

# Update Clean Vehicle Transition Plan & Dallas Love Field Commercial Vehicle Fee Program

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Presented to  
Council Transportation and Telecommunication Committee  
May 23, 2005



# Purpose of Briefing

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- Provide update on the Clean Vehicle Transition Plan
- Provide update on the Love Field Commercial Vehicle Fee Program
- Request Council Transportation and Telecommunication Committee endorsement of the proposed Commercial fees
- Seek approval of amendments to Chapter 5 (Aircraft and Airports), 45 (Taxicabs), 10(Buses and Shuttle), 10A (Limousine) of the Dallas City Code



# Background

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- As part of the State Implementation Plan (SIP) the City of Dallas entered into a Memorandum of Agreement with the Texas Commission on Environmental Quality (TCEQ) in May 2001.
- In a effort to reduce emissions, the Department of Aviation proposed a Commercial Vehicle Fee Program
  - A trip fee would be charged for all commercial vehicles exiting the Airport to reduce the number of vehicles making daily routine trips
  - The program (fuel neutral) would require 100% of new and all replacement vehicles meet Ultra Low Emission Vehicle (ULEV) standard beginning January 1, 2007



# Background (cont'd)

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- In effort to support our TCEQ agreement, the Clean Vehicle Transition Plan was developed as a collaborative effort between the City of Dallas, City of Fort Worth, DFW International Airport Board Staff and the North Central Texas Council of Governments (NCTCOG), to address a reduction in commercial vehicle emissions for the North Texas region
  - The goal of the Clean Vehicle Transition Plan was to require 100% of all commercial vehicle fleets to meet Ultra Low Emission Vehicle (ULEV) standard beginning January 1, 2007
  - The Clean Vehicle Transition Plan addresses emission standards for Taxicabs, Limousines, Shuttles (for Hire), and Courtesy Vehicles





# Update Clean Vehicle Transition Plan

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## **April 2001-December 2003**

Ongoing meetings with commercial operators to discuss proposed Regional Clean Vehicle Transition Plan and Commercial Fee Program

## **December 2003**

DFW Airport Board approved amendments to Chapter 5 of their Code of Rules and Regulations

Fort Worth City Council approved the amendments to DFW Airport's Rules and Regulations

## **February 2004**

Dallas City Council approved the amendments to DFW Airport's Rules and Regulations

## **April 2004**

Legal Challenge-The U.S. Supreme Court ruled in Engine Manufacturers Association v. South Coast Air Quality management District that requiring private fleets to purchase low emission vehicles was an impermissible pre-emption of the Clean Air Act

## **July 2004-December 2004**

Ongoing meetings with Regional Clean Vehicle Transition Plan Committee and Commercial Operators

## **January 2005**

City Attorney's office advise not going forward with the Regional Clean Vehicle Transition Plan due to the Supreme Court ruling

## **February 2005-May 2005**

Ongoing meetings and discussions with City Attorney's Office and Commercial Operators

# Status of Clean Air Initiatives

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- To support SIP, Airport has undertaken several initiatives to reduce emissions:
  - Implemented a Alternative Fuel Vehicle Grant Rebate Program
  - 39.4 % of Departmental Fleet has been converted to alternative fuels or cleaner burning vehicles
  - 50% of courtesy vehicles meet LEV/ULEV standards
  - Employee related measures designed to reduce vehicles traveled have been successful in reducing emissions
    - Example (For two month period May and June 2004, reduced workday vehicle miles traveled by 863 days)
  - Compressed Natural Gas (CNG) station opened February 25, 2005
  - Southwest Airlines has converted 98% of its Ground Service Equipment (GSE) to electric power
  - All Southwest Airlines boarding gates have electrical power available for aircraft while at the gate thus reducing the need to operate the auxiliary power units of the aircraft



# Commercial Vehicle Fee Program

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- Commercial fees would also offset operational costs for the Airport's ground transportation system
- Commercial fees would encourage more efficient management of commercial vehicles accessing the airport
- Commercial fees would be charged for all commercial operators at Love Field
- FY 04-05 Budget included revenues from commercial vehicles
- Dallas Love Field in comparison with four other Texas airport of its size, is the only airport without a commercial fee program



# Current Airport Users

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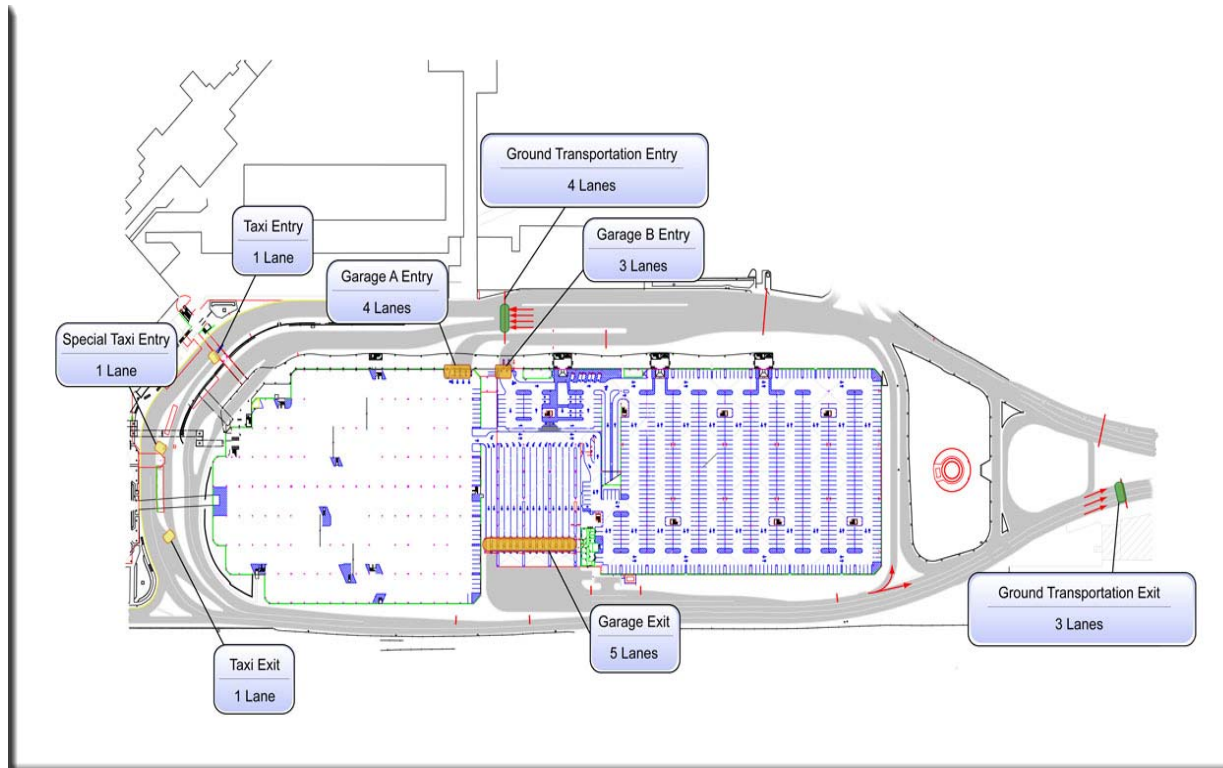
<b>Users Who Pay</b>	<b>Revenue FY 03/04</b>	<b>Users Who Do Not Pay</b>	<b>Revenue</b>
Taxi \$.50 per trip	\$64,970	Shuttles (for hire)	\$0.00
On Airport Rental Car Companies pay a percentage of gross annual revenues	\$341,625	Limousines	\$0.00
		Off Airport Parking/Other Off Airport Companies	\$0.00

# Action Plan

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- Implement Commercial Vehicle Fee program to help offset operational costs for ground transportation system
  - Commercial vehicle companies will be required to obtain an annual operating authority (\$290.00)
  - Operating Authority grants written approval that allows commercial vehicle companies to operate within City of Dallas and at the Airport
  - Trip fees will be charged for commercial vehicles **exiting** the airport

# Love Field AVI Process Flow



# Key Elements of the Plan

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- Goal is to have all commercial vehicles utilizing or accessing the airport roadways to pay an access fee to offset the cost for ground transportation system
- Automatic Vehicle Identification (AVI) Tolltags
  - All commercial/courtesy vehicles will pay trip fee through the AVI System (NTTA Tolltag)
  - AVI was passed by Council on January 12, 2005
  - AVI was implemented April 30, 2005



# Ground Transportation Operational Costs (FY 04-05)

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Administrative	\$84,107
Security	\$260,915
Starter Service	\$202,800
Ongoing Maintenance	\$52,780
<b>Total Annual Operational Costs</b>	<b>\$600,602</b>



# Proposed Commercial Vehicle Fees for Love Field

<b>Commercial Operators</b>	Operating Authority	AVI	Trip Fee (per trip)	Decals (per vehicle)
*Taxicab Company	PWT	NTTA Toll Tag	\$0.50	NA
*Shuttle Company	PWT	NTTA Toll Tag	\$1.00	NA
*Limousine Company	PWT	NTTA Toll Tag	\$2.00	NA
<b>Courtesy Operators</b>				
On Airport Rental Car Company	Included In Concession Contract	NTTA Toll Tag	Excessive usage fee \$2.00 per trip for vehicles that exceed 240 trips per day	Included In Concession Contract
Off Airport Parking/Off Airport Companies	\$290.00	NTTA Toll Tag	1-200 \$0.75 201/over \$1.25	\$10.00

\* Operating authority is on file with City's Public Works and Transportation can be utilized at Dallas Love Field



# Estimated Revenues

Vehicle Class	Trip Fee/Average Trips per day	Annual Revenue
For Hire Shuttle	\$1.00/16	\$5,840
Taxi	\$.50/356	\$64,970 (FY2004) \$50,758 (FY2003)
Limousine	\$2.00/32	\$23,040
Off Airport Parking/Other Off Airport Companies	1-200 \$0.75 201-over \$1.25	\$162,000 (three companies operating one shuttle each per day)
<b>Total Annual Estimated Revenue</b>		<b>\$ 255,850(FY05/06)</b>

# Proposed Timeline

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05/23/05

Briefing to Council Transportation and Telecommunications Committee

05/25/05

Dallas City Council action to approve ordinance amendments to Chapter 5 (Aircraft and Airports), 45 (Taxicabs), 10(Buses and Shuttle), 10A (Limousine) of the Dallas City Code to establish a Commercial Vehicle Fee Program

August 2005

Ordinance goes into effect

October 2005

Implementation of Commercial Vehicle Fee Program



# Comparison of Commercial Vehicle Fees

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## EXHIBIT 1



# Comparison of Commercial Vehicle Fees in Texas

	<b>DFW</b>	<b>Austin Bergstrom</b>	<b>Houston Hobby</b>	<b>San Antonio</b>	<b>Love Field</b>
Rental Car On Airport	Minimum Annual Guarantee (MAG) or % of gross revenue	Minimum Annual Guarantee (MAG) or % of gross revenue	Minimum Annual Guarantee (MAG) or % of gross revenue	Minimum Annual Guarantee (MAG) or % of gross revenue	Minimum Annual Guarantee (MAG) or % of gross revenue
Off Airport Parking	<b>Operating Authority \$290</b>  Per Trip \$1.25 \$10.00 Decal Per Vehicle	<b>Permit Fee \$400 Per Vehicle</b>  \$0.15 Per occupied space per day	<b>6% of Gross Revenue</b>	<b>8% of Gross Revenue</b>	<b>Operating Authority \$290</b>  Per Trip 1-200 (\$.75) 201- over (\$1.25)
Shuttle	<b>Concession Contract \$10K Monthly</b>	<b>Permit Fee \$100 Per Vehicle</b>  Per Trip \$2.50	<b>Permit Fee \$50 Per Vehicle</b>  Trip Fee by seating: 1-11 \$1.00, 12-24 \$1.25, 25/over \$2.25	<b>12% of gross revenue</b>	<b>Per Trip \$1.00</b>
Taxi	<b>Operating Authority \$600</b>  Per Trip \$2.50 \$10.00 Decal Per Vehicle	<b>Per Trip \$1.00</b>	<b>Per Trip \$1.25</b>	<b>Permit Fee \$150 Per Vehicle</b>  Per Trip \$0.50	<b>Per Trip \$.50</b>
Limousine	<b>Operating Authority \$360</b>  \$3.50 Per Trip	<b>Permit Fee \$100 Per Vehicle</b>  Per Trip \$2.50	<b>Permit Fee \$50 Per Vehicle</b>  Trip Fee by seating: 1-6 \$4.00, 7-11 \$6.00, 12-24 \$10.00, 25/over \$15.00	<b>Permit Fee \$150 Per Vehicle</b>  Trip Fee by seating: 0-6 \$0.50, 7-15 \$1.00, 16-24 \$1.75, 25/over \$3.75	<b>Per Trip \$2.00</b>
Other/Off Airport Companies	<b>Operating Authority \$290</b>  Per Trip \$1.25 \$10.00 Decal Per Vehicle	<b>Permit Fee \$100 Per Vehicle</b>  Per Trip \$1.00	<b>Permit Fee \$50 Per Vehicle</b>  Trip by seating: 1-11 \$0.65, 2-24 \$1.00 25./over \$1.50	<b>Trip fees by seating:</b>  0-6 \$0.50, 7-15 \$1.00, 16-24 \$1.75, 25/over \$3.75	<b>Operating Authority \$290</b>  Per Trip: 1-200 (\$.75) 201 - over (\$1.25)

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## Questions and Answers

