7th Semi-Annual

Early Action Compact Progress Report

Austin-Round Rock MSA

Prepared on behalf of the Austin-Round Rock MSA Clean Air Coalition by:

The Capital Area Council of Governments in coordination with the Early Action Compact Task Force and the CLEAN AIR Force

Submitted to:

Texas Commission on Environmental Quality
U. S. Environmental Protection Agency, Region VI

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1. INTRODUCTION

This progress report is intended to fulfill the Austin-Round Rock Metropolitan Statistical Area (A/RR MSA) Early Action Compact (EAC) commitment under Section I. A. 2. Reporting: In order to facilitate self-evaluation and communication with EPA, TCEQ, stakeholders, and the public, the region will assess and report progress towards milestones in a regular, public process, at least every six months, beginning in June 2003. In addition, Section 6.3 of the State Implementation Plan (SIP) Revision adopted by TCEQ in November 2004 requires that: "All signatories and implementing agencies will review EAC activities twice yearly. The semi-annual review will track and document, at a minimum, control strategy implementation and results, monitoring data and future plans. CAPCOG, or its designee, will continue to file reports with the TCEQ and EPA by June 30 and December 31 of each reporting year through the duration of the EAC, or until December 31, 2007. Reporting periods will be May 1 to October 31, and November 1 to April 30, to allow for adequate public notice and comment. CAPCOG has primary responsibility for report generation, and will provide appropriately detailed technical analysis for all semi-annual review reporting." This report is submitted for the November 2005 to April 2006 reporting period.

During this reporting period the Austin/RR region has successfully maintained progress toward the implementation of emission reduction measures and has met all EAC milestones. Two significant measures included in the SIP revision, the Texas Emissions Reduction Plan (TERP) and the heavy duty vehicle idling restrictions, have been at the center of planning and implementation efforts over the past six months. Further details on these activities will be provided in subsequent sections of this report.

Background

Local governments, community and business leaders, environmental groups, and interested citizens in Bastrop, Caldwell, Hays, Travis and Williamson Counties (A/RR MSA) have made significant commitments to improve regional air quality. The MSA is acting now to assure attainment and maintenance of the federal 8-hour standard for ground-level ozone. Using the Early Action Compact (EAC) Protocol, the Austin/RR MSA submitted a Clean Air Action Plan (CAAP) to the Texas Commission on Environmental Quality (TCEQ) that provides for clean air sooner, maintains local flexibility and can defer the effective date of a possible non-attainment designation. The majority of the CAAP emission reduction measures were adopted as a SIP Revision by the TCEQ. EPA approved the Texas SIP revisions associated with the Austin Area EAC on August 19, 2005. EPA received three comments on the proposed rule to approve the Austin Area EAC SIP revisions. All were in support.

EPA issued the *Protocol for Early Action Compacts Designed to Achieve and Maintain the 8-Hour Ozone Standard* (the Protocol) on June 1, 2002 and revised it in November 2002. The Protocol provides the framework for a voluntary commitment to develop and implement an emission reduction plan that assures attainment of the 8-hour ozone standard by 2007, and maintenance at least through 2012. On December 18, 2002, the cities of Austin, Bastrop, Elgin, Lockhart, Luling, Round Rock, and San Marcos; the counties of Bastrop, Caldwell, Hays, Travis, and Williamson; TCEQ and EPA, entered into an EAC for the MSA. Based on State Implementation Plan (SIP)-quality science, signatories choose the combination of measures that meet both local needs and emission reduction targets.

The EAC can be accessed at: http://www.capcog.org/CAPCOairquality/eac.htm. This compact committed the region to develop and implement a clean air action plan (a.k.a. EAC) in accordance with the milestones listed in Table 1.1. The milestone due for this reporting period is that EAC emission reduction measures be implemented no later than December 31, 2005.

EAC Milestones	
June 16, 2003	Potential local emission reduction strategies identified and described
November 30, 2003	Initial modeling emissions inventory completed
	Conceptual modeling completed
	Base case modeling completed
December 31, 2003	Future year emissions inventory modeling completed
	Emissions inventory comparison and analysis completed
	Future case modeling completed
January 31, 2004	Attainment maintenance analysis completed
	Schedule for development of further episodes completed
	One or more modeled control cases completed
	Local emission reduction strategies selected
	Submission of preliminary CAAP to TCEQ and EPA
March 31, 2004	Final revisions to modeled control cases completed
	Final revisions to local emission reduction strategies completed
	Final revisions to attainment maintenance analysis completed
	Submission of final CAAP to TCEQ and EPA
December 31, 2004	CAAP incorporated into the SIP; SIP adopted by TCEQ
December 31, 2005	EAC emission reduction strategies implemented no later than this date
December 31, 2007	Attainment of the 8-hour standard
June 30th and December 31st 2003 - 2007	Submission of the semi-annual EAC Progress report to US EPA and TCEQ.

Table 1.1: List of the EAC Milestones

All milestone documents may be found at: http://www.capcog.org/capcoairquality/eac.htm

Should an EAC area miss a milestone at anytime during the agreement, including attaining the 8-hour standard by 2007, they will forfeit their participation and rejoin the 8-hour implementation process in progress, and will be subject to the same requirements and deadlines which would have been effective had they not participated in this program, with no delays or exemptions from EPA rules. During the November 2005 through April 2006 reporting period all of the milestones listed above for the period were met.

2. IMPLEMENTATION STATUS OF EMISSION REDUCTION STRATEGIES

Overview

The A/RR MSA CAAP was submitted to the EPA and TCEQ on March 31, 2004. The CAAP listed 13 "State Assisted Measures" which would apply to all or some jurisdictions in the A/RR MSA and would require action by the TCEQ to enable implementation. In addition, a number of Locally Implemented Measures were self-selected by the EAC signatories, with each encouraged to implement at least three in addition to continuing O_3 Flex commitments. Jurisdictions could choose to enhance an existing O_3 Flex measure. In this report, O_3 Flex achievements are encompassed by the EAC agreements and are not reported separately. Several other voluntary measures are being implemented by other air quality stakeholders in the region.

TCEQ SIP Revisions and the Resulting Austin Area Early Action Compact

On November 17, 2004, the TCEQ adopted revisions to the State Implementation Plan (SIP) for the Austin Area, San Antonio and Northeast Texas Early Action Compact (EAC) areas and Chapters 114 and 115 of Title 30 of the Texas Administrative Code (TAC). This SIP Revision was submitted by TCEQ to EPA in December 2004. EPA formally adopted the Austin Area SIP Revisions on August 19, 2005.

The Austin Area Early Action Compact SIP Revision included eight emission reduction measures that require state assistance to implement. Six of the measures required new state rules. Two of these new rules apply statewide; two apply to the Austin and San Antonio Area EAC counties. Measures 3 – 5 below will rely on existing TCEQ resources for enforcement.

Together these measures are conservatively estimated to reduce 4,178 tons per year of NOx emissions and 6,054 tons per year of VOC emissions in the Austin EAC area. These totals do not include additional emission reductions from the many

local, voluntary measures each Clean Air Coalition jurisdiction committed to implement, nor do they include emission reduction commitments made by other EAC stakeholders.

These measures commit the region to reduce 5.1 % of the *daily* NOx emissions from mobile and area sources and 10.3% of the *daily* VOC emissions. Annual point source emissions should be reduced by an estimated 12.7%. A summary of all state-assisted EAC measures for the A/RR MSA is shown in Table 2.1a. Table 2.1b shows results from the photochemical modeling and an impact from state assisted measures on future ozone design value in the Austin-Round Rock MSA area. A complete list and updates on the status of the state assisted EAC measures are shown in Appendix A.

Emission Reduction Strategy	30 TX Administrative Code	Affected Counties	NOx Reduction (tpd)	VOC Reduction (tpd)	Implementation Date	Enforcement Date	Affected Emission Category	2007 Uncontrolled Emissions (tpd)
Transportation Emission Reduction Measures (TERMS)	N/A	Bastrop Caldwell Hays Travis Williamson	0.72	0.83	See Table 2.4	N/A	On-Road Mobile (NOx)	62.18
							On-Road Mobile (VOC)	33.79
Vehicle Inspection and Maintenance Program (I/M)	114.80-114.87	Travis	3.22	3.83	1-Sep-05	1-Sep-05	On-Road Mobile (NOx) - HDGV, LDGV, & LDGT	31.12
		Williamson					On-Road Mobile (VOC) - HDGV, LDGV, & LDGT	30.33
Idling Restrictions on Heavy-Duty Vehicle Engines	114.510-114.512, 114.517	Bastrop Caldwell Hays Travis Williamson	0.67	0	30-Aug-05	1-Apr-06	On-Road Mobile - HDGV & HDDV	31.82
Portable Fuel Containers Rule	115.620-115.622, 115.626, 115.627, 115.629	Bastrop Caldwell Hays Travis Williamson	0	0.89	31-Dec-05	31-Dec-05	Area - Portable Fuel Containers (Commercial & Residential)	13.4
Stage I Vapor Recovery Requirement Change	115.221-115.227, 115.229	Bastrop	0	0.16	13-Apr-05	31-Dec-05	Area - Gasoline Service Stations (Phase 1)	10.06
		Caldwell		0.19				
		Hays		0.63				
		Travis		2.83				
		Williamson		1.07				
		Total:	0	4.88				
Degreasing Controls	115.412, 115.413, 115.415-115.417, 115.419	Bastrop Caldwell Hays Travis Williamson	0	5.5	31-Dec-05	31-Dec-05	Area - Degreasing (Cold Cleaning)	9.38
Cut-Back Asphalt	115.510, 115.512, 115.513, 115.515-115.517, 115.519	Bastrop Caldwell Hays Travis Williamson	0	1.03	31-Dec-05	31-Dec-05	Area - Asphalt Applications	2.68
Texas Emission Reduction Plan (TERP)	N/A	Bastrop Caldwell Hays Travis Williamson	2	0	31-Dec-07	N/A	On-Road Mobile - LDDV, LDDT, & HDDV	28.79
							Off-Road Mobile - LDDV, LDDT, & HDDV	24.47
Power Plant Reductions	N/A	Bastrop (LCRA)	300 tpy	-	31-Dec-05	N/A	Point	1,344 tpy
		Fayette (LCRA & Austin Energy)	972 tpy	-	31-Dec-06		Point	10,494 tpy
		Travis (Austin Energy)	241 tpy	-	30-Jan-04		Point	1,741 tpy
		Travis (UT)	353 tpy	-	31-Dec-06		Point	1,088 tpy
		Total:	1866 tpy	0				

Table 2.1a: List of state-assisted EAC measures for the A/RR MSA

Emission Reduction Measure	Monitor Site	1999 design value [ppb_v]	Relative reduction factor	Estimated design value for 2007 [ppb_v]	Attainment of the 8-hour standard?
I/M only (without Hays County)	*Audubon*	89	0.944	84.02	Yes
	Murchison	87	0.944	83.13	Yes
All State Assisted Measures (with TERMs) but without I&M in Hays County and without low RVP gasoline	*Audubon*	89	0.937	83.39	Yes
	Murchison	87	0.934	81.26	Yes
TERP only (modeled at 2 tpd reduction)	*Audubon*	89	0.946	84.19	Yes
	Murchison	87	0.947	82.39	Yes
All measures with VOC reductions and no NOx reductions	*Audubon*	89	0.946	84.19	Yes
	Murchison	87	0.945	82.22	Yes
Point Sources Only	*Audubon*	89	0.944	84.02	Yes
	Murchison	87	0.943	82.04	Yes

Table 2.1b: [1]Model Results for Emission Reduction Measures Applied to Base 2007 EI with the September 1999 Episode

State-assisted measures requiring new state rules for implementation:

1. **Vehicle Emission Inspection & Maintenance** – TCEQ adopted new rules to implement a State vehicle emissions inspection and maintenance (I/M) program in EAC Counties that request it. Travis and Williamson Counties, along with the Cities of Austin and Round Rock, requested a revised I/M program be implemented in this portion of the MSA. Travis and Williamson Counties also committed to administer associated Low Income Repair and Replacement Assistance Programs (LIRAP), per existing state rules.
   - **Effective Date:** September 1, 2005.
   - **Affected Area / Timeframe:** Travis and Williamson Counties / year round
   - **Estimated Austin Area Reductions:** 3.22 tons per day (tpd) of NOx, 3.88 tpd of VOC
   - **Administrative Code:** Title 30, Subchapter C, *Vehicle Inspection and Maintenance and Low Income Vehicle Repair Assistance, Retrofit, and Accelerated Vehicle Retirement Program, Division 1 Vehicle Inspection and Maintenance,* Sections §§114.80-114.87
   - **Implementation Status:** From September 1, 2005 to April 30, 2006, 415,897 initial emissions test were performed. The failure rate is 8.45% for this period. An additional 1.15% fail only the gas cap portion of the

[1] Data source: *Austin-Round Rock MSA Attainment Maintenance Analysis*, EAC Milestone Technical Report, March 2004.

emissions test for an overall failure rate of 9.59%. Table 2.2 provides the failure rate by model year for the Austin area and Table 2.3 shows a summary of the test results for 09/01/2005 through 04/30/2006.

The program is performing as expected. As of April 30, 2006, there were 277 public inspection stations in the two-county area compared to 257 last October. There have been no unusual reports of long lines, equipment problems, or customer complaints. The top five OBD failures are EGR, Catalyst System, System too Lean (Bank 1 and Bank 2) and O2 Sensor Heater.

Operating in tandem with the vehicle I/M program, the Texas Department of Public Safety (DPS) has started up a remote sensing program to help detect high emitters traveling in the EAC area. There are currently 23 sites in Travis and Williamson counties at which remote sensing equipment is operated on a rotating basis to collect the data on high emitters. There is one remote sensing van available, which is moved from site to site. The contractor running the program for DPS selected sites provided a broad geographic sampling of the fleet. The sites are generally indiscriminate in that that they are located on major thoroughfares on which vehicles from many different areas of the city can be found at most given periods of the day, irrespective of the geographic origin of the owner.

Since December 1, 2005, 197,828 records have been collected. Of those, 115,032 were identified as vehicles registered in EAC counties. About 166 vehicles qualified as high emitters of either CO or HCs or both. There were 99 notices mailed to owners of high emitting vehicles. See Attachment 1 for an example of the notification letter. For a complete summary of the results from the remote sensing program, see Attachment 2.

During the first quarter of the program (Sept. – Nov.), Travis County issued 144 Repair Vouchers and 5 Replacement Vouchers under the LIRAP program.

During this reporting period (Nov. – Apr.), Williamson County received 143 applications and issued 24 denials, 119 diagnostic and repair vouchers, and 6 replacement vouchers.

