Memorandum

DATE: August 21, 2009

TO: Transportation and Environment Committee Members: Linda L. Koop (Chair), Sheffie Kadane (Vice Chair), Jerry Allen, Tennell Atkins, Carolyn R. Davis, Angela Hunt, Delia Jasso, Pauline Medrano, Ron Natinsky

SUBJECT: Transportation and Environment Committee Meeting Agenda

Tuesday, August 25, 2009 at 2:00 p.m.—4:00 p.m.
City Hall, 1500 Marilla, Room 6ES
Dallas, TX 75201

1. Approval of Minutes for August 11, 2009
   (Action / 5 Minutes)

2. Greenhouse Gas Emissions
   Eric Griffin, Interim Director, Office of Environmental Quality
   (Briefing / 40 Minutes)

3. Truck Lane Restriction Pilot Study
   Dan Kessler, Assistant Director, North Central Texas Council of Governments
   (Action / 40 Minutes)

[Signature]
Linda L. Koop, Chair
Transportation and Environment Committee
c:  The Honorable Mayor and Members of the City Council  
Mary K. Suhm, City Manager  
Thomas P. Perkins, Jr., City Attorney  
Deborah Watkins, City Secretary  
Craig Kinton, City Auditor  
Judge C. Victor Landers, Administrative Judge  
Ryan S. Evans, First Assistant City Manager  
Jill A. Jordan, P.E., Assistant City Manager  
A.C. Gonzalez, Assistant City Manager  
Forest Turner, Assistant City Manager  
David Cook, Chief Financial Officer  
Jeanne Chipperfield, Director, Budget and Management Services  
Edward Scott, Director, Controller’s Office  
Helena Stevens-Thompson, Assistant to the City Manager – Council Office  
Rick Galceran, P.E., Director, Public Works and Transportation  
Theresa O’Donnell, Director, Development Services

A closed executive session may be held if the discussion of any of the above agenda items concerns one of the following:

1. Contemplated or pending litigation, or matters where legal advice is requested of the City Attorney. Section 551.071 of the Texas Open Meetings Act.

2. The purchase, exchange lease or value of real property, if the deliberation in an open meeting would have a detrimental effect on the position of the City in negotiations with a third person. Section 551.072 of the Texas Open Meetings Act.

3. A contract for a prospective gift or donation to the City, if the deliberation is an open meeting would have a detrimental effect on the position of the City in negotiations with a third person. Section 551.073 of the Texas Open Meetings Act.

4. Personnel matters involving the appointment, employment, evaluation, reassignment, duties, discipline or dismissal of a public officer or employee or to hear a complaint against an officer or employee. Section 551.074 of the Texas Open Meetings Act.

5. The deployment, or specific occasions for implementation of security personnel or devices. Section 551.076 of the Texas Open Meetings Act.

SPECIAL CALLED TRANSPORTATION AND ENVIRONMENT COMMITTEE MEETING RECORD

The Transportation and Environment Committee (TEC) meetings are recorded. Agenda materials and audiotapes may be reviewed/copied by contacting the Public Works and Transportation TEC Staff Coordinator at 214.670.4147.

Meeting Date: August 11, 2009      Start Time: 2:08 p.m.      Adjournment: 4:08 p.m.

Committee Members Present:
Linda L. Koop (Chair), Sheffie Kadane (Vice Chair), Jerry Allen, Tennell Atkins, Carolyn R. Davis, Angela Hunt, Delia Jasso, Pauline Medrano, Ron Natinsky

Committee Members Absent:
None

Other Council Members Present:
None

City Executive Staff Present:
Forrest Turner, Assistant City Manager

TRANSPORTATION AND ENVIRONMENT COMMITTEE AGENDA

1. Approval of Minutes for June 1, 2009 and June 8, 2009

   Action Taken/Committee Recommendation:

   Motion was made to approve the minutes for the June 1, 2009 and June 8, 2009 meetings subject to corrections. No corrections were suggested and the minutes were approved as submitted.

   Made by: Kadane          Seconded by: Atkins      Passed unanimously

2. Downtown Dallas Transit Study (D2) Update – LRT Alignment

   Presenter: Michael Miles, Dallas Area Rapid Transit

   Mr. Miles distributed a map showing the remaining four alternative alignments for a second light rail transit line through the Central Business District.

   Action Taken/Committee Recommendation:

   Ms. Hunt and Ms. Medrano expressed support for the route that provides the most direct service to the new Convention Center Hotel – identified as the “B4b Lamar-Convention Center Hotel” alignment on the DART map.
Mr. Atkins asked if the Committee was looking at a possible route from the southern sector to downtown. Ms. Koop stated that this fall the Committee will be looking at future transit projects such as a streetcar project that would connect the southern sector with downtown. Ms. Koop stated that a briefing would be provided in the next few weeks on streetcars to bring everyone on the Committee up to speed.

Mr. Natinsky stated that he also favors the line that runs to the new Convention Center Hotel.

Ms. Jasso indicated her interest in pursuing a streetcar project that would connect Oak Cliff to downtown via the Houston Street Viaduct. Ms. Jasso stated that she also supports the line that runs to the new Convention Center Hotel.

Motion was made to approve the “B4b Lamar-Convention Center Hotel” alignment as the City’s preferred option for a second light rail transit line through downtown and to forward that recommendation to Dallas Area Rapid Transit. Ms. Koop asked staff to schedule an agenda item for full Council consideration as well.

Made by: Atkins  Seconded by: Natinsky  Passed unanimously

3. Regulation of Vehicle Immobilization (Booting) on Private Parking Lots

Presenter: John Brunk, Assistant Director, Public Works and Transportation

Mr. Brunk provided an overview of the vehicle booting issue and explained that the Committee agenda materials included two draft ordinances for their consideration. Version 1 would allow booting provided that either a parking fee receipt is provided or a video audit procedure is utilized to document nonpayment. Version 2 is identical to the first version, except that the video audit procedure would expire on April 15, 2010 -- from that date forward a parking fee receipt would have to be provided.

Action Taken/Committee Recommendation:

Mr. Atkins made a motion for a third option to adopt Version 1, but bring it back to the Committee for review by April 15, 2010. There was no second to this motion.

Mr. Kadane suggested that Version 2 be modified to require a parking fee receipt for parking lots that charge over a certain amount. However, if a parking lot charged less than the designated amount, a parking fee receipt would not be required, and booting would be allowed with the video audit procedure.

Ms. Hunt stated that she favored Version 2 that requires parking fee receipts after the video audit provision expires on April 15, 2010. Ms. Hunt stated that people who are legitimately paying their parking fees are still having their cars booted, and this is driving business out of Dallas. A receipt gives the person parking their car the proof
that they paid. Ms. Hunt made a motion to recommend approval of Version 2 of the proposed ordinance. There was no second to this motion.

Ms. Davis stated that she favored Version 2 with the addition of Mr. Atkins' suggestion that the results be reviewed by April 15, 2010 to see if the process was effective.

Mr. Allen made a motion to recommend approval of Version 1 of the ordinance with an addition that the video must be available for viewing at the time that enforcement personnel arrive to remove the boot from the vehicle, and that the Committee is briefed on the performance of the ordinance within six months of its passage.

Made by: Allen  Seconded by: Atkins  4 For/5 Opposed
Failed

Mr. Natinsky made a motion to recommend approval of Version 2 of the ordinance with the modification that the video audit option is eliminated on January 1, 2010.

Made by: Natinsky  Seconded by: Medrano  6 For/3 Against
Passed

4. Adoption of iSWM

Presenter: Elias Sassoon, Assistant Director, Building Inspection

Mr. Sassoon gave the Committee a brief overview of the iSWM Manual as it is currently being proposed as part of the drainage criteria for the City of Dallas. Development of the iSWM Regional Manual was a collaboration between NCTCOG and sixty area cities. The goal of the manual is to manage storm water runoff as close to the development site as possible.

In 2007, a City task force was put together that consisted of citizens, professional groups, developers and staff members to add local criteria to supplement the iSWM Regional Manual that was adopted by NCTCOG in 2006. The task force held four public meetings from October 2008 to January 2009.

