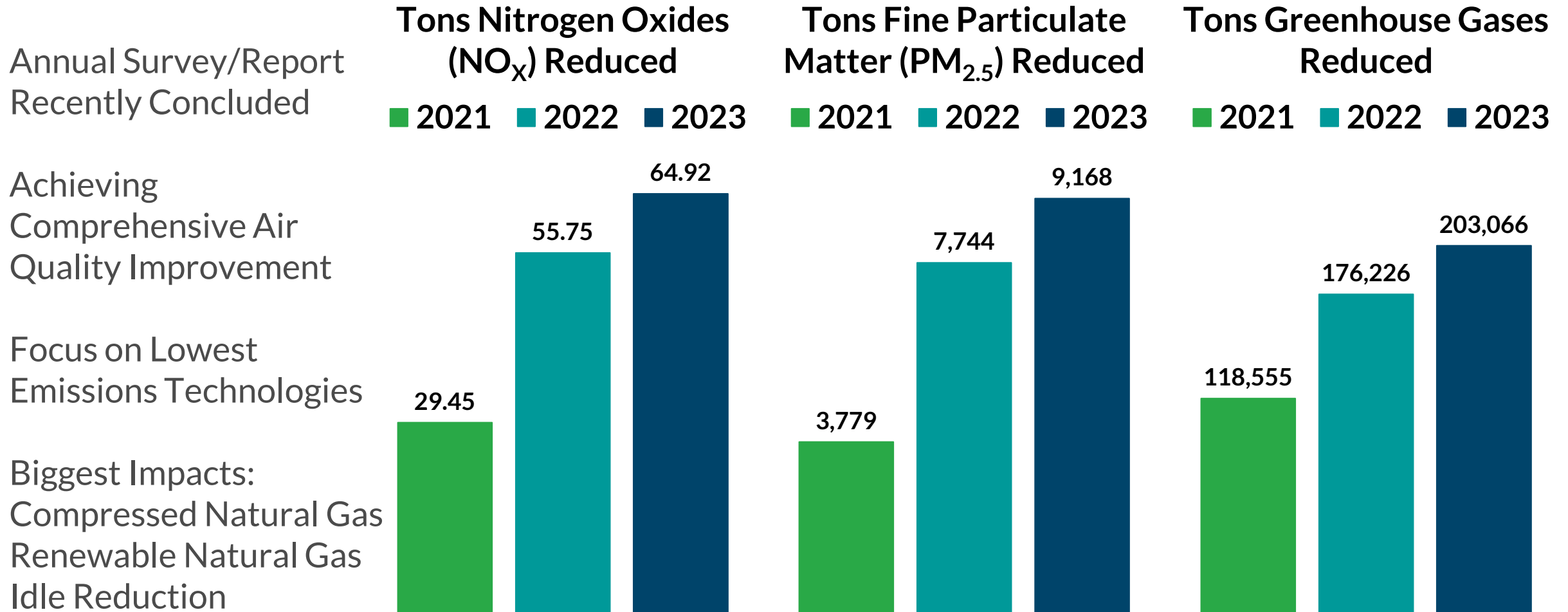


Idle Reduction
Measures and
Fuel Economy
Improvements



New Mobility
Choices and
Emerging
Transportation
Technologies

Local Priorities and Impacts*



*Based on 45 fleets reporting on calendar year 2023 activities, 52 fleets reporting for 20222, and 60 reporting for 2021

Local Contributions to National Goals

Greenhouse Gas (GHG) Emissions Reduced:



Equivalent to Eliminating 1,117 Railcars of Coal Burned¹

National Goal: 20% Increase Relative to 2022

Regional Increase Achieved: 15%

Gallons of Gasoline Equivalent Reduced: 31.19 Million



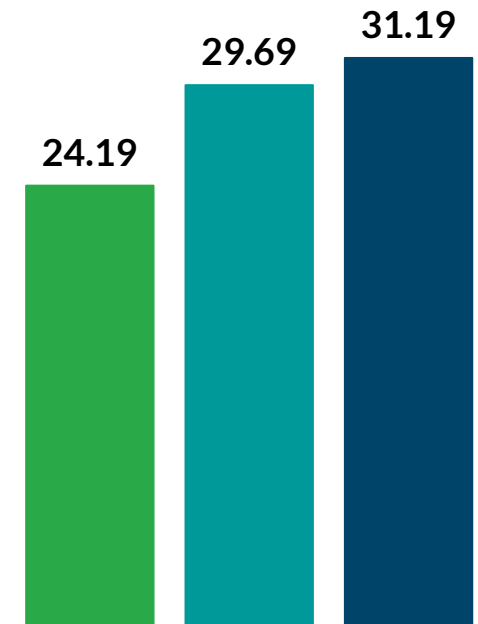
Equivalent to Eliminating 3,669 Tanker Trucks of Gasoline¹

National Goal: 16% Increase Relative to 2022

Regional Increase Achieved: 5% Increase over 2022

Gasoline Gallon
Equivalent Displaced
(in Millions)

■ 2021 ■ 2022 ■ 2023



Education, Outreach, and Stakeholder Recognition

Over 20 Conference Presentations/Workshops/Webinars

One-on-One Meetings to Provide Technical Assistance

National Drive Electric Week

Media Events and Interviews

Weekly email Blasts and Regular Social Media Posts

Fleet Recognition Program



Source: NCTCOG
2023 Fleet Recognition Awardees

Recent Developments

DFW Clean Cities Technical Advisory Committee Developed to Assist and Advise Coalition Staff:

- Assisting with Event/Project Promotion and Networking
- Increasing Stakeholder Collaboration/Engagement
- Informing Adoption of a Coalition Strategic Plan

Current Members Include Representatives From:

- Cities of Carrollton, Dallas, Denton, and Fort Worth
- DFW Airport
- Hood County Clean Air Coalition
- Kimley-Horn
- Northwest Propane Gas Co.
- Oncor Electric Delivery
- Parsons
- Hydrogen Industry Professional



Recent Developments

Developed DFW Clean Cities Strategic Plan to Give Framework to Next Four Years:



Define Coalition Structure Relative to NCTCOG as Host Agency
Outline Strengths-Weaknesses-Opportunities-Threats (SWOT) Analysis

Establish Coalition Goals for Next 4 Years

- Clean Vehicle Initiatives
- Alternative Fuel Infrastructure Initiatives
- Clean Energy Initiatives
- Organizational/Capacity-Building

Document Relationship to Other Department Plans

- Unified Planning Work Program
- Mobility Plan

Get Involved!

Stakeholder Meeting June 18

Seeking input on local mission statement

Additional Technical Advisory Committee Members Welcome

Submit interest through July 31

Department of Energy Redesignation Process Ongoing through October 2024

Seeking Partnership Agreements indicating commitment and support by September 30

More Information and Template Agreements at www.dfwcleancities.org



Dallas-Fort Worth
CLEAN CITIES

For More Information



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