Austin Area Emissions Failure Rate by Model Year						
Report Period - 09/01/2005 - 04/30/2006						
Model	**Austin Area**		**Travis County**		**Williamson County**	
Year	**Initial Tests**	**Failure Rate**	**Initial Tests**	**Failure Rate**	**Initial Tests**	**Failure Rate**
2005	3,914	2.55%	2,881	2.71%	1,033	2.13%
2004	31,092	1.52%	21,480	1.49%	9,612	1.58%
2003	44,803	2.66%	31,645	2.75%	13,158	2.44%
2002	45,626	4.41%	32,869	4.56%	12,757	4.01%
2001	44,895	6.25%	33,055	6.53%	11,840	5.46%
2000	42,175	6.68%	31,466	6.98%	10,709	5.81%
1999	36,205	8.82%	27,487	9.18%	8,718	7.72%
1998	29,794	11.55%	22,695	11.86%	7,099	10.54%
1997	27,270	16.02%	20,952	16.70%	6,318	13.79%
1996	20,803	19.87%	16,193	20.45%	4,610	17.85%
1995	21,533	6.02%	16,871	6.22%	4,662	5.28%
1994	16,988	7.09%	13,449	7.35%	3,539	6.08%
1993	13,234	9.17%	10,490	9.34%	2,744	8.49%
1992	9,943	10.19%	7,891	9.97%	2,052	11.01%
1991	7,948	11.26%	6,420	11.40%	1,528	10.67%
1990	6,213	13.00%	4,930	13.41%	1,283	11.46%
1989	4,693	16.73%	3,720	15.89%	973	19.94%
1988	3,306	18.27%	2,600	18.50%	706	17.42%
1987	2,340	24.91%	1,829	24.71%	511	25.64%
1986	2,089	28.58%	1,643	28.67%	446	28.25%
1985	1,571	36.92%	1,218	37.19%	353	35.98%
1984	1,148	38.85%	860	38.72%	288	39.24%
1983	680	44.85%	504	44.44%	176	46.02%
1982	427	50.35%	321	50.47%	106	50.00%
1981	159	27.67%	111	29.73%	48	22.92%
TOTAL/AVERAGE	**418,849**	**8.39%**	**313,580**	**8.78%**	**105,269**	**7.20%**
TIMS db for 05/04/2006 at 11:30am…gph						

Table 2.2: Vehicle I&M Failure Rates by Model Year in Austin Area, Travis and Williamson Counties

Austin Area AirCheckTexas Test Results for 09/01/2005 through 04/30/2006							
Location	Number of Initial Tests	Emissions Only Failures	Emissions Only Failure Rate	Re-Test Passing Rate	Gas Cap Only Failures	Gas Cap Only Failure Rate	Overall Failure Rate
OBD							
Austin Area	319,274	24,388	7.64%	77.04%	3,127	0.98%	8.62%
Travis County	235,961	19,032	8.07%	76.22%	2,235	0.95%	9.01%
Williamson County	83,313	5,356	6.43%	79.91%	892	1.07%	7.50%
TSI							
Austin Area	96,623	10,742	11.12%	64.47%	1,639	1.70%	12.81%
Travis County	76,066	8,517	11.20%	65.18%	1,340	1.76%	12.96%
Williamson County	20,557	2,225	10.82%	63.17%	299	1.45%	12.28%
All Tests Types							
Austin Area	415,897	35,130	8.45%	72.98%	4,766	1.15%	9.59%
Travis County	312,027	27,549	8.83%	72.59%	3,575	1.15%	9.97%
Williamson County	103,870	7,581	7.30%	74.41%	1,191	1.15%	8.45%
	Public Stations Testing		OBD Not-Ready Rates				
Austin Area	277		3.27%				
Travis County	206		3.43%				
Williamson County	71		2.84%				
Austin Area Top 5 OBD Failures							
		P0401	Exhaust Gas Recirculation Flow Insufficient Detected				
		P0420	Catalyst System Efficiency Below Threshold (Bank 1)				
		P0171	System too Lean (Bank 1)				
		P0174	System too Lean (Bank 2)				
		P0135	O2 Sensor Heater Circuit Malfunction (Bank 1 Sensor 1)				
TIMS db for 5/4/2006 at 11:30am...gph							

Table 2.3: Austin area summary of the inspection and maintenance program test results

2. **Locally Enforced Idling Restrictions**–TCEQ adopted new rules to implement idling limits for gasoline and diesel-powered engines in heavy-duty motor vehicles within the jurisdiction of any local government in the state that has signed a Memorandum of Agreement with the commission to delegate enforcement to that local government.
   - **Effective Date:** August 30, 2005
   - **Enforcement Date:** By April 1, 2006
   - **Affected Area / Timeframe:** Any jurisdiction in Texas that signs an MOA / during the Ozone Season (April 1st - October 31st) each year
   - **Estimated Austin Area Reductions:** 0.67 tpd of NOx, 0.0 tpd of VOC.
   - **Administrative Code:** Title 30, Subchapter J, *Operational Controls for Motor Vehicles, Division 1 Motor Vehicle Idling Limitations*, new Sections §§114.510-114.512, and 114.517
   - **Implementation Milestones:** Twelve jurisdictions passed resolutions and signed a Memorandum of Agreement (MOA) with TCEQ to locally enforce the state's heavy-duty vehicle idling limitation rule in early August 2005. The twelve jurisdictions are: Bastrop, Caldwell, Hays, Travis and Williamson counties and the

cities of Austin, Bastrop, Elgin, Lockhart, Luling, Round-Rock and San Marcos. The MOA and associated implementation plan were submitted to TCEQ and EPA Region 6. Because the state rule is only applicable April – October each year, enforcement began on April 1, 2006.

The jurisdictions will enforce the idling limitations civilly and/or criminally, consistent with the enforcement provisions of the Texas Water Code. Consistent with their resolutions, Hays and Williamson counties will only enforce the limitations using the civil enforcement process, while Bastrop, Caldwell and Travis counties preserved the option for using either civil or criminal enforcement procedures. The example of the Travis County idling violation notice is attached (see Attachment 3). Cities may adopt ordinances specifying penalties or enforce the limitations using Texas Water Code provisions. The City of Austin adopted an ordinance specifying limitation violations as a Class C misdemeanor on September 1, 2005. The ordinance became effective September 12, 2005. The City of Round Rock adopted a similar ordinance on December 1, 2005. By this time, at least six cities adopted ordinances which prohibit heavy duty diesel vehicles (HDDV) from excessive idling (more than 5 minutes). In addition to the City of Austin and Round Rock which adopted idling restriction ordinances during the last reporting period, at least four more cities adopted an idling restriction ordinance in this period. Those cities are: City of Bastrop, Lockhart, Elgin and San Marcos. The samples of city ordinances can be found in Attachment 4 and they are also available at www.engineoff.org,

Public outreach: During this reporting period, significant public outreach efforts were conducted in order to inform Austin area businesses with potential heavy-duty idling activities about the new idling restriction rule. Approximately 8,500 notices containing details of the idling restriction rule were sent to area businesses where idling is expected to occur. The notice referred readers to www.engineoff.org or two informational phone lines for questions or more information. The notices also offered businesses free idling restriction signs (one per location) and free promotional materials to encourage employees to reduce idling. CAPCOG is continuing to host the website, www.engineoff.org, which includes information on the regulation and a downloadable brochure. The online request forms for the idling limit signs and/or

sign artwork and other outreach promoting material such as flyers, visors and sunglass clips are also available on the site. The City of Austin designed two versions of idling restriction signs that comply with the Manual of Uniform Traffic Control Devices (MUTCD) (an example is shown in Attachment 5). One version is for cities with ordinances and cites the ordinance number. The other version is for counties and cities without ordinances and cites the state rule number. The Capital Area MPO is funding the sign and incentive program.

The TxDOT Austin District has arranged to have information on the regulation posted on the TxDOT Motor Carrier Division website. The CLEAN AIR Force is hosting a phone information line. Travis County has added a mailbox to the county's environmental enforcement hotline that includes information on the new idling regulations. Efforts are also underway to encourage voluntary idling reductions. The CLEAN AIR Force will be sponsoring three radio spots this ozone season that address idling. One spot will address fuel and money savings, and the other will address idling health issues with an emphasis on children's health.

3. **Stage 1 Vapor Recovery** - **Revision of Stage I & II Vapor Recovery Rules, Chapter 115** (Rule Project Number: 2005-001-115-AI). Amendments to existing TCEQ rules lowered the exemption level for facilities subject to Stage I vapor recovery controls from 125,000 gallons in a calendar month to 25,000 gallons of gasoline throughput in a calendar month.
   - **Approval Date:** March 23, 2005
   - **Effective Date:** April 13, 2005
   - **Affected Area / Timeframe:** Bastrop, Caldwell, Hays, Travis, and Williamson Counties
   - **Estimated Austin Area Reductions:** 0.0 tpd of NOx, 4.88 tpd of VOC
   - **Administrative Code:** Title 30, Chapter 115, Subchapter C, *Volatile Organic Compound Transfer Operations, Division 2, Filling of Gasoline Storage Vessels (Stage I) for Motor Vehicle Fuel Dispensing Facilities*, Sections §§115.227 and 115.229

- **Implementation Status:** TCEQ regional enforcement staff have been advised of the regulation and its implications to the Austin area's EAC commitments. The TCEQ has 3.5 FTEs and 2 Petroleum Storage Tank (PST) Investigators assigned to perform air quality investigations in Region 11.

  Four facilities have been cited by Region 11 PST investigators for not having the proper pressure release valve at the top of their vent lines. Notices of Violations were issued and the cited facilities have replaced all outdated valves.

4. **Degreasing Requirements** - Amendments to existing TCEQ rules extended emission control requirements on certain solvent emitting processes to counties in the Austin Area EAC.
   - **Effective Date:** December 31, 2005
   - **Affected Area / Timeframe:** Bastrop, Caldwell, Hays, Travis, and Williamson Counties, plus all San Antonio Area EAC counties (Bexar, Comal, Guadalupe, and Wilson) / year round
   - **Estimated Austin Area Reductions:** 0.0 tpd of NOx, 5.55 tpd of VOC
   - **Administrative Code:** Title 30, Chapter 115, Subchapter E, *Solvent-Using Processes, Division 1, Degreasing Processes*, §§115.412, 115.413, 115.415-115.457, and 115.419
   - **Implementation Status:** TCEQ regional enforcement staff have been informed of the regulation and its implications to the Austin area's EAC commitments. Future reports from TCEQ will contain information about any enforcement actions. The TCEQ has 3.5 FTEs assigned to perform air quality investigations in Region 11.

5. **Cut-back Asphalt Restrictions** - Amendments to existing rules extended restrictions on the use of certain paving substances to the Austin Area EAC counties.
   - **Effective Date:** December 31, 2005
   - **Affected Area / Timeframe:** Bastrop, Caldwell, Hays, Travis, and Williamson Counties / April 16th - September 15th each year
   - **Estimated Austin Area Reductions:** 0.0 tpd of NOx, 1.03 tpd of VOC

- **Administrative Code:** Title 30, Chapter 115, Subchapter F, *Miscellaneous Industrial Sources, Division 1, Cutback Asphalt,* Sections §§115.512, 115.516, 115.517, and 115.519
- **Implementation Status:** TCEQ regional enforcement staff have been informed of the regulation and its implications to the Austin area's EAC commitments. Future reports from TCEQ will contain information about any enforcement actions. The TCEQ has 3.5 FTEs assigned to perform air quality investigations in Region 11.

6. **Low Emission Gas Cans** – New rules established requirements relating to the design criteria for portable fuel containers and portable fuel container spouts and the sale or distribution of the portable fuel containers.
   - **Effective Date:** December 31, 2005
   - **Affected Area / Timeframe:** Statewide / year round
   - **Estimated Austin Area Reductions:** 0.0 tpd of NOx, 0.89 tpd of VOC
   - **Administrative Code:** Title 30, Subchapter G, *Consumer-Related Sources, Division 2, Portable Fuel Containers,* Sections §§115.620-115.622, 115.626, 115.627, and 115.629
   - **Implementation Status:** TCEQ regional enforcement staff have been informed of the regulation and its implications to the Austin area's EAC commitments. Future reports from TCEQ will contain information about any enforcement actions. The TCEQ has 3.5 FTEs assigned to perform air quality investigations in Region 11.

State-assisted measures not requiring new state rules for implementation:

1. **Texas Emission Reduction Program (TERP) Grants** – This existing TCEQ program, created by the State Legislature, provides funds administered by TCEQ for competitive grant awards to public and private diesel equipment fleets in 41 Texas counties. It covers the *incremental* costs associated with cleaner diesel equipment.
   - **Estimated Austin Area Reductions:** The region committed to achieve a 2-tpd NOx decrease from TERP grants by the end of 2007. With the grants awarded to the Austin area earlier in FY 2006, the TCEQ projects NOx reductions of **2.02** tons per day

in 2007 from TERP projects (note that this figure may change since TCEQ is currently revising projects that have changed the equipment information, which may result in even greater reductions). Figure 2.1 shows current allocation of NOx emission reductions by the source category.

- In November 2005, TCEQ issued a Request for Applications from subject equipment operators in the Austin Area EAC counties only. TCEQ organized a workshop and sent out more than 2000 invitation letters to help potential applicants with TERP application forms. In addition, CAPOCG hired a contractor to help identify possible TERP applicants and assist with TERP application questions.
- Emission reductions from the new TERP projects are estimated to bring additional 0.85 tpd of NOx reductions, which together with previously awarded TERP projects (totaling 1.15 tpd) satisfy the regions TERP emission reduction goal of the 2-tpd NOx before the December 2007 deadline.

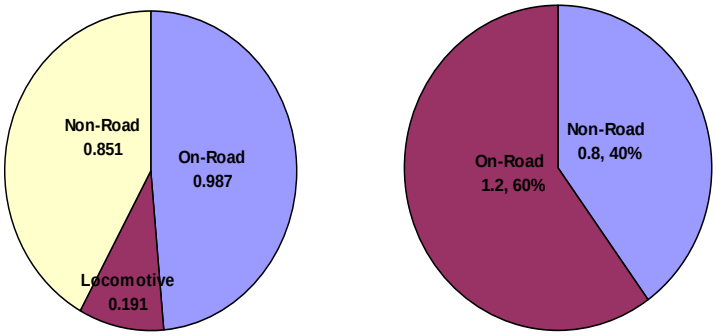

Figure 2.1: Left: Actual NOx reduction and source allocation of TERP grants in the A/RR MSA as of June 2006; Right: Assumed TERP allocation used with the modeling for the attainment demonstration

A more detailed list of all TERP applications submitted for the Austin-Round Rock MSA during this reporting period is provided with Attachment 6.

2. **Local Power Plant Reductions** –Austin Energy, LCRA and UT agreed to specific reductions during the EAC Stakeholder process.
   - **Estimated Austin Area Reductions:** Four Austin-area power plants anticipate NOx reductions of 1,866 tons per *year* (12.7%) by 2007. Reductions have been noted in TCEQ permits and incorporated into the State Implementation Plan (SIP).

***Austin Energy*:** Austin Energy implemented its environmental dispatch program for gas-fired facilities on ozone action days. The measure was in effect before 1/1/2005. The commitment to a voluntary NOx cap of 1,500 tons/year encompassing the Holly, Decker and Sand Hills facilities was included as a special condition of the Holly Power Plant SB-7 permit as of 1/30/2004. The reported total NOx emissions from these three facilities in 2005 was 982 tons, which was lower than the voluntary NOx cap commitment. In addition to the cap commitment, 241 NOx allowances are being retired each year. Austin Energy has also accelerated their commitment to shut down Holly Units 3 and 4 by 9/30/2007.

***Sim Gideon Power Plant*:** LCRA has agreed to limit total NOx emissions from its Sim Gideon Units 1, 2, and 3 to less than 1,044 tons for each 12-month control period. As provided for in Senate Bill 7 (76th Texas Legislature, 1999), Sim Gideon was allocated 1,344 tons of NOx. By reducing the allowable Sim Gideon NOx emissions from 1,344 tons to 1,044 tons for each control period, LCRA will offset the maximum expected NOx emissions from the Lost Pines 1 Power Plant, as previously committed to, plus an additional 100 tons. In addition, LCRA will not execute any allowance trades during any control period from Sim Gideon such that the combination of NOx emissions and allowance transactions exceed 1,044 tons.

In November 2005, LCRA requested in a letter to the Texas Commission on Environmental Quality (TCEQ), that the Sim Gideon Power Plant permit be altered to reflect maximum NOx emissions of 1,044 tons for each control period as identified in SB7. The Sim Gideon permit alteration was received from TCEQ on December 21, 2005.

***Fayette Power Project*:** LCRA and Austin Energy, as partners in the Fayette Power Project (FPP), have agreed to accelerate the FPP Flexible Air Permit final NOx plant-wide emission cap from an effective date of October 2012 to December 31, 2006. The early replacement of the interim cap of 10,494 tons with the final cap of 9,522 tons will reduce the allowable plant-wide NOx emissions limit by 972 tons.

In October 2005, LCRA requested in a letter to TCEQ, that the FPP plant-wide flexible permit be altered to reflect the accelerated date of the final allowable NOx cap from October 2012, to December 31, 2006. The FPP permit alteration was received from TCEQ on February 24, 2006.

