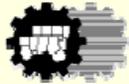


LOCALLY ENFORCED IDLING RESTRICTIONS

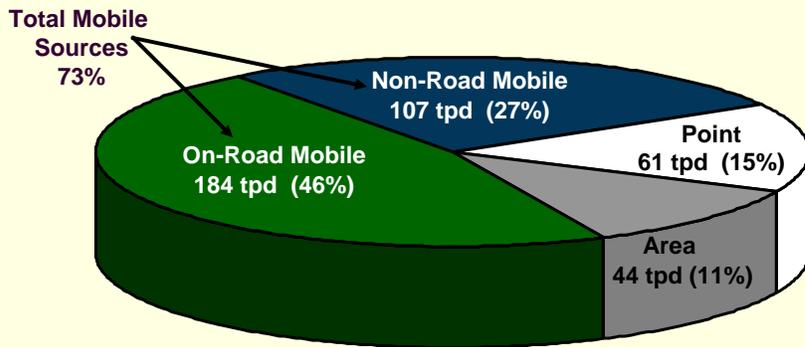
Collin County Commissioners Court
March 23, 2009



Amanda Brimmer, E.I.T.
North Central Texas Council of Governments

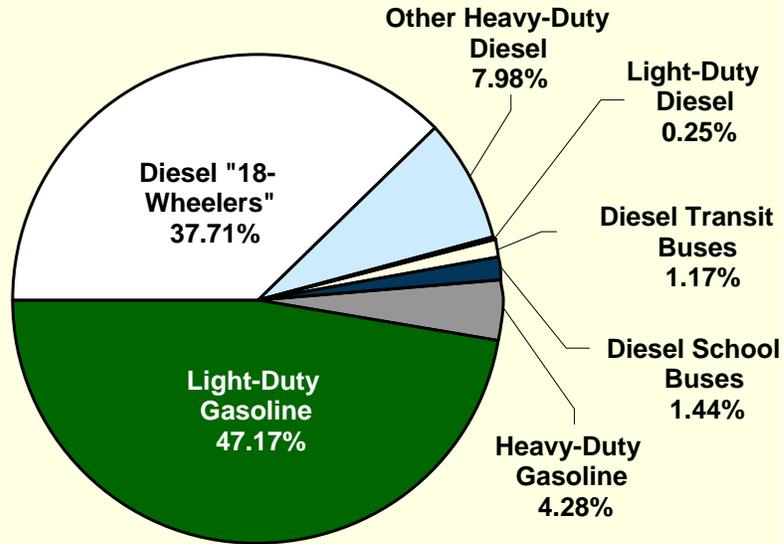
DFW NONATTAINMENT AREA 2009 Nitrogen Oxides (NO_x) Emissions Inventory

Emission Source Category Estimates



Total NO_x = 396 Tons Per Day (tpd)

DFW NONATTAINMENT AREA 2009 On-Road NO_x Emissions Inventory



Source: Texas Commission on Environmental Quality

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8-HOUR OZONE STATE IMPLEMENTATION PLAN Dallas-Fort Worth Nonattainment Area

NORTH CENTRAL TEXAS STATE IMPLEMENTATION PLAN VOLUNTARY MOBILE EMISSION REDUCTION PROGRAM (VMEP) EMISSION BENEFITS BY PROGRAM TYPE

PROGRAM TYPE	2009 NO _x BENEFITS (tons per day)		2009 VOC BENEFITS (tons per day)	
	Modeled	Post-Processed	Modeled	Post-Processed
Clean Vehicle Program	0.00	0.24	0.00	0.05
Employee Trip Reduction	0.43	0.00	0.28	0.00
Locally Enforced Idling Restriction	0.00	0.62	0.00	0.02
Diesel Freight Idling Reduction Program	0.00	0.33	0.00	0.01
SmartWay Transport Demonstration Project	0.00	0.00	0.00	0.00
Public Agency Policy for Construction Equipment	0.00	0.06	0.00	0.01
Aviation Efficiencies	0.00	0.95	0.00	0.24
TOTAL BENEFITS (tons per day)	0.43	2.20	0.28	0.33