Action Taken/Committee Recommendation:

Ms. Koop invited Mr. David Marquis, co-chair of the task force and Mr. Alan Greer, with Freese and Nichols, to talk about the iSWM process. A representative from the development community also spoke, stating that they were not aware of the meetings that occurred during the process of putting this manual together. They indicated that the development community does not support the iSWM Manual as currently proposed.

Ms. Koop stated that she would like to take a few more weeks for the City Staff to engage the development community and get their input. Ms. Koop asked staff to
provide all Committee members a list of the email contacts that were notified of the meetings.

Mr. Atkins asked staff how much it would cost developers to provide the separate site plan. Mr. Sassoon stated that the cost would vary depending on the size of the land. Mr. Atkins expressed his concern about the additional costs that would be borne by the developers and asked Mr. Sassoon to provide a chart illustrating the range of costs based on the size of developments.

Ms. Jasso expressed her concern that developers feel their input has not been incorporated into this proposal. Ms. Jasso agreed with Ms. Koop that more time was needed on this issue.

Ms. Davis asked staff to provide a sign-in sheet of task force participants who attended each meeting.

Ms. Hunt stated her support for this proposal. However, she feels that the development community should be more engaged before moving forward.

Ms. Koop asked staff to follow-up with the development community about their concerns, and requested a letter from the Home Builders Association and Texas Real Estate Council indicating that they were fully engaged in the process. Ms. Koop stated that she would like to be able to move this forward within a month or so, such that it doesn't have any financial implications to the developers, but is more of an educational program to the development community.

A motion was made to defer action on this item, and instruct staff to work with the development community before bringing it back to the Committee.

Made by: Medrano Seconded by: Hill Passed unanimously

5. **Greenhouse Gas Emissions**

**Presenter:** Eric Griffin, Interim Director, Office of Environmental Quality

Due to time constraints, this item was not briefed.

*Linda L. Koop*

Linda L. Koop, Chair
Transportation and Environment Committee
DATE August 21, 2009

TO Members of the Transportation and Environment Committee:
Linda L. Koop (Chair), Sheffie Kadane (Vice Chair), Jerry Allen, Carolyn R. Davis, Tennell Atkins, Angela Hunt, Pauline Medrano, Delia Jasso and Ron Natinsky

SUBJECT Greenhouse Gas Emissions

Attached is the "Greenhouse Gas Emissions" briefing that will be presented to the Committee at the August 25, 2009 meeting.

Please contact me if you need additional information.

Jill J. Jordan, P.E.
Assistant City Manager

c: The Honorable Mayor and Members of the Dallas City Council
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Eric Griffin, Interim Director, Office of Environmental Quality
Greenhouse Gas Emissions

Presented to the Transportation and Environment Committee
August 25, 2009
Presentation Overview

- Greenhouse gases and CO2
- Projected Impacts/Trends of Greenhouse Gases and Climate Change
- City of Dallas Emissions Inventory
- Next Steps and Pending Federal Action
Greenhouse Gases and CO2

- Gases that trap heat in the atmosphere are called greenhouse gases.
- Principal greenhouse gases include:
  - Carbon Dioxide
  - Methane
  - Nitrous Oxide
  - Fluorinated Gases
- Carbon dioxide is the by-product of activities including the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and also as a result of other chemical reactions (e.g. manufacture of cement).
  
  (Source: Environmental Protection Agency)
Projected Impacts/Trends of Greenhouse Gases and Climate Change

- Levels of greenhouse gases are rising fast in the atmosphere. Emissions of key greenhouse gases have increased by 70% between 1970 and 2004.

- Effects on the environment:
  - Rising sea levels
  - Decreases in snow and ice extent
  - Changes in precipitation
  - Rising average temperatures

(Source: Intergovernmental Panel on Climate Change 2007)
**Kyoto Protocol**

- International agreement signed by 37 industrialized countries and the European community in December 1997 that sets binding targets for reducing greenhouse gas emissions.

- U.S. did not sign the agreement; however, current administration is very interested in regulating and reducing greenhouse gases. Update on legislation for greenhouse gases will be presented in a future presentation.
Texas and Greenhouse Gases

- Greenhouse Gas Emissions in Texas are the highest in the nation

- 2005: Texas’s greenhouse gas emissions = 625.2 Million Metric Tons of Carbon Dioxide compared to California’s 395.5. (Source: Energy Information Association)

- If Texas was a country, it would rank seventh in the world in carbon dioxide emissions. (Source: Environmental Defense)
Texas and Greenhouse Gases: CO2 Emissions by Sector

Source: Energy Information Association (2005)
City of Dallas and Greenhouse Gases: Emissions Inventory

- In 2006, the Mayor of Dallas signed the U.S. Mayors Climate Change Agreement, a commitment by mayors around the country to reduce greenhouse gas emissions in their own cities and communities to 7% below 1990 levels by the year 2012.

- An emissions inventory helps determine the source and location of City of Dallas emissions and community-wide emissions.

- 2005 was the first year the City had comprehensive data for greenhouse gas analysis.
Emissions from City Operations

<table>
<thead>
<tr>
<th>Source</th>
<th>Metric tons per year</th>
<th>Metric tons per employee</th>
<th>Metric tons per sq. ft.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electricity - Public Facilities</td>
<td>166,751</td>
<td>12.83</td>
<td>1.22E-02</td>
</tr>
<tr>
<td>Electricity - Water Utility</td>
<td>329,233</td>
<td>25.33</td>
<td>2.42E-02</td>
</tr>
<tr>
<td>Stationary Sources</td>
<td>22,881</td>
<td>1.76</td>
<td>1.68E-03</td>
</tr>
<tr>
<td>Mobile Sources</td>
<td>106,017</td>
<td>8.16</td>
<td>7.78E-03</td>
</tr>
<tr>
<td>Electricity - Street Lights</td>
<td>31,933</td>
<td>2.46</td>
<td>2.34E-03</td>
</tr>
<tr>
<td>City Operations Total</td>
<td>656,816</td>
<td>48.07</td>
<td>4.58E-02</td>
</tr>
</tbody>
</table>
### Emissions from Community Sources

#### 2005 Community-Wide GHG Emissions

<table>
<thead>
<tr>
<th>Source</th>
<th>Metric tons per year</th>
<th>Metric tons per capita</th>
<th>Metric tons per sq. mile</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electricity</td>
<td>12,043,444</td>
<td>9.46</td>
<td>35,112</td>
</tr>
<tr>
<td>Natural Gas</td>
<td>1,733,583</td>
<td>1.36</td>
<td>5,054</td>
</tr>
<tr>
<td>Fuel Oils</td>
<td>226,984</td>
<td>0.18</td>
<td>662</td>
</tr>
<tr>
<td>Transportation</td>
<td>4,042,346</td>
<td>3.18</td>
<td>11,785</td>
</tr>
<tr>
<td>DART - Public Transit</td>
<td>66,419</td>
<td>0.05</td>
<td>194</td>
</tr>
<tr>
<td>Solid Waste</td>
<td>152,937</td>
<td>0.12</td>
<td>446</td>
</tr>
<tr>
<td><strong>Community Total</strong></td>
<td><strong>18,265,713</strong></td>
<td><strong>14.35</strong></td>
<td><strong>53,253</strong></td>
</tr>
</tbody>
</table>

#### 2005 Baseline: Percentage of GHG Emissions by Source Community-Wide

- **Electricity** (Gasoline and diesel): 65.9%
- **Mobile Fuels** (Gasoline and diesel): 22.4%
- **Fuel Oils**: 1.2%
- **Natural Gas**: 9.5%
- **DART**: 0.4%
- **Solid Waste**: 0.8%
Percentage of GHG Emissions by Sector

- Commercial, Industrial, 51.3%
- Residential, 22.9%
- Transportation, 21.4%
- Solid Waste, 0.8%
- Municipal, 3.5%
Meeting the U.S. Conference of Mayor’s Climate Change Agreement

- No cities have 1990 data that is in a useable for this analysis. Thus, estimates of the 1990 emissions had to be done using the year 2005.

- To meet emission reduction targets of 7% below 1990 levels:
  - Reduction of 15%, or approximately 98K metric tons below 2005 levels will be necessary to meet City operations target if considered separate from community wide inventory.
  - Reduction of 30%, or approximately 5.7M metric tons below 2005 levels will be necessary to meet community wide target.
Forecasting Future Emissions

Dallas GHG Emissions Timeline: Business As Usual Scenario

<table>
<thead>
<tr>
<th>Year</th>
<th>City Operations Emissions</th>
<th>Community Emissions</th>
</tr>
</thead>
<tbody>
<tr>
<td>1990</td>
<td>13,554,607</td>
<td>600,446</td>
</tr>
<tr>
<td>2005</td>
<td>18,265,713</td>
<td>656,816</td>
</tr>
<tr>
<td>2012</td>
<td>20,489,777</td>
<td>440,093</td>
</tr>
<tr>
<td>2015</td>
<td>21,388,138</td>
<td>424,734</td>
</tr>
<tr>
<td>2020</td>
<td>22,975,871</td>
<td>396,752</td>
</tr>
</tbody>
</table>
Forecasting Future Emissions

GHG Emissions From City Operations

Metric Tons GHG Emissions


656,816 600,446 440,093 424,734 396,752

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City of Dallas Initiatives for Reducing Greenhouse Gas Emissions

- **Alternative Fuels:** Convert fleet to run on alternative/cleaner fuels – 41% of the City’s fleet is now alternative-fueled or hybrid.

- **Idling Ordinance:** City Ordinance prohibiting vehicle operators with a gross weight over 14,000 pounds to idle for more than 5 minutes.

- **Capture Methane from Landfill:** The McCommas Landfill captures 3-4 million cubic feet/day of methane gas which is converted into energy.

- **Renewable Energy:** In September 2007, the City Council authorized the largest procurement of renewable energy in the City’s history. As of January 1, 2008, 40% of the City’s power comes from renewable energy, primarily from wind power.
City of Dallas Initiatives for Reducing Greenhouse Gas Emissions

- **Green Buildings:** In 2003, The City Council passed an ordinance that all facilities over 10,000 square feet must be designed and built to meet the Leadership in Energy and Environmental Design (LEED) silver standards. Since the ordinance passed 12 city facilities have earned LEED certifications. In 2007, Council passed a new green building ordinance for all new private construction in the City for buildings over 50,000 S.F.

- **Energy Efficiency:** The City has reduced energy usage at its existing facilities by almost 5% per year over the past five years, through such means as the purchase of energy efficient lighting and the installation of solar panels.
City of Dallas Initiatives for Reducing Greenhouse Gas Emissions

- **Change Traffic Lights to Light-Emitting Diode (LED) Fixtures:** LED lights have been installed in approximately 1,100 intersections saving 14.5 million kilowatt hours per year and 9,341.6 tons of CO2 reductions per year.

- **Performance Management Contracting at City Buildings:** The City has conducted four comprehensive energy projects for its major buildings. For example, the contract for City Hall resulted in the replacement and upgrading of chillers, boilers, and lighting, and cooling towers; automated controls for HVAC and lighting and installations of solar panels. This project has resulted in a 5,790,165 kWh and 3,730.3 tons of CO2 reduction. The project for the art museum resulted in a savings of approximately $800,000 per year.
Next Steps

- Publish greenhouse gas inventory for City and community wide sources on Green Dallas website.

- Set City of Dallas goal (beyond Mayor’s Climate Change Agreement) to reduce greenhouse gas emissions from City and community wide sources.

- Develop and implement a Sustainability Plan that includes inventories, targets, timelines, and mitigation techniques for city wide and community wide operations.
Pending Federal Action Update
Memorandum

DATE August 21, 2009

TO Members of the Transportation and Environment Committee:
Linda L. Koop (Chair), Sheffie Kadane (Vice Chair), Jerry Allen, Carolyn R.
Davis, Tennell Atkins, Angela Hunt, Pauline Medrano, Delia Jasso and Ron
Natinsky, Voncile Jones-Hill

SUBJECT Truck Lane Restrictions Pilot Study Briefing

Attached is the "Truck Lane Expansion Study" briefing that will be presented to

Please contact me if you need additional information.

Jill A. Jordan, P.E.
Assistant City Manager

c: The Honorable Mayor and Members of the City Council
Mary K. Suhm, City Manager
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Theresa O'Donnell, Director, Development Services

“Dallas, The City That Works; Diverse, Vibrant and Progressive”
Truck Lane Restriction Expansion

Dallas City Council
Transportation and Environment Committee
August 25, 2009

North Central Texas Council of Governments
Transportation Department
In 1997, the Texas Legislature passed a law allowing municipalities to request truck lane restrictions. Updated in 2003, the law allows counties and TxDOT to designate such lane restrictions as well. Designated lane restrictions are to be coordinated through Metropolitan Planning Organizations and with adjacent jurisdictions.
Is the general public accepting of the truck lane restrictions?

Yes.
80% of the general public supports expanding truck lane restrictions.

However, only 20% of impacted truck drivers support expanding the restrictions.
Did the rate of crashes decrease?

Yes. The number of accidents per 1 million vehicle miles traveled decreased.

### Accident Rate Summary for the I.H. 30 Corridor

<table>
<thead>
<tr>
<th>Phase</th>
<th>Duration</th>
<th>ADT</th>
<th>Number of Accidents</th>
<th>Accidents per Day</th>
<th>Accidents per 100,000 ADT</th>
<th>Accidents per 1,000,000 VMT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Without truck lane restrictions, with standard enforcement</td>
<td>61 days</td>
<td>167,957</td>
<td>102</td>
<td>1.67</td>
<td>0.99</td>
<td><strong>0.55</strong></td>
</tr>
<tr>
<td>With truck lane restrictions, with standard enforcement</td>
<td>30 days</td>
<td>166,520</td>
<td>38</td>
<td>1.27</td>
<td>0.76</td>
<td>0.43</td>
</tr>
</tbody>
</table>

### Accident Rate Summary for the I.H. 20 Corridor

<table>
<thead>
<tr>
<th>Phase</th>
<th>Duration</th>
<th>ADT</th>
<th>Number of Accidents</th>
<th>Accidents per Day</th>
<th>Accidents per 100,000 ADT</th>
<th>Accidents per 1,000,000 VMT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Without truck lane restrictions, with standard enforcement</td>
<td>60 days</td>
<td>142,910</td>
<td>19</td>
<td>0.32</td>
<td>0.22</td>
<td><strong>0.18</strong></td>
</tr>
<tr>
<td>With truck lane restrictions, with standard enforcement</td>
<td>27 days</td>
<td>152,494</td>
<td>2</td>
<td>0.07</td>
<td>0.05</td>
<td>0.04</td>
</tr>
</tbody>
</table>

Source: Police Department Accident Data
Do truck lane restrictions provide an air quality benefit?

Yes.
Trucks move from the left lane to the middle and right lanes.

The estimated NOx emission reduction on the I.H. 30 test section was 61.24 pounds per day based on increased traffic speeds.

Potential regional benefit of 211 pounds per day reduction in NOx was estimated per 100 miles of truck lane restrictions.
Do truck lane restrictions have a positive effect on recurring travel speeds?

Yes.
There were small, but measurable improvements in travel speeds by lane. (average of I.H. 20 and I.H. 30)

<table>
<thead>
<tr>
<th>Lane</th>
<th>Without Truck Lane Restrictions, With Standard Enforcement</th>
<th>With Truck Lane Restrictions, With Standard Enforcement</th>
<th>Change in Average Speed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Left</td>
<td>71.50</td>
<td>72.38</td>
<td>0.88</td>
</tr>
<tr>
<td>Middle</td>
<td>65.63</td>
<td>66.19</td>
<td>0.56</td>
</tr>
<tr>
<td>Right</td>
<td>60.75</td>
<td>61.25</td>
<td>0.50</td>
</tr>
</tbody>
</table>
Are truck lane restrictions effective without added enforcement?

Yes.
Compliance rates were similar with and without additional enforcement.

<table>
<thead>
<tr>
<th>Location on I.H. 30</th>
<th>Direction</th>
<th>Phase 3</th>
<th>Phase 4</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Truck % in Left Lane</td>
<td>Compliance Rate</td>
<td>Truck % in Left Lane</td>
</tr>
<tr>
<td>Beach Street</td>
<td>EB</td>
<td>5%</td>
<td>95%</td>
</tr>
<tr>
<td></td>
<td>WB</td>
<td>13%</td>
<td>87%</td>
</tr>
<tr>
<td>Loop 820</td>
<td>EB</td>
<td>45%</td>
<td>55%</td>
</tr>
<tr>
<td></td>
<td>WB</td>
<td>4%</td>
<td>96%</td>
</tr>
<tr>
<td>Morrison</td>
<td>EB</td>
<td>23%</td>
<td>77%</td>
</tr>
<tr>
<td></td>
<td>WB</td>
<td>6%</td>
<td>94%</td>
</tr>
</tbody>
</table>

Phase 3 - With Restrictions and *Increased* Enforcement
Phase 4 - With Restrictions and *Standard* Enforcement
1. Truck Lane Restrictions are accepted by the public.

2. Truck Lane Restrictions have positive impacts on:
   - Crash rates
   - Air quality
   - Travel speed

3. Truck Lane Restrictions are obeyed by a majority of drivers with or without active enforcement.
Truck Lane Pilot Study
Summary of Study Recommendations

• Develop a regional system based on facilities:
  - With three or more lanes
  - With a moderate to high level of truck traffic
  - Without site or corridor specific barriers to implementation
  - That may connect to Statewide lane restrictions

• Work with State and local communities to:
  - Perform operational and site specific analysis on potential locations
  - Implement a complete system of truck lane restrictions
  - Document air quality credit for truck lane restrictions
The Metropolitan Transportation Plan

Truck Lane Recommendations

Legend
- Recommended Near-term Truck Lane Restrictions
- Potential Long-term Intercity Truck Lane Restrictions

- Freeways
- Major Roadways
- Regional Arterials
- County Boundaries
- Metropolitan Planning Area Boundary
- Major Lakes

Recommendations Include:
- 3+ lanes
- Moderate to High Truck Volumes
- Continuous system

Further site specific study needed to evaluate:
- Segments with geometric constraints
- Current or pending reconstruction
- Capacity and congestion levels
- Public opinion

New facility locations indicate transportation needs and do not represent specific alignments
Corridors Proposed for Near Term Truck Lane Restriction Implementation

Legend
- Gray: Current Truck Lane Restrictions
- Orange: Recommended Near-Term Truck Lane Restrictions
- Light Gray: Roadways Not Part of Current Expansion Effort
- Black: Metropolitan Planning Area Boundary
- White: County Boundary
- Light Blue: Major Lakes

Factors to Consider When Selecting Potential Truck Lane Restriction Corridors:
- Three or more lanes
- Moderate to high level of truck traffic
- No site or corridor specific barriers to implementation
- Connection to statewide Truck Lane Restrictions

June 2009
Truck Lane Restriction Expansion

Air Quality Benefits

CMAQ Project Cost-Effectiveness Comparisons

- Truck Lane Restrictions: $1,389
- Inspection and Maintenance: $1,900
- Idle Reduction Projects: $2,195
- Speed Enforcement: $4,747
- Texas Emissions Reduction Plan: $10,000
- Bike Racks on Transit: $19,500
- Employee Trip Reduction: $22,700
- Parking Cash-Out Subsidy: $23,255
- NCT Clean School Bus Program: $42,018
- CNG Bus Replacement: $45,900
- New Transit Capital Investments: $66,400
- Signal Optimization: $66,700
- Taxicab Replacement*: $80,050
- Bicycle/Pedestrian Projects: $84,100
- Alternative Fueled Buses: $126,400

Cost/Ton NOx Reduced

*At $8,000 Voucher Amount
Truck Lane Restriction Expansion

Preliminary Timeline

- Stakeholder Meeting → February 11, 2009
- Mobility Plan Adopted by RTC → April 9, 2009
- Public Hearings
  - Ellis County → August 10, 2009
  - Tarrant County → August 11, 2009
  - Dallas County → August 12, 2009
- TxDOT Review → August/September 2009
- TxDOT Minute Order & Approval → October 2009
- Implementation → Fall 2009 - Spring 2010
- Opening Day → Spring 2010 (Ozone Season)
Truck Lane Restriction Expansion

For more information:

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