LCRA is utilizing boiler combustion system modifications to achieve the Flexible Air Permit final NOx plant-wide emission cap. System modifications were installed on FPP Unit 1 in 2002, on FPP Unit 2 in 2004, and on FPP Unit 3 in 2005. The modifications to each of the boilers involved installation of new coal burner tips and separated over-fire air.

Online References:

TCEQ Austin Area SIP - http://www.tceq.state.tx.us/implementation/air/sip/nov2004eac.html
Adopted State Rules - http://www.tceq.state.tx.us/nav/rules/propose_adopt.html
TERP grants - http://www.tceq.state.tx.us/implementation/air/terp/erig.html#projects_selected
List of Austin TERP Applications Received in December 2005 for Funding Consideration - http://www.tceq.state.tx.us/assets/public/implementation/air/terp/erig/AUS_FY06R1_Applicant_Summary.pdf

Locally Implemented EAC Measure Status

Locally Implemented EAC measures build on those in the O_3 Flex Agreement. More detailed descriptions, and commitments from participating agencies, appear in Appendix 5-2 of the CAAP. To provide an update for this reporting period, survey forms were sent to all participating agencies to collect information about the status of all locally implemented measures. The survey forms and answers and a summary table can be found in Appendix B of this document.

Signatories interpret and implement these measures according to their needs and abilities. With the exception of the Transportation Emission Reduction Measures (TERMs), neither the SIP nor the Austin Area EAC quantifies these reductions nor do they include them in the attainment modeling. This chapter summarizes the implementation status of the local measures. The progress of the Transportation Emission Reduction Measures (TERMs) for this reporting period is illustrated in Figure 2.2 and Table 2.4.

Signatories and Participating Agencies

Locally implemented emission reduction measures were committed to by the signatories to the EAC Agreement:

Cities:

City of Austin, City of Round Rock, City of San Marcos, City of Bastrop, City of Lockhart, City of Luling, City of Elgin

Counties:

Bastrop County, Caldwell County, Hays County, Travis County, Williamson County

Agencies:

Capital Metropolitan Transportation Authority, Capital Area Council of Governments (CAPCOG), Capital Metropolitan Planning Organization (CAMPO), Lower Colorado River Authority (LCRA), Texas Commission on Environmental Quality (TCEQ), Texas Department of Transportation (TxDOT)

Transportation Emission Reduction Measures (TERMs)
EAC Clean Air Action Plan for the Austin-Round Rock MSA
Project Status and Emissions Report - June 2006

PROJECT TYPE	TERMs PROJECT STATUS*				TERMs TOTALS			Continued Attainment TERMs*			TOTAL EMISSION REDUCTIONS			
	Complete	On Time	Delayed	*Beyond 07 or Deleted*	Total Eligible TERMs	Total Commitments		Total Projects	Total Commitments		Current Reductions		2007 Reductions	
											VOC	NOx	VOC	NOx
Intersection Improvements	113	26	19	*0*	158	316	Intersections	7	8	Intersections	534.341	469.067	591.951	547.520
Signal Improvements	35	9	4	*0*	48	~ 1929	Signalized Intersections	2	6	Signalized Intersections	861.325	833.647	784.822	757.579
Bicycle/Pedestrian Facilities	143	26	20	*0*	189	~ 209.03	Miles (+Bike Hub/Racks)	6	13.95	Miles of linear facilities	77.413	77.383	64.103	62.699
Grade Separations	1	1	0	*0*	2	2	Grade Separations	2	2	Separations	6.764	5.774	0.000	0.000
Transit Projects/Programs	16	1	4	*4*	21	3678	Lot Spaces (+ 2 Buses)	0	0	Spaces/Programs	86.773	88.472	133.647	117.210
Traffic Flow Improvements	7	0	0	*0*	7	30.26	Miles of Roadway	0	0	Miles of Roadway	397.612	251.629	384.166	265.074
Intelligent Transportation Systems*	18	4	0	*1*	22	> 42.51	Miles of Roadway	4	16.958	Miles of Roadway	*specific reductions not quantified to date*			
											TOTAL LBS PER DAY REDUCED			
PROJECT STATUS TOTALS	333	67	47	*5*	447	Total Projects		21	Total Projects		1964.228	1725.972	1958.689	1750.082

TOTAL TONS PER DAY REDUCED			
VOC	NOx	VOC	NOx
Current		2007	
0.982	0.863	0.979	0.875

IMPORTATNT NOTES:

* This TERMs Report shows the current status of projects as of **May 22, 2006.**
* The "Complete" projects are complete and implemented within the region.
* The "On Time" projects are those that will still be complete by/sooner than the implementation date provided in the previous reporting period.
* The "Delayed" projects are those that have been pushed back a year or more from the implementation date provided in the previous reporting period, due to various reasons
* TERMs deleted or due beyond 2007 are excluded from the emission reduction totals for the 2007 Clean Air Action Plan (CAAP) attainment goal required by the State Implementation Plan (SIP).
* Deleted projects are required to be substituted with projects of similar emission reductions by the next reporting period.
* Each improvement has a different type of commitment. These commitments are units used to quantify emission reductions.
* Shaded rows indicate TERMs that provide continued attainment to the CAAP (due between 2008 and 2012), and are not included in the 2007 emission reduction totals.
* ITS projects are not quantified, due to lack of specific quantification data for the project type/function. These projects are included in project status totals, but not in reduction totals.
* Footnotes in each table provide essential information on specific improvements.

*** Bike/Ped totals have changed significantly in 2005 due to spreadsheet errors in the 12/2004 report that caused duplication of certain projects.**

*Jonestown Park & Ride, Wells Branch HEB Park & Ride, Northwest (Interim) Park & Ride, and Kreig Softball Complex Park & Ride have all been closed. The additional spaces provided by the Leander Park & Ride (increase to 500 from 200) and Leander Church of Christ (increase to 100 from 30) replaced the spaces that have been closed.

TABLE 2.4: SUMMARY OF TERM INDIVIDUAL PROJECT STATUSES

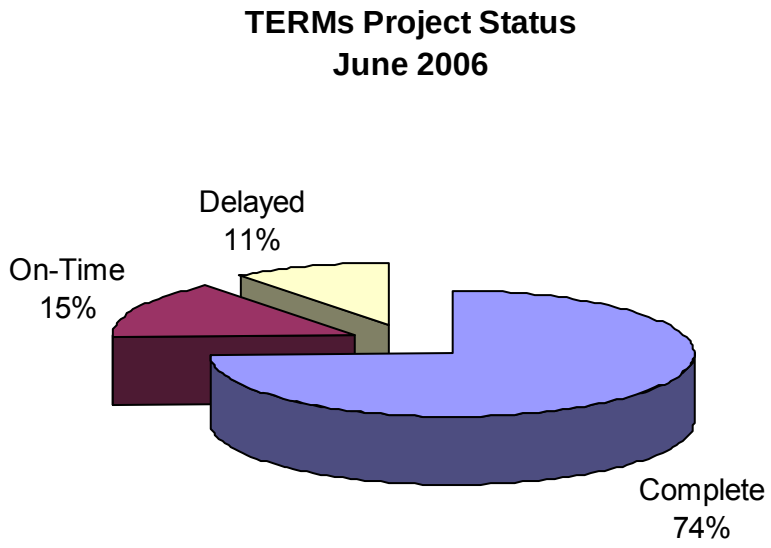

Figure 2.2: TERMs Project Status as of June 2006

Other Emission Reduction Activities

Clean Air Partners Program (cleanairpartnerstx.org)

The Clean Air Partners Program (CAPP) currently consists of over 96 Central Texas businesses, organizations and government entities in the 5-county Central Texas region, representing over 162,000 regional employees. At the beginning of this project year there were 86 members. These Partners pledge to voluntarily reduce ozone-causing emissions by 10% over a three-year period. The program goal is to reduce the equivalent of 16,000 commuters from our Central Texas roads. Partners are able to utilize many different strategies to achieve these reductions, such as carpooling/vanpooling; remote work (teleworking/telecommuting); flex-time schedules; energy conservation; on-site emission reductions from the use of Green Choice energy; low-emission construction activities; cleaner, water-conserving landscaping practices; and a host of other proactive activities that lead to cleaner air. Recruiting Partners for the program is ongoing. Contact has recently been made with staff members of the EPA's Best Workplaces for Commuters

nationwide program and plans are now in place to leverage EPA's help to recruit Central Texas offices of its national members. The Clean Air Partners website is regularly updated to include feature stories from Partners about their commute reduction activities and ideas. Recently numerous educational presentations have been made for Partners at their work sites and April was a particularly busy month with CAF/CAPP attendance at several commute/educational events. Currently Clean Air Partners is in the process of reviewing and implementing a new program to track Partner's emissions reductions.

Analysis: In the last reporting period 92% of Partners reported educating their employees on commute reduction ideas and ozone education; 41% reported practicing energy conservation including the use of cleaner energy (GreenChoice); 23% reported practicing water conservation; 26% reported reducing site deliveries; 33% reported using ebusiness, video/teleconferencing, etc. to reduce commutes for visitors and customers; and 28% reported reducing emissions by using cleaner/alternative fuels, taking fewer vehicles/trips, etc. in company vehicles.

The ABJ annual ad to recognize Partners' achievements and encourage new Partners to join reaches 63,600 readers. The ad also keeps CAF visible in the community.

Electric Lawnmower Discount Program

The Electric Lawnmower Discount Program began in April and will continue to run through the end of May or until discount coupons are no longer available. Advertising for the program was sent out through Austin Energy's Energy Plus newsletter. An article was also featured in the *Austin-American Statesman* detailing the program and its benefit to Central Texans. This year's program partnered for the second year with on-line retailer Neuton Mowers to provide a $70 discount, free rear bagger, free shipping and handling and extended warranty. For the fifth year CAF has partnered with Home Depot and Black & Decker to provide a 20% discount on the corded MM575 or $39.80 off of any Black & Decker electric mower. Interested citizens are able to pre-order their mower through the CLEAN AIR Force and pick it up at either the Sunset Valley Home Depot or the Arboretum Home Depot. Orders will be taken through May 31st.

Analysis: Ad in Austin American-Statesman reached 515,300 people; Austin Energy's Energy Plus newsletter reached 330,000 people; results of mower sales will not be final until June 7, 2006.

Adopt-a-School Bus Program (adoptaschoolbus.net)

The Central Texas Adopt-A-School Bus Program is a cooperative partnership among the CLEAN AIR Force of Central Texas (CAF), Texas Commission on Environmental Quality (TCEQ), U.S. Environmental Protection Agency (EPA), area businesses, and school districts in Central Texas. The Program is established to help school districts within the five Central Texas counties (Bastrop, Caldwell, Hays, Travis, Williamson) reduce school children's exposure to harmful pollutants from school buses.

The primary goals of the Adopt-A-School Bus Program are to raise funds acquired through the solicitation of donations, gifts and bequests in order to:

- Reduce emissions of Particulate Matter (PM) through the retrofitting, replacement, or repowering of older diesel school buses.
- To reduce emissions of Oxides of Nitrogen (NOx) through replacement or repowering of diesel school buses.
- To encourage policies and practices to eliminate unnecessary school bus idling.

Analysis: By helping school districts replace the oldest, in-use high-polluting diesel school buses in their fleets with newer lower-emissions buses, or alternatively, helping school districts retrofit older buses with new emission reduction technologies, the program benefits Central Texas school children by reducing their exposure to toxic and smog-forming pollution while also improving overall air quality in our communities. By serving as the administrator of a $750,000 SEP, CAF has helped the school districts of Thorndale, Rockdale, Lexington, McDade, Elgin and Cameron replace 10 older, highly-polluting diesel school buses with 10 new, cleaner school buses and retrofit 46 late-model school buses. The Adopt-A-School Bus Program is currently exploring the possibility of partnering with the local Council of Governments and a local school district to implement a bio-diesel emissions study.

Commute Solutions Program

Commute Solutions is a voluntary trip reduction program created in response to increasing traffic congestion and worsening of air quality. It is administered by CAMPO and funded by the MPO and partner organizations.

Commute Solutions educates area residents on the benefits of trip reduction through Transportation Demand Management (TDM). TDM reduces traffic congestion and air pollution by influencing changes in travel behavior. This is accomplished through a variety of strategies aimed at influencing mode choice, frequency of trips, trip length, travel time, convenience and cost.

Another important factor creating a need for Commute Solutions is the Austin Area Early Action Compact (EAC). The local jurisdictions within Bastrop, Caldwell, Hays, Travis and Williamson Counties, participating agencies, the Texas Commission on Environmental Quality (TCEQ), and the Environmental Protection Agency (EPA) have made this regional commitment to reduce ozone-forming emissions so that Central Texas meets national air quality standards by 2007 with continued reductions through 2012. Within the EAC, there are commitments to implement commute solutions programs for employees of local jurisdictions, agencies and businesses (including the Clean Air Partners Program). Commute Solutions provides resources, guidance and training needed to implement these commute reduction programs across Central Texas. As a result, the programs will reduce congestion, reduce vehicle emissions, and improve our region's air quality.

Commute Solutions educates and informs the public about TDM. The program promotes commute options—*transportation alternatives* (carpools, vanpools, transit, bicycling, walking) and *work schedule alternatives* (flextime, compressed work weeks, teleworking) - to improve mobility. Commute Solutions works with major employers and area organizations to raise awareness about TDM and trip reduction. The Commute Solutions Coalition makes presentations to employers, groups and area organizations, educating them on the benefits of TDM and generating participation in the Commute Solutions program. The Coalition also organizes transportation events and fairs to increase awareness of commute options and promote alternatives to driving alone, especially during commute peak hours.

Commute Solutions helps businesses initiate trip reduction programs by offering employers in Central Texas the *Let's Ride* program: free training and access to a full range of commuter program information and services. Depending on the individual company and its specific needs, Commute Solutions can provide services such as orientation to commute options, computerized ride matching, worksite assessments, technical support and marketing assistance. CAMPO serves as the point of contact for employers and coordinates Commute Solutions activities.

Program-funded Activities:

- Marketing, informational and promotional materials (signs, brochures, giveaways, etc.)
- Commute Solutions fair/event needs (venues, promotional items, prizes, equipment, informational materials, etc)*
- Advertising through radio and print publications
- Commute Solutions Month events, advertising, promotional items, prizes, etc.*
- *Let's Ride* training needs (venues, equipment, materials, prizes, etc.)*
- *Commute Solutions 4Kids* (Schoolpool) program needs (safety patrol uniforms, giveaways, informational materials, etc.)*
- Commute Solutions Grant Program funding
- Website hosting, maintenance, and upgrades (includes CS Month Challenge web needs)
- Research and purchase reports
- Hiring of consultants or transferring of funds to other organizations for services provided within the scope of work
- Professional development (software, research material, technical reports, conferences/workshops, meetings, training, etc.)

** CAPCOG funds not used for purchasing promotional items or prizes.*

Since the last reporting period, the Commute Solutions Coalition has participated in several events to promote alternatives to the single-occupancy vehicle commute, including: the Grisham Middle School Eco-Fair; the Lower Colorado River Authority Earth Week events; Commute Solution Partner events at local high-tech companies; and the City of Austin Fresh Air Friday events.

Let's Ride Program

Commute Solutions (CS) sponsors the Let's Ride (LR) Program, a program to educate employers and employees on how to implement and benefit from successful employee Commute Solutions programs. CS hosts Let's Ride Training for requesting

employers in the Central Texas region. For more program information, visit www.commutesolutions.com/letsride.

Innovative Grant Program

The Commute Solutions Coalition also selected and awarded the FY 2006 Commute Solution Innovative Program grants. The Innovative Program Grant is intended to fund new and innovative commute solutions programs that provide commuter benefits within the Central Texas Region. This grant is for programs or projects that are designed to be ongoing; it is not intended to fund a one-time event. Grants were awarded to the City of Austin/Austin Energy, the CLEAN AIR Force and the Texas Department of Transportation, Austin District.