(1) NO_x = Nitrogen Oxides, VOC = Volatile Organic Compounds

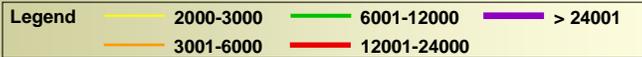
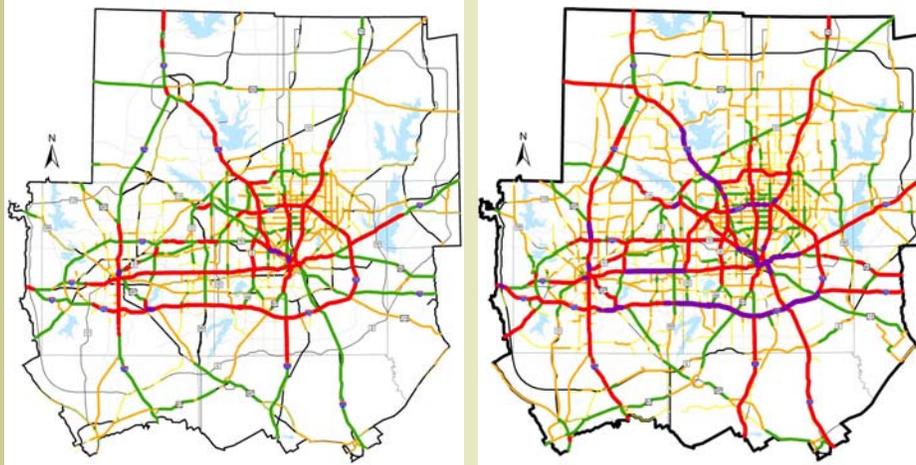
Source: www.tceq.state.tx.us/assets/public/implementation/air/sip/dfw/dfw_ad_sip_2006/2006013SIPNR_Chap4_112106.pdf

4

REGIONAL TRUCK VOLUMES DFW Nonattainment Area

2005 Truck Volumes

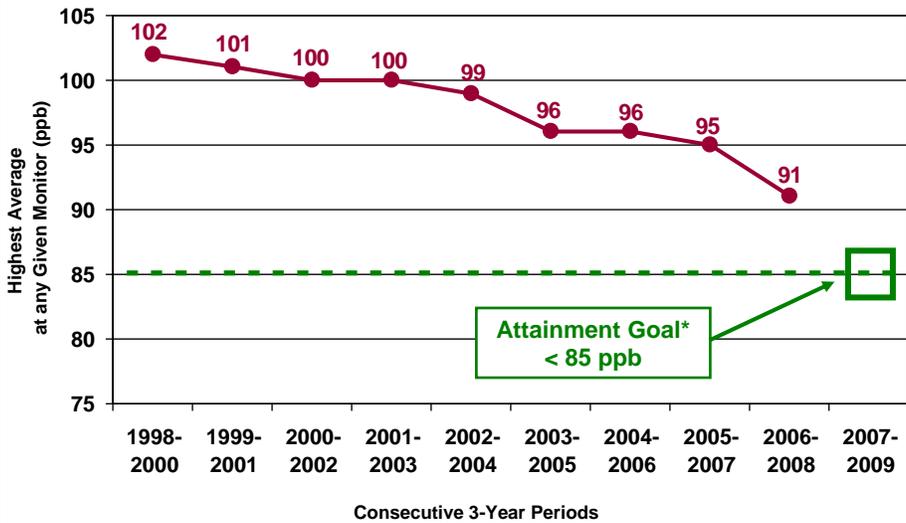
2030 Truck Volumes



Source: NCTCOG Mobility 2030, The Metropolitan Transportation Plan

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8-HOUR OZONE STANDARD HISTORICAL TRENDS Dallas-Fort Worth Nonattainment Area



*Attainment Goal - According to the US EPA National Ambient Air Quality Standards, attainment is reached when, at each monitor, the three-year average of the annual fourth-highest daily maximum 8-hour average ozone concentration is less than 85 ppb.

Source: NCTCOG Transportation Dept - March 2009

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LOCALLY ENFORCED IDLING RESTRICTIONS **Control Requirements (TAC Title 30 Ch 114)**

No Gasoline or Diesel Powered Motor Vehicle Over 14,000 Pounds (GVWR) May Idle the Main Engine for More Than 5 Minutes When the Vehicle is Not in Motion

Applicable From April 1 Through October 31

No Driver Using Vehicle's Sleeper Berth May Idle:

In a Residential Neighborhood

In a School Zone

Within 1,000 Feet of a Hospital or School

Within a 2-Mile Radius of a Facility Offering External Heating and Air Conditioning

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LOCALLY ENFORCED IDLING RESTRICTIONS **Exemptions (TAC Title 30)**

Vehicle Type

Vehicles With Sleeper Berth (Before Sept. 2009 Only)

Military, Emergency, and Law Enforcement Vehicles

Airport Ground Support Equipment

Owner of a Vehicle Rented or Leased to a Person Not Employed By Owner

Operations

Idling Due to Traffic Congestion

Motors Run as Power Source for Mechanical Operations

Idling During Operation for Maintenance/Diagnostic Purposes

Operation of Engine Solely to Defrost a Windshield

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LOCALLY ENFORCED IDLING RESTRICTIONS

Exemptions Continued (TAC Title 30)

Air Conditioning and Heating Provision

For Passenger Comfort and Safety in Vehicles
Intended for Commercial/Public Passenger
Transportation or Passenger Transit Operations
(30 Minutes Maximum)

For Employee Health or Safety While Employee is
Using Vehicle to Perform an Essential Job
Function Related to Roadway Construction or
Maintenance

During Use of Sleeper Berth for a Government-
Mandated Rest Period
(Subsection Expires September 1, 2009)

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LOCALLY ENFORCED IDLING RESTRICTIONS

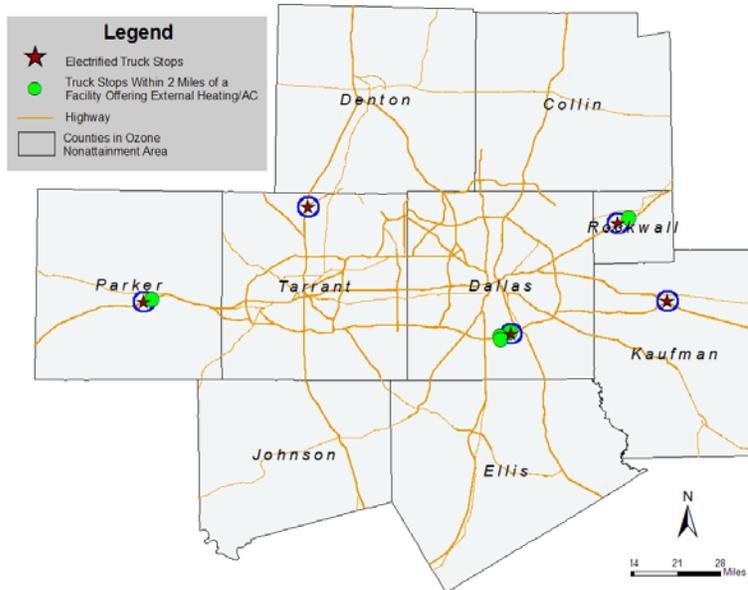
Idle Reduction Technology

On-Site Infrastructure



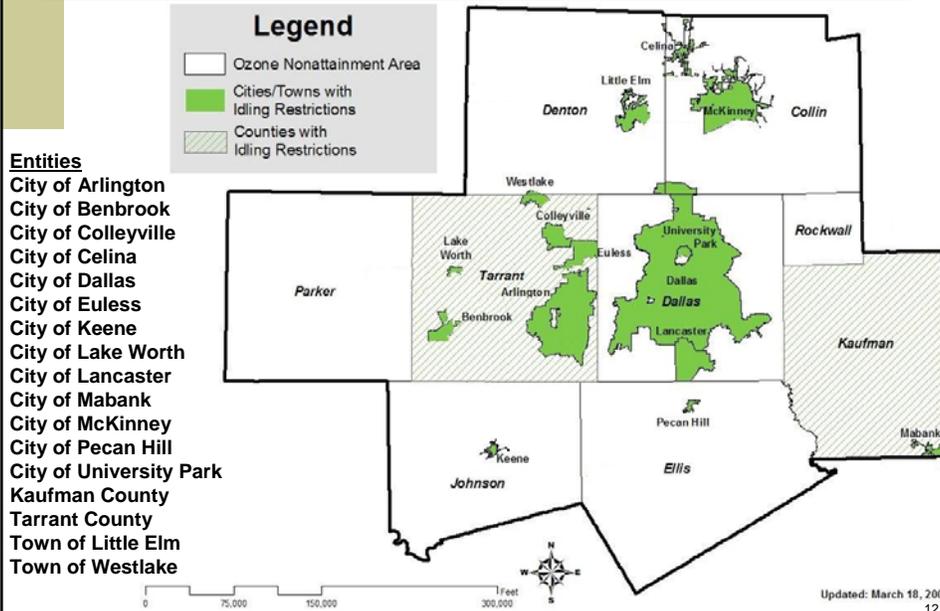
10

LOCALLY ENFORCED IDLING RESTRICTIONS Truck Stop Electrification in North Central Texas



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LOCALLY ENFORCED IDLING RESTRICTIONS North Central Texas Area



LOCALLY ENFORCED IDLING RESTRICTIONS

Available Resources

NCTCOG has Developed for Regional Use:



- Anti-Idling Signs
- Education Brochures
- Local Government Guide
- Complaint Hotline and Web site to Report Idling Vehicles

1-877-NTX-IDLE (689-4353)

www.EngineOffNorthTexas.org

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LOCALLY ENFORCED IDLING RESTRICTIONS

Enforcement & Penalties

Enforcement:

Enforcement Personnel:

Constable's Office

Marshal's Office

Sheriff's Office

Local Police Department

Code Enforcement Personnel

Regional Emissions Enforcement Program

City of Dallas - 114 Citations Issued in 2008

Penalties:

Fine Not to Exceed \$500 Per Offense

Each Violation is Considered a Separate Offense

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LOCALLY ENFORCED IDLING RESTRICTIONS

Local Governments' Role

Stage 1: Initiation	<ul style="list-style-type: none">• Adopt TCEQ Idling Limitation Rule• Enter into North Texas Memorandum of Agreement (MOA) with TCEQ
Stage 2: Education	<ul style="list-style-type: none">• Request and Install Signs in Areas Traditionally Known for Excessive Idling• Promote Awareness of Idling Restrictions and Available Alternatives
Stage 3: Enforcement	<ul style="list-style-type: none">• Identify Enforcement Personnel• Determine Procedures to Spot and Cite Violators• Log Citations for Reporting

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LOCALLY ENFORCED IDLING RESTRICTIONS

Funding Opportunities

NCTCOG's Diesel Idling Reduction Program

On-Site and On-Board Idle Reduction Projects,
Call for Projects Open Periodically Throughout Year

www.nctcog.org/AQFunding

Texas Emissions Reduction Plan (TERP)

On-Site and On-Board Idle Reduction Infrastructure

www.TERPGrants.org

SmartWay Transport Partnership

Innovative Financing for Fuel-Efficient Technologies

www.epa.gov/smartway

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LOCALLY ENFORCED IDLING RESTRICTIONS

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www.nctcog.org/IdlingRule