3. TECHNICAL ANALYSIS FOR CONTINUED ATTAINMENT PLANNING

EAC Clean Air Action Plan (CAAP)

The Austin-Round Rock MSA CAAP which was completed and sent to EPA and TCEQ on March 31, 2004 is based on a modeled attainment demonstration for 2007. The analysis for growth indicated that the attainment status will be maintained through 2012. The EAC milestone reports documenting each of the technical analysis activities performed to support the attainment demonstration are included as appendices to the CAAP and can be accessed on the CAPCOG web site.

A brief discussion follows on continuing technical support activities completed during the reporting period. In addition, a short discussion is included on ozone monitoring efforts to provide more complete measurements of ozone levels in the area for assisting the area in improving future modeling and assessment efforts.

Technical Analysis

Development of the new ozone episode and continued planning process

Selection of a new photochemical modeling episode was discussed between TCEQ and the EAC Areas at the near nonattainment area quarterly meeting held in November 2005. The Austin EAC area plans to update the conceptual model with the most recent ozone monitoring data and continue to coordinate with TCEQ and other EAC areas regarding selection of a new modeling episode. Decisions on episode selection will also depend on analysis of new Texas Air Quality Study (TXAQS II, 2005) data and a review of modeling data availability from other sources, such as the CENRAP Regional Modeling Center. Comprehensive sets of both air quality and meteorological data are expected from the TXAQSII study as well as other regional modeling efforts. The Austin-Round Rock MSA area together with the San Antonio MSA area decided to participate in the TxAQS II study by providing funds for a radar wind profiler which was installed at the New Braunfels airport and has been in operation since June 2005.

The area is continuously developing and improving emissions inventory data for the use with any future ozone episode. Air quality data is updated and validated for the use

with new conceptual models. Canister sampling for VOC species was conducted on selected dates from August through October 2005 to assist in validating the modeling emissions. The results of data improvement work are expected to improve the area's ability to develop accurate photochemical inputs for a modeling episode to be selected from the 2002, 2005 or 2006 ozone seasons.

VOC canister samples were taken at the following sites in the Austin area:

- *Walnut Creek*: 12138 North Lamar Blvd
- *Murchison*: 3724 North Hills Drive
- *Travis High School*: 1211 East Oltorf Drive

Since the last progress report, the VOC sampling data has been analyzed and reported by the University of Texas Center for Energy and Environmental Resources. Emissions of volatile organic compounds (VOC) are one of the inputs needed for the photochemical models, which are used to predict ozone concentrations over the Austin area. During 2004 one-hour VOC concentrations were collected in the Austin area and analyzed for a standard set of 55 compounds. The project in 2005 was a continuation of the 2004 project.

In 2004 three sample sites were selected based on results from the photochemical modeling for the September 13-10, 1999 episode. For the 2005 program three sites were selected for the sampling, but the locations of two of these were changed. The results from the photochemical modeling indicated that the highest VOC concentrations would be expected for the time period from 7:00 am to 8:00 am. One-hour VOC samples were collected from approximately 7:00 to 8:30 am on each sampling day. For this project 22 samples were collected at up to three sites each sampling day. Sampling days were from August 15, 2005 to September 9, 2005.

The samples were analyzed for 55 target compounds with a gas chromatograph equipped with a flame ionization detector. The procedure sample analyses were modified to provide a lower detection limit than used for the samples collected in 2004.

Total non-methane hydrocarbon concentrations ranged from 16.5 ppb to 167 ppb with an average of 57.6 ppb. Ethane was found in every sample with concentrations ranging from 1.6 ppb to 15.0 ppb with an average concentration of 5.1 ppb. Isopentane was in every sample with concentrations ranging from 0.6 ppb to 13.9 ppb with and

average concentration of 3.5 ppb. Propane was in every sample with concentrations ranging from 1.1 ppb to 8.3 ppb with and average concentration of 3.2 ppb. All other compounds had a concentration of less than 5.0 ppb.

The Austin urban area is large and all of the sampling sites are located in the urban area so there was never a site that was truly representative of the VOC concentrations transported into the area compared to the emissions contributed by sources located in the area. Since there was not a large difference between the upwind sites and the downwind sites, the results for each day and each site were averaged. The average concentrations are reported in Table 3.1.

Name	Avg Conc (ppbV)[(a)]	Max Conc (ppbV)	Min Conc (ppbV)	Median Conc (ppbV)	Percentage of Total for Average
ethylene	3.061	7.321	1.039	2.825	5.314
acetylene	1.454	4.387	0.277	1.298	2.523
ethane	5.116	14.984	1.604	4.946	8.880
propylene	1.431	6.988	0.342	0.905	2.485
propane	3.231	8.270	1.097	3.204	5.608
isobutane	0.926	2.479	0.342	0.864	1.607
butane	1.277	3.138	0.395	1.153	2.216
isopentane	3.454	13.885	0.615	2.269	5.995
pentane	1.871	6.323	0.505	1.493	3.248
isoprene	0.547	1.946	0.133	0.441	0.949
2-methylpentane	1.246	2.388	0.358	1.111	2.163
hexane	0.573	1.508	0.146	0.474	0.995
benzene	0.728	1.339	0.342	0.620	1.263
cyclohexane	0.137	0.298	0	0.136	0.238
toluene	1.174	2.927	0.261	1.134	2.037
Total (b)	57.610	167.634	16.465	51.287	100

(a) Av. Conc. = average concentration for samples in which the compound was detected..
(b) Includes concentrations of compounds not identified

Table 3.1: Average Concentrations of Compounds Most Commonly Found at High Concentrations, Averaged Over All Sites and All Sampling Days

Analysis of new source permit growth

As stated in the last EAC progress report, new air permits for point sources have been tracked in the following counties: Bastrop, Caldwell, Hays, Travis, and Williamson. Since 2002, there have been 669 applications for air permits. Of those applications, 425 have been issued. Analysis of the impact of the new point sources on ozone attainment was not performed because the new sources were not large enough to pose a significant

threat to attainment. *Details about the new point sources can be found on the CAPCOG Air Quality web page.*

Seven new major point sources, located near the Austin-RR MSA, are pending approval for construction. Although the sources are not contained in this region, emissions from the sources will be transported into the area and could have an effect on attainment status. Detailed analysis of the impact of these sources was performed using the 2007 Future Case for the September 13-20, 1999 photochemical modeling episode. Results of the analysis can be found in the report "Assessing the Air Quality Impacts in the Austin Area Associated with Seven Proposed Central Texas Coal-Fired Power Plants," prepared by The University of Texas. The report concludes that the increased ozone impacts associated with the new power plants were greater than the ozone reductions obtained by the EAC controls on all days in the 4-km CAMx domain except the 19th. The proposed plants and their point source emissions are listed in Table 3.2. The approximate location of the new plants is shown in Figure 3.1.

Facility	Pollutant	Emissions (TPD)
E S Joslin 2	CO	4.78
	NOx	2.23
	VOC	0.18
Formosa Plastics Corp, TX	CO	10.80
	NOx	4.03
	VOC	0.36
JK Spruce 2 (CPS)	CO	53.76
	NOx	6.62
	VOC	0.35
Oak Grove Mgmt. Co. LP (TXU)	CO	120.55
	NOx	20.64
	VOC	1.13
Sandow 5	CO	7.10
	NOx	7.10
	VOC	0.36
Sandy Creek En. Assocs., LP	CO	29.47
	NOx	6.88
	VOC	0.35
Twin Oaks Power III, LP	CO	44.64
	NOx	8.16
	VOC	0.36

Table 3.2: Point Source Emissions for the Seven Proposed Coal-Fired Power Plants

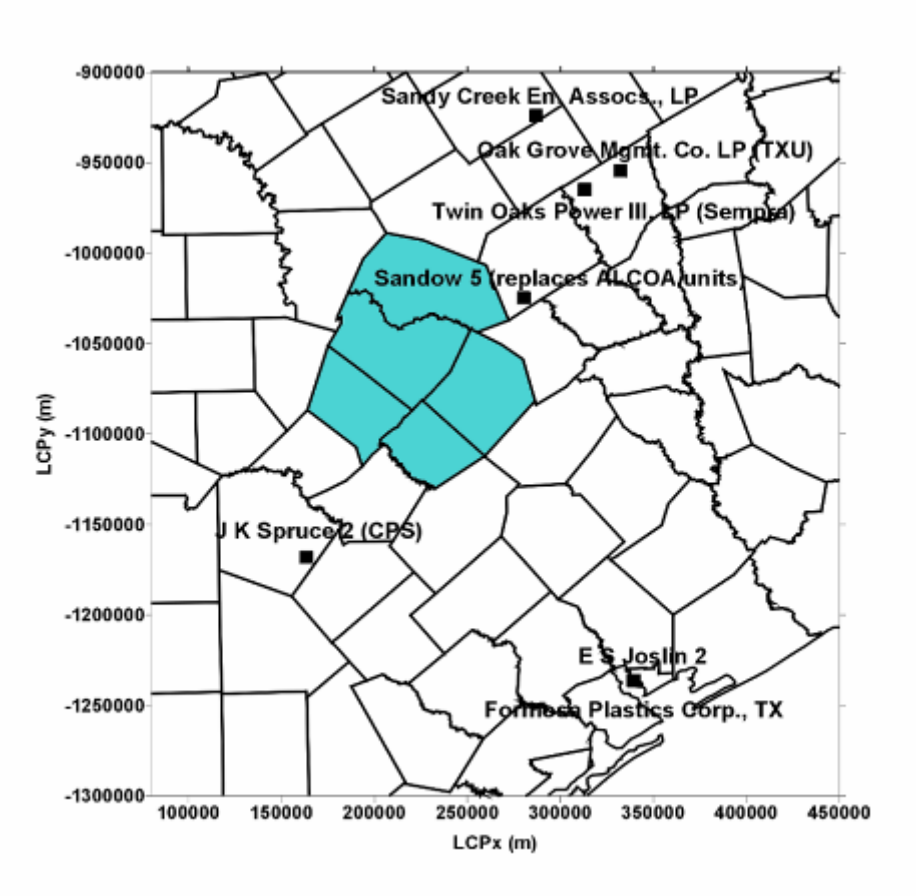

Figure 3.1: Map showing the modeled locations of the seven proposed coal-fired power plants in Central Texas.

In the 5-county Austin area, maximum impacts due to emissions from the power plants were 3.14 ppb, 2.03 ppb, and 1.51 ppb on the 15th, 16th, and 18th, respectively. The impacted area is shown in Figure 3.2. (Figure 3.2 represents two distinctive days: September 15 with prevailing north-easterly winds and September 19 with prevailing southerly winds). The values compare to EAC control strategy reductions of 1.21 ppb, 1.36 ppb, and 2.58 ppb on the 15th, 16th, and 18th, respectively. The results demonstrate that the ozone increases associated with the construction of the proposed power plants could more than offset the reduction in ozone impacts associated with the recommended EAC emission control strategies on specific days. This suggests that the proposed facilities should be carefully considered if the Austin area is to maintain attainment with the 8-hour NAAQS and reduce population exposure to ozone in the future.

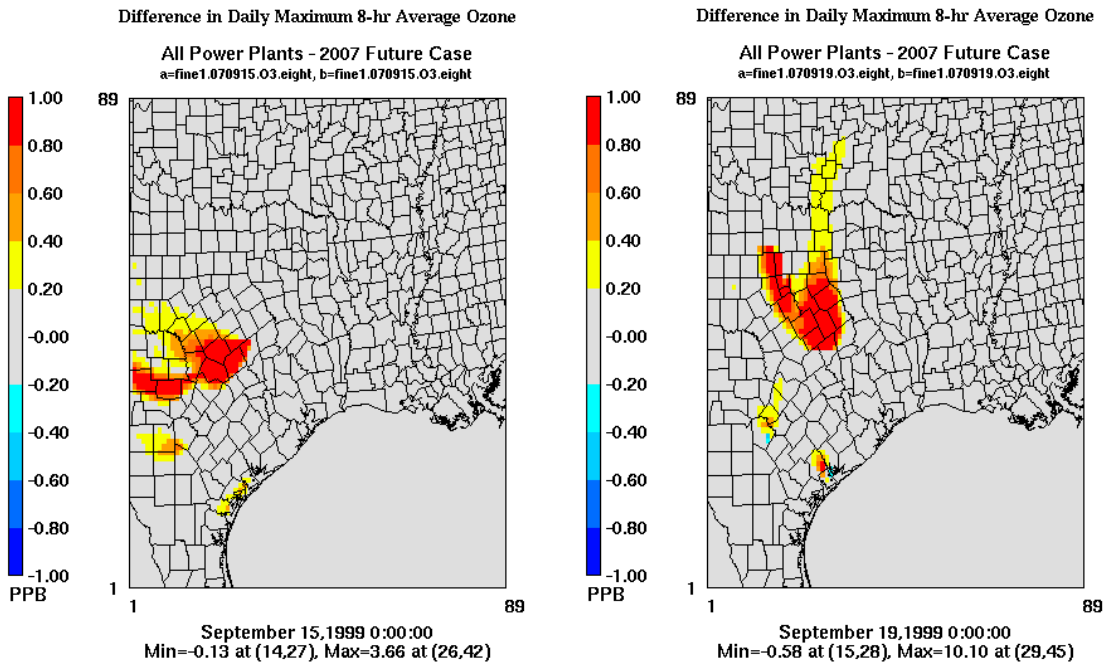

Figure 3.2: Difference in predicted daily maximum 8-hour averaged ozone concentrations on the 12-km CAMx domain on September 15 and 19 between the 2007 Future and 2007 Future Case with All Power Plants.

Central Texas Sustainability Indicators Project

The CTSIP recently decided to change from an annual report to a bi-annual report and, therefore, was not published in 2005. EAC Task Force staff plan to coordinate data gathering efforts with TCEQ and CTSIP in the future. The next CTSIP report will be published in time for reference in the December 2006 EAC Report**.**

Air Quality Monitoring Network for the 2006 Ozone Season

In addition to the two regulatory and three scientific ozone monitors operated in the Austin area by TCEQ and CAPCOG respectively, CAPCOG is in the process of installing two ozone monitors, one in the City of San Marcos and one in the City of Round Rock. The new sites are planned to come on-line before June 2006. Data from five sites, as well as from the two new monitors will be accessible on-line from TCEQ's Monitoring

Operations Web Site. The location of existing and two additional ozone monitors are shown in Figure 3.3.

Ozone season for the Austin-Round Rock MSA begins on April 1st and ends on October 31st. There were no exceedances of the 8-hour 85ppb standard in April 2006. The two highest values reported both occurred on the 22nd; Fayette C601 reported 74ppb and Audubon reported 73ppb. In April of 2005, the highest value occurred on the 15th at 73ppb and was reported by Pflugerville C613.

There were also no exceedances of the 8-hour 85ppb standard in May 2006. The highest value reported in May 2006 was 75ppb on May 18 at both, the Austin Northwest C3 and Audubon C38 monitors. The April and May 2006 ozone concentration graphs are shown in Figures 3.4 and 3.5, respectively.

The first two weeks of ozone monitoring in June are shown in Figure 3.6. The new Round Rock ozone monitor was online beginning this month; therefore, its data is shown along with the other five monitors. On June 8th, the Austin Northwest C3 monitor recorded an ozone concentration of 88ppb, which exceeds the 8-hour standard. This has been the only exceedance recorded so far this ozone season.

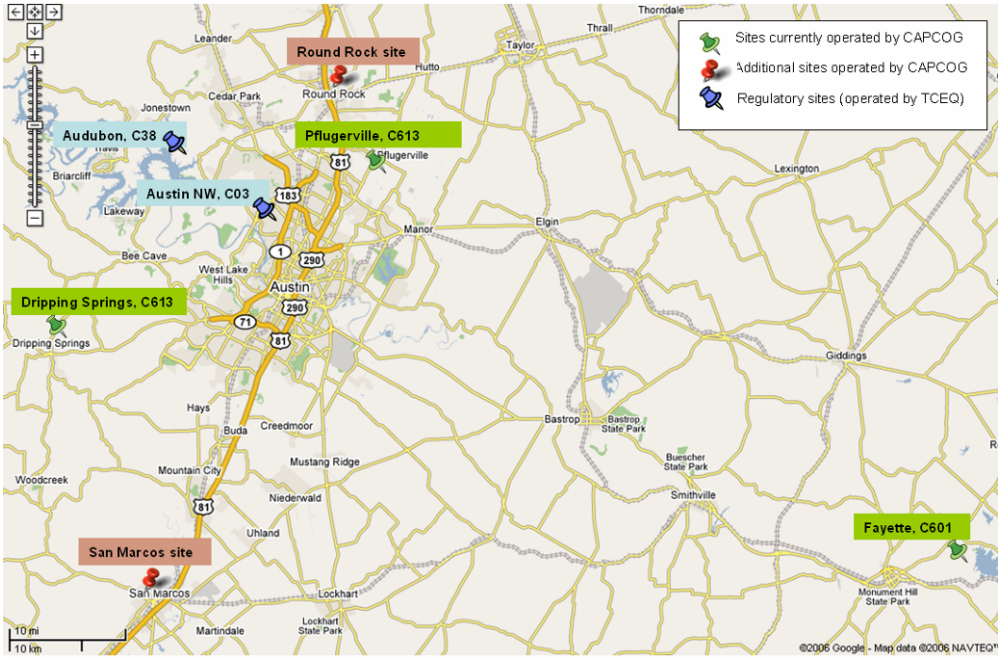

Figure 3.3: Austin region ozone monitoring network. Note new monitoring sites are highlighted in red.

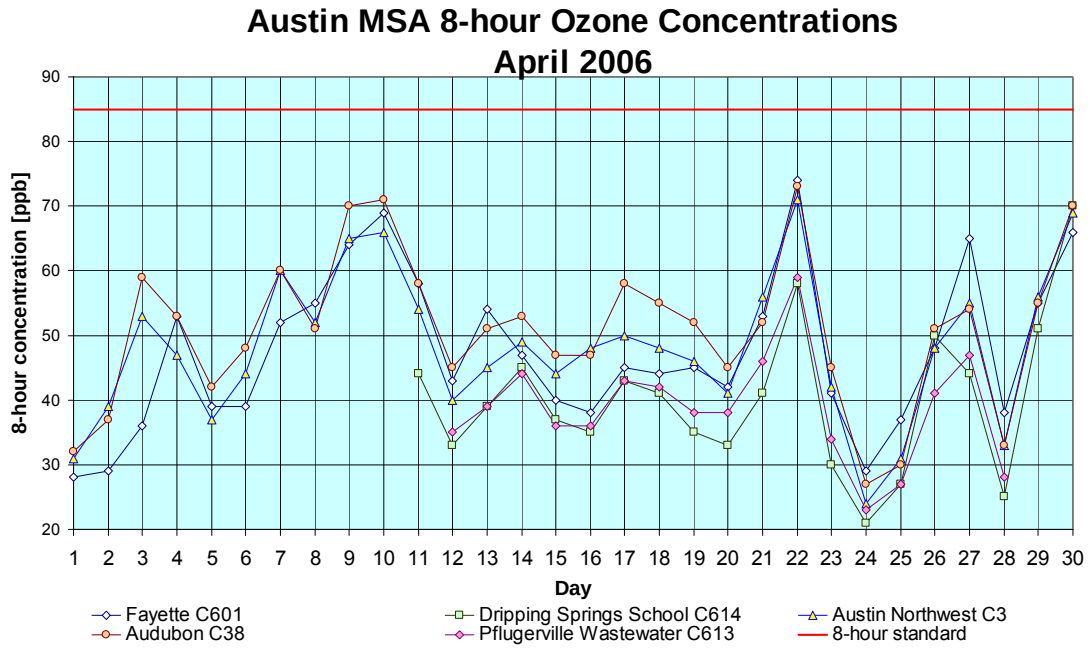

Figure 3.4: Austin-Round Rock MSA April 2006 Ozone Concentrations

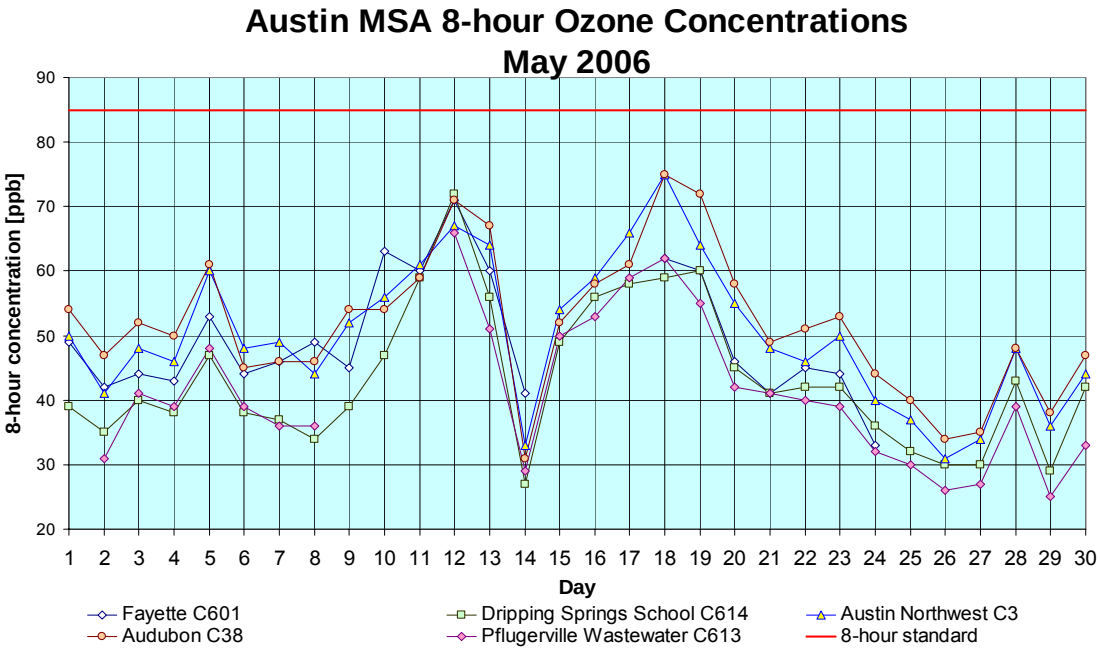

Figure 3.5: Austin-Round Rock MSA May 2006 Ozone Concentrations

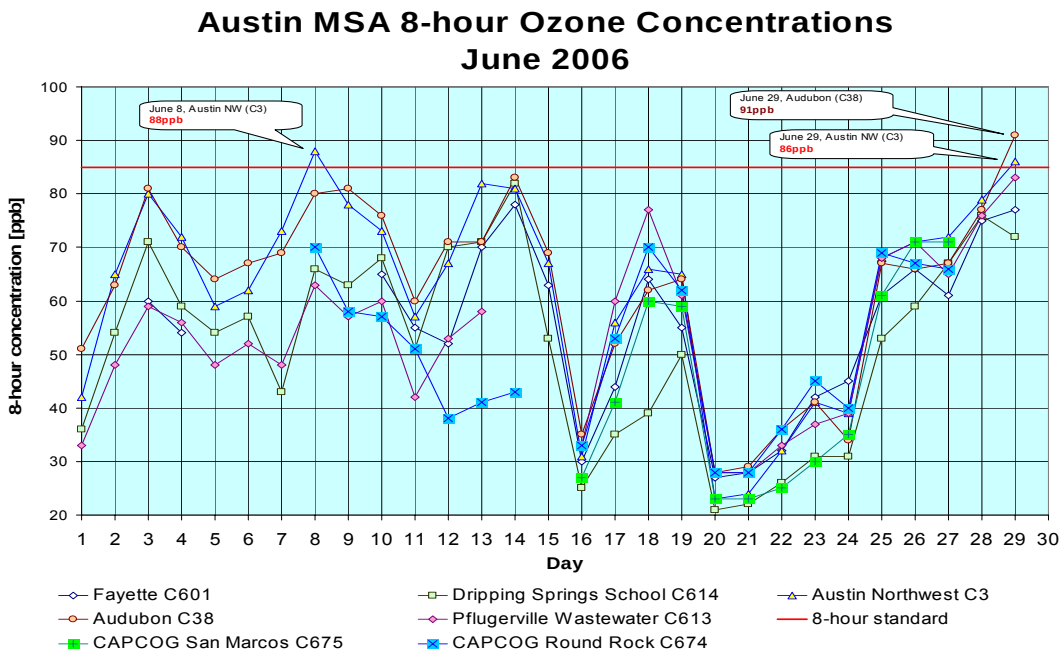

Figure 3.6: Austin-Round Rock MSA June 2006 Ozone Concentrations

The [2]design value in 2005 was 82ppb for Murchison CAM03 and 80ppb for Audubon CAM38. The 2005 ozone season summary is shown in Figure 3.7. Figure 3.8 shows the 4th highest values for 2003 to 2005 for the Murchison and Audubon sites. Figure 3.9 shows the highest to fourth highest values for the sites and their current design values. The current design values for Murchison CAM03 and Audubon CAM38 are 82ppb and 80ppb, respectively.

[2] The design value is a three year average of the fourth highest values from 2003, 2004 and 2005.

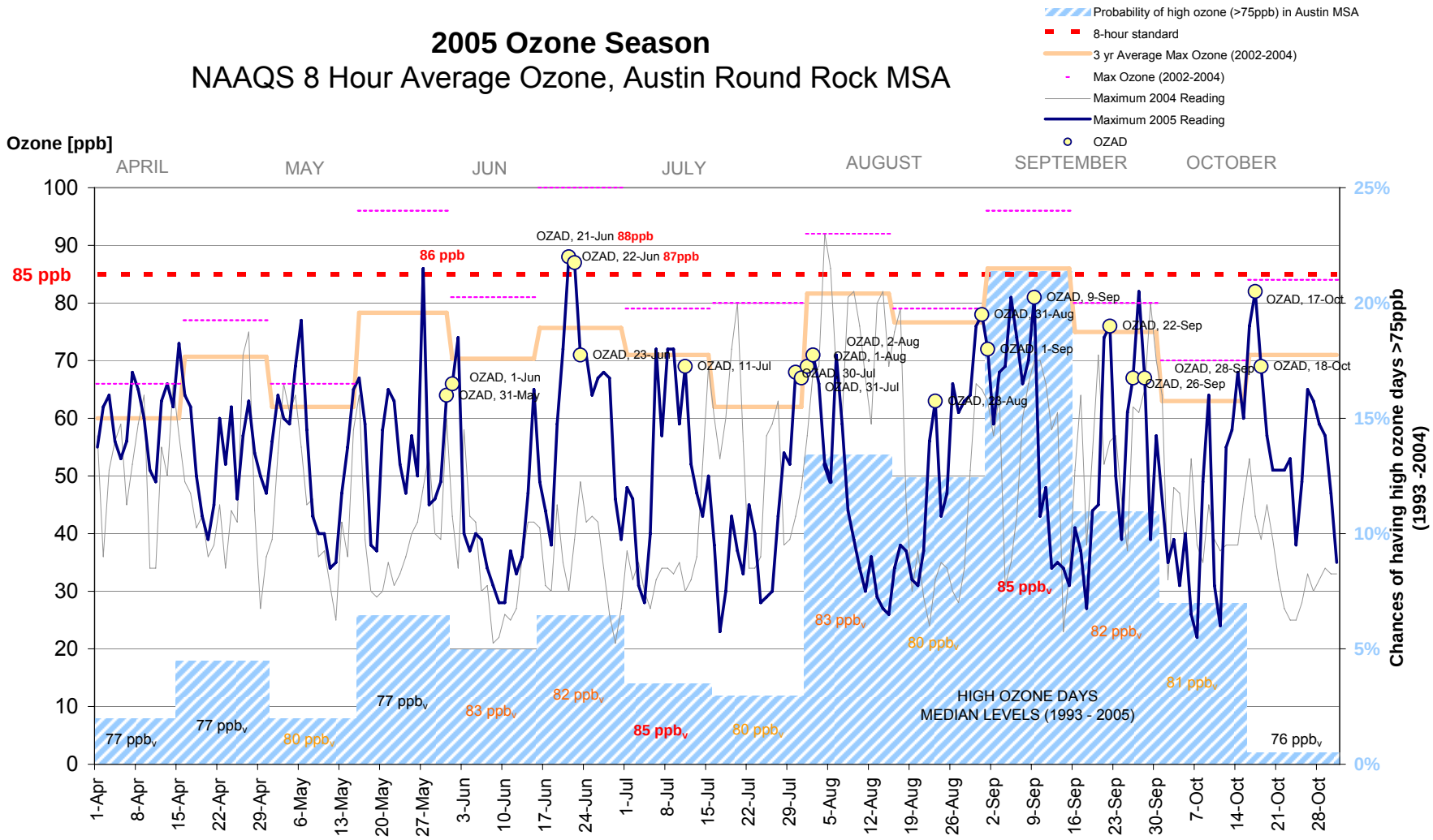

Figure 3.7: Austin-Round Rock MSA 2005 Ozone Season

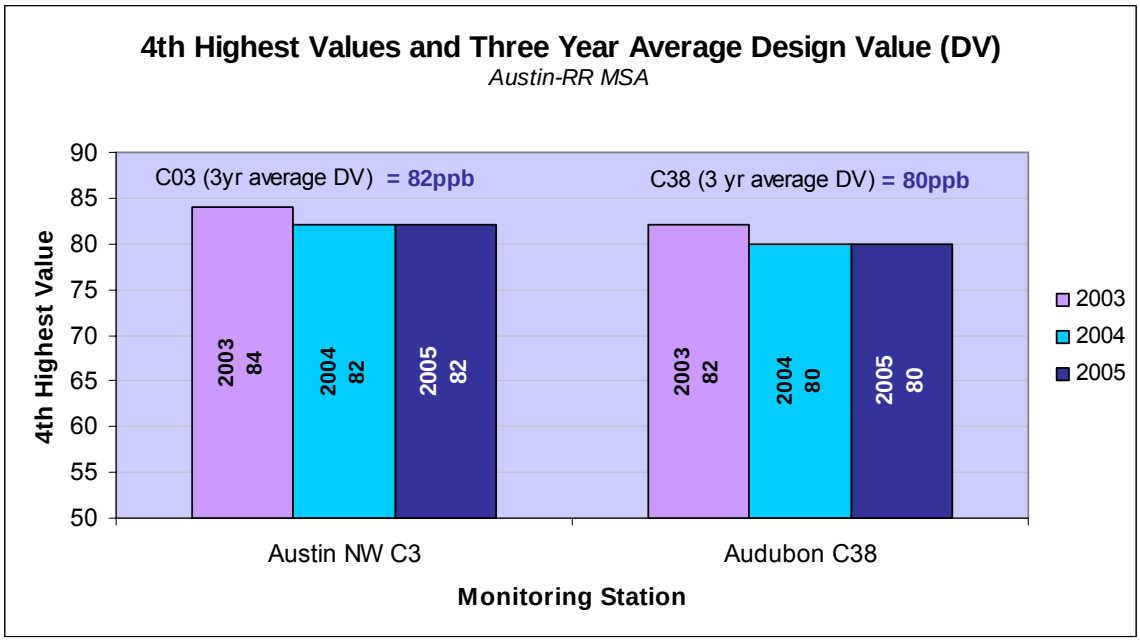

Figure 3.8: 4th Highest Ozone Values and Three Year Averages for Austin MSA

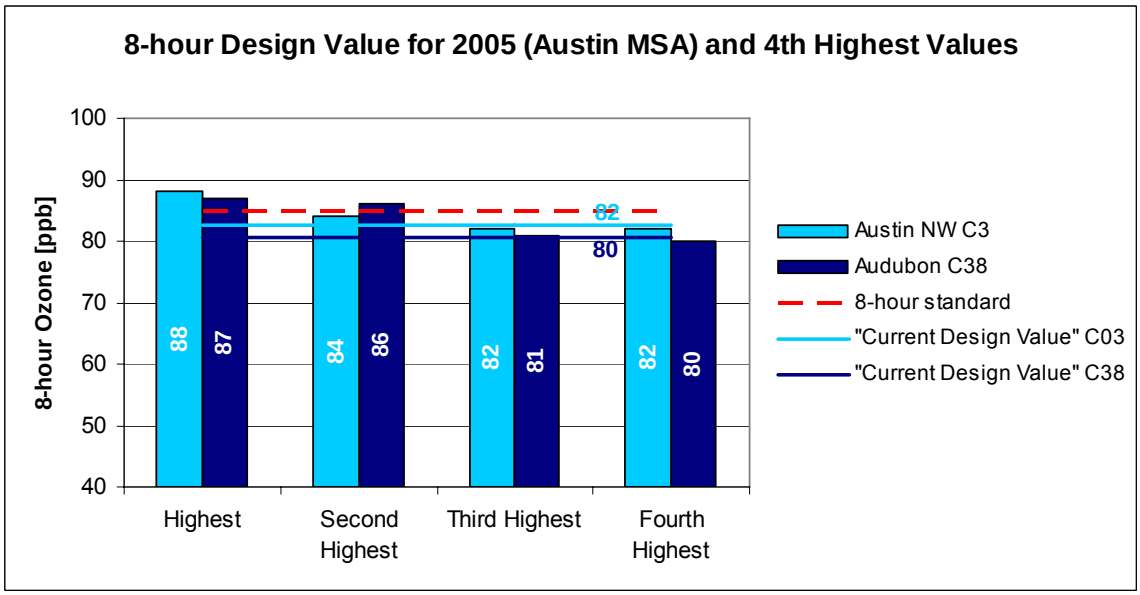

Figure 3.9: 8-Hour Design Values and 4th Highest Ozone Values for Austin MSA

Airborne Monitoring for Victoria and Austin

The University of Texas at Austin (UT) and Texas A&M (A&M) conducted airborne monitoring in late August and September 2005 to evaluate the pollutant concentrations in the vicinity of Victoria and Austin and to evaluate pollutant transport into the Victoria and Austin areas. Although the monitoring took place in 2005, the results of the data only recently became available and are included in this report. The monitoring program was designed by UT and the monitoring was performed by A&M with an aircraft owned by A&M. UT developed nine flight plans that were designed to provide information to answer a number of questions about air quality issues in the Victoria and Austin areas. A&M designed and installed the monitoring systems that were placed in the aircraft. Based on the air quality and weather forecasts, UT determined the flight plans and days to fly the aircraft. UT also performed the analyses of the data obtained from the flights.

During late August and September 2005, seven flights were flown. An initial assessment has been made of the monitoring data collected during the flights and the following trends have been found.

- During the time period of the sampling (generally between 1400 CDT and 1800 CDT) on high ozone days, ozone concentrations of 75 ppb to 85 ppb were measured upwind of the Austin and Victoria areas. These concentrations persisted for many hours and covered a wide area. These concentrations were generally at or near the maximum values measured in the ground monitoring network.
- The ozone concentrations measured by the aircraft at 1,000 feet above ground level (AGL) in the vicinity of ground monitoring stations generally agreed with the ground observations.
- The ozone concentrations measured above the planetary boundary layer (PBL) are substantially higher than the value of 40 ppb used in photochemical models. The measured concentrations during high ozone events ranged between 55 ppb and 65 ppb at heights of 10,000 feet AGL. This is a significant finding since Anthropogenic Precursor Culpability Assessment (APCA) modeling indicates that about 25 percent of this concentration is found at the surface.

- Based on aircraft measurements collected upwind and downwind of the Austin area, emissions from Austin sources increased the ozone concentrations downwind of the urban area by about 10 to 15 ppb.
- Based on aircraft measurements collected upwind and downwind of Victoria, emission from sources in the Victoria area increased the ozone concentrations downwind of the urban area by a few ppb to about 10 ppb.
- The emissions from the power plants at 25-30 km downwind of the source increased the ozone concentrations by about 15 ppb compared to background ozone levels.
- Concentrations measured downwind of the Houston/Galveston area (and upwind of Central Texas) showed an impact of about 25 ppb compared to background ozone levels.

Based on these results, it is recommended that additional flights be flown in 2006. In particular, it will be important to collect measurements to describe both the temporal and spatial variability in ozone concentrations well above the PBL. Figure 3.10 shows the ozone concentrations obtained from monitoring on September 1, 2005.

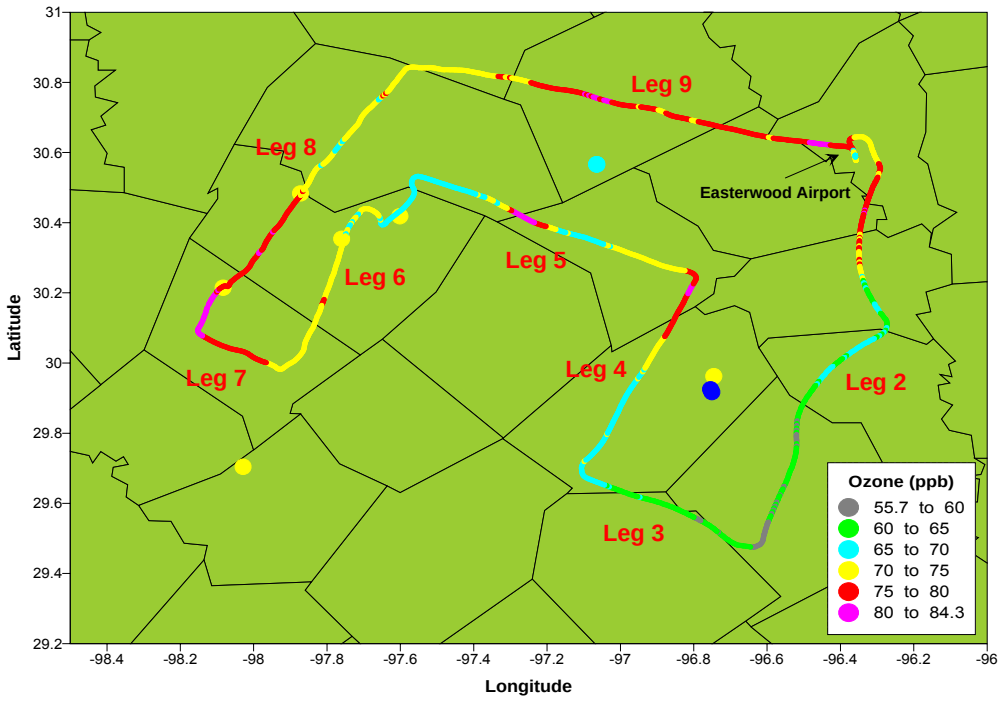

Figure 3.10: Color flight track showing 10-second averaged ozone concentrations for September 1, 2005.

TNMOC Analysis Done in Conjunction with the Community Air Toxics Monitoring June 2005 - February 2006

Figure 3.11: ARTS sampling sites

Air samples were collected from various sites from June 2005 to February 2006 and analyzed for toxic species. Figure 3.11 shows a map with air toxics sampling sites. In addition to analysis for a number of air toxics components the contractor also analyzed the canister samples for total non-methane organic compounds (TNMOC). Figures 3.12 and 3.13 show the average TNMOC concentrations in the Austin MSA from June 2005 to February 2006. That additional data will be used to evaluate the ozone modeling emissions inventory. Analysis of the canisters also included VOC concentrations. Figures

3.14 and 3.15 show the average VOC concentrations in the Austin MSA from June 2005 to February 2006.

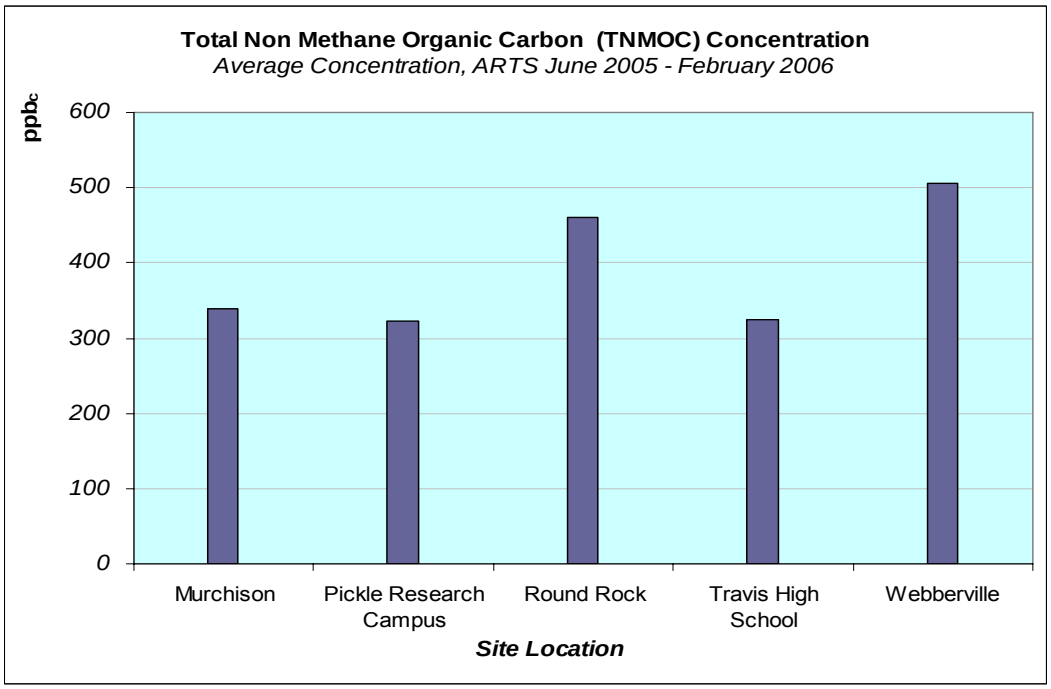

Figure 3.12: Total Non Methane Organic Carbon Concentrations by Site

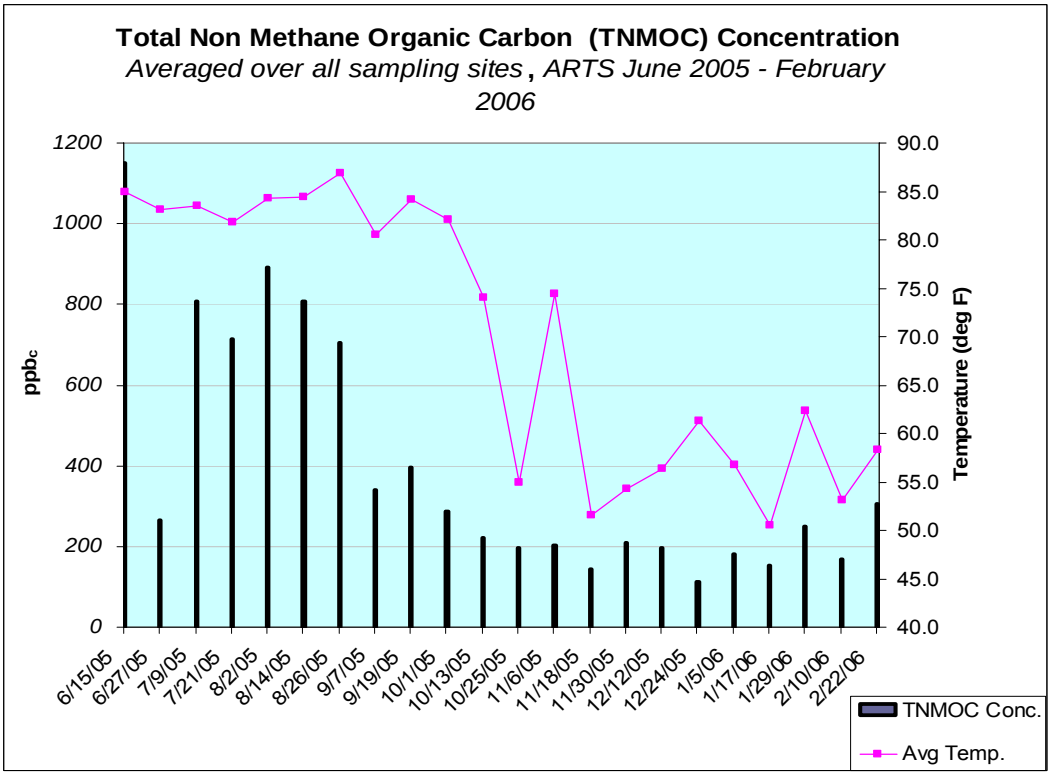

Figure 3.13: Total Non Methane Organic Concentrations by Date (June 2005 to February 2006)

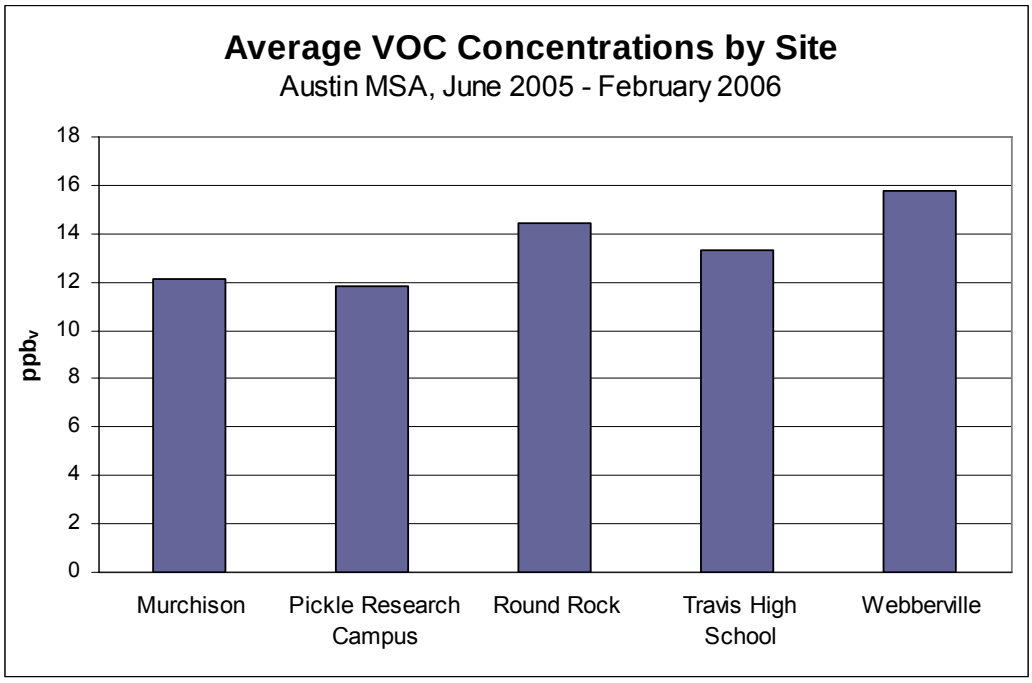

Figure 3.14: Average VOC Concentrations by Site

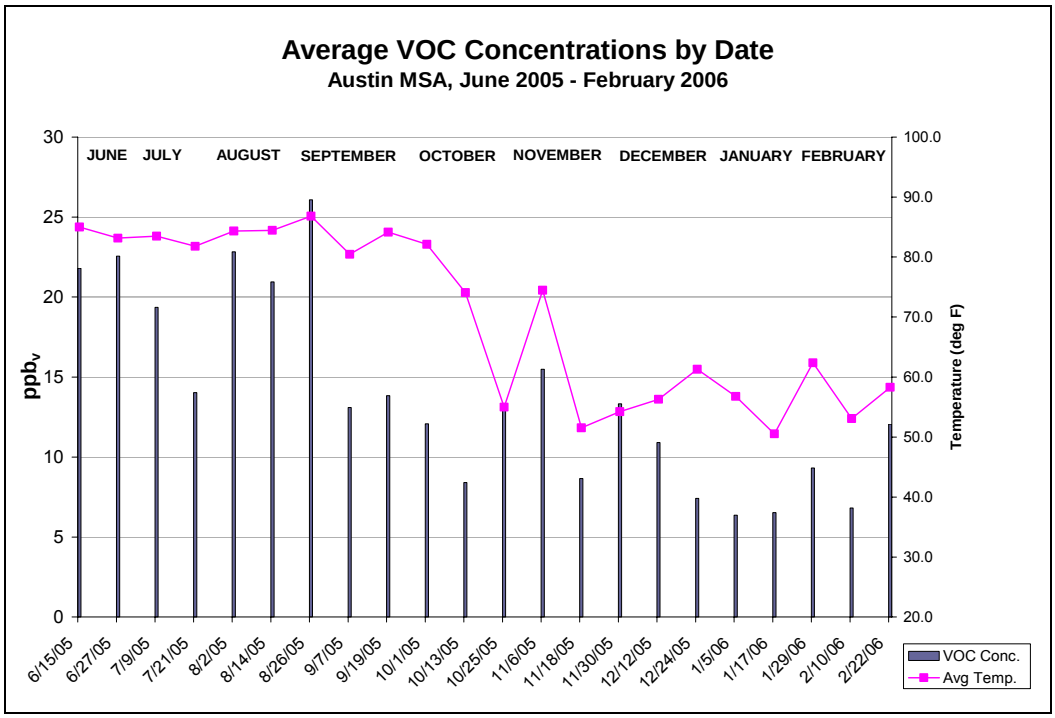

Figure 3.15: Average Select Toxic VOC Concentrations by Date

New Braunfels Wind Profiler

Under a contract between CAPCOG and Texas A&M (TAMU) TAMU's subcontractor, Sonoma Technology Inc. (STI), will continue to operate one 915-MHz radar wind profiler

(RWP) with a Radio Acoustic Sounding System (RASS) and one surface meteorological station at a land-based site near the New Braunfels Airport in central Texas. This is a continuation of a project initiated during the 2005 ozone season that was to have been part of the TCEQ's TexAQSII study. Unfortunately, because of funding constraints TCEQ elected to stop the funding of the RWP project. CAPCOG decided to continue funding the project for at least part of the 2006 ozone season. The instruments will be operated from June 1 through June 30, 2006, and from August 1 through August 31, 2006, although the contract will extend through December 31, 2006. These instruments provide information about vertically, horizontally, and temporally resolved boundary layer winds, virtual temperature (Tv), and mixing that are key to understanding the physical processes influencing air quality. It's hoped the data collected by the RWP will lead to improved air quality modeling results. Here follows a tabular description of the major work to be performed under the contract and the deliverables that STI will be providing.

Table 1. Major Tasks, Deliverables, and Schedule.

Deliverable/Tasks	Schedule (From Contract Start Date Unless Otherwise Noted)
Operate instruments.	June 1 through June 30, 2006 and from August 1 through August 31, 2006
Perform automatic processing and preliminary quality control of the data using the Weber-Wuertz algorithm. Note that subjective data quality control is not funded under this contract.	Daily during operations
Review the data to ensure that the equipment is functioning properly; to the extent possible, correct any problems as they are encountered.	Daily during operations
Provide data to the quality control contractor at the end of operations for subjective quality control.	September 1, 2006
Routinely make backup copies of all data.	Weekly during operations
Make objectively quality-controlled data available hourly on a web site for TCEQ and other study participants within two hours of data collection. Update data on the public web site as they are quality-controlled.	Hourly during operations
Produce final RWP, RASS, and surface measurements data set.	October 15, 2006
Prepare a brief descriptive report summarizing the types of instruments used; the steps taken to acquire, process, and quality control the data; any problems encountered during the course of the study that may have affected data recovery and the steps taken to correct those problems; and data recovery statistics.	December 15, 2006

Biodiesel Study

CAPCOG will be entering into an Interlocal Agreement with Texas Transportation Institute (TTI), a division of Texas A&M, to conduct a study on school buses being operated with a number of different types of fuel feedstocks to determine whether the use of biodiesel B20 decreases, increases, or is neutral in regard to NOx emissions. Both the U.S.E.P.A. and the Texas Commission on Environmental Quality (TCEQ) have taken the position that B20 increases NOx emissions, but most of the studies that have been done so far are lab-based. However, there are at least a couple of recent studies by the National Renewable Energy Laboratory (NREL) and the North Carolina Department of Transportation that show that soy-based B20 may decrease NOx emissions in buses and trucks, respectively, being run on actual routes.

CAPCOG and the CLEAN AIR Force of Central Texas have been approached by a number of local school districts that want to operate their buses using B20. Given its potential effect on attainment/nonattainment status for the central Texas area, CAPCOG has reservations about recommending a fuel, or fuels, that may increase NOx emissions. It is hoped that the results of this small study, which will run from mid-May 2006 through August 31, 2006, will provide some directional guidance as to what recommendation, if any, should be made to districts that want to use B20

4. PUBLIC INVOLVEMENT AND OUTREACH ACTIVITIES

The following groups and venues that have come together for work on the Austin-Round Rock MSA Early Action Compact (EAC):

The Clean Air Coalition (CAC) is composed of elected officials representing the 12 signatory jurisdictions in the MSA. They guide policy, coordinate with TCEQ and EPA, and advice their respective elected bodies regarding the EAC. The CAC meets semi-annually and is chaired by Mayor Will Wynn of the City of Austin.

The Early Action Compact Task Force (EACTF) is composed of key staff from governmental and quasi-governmental agencies, such as the Lower Colorado River Authority, throughout the MSA. The EAC Task Force coordinates stakeholder input from the stakeholder committees, reviews emission reduction measures and reports on CAAP issues to the CAC. The Co-Chairs of this task force are Bill Gill of Capital Area Council of Governments (CAPCOG) and Cathy Stevens of Capital Metropolitan Planning Organization (CAMPO). The EACTF consists of approximately 30 members and meets monthly.

The CLEAN AIR Force (CAF) Board is made up of businesses, local governments, environmental groups, neighborhood associations, and public interest groups. They meet quarterly to discuss clean air issues, including the EAC, and the Chair during this reporting period was Mike Heiligenstein, Executive Director of the Central Texas Regional Mobility Authority.

The CLEAN AIR Force Technical Advisory Committee (CAF TAC) is a sub-group of the CAF, which comes together to discuss technical issues regarding air quality. The CAF TAC is chaired by Art Bedrosian, and has approximately 35 members. Meetings for all of these air quality discussion and advisory groups are open to the public with meeting notices and agendas e-mailed to interested parties and posted on the respective web sites. Our region's EAC is also reviewed along with other EAC's during Near Non-Attainment meetings. These meetings are held quarterly to bring together regions that are facing non-attainment such as the Austin/RR MSA and the San Antonio MSA.

The Public Involvement Committee, in conjunction with the EAC Task Force, conducted a workshop in February 2005 to begin the implementation phase of the EAC by providing presentations and materials, including a workbook, for public officials and staff of signatory jurisdictions on the SIP Revision and implementation issues.

The following are the programs and public outreach activities that occurred during December 2005 and May 2006.

Air Quality Public Education and Outreach TV Ads

The CLEAN AIR Force of Central Texas (CAF) "Do Your Part" TV commercial will air from May 1, 2006 to October 30, 2006 on KXAN and gives citizens suggestions on simple things they can do to improve air quality in Central Texas. CAF is currently working to expand this program in Central Austin by displaying cross-road banners that encourage commuters to "Do Your Part" by utilizing alternative commute options. The expansion of the program is dependent on grant funding applied for by CAF.

Analysis: KXAN-TV ads reached 34% of the population ages 18-54 an average of 53 times each through 110 commercials/20 PSAs. While expensive, TV commercials on the top rated TV station in Central Texas reaches a significantly large percentage of the population during Ozone Season when getting the word out about what to do on OZADs is critical. Also keeps CAF visible in the community.

Ozone Action Day Alert Program

The CLEAN AIR Force held a press event on April 10th to kick off the beginning of Ozone Season (April 1st – October 31st). Speakers included Congressman Lamar Smith, Austin Mayor Will Wynn, Travis County Judge Samuel Biscoe, DPS Captain Danny Knauth, and Dr. Bennie McWilliams of the Children's Hospital. The event was held at Austin City Hall and was mentioned on the news on four TV stations and 2 radio stations. The CLEAN AIR Force continues to encourage sign-ups for the Ozone Action Day Alert Program at numerous outreach events. A free notification service is provided to participants by email when an Ozone Action Day is forecast for the following day. This gives Central Texans time to plan ahead for alternate travel arrangements for the next day and to make informed decisions about air pollution and its potential health effects. The email alerts also encourage Central Texans to reduce their driving and postpone other polluting activities until late in the day when ozone is

less likely to form. To register for these alerts, participants visit www.cleanairforce.org or call 1-866-916-4AIR. Ozone action day notifications are also available on the CLEAN AIR Force's air quality information line at (512) 343-SMOG. Ozone Action Day updates are given at all TAC and CAF Board and Executive Committee meetings during Ozone Season.

Analysis: Delivers a personalized email message to 700 Central Texans (and many of those are contact points for other distribution lists) asking commuters to alter their commute for the next day and keeps the CLEAN AIR Force visible in the community. Executive Director responds personally to each phone or email inquiry by citizens regarding Ozone Action Day information and air quality data.

High School Student PSA Contest

As a new addition to the CLEAN AIR Force Programs, this contest aims to reach Central Texas public high schools in order to educate high school students on the many simple things they can do to mitigate ground-level ozone. The PSA Contest will encourage high-school participants to produce and develop a 30-second PSA that will air during the 2007 Ozone Season. It will encourage students to learn about ozone, who it affects, what causes it, and actions all Central Texans can do to help prevent it.

Analysis: As this program is currently in the development stage, no analysis has been undertaken yet.

Early Action Compact Meetings/Public Outreach since December 1, 2005

Table 4.1 lists all Early Action Compact (EAC) meetings and public outreach programs that occurred between November 1, 2005 and April 31, 2006.

DATE	MEETING/ EVENT
December 7, 2005	Executive Committee Meeting at GACC
December 7, 2005	Board Meeting at GACC
December 15, 2005	EACTF Meeting
December 21, 2005	PI Meeting
January 11, 2006	CAF Officer Meeting
January 17, 2006	Commute Solutions Meeting
January 19, 2006	PI Meeting
January 19, 2006	Clean Air Partners Planning Meeting
January 19, 2006	EACTF Meeting
January 26, 2006	TAC Meeting
February 1, 2006	Executive Committee Conference Call
February 15, 2006	PI Meeting
February 21, 2006	Commute Solutions Meeting
February 23, 2006	TAC Meeting
March 2, 2006	CAF Bylaws Subcommittee Meeting
March 4, 2006	CAF Booth at Sunset Valley Open House
March 7, 2006	Deanna's Presentation at A&WMA Conference
March 14, 2006	TAC Issue Paper Committee
March 16, 2006	CAF PI Meeting
March 21, 2006	Commute Solutions Conference Call
March 23, 2006	TAC Meeting
April 1, 2006	Electric Lawnmower Discount Program article in Austin Energy newsletter (distributed to approximately 330,000 customers)
April 1, 2006	Electric Lawnmower Discount Program Pre-orders begin
April 4, 2006	OZAD Season Media Advisory sent to media outlets
April 5, 2006	CAF Executive Committee Conference Call
April 6, 2006	CAF PI Meeting
April 6, 2006	OZAD Season Press Release sent to media outlets
April 7, 2006	Fresh Air Friday at City Hall
April 8, 2006	Electric Lawnmower ad featured in Austin-American Statesman
April 10, 2006	Ozone Season Press Event at City Hall
April 10th – 11th	Ozone Season Press Hits on KXAN, Univision, News 8, and KEYE
April 12, 2006	TAC Issue Paper Committee
April 19, 2006	Earth Day Celebration at LCRA
April 20, 2006	DAA Event at Silicon Labs
April 22, 2006	Earth Day Celebration at Whole Foods
April 27, 2006	TAC Meeting

Table 4.1: Early Action Compact Meetings/Public Outreach (November 1, 2005 and April 31, 2006)

5. CHALLENGES AHEAD/ NEXT STEPS

Data Collection and Analysis for Ozone Attainment Planning

In addition to the two ozone monitors operated by the TCEQ at Audubon C38 and Austin Northwest C3 (Murchison), CAPCOG currently operates three ozone monitors in the region (Fayette County C601, Pflugerville Wastewater C613, and Dripping Springs School C613) and has recently brought two additional ozone monitors on-line: one at San Marcos C675 at 222 Sessoms Drive in San Marcos and the other on Commerce Blvd. in Round Rock, CAPCOG Round Rock C674. An additional ozone monitor has also been ordered and the plan is to site it somewhere southeast of Del Valle, Texas. Hopefully, it will be in operation before the end of the 2006 ozone season. Finally, CAPCOG is funding the continuing operation of an ozone monitor at Temple, Texas in order that ozone monitoring needed for the TexAQS II study can be continued.

Another continuation project is CAPCOG's revival of the project to collect radar wind profiler (RWP) data at New Braunfels, Texas. CAPCOG is funding the contract to continue operation of the RWP for June and August 2006. The hope is that data collected about winds in the upper atmosphere will enable improvements in the photochemical modeling for the central Texas area.

Some initial airborne monitoring for ozone has been accomplished this reporting period and we hope to expand those efforts during the next ozone season. Results of airborne monitoring will improve the ability to evaluate impact of emissions transported into the urban areas by significant point sources in the region, as well as, to evaluate ozone generation in the urban area. Discussions with potential contractors are ongoing and should eventually result in a proposal, or proposals, to fly 3 to 4 more pre-selected flight plans that may yield insights into transport phenomena into this region.

CAPCOG will be issuing a Work Order to the University of Texas at Austin's Center for Energy and Environmental Resources (CEER) to analyze data for CAPCOG. The objectives of the Work Order are multifold: to lay the groundwork for development of a new modeling episode, to analyze the impacts of an "exceptional air quality event" such as the Republic of Texas (ROT) motorcycle rally, to assess the impact of new power plant emissions on attainment/nonattainment status, and to do APCA analysis. In conjunction with the data analysis, CAPCOG is continuing a VOC canister sampling

regime that has been focused on exceptional air quality events such as the ROT Rally and on high ozone days.

Development of a new ozone episode model will require coordination with TexAQS II projects and effective use of technical resources to assure adequate data analysis and utilization of the data. Challenges ahead will be to make the analysis process more cost effective and improved data more available and exchangeable between different groups. This will require a close working relationship with TCEQ and other non-attainment and near non-attainment areas in the state.

Implementation Issues

Implementation of the heavy duty vehicle idling restrictions is well underway and enforcement began in April 2006, with the restrictions only applicable during the ozone season: April through October. Almost all of the signatory cities have passed ordinances to enforce the idling restrictions and there has been interest expressed by some additional cities in making a commitment and passing an ordinance (e.g., City of Georgetown, Texas). Implementation of this rule is also going to represent a challenge since only the local areas (signatories of the idling MOA) will have jurisdiction to implement this measure.

We also need to recognize that modeling has shown a major portion of the ozone in central Texas during high ozone events is due to the transport from other areas within, as well as, outside of the State of Texas. Therefore, it is of great importance for those nonattainment areas to stay on schedule with emission reduction programs and with their SIPs. Recent information regarding the construction of new, coal-fired power plants has indicated the possibility of a significant increase in NOx emissions from three new plants to the east and northeast of the Austin area. The Austin—Round Rock MSA is planning to work closely with TCEQ on reviewing permitted new source growth and will do a technical analysis of any new major point source of ozone precursor emissions that may come into the central Texas area. In addition, it is important that TCEQ will be assuring implementation of the best available emission reduction technologies for all new major point sources. Discussions will be continued to explore new source permitting options to achieve the desired level of protection in the local area from new point source ozone precursor emissions, which could jeopardize the region's attainment status.

An update on the air permitting issue, which should make it even more challenging to remain in attainment of the NAAQS, is that Texas Utilities had a press

release April 20, 2006 announcing seven new or expansion power plants in Texas with the majority of them located within 150 miles of the Austin—Round Rock MSA. With this addition, there will be approximately thirteen to sixteen new power plants potentially coming on-line in Texas in the five-year period between 2007—2012 with a great number of them in and around central Texas.

The Clean Air Coalition, an entity with a membership of locally elected officials, has written one letter expressing concern about the potential adverse effects of the cumulative emissions from the new power plants. The Early Action Compact Task Force has written another which mentions TCEQ's role in air quality as an EAC signatory and its responsibility to assist the near nonattainment areas avoid going into nonattainment of the NAAQS standard for ozone. The letter also explains that photochemical modeling undertaken on CAPCOG's behalf shows that cumulative impacts of the power plants could be sufficient to cause an ozone exceedance and result in central Texas being designated nonattainment. Both of these letters may be read in Attachment 7. A third letter is expected to be written by the Clean Air Coalition to express concern with regard to permitting the additional seven new or expansion power plants without (1) undertaking a analysis of the impacts of the proposed plants on downwind ozone pollution levels; and (2) requiring mitigation measures such as cleaner fuels, emission reductions, local offsets, plant relocation, and innovative technologies to ensure that the impacted areas' attainment goals remain intact.

Longer term, the challenge will lie in persuading the TCEQ to consider modifying its air permitting rules and practices to require that permit applicants make a full and complete demonstration that their proposed plants will not have adverse air quality effects in <u>any</u> air quality region, attainment or nonattainment. Although nothing can be assumed, one of the Commissioners, Mr. Larry Soward, stated during a May 17, 2006 Commissioners' Agenda, "I believe that applicable state and federal regulations make it clear that [that] it must be demonstrated that any new major source of air pollution will not cause or contribute to a violation of any NAAQS in any air quality region. Yet, I believe that our current air permitting rules and our air permitting practices and procedures do not meaningfully satisfy the spirit and intent of these federal and state regulations, much less the letter of these regulations as to the required demonstration."

CAPCOG will have the Center for Energy and Environmental Resources (CEER) model the impacts of the seven new or expansion plants as soon as permitting

information, including information about offsets that TXU mentioned in the April 20th press release, is made available by the TCEQ.

Another TCEQ program that the local area is counting on for significant NOx emission reductions is the Texas Emissions Reduction Program (TERP). TCEQ has approved an allocation method for insuring that areas needing TERP reductions will have access to needed funding. A special application period was provided to the Austin area during this reporting period. The TCEQ set December 2, 2005 as the deadline for applications and 199 applications were received in that period. In February 2006, TCEQ announced that 46 applicants had been selected out of the 199 applicant pool and the NOx emissions reductions that are likely to be achieved from the various on-road and non-road applicants selected is about 2 tons per day. A challenge existing for the future is to persuade TCEQ to open up the TERP Emissions Reduction Incentive Grant application process to central Texas applicants again so that additional NOx reductions can be realized.

One additional challenge has been noted during the reporting period. That comes from a rule change proposal made by the TCEQ that would allow the suppliers of diesel fuel to receive alternate emission reduction plan approval which could eliminate availability of Texas Low Emission Diesel Fuel in the area through December 31, 2010.

More proactively, CAPCOG and CAMPO have combined resources to fund an alternative fuel study of the use of biodiesel (B20) in school buses. A contract was entered into with Texas Transportation Institute, a division of Texas A&M and an acknowledged expert in on-road mobile source emissions studies, and the study began in early June. A final report of the results of the study is expected some time in late August 2006. The primary objective of the study is to see if it can be determined whether the use of B20 results in increased NOx emissions, reduced emissions, or if the emissions remain neutral. Research done several years ago by the U.S.E.P.A. seemed to show that use of B20 might increase NOx emissions by up to 10%. More recent studies have shown either equivocal, inconclusive results or have shown NOx reductions of as much as 4%. CAPCOG and CAMPO, given their leadership roles in the Early Action Compact for the central Texas region, will be reluctant to recommend the use of B20 if testing shows that it does contribute to an increase in NOx emissions.

APPENDIX A STATE-ASSISTED EAC MEASURES

Control Measure	Summary description of control measure	Program/Measure Status	Implementation Date	VOC Reduction	NOx Reduction	Resources
Stage I Vapor Recovery	No person shall transfer, or allow the transfer of, gasoline from any tank-truck into a stationary storage container which is located at a motor vehicle fuel dispensing facility, unless the displaced vapors from the gasoline storage container are controlled by one of the following: (1) a vapor control system which reduces the emissions of VOC to the atmosphere to not more than 0.8 pound per 1,000 gallons of gasoline transferred; or (2) a vapor balance system which is operated and maintained in accordance with the provisions of section 115.222 of the full title. For more details, see TCEQ administrative code Title 30, Chapter 115, Subchapter C, *Volatile Organic Compounds Transfer Operations, Division 2, Filling of Gasoline Storage Vessels (Stage I) for Motor Vehicle Fuel Dispensing Facilities.*	Amendments to existing rules lower the exemption level for facilities subject to Stage I vapor recovery controls from 125,000 gallons in a calendar month to 25,000 gallons of gasoline in a calendar month. Four facilities have been cited for not having proper pressure release valves on vent lines; these facilities were cited and have replaced outdated valves.	April 13, 2005	4.88 tpd VOC	0.0 tpd NOx	TCEQ has 3.5 FTEs and 2 Petroleum Storage Tank (PST) investigators devoted to air quality investigations in Region 11.

Control Measure	Summary description of control measure	Program/Measure Status	Implementation Date	VOC Reduction	NOx Reduction	Resources
Idling Restrictions on Heavy-Duty Diesel Vehicles	This rule, which was first established in December 2004, places idling limits on gasoline and diesel-powered engines in motor vehicles in any locality that signs a Memorandum of Agreement with the TCEQ. This rule prohibits any person in the affected locality from permitting the primary propulsion engine of a heavy-duty motor vehicle to idle for more than five consecutive minutes when the vehicle is not in motion unless the driver is using the engine to heat or cool his sleeper berth while taking a federally mandated rest break. This rule is effective from April 1 through October 31. The aim of this program is to lower nitrogen oxides (NOx) and other emissions from fuel combustion. More details of the rule can be found in Title 30, Subchapter J, *Operational Controls for Motor Vehicles, Division I, Motor Vehicle Idling Limitations*, new sections 114.510 - 114.512, and 114.517.	A committee formed by the EAC Task Force and Capital Area Metropolitan Planning Organization (CAMPO) began work on April 1, 2005 on the Idling Restrictions MOA and Implementation Plan. A draft MOA was presented to the full EAC Task Force on May 19, 2005. The MOA was endorsed by the Task Force and presented to the Clean Air Coalition officials. All 12 EAC signatories signed the MOA and associated implementation plan submitted to TCEQ and EPA Region 6 in August 2005. The 12 jurisdictions are: Bastrop, Caldwell, Hays, Travis and Williamson counties and the cities of Austin, Bastrop, Elgin, Lockhart, Luling, Round-Rock and San Marcos. Enforcement began on April 1, 2006. For Austin, Round Rock, Lockhart, San Marcos, Elgin, and Bastrop idling restriction city ordinances, see Attachment 4.	Effective August 30, 2005 Enforcement started April 1, 2006	0.0 tpd VOC	0.67 tpd NOx	

Control Measure	Summary description of control measure	Program/Measure Status	Implementation Date	VOC Reduction	NOx Reduction	Resources
Cutback Asphalt Restrictions	This measure restricts the use of cut-back asphalt in the region through a TCEQ rule revision (Chapter 115, Subchapter F, *Division 1, Sections 115.512, 115.516, 115.517, and 115.519*). The use of conventional cutback asphalt containing VOC solvents for the paving of roadways, driveways, or parking lots is restricted to no more than 7.0% of the total annual volume averaged over a two-year period of asphalt used by or specified by any state, municipal, or county agency who uses or specifies the type of asphalt application. The amount of VOC in asphalt emulsion is also limited by this rule. For a complete description of control measures for asphalt paving, see the TCEQ Rule referenced above.	Status unchanged since last report: TCEQ regional enforcement staff will be made aware of the regulation and its implications to the Austin area's EAC commitments. Future reports will contain information about any enforcement actions. The restrictions will apply to the affected areas from April 16-September 15 each year.	December 31, 2005	1.03 tpd VOC	0.0 tpd NOx	TCEQ has 3.5 FTEs devoted to air quality investigators in Region 11.

Control Measure	Summary description of control measure	Program/Measure Status	Implementation Date	VOC Reduction	NOx Reduction	Resources
Local Power Plant Reductions	Austin Energy has committed to lower the cap on NOx emissions from 1750 tons to 1500 tons per year. The reduction will be accomplished by retiring 241 SB-7 allowances per year. Emissions are reduced voluntarily from the Holly and Decker Creek units. The cap will be achieved by installing NOx reduction technologies at the Holly and Decker facilities and by the increased utilization of renewable energy resources as well as increased use of energy efficiency measures. Lower Colorado River Authority has committed to the following voluntary actions: Reduction of NOx allowance allocation at Sim Gideon Power Plant in Bastrop County by 300 tons per year. The Lost Pines Power Plant will reduce NOx emissions by an additional 100 tons per year. The University of Texas at Austin has committed to reduce allowable annual NOx emissions from its grandfathered units by 75%. Reductions from power plants are reported on an annual basis because daily reductions could not be achieved.	Four Austin-area power plants anticipate NOx reductions of 1,866 tons per year (12.7%) by 2007. Reductions will be noted in TCEQ permits and incorporated into the State Implementation Plan (SIP). **LCRA** requested in a letter to TCEQ, that both Sim Gideon and the FPP plant-wide flexible permit be altered to reflect the accelerated date of the final allowable NOx cap. TCEQ permit alterations were received in December 2005 and February 2006, respectively. **Austin Energy** committed to a voluntary NOx cap was included as a special condition of AE's Holly Power Plant SB-7 permit. AE also accelerated their commitment to shut down Holly Units 3 and 4 by September 30, 2007.	**LCRA:** Sim Gideon, December 31, 2005. FPP, December 31, 2006. **AE**: Holly Plant, January 30, 2004 **UT:** December 31, 2006	0.0 tpy VOC	1866 tons per year of NOx	
Texas Emission Reduction Program (TERP) grants	This existing TCEQ program, created by the State Legislature, provides grants to public and private fleets in 41 Texas counties. The grants offset the incremental costs associated with reducing emissions of oxides of nitrogen (NOx) from high-emitting internal combustion engines.	The region is committed to achieving a 2-tpd NOx decrease from TERP grants by the end of 2007. To date, the region has received grants anticipated to decrease NOx by 2.02 tpd.	Grant selection: July 2005-1st round, August 2005-2nd round, November 2005- 3rd round	0.0 tpd VOC	2.0 tpd NOx	

Control Measure	Summary description of control measure	Program/Measure Status	Implementation Date	VOC Reduction	NOx Reduction	Resources
Vehicle Emission Inspection & Maintenance	The I/M program requires the regular inspection of vehicles 2–24 years old in Travis and Williamson counties. Vehicles must be inspected through Department of Public Safety–certified inspection stations for emissions of nitrogen oxide (NOx), volatile organic compounds (VOCs) and carbon monoxide (CO). Travis County committed to administer an associated Low Income Repair Replacement Assistant Program (LIRAP) program, as well, per existing state rules.	**I/M:** From 9/1/2005 to 4/30/2006, 415,897 initial emissions test were performed. The failure rate was 8.45% for the period. An additional 1.15% fail only the gas cap portion of the emissions test for an overall failure rate of 9.59%.According to TCEQ the program is performing as expected. **REMOTE SENSING:** There are currently 23 sites in the Austin EAC (14 in Travis County and 9 in Williamson County). Approximately 197,828 records have been collected since 12/01/2005 and 166 qualified as high pollutant emitters. About 99 notices were mailed to owners of high-emitter vehicles.	September 1, 2005	3.83 tpd VOC	3.22 tpd NOx	
Degreasing Requirements	Cold solvent cleaning operations which utilize a volatile organic compound (VOC) for the cold solvent cleaning of objects are subject to the control requirements in Section 115.412 of the TCEQ administrative code for Solvent Using Processes. Controls are in place for cold cleaning, open-top vapor, and conveyorized degreasing operations. They aim to reduce VOC emissions by containing the solvent within the system or by capturing fugitive vapors. For a full description of the control requirements, see Title 30, Chapter 115, Subchapter E, *Solvent Using Processes, Division I, Degreasing Processes, Sections 115.412, 115.413, 115.415-115.417, and 115.419.*	Status unchanged since last report: TCEQ regional enforcement staff will be made aware of the regulation and its implications to the Austin area's EAC commitments. Future reports will contain information about any enforcement actions.	December 31, 2005	5.55 tpd VOC	0.0 tpd NOx	TCEQ has 3.5 FTEs devoted to air quality investigators in Region 11.

Control Measure	Summary description of control measure	Program/Measure Status	Implementation Date	VOC Reduction	NOx Reduction	Resources
Portable Fuel Containers	The control measure specifies performance standards and testing requirements that must be met by portable fuel containers to reduce VOC emissions. The controls apply to containers with a nominal capacity between one quart and ten gallons. The containers must be equipped with the appropriate dispensing spout and must be labeled to indicate compliance with the rule. The measure applies to all portable fuel containers or portable fuel container spouts manufactured on or after December 31, 2005. The complete description of this measure is in Title 30, Subchapter G, *Consumer-Related Sources, Division 2, Portable Fuel Containers, Sections 115.620-115.622, 115.626, 115.627, and 115.629* of TCEQ Air Quality Rules.	TCEQ regional enforcement staff will be made aware of the regulation and its implications to the Austin area's EAC commitments. Future reports will contain information about any enforcement actions.	December 31, 2005	0.89 tpd VOC	0.0 tpd NOx	TCEQ has 3.5 FTEs devoted to air quality investigators in Region 11.

Table A.1: State-assisted EAC Measures

APPENDIX B EAC LOCAL MEASURE STATUS SUMMARY AND REPORTING FORMS

Reports Enclosed:

Cities:

City of Austin

City of Bastrop

City of Elgin

City of Luling

City of Lockhart

City of Round Rock

City of San Marcos

Counties:

Bastrop County

Caldwell County

Hays County

Travis County

Williamson County

Agencies:

Capital Area Council of Governments

Capital Metropolitan Planning Organization

Capital Metropolitan Transportation Authority

Lower Colorado River Authority

Texas Commission on Environmental Quality

Texas Department of Transportation

The summary of the status of locally implemented EAC measures in Austin Round Rock MSA is shown in Table B.1 followed by individual EAC reporting forms

Emission Reduction Measure	Summary Description of Measure	Program/Measure Implementation Status
A/C Electric Load Shift	Requires commercial facilities to develop overnight the reservoir of cold water needed to meet air conditioning needs the following day. Total energy consumption and emissions are not reduced, but the emissions are not generated during the day, reducing the potential for ozone formation.	implemented
Access Management	Access management includes managing roadway access by limiting the number and location of allowable curb cuts and driveways, consolidating access to multiple business through one main driveway, side road etc. Access management reduces congestion, vehicle delay and associated emissions.	implemented
Adopt-a-School Bus Program	Local school districts participate in this CLEAN AIR Force sponsored program to replace or retrofit old diesel school buses with new, cleaner buses. Replacements and retrofits are implemented using 50% corporate sponsorship funds and 50% school district funds. EPA provides seed money to the CLEAN AIR Force for a fundraiser and program administration.	Not implemented
Airport Airside Incentives for Reduction of GSE Need	ABIA has begun and will complete the addition of building supplied power and preconditioned air for all aircraft parked at the gate. This will eliminate the need to run on-board auxiliary power units (APUs), and air-conditioning (ACUs) and ground power units (GPUs) by the air carriers if they will participate. It is not clear if we can mandate their use, or if it will need to be on a voluntary basis. Implementation might require creating incentives or use restrictions. Estimated 0.16 tpd NOx reduction.	Not implemented
Alternative Commute Infrastructure	Require all new non-residential developments of 25,000 sq. ft or more and developments that increase their square footage 25% or more and have/expect 100+ employees on the site to include bicycle commuting facilities (parking/racks and showers) and preferential carpool/vanpool parking spaces.	implemented
Alternative Fuel Infrastructure for Shuttle Buses	Propane fueling infrastructure is available at ABIA that could be used to refuel off-site parking shuttle buses. Encourage or mandate these services to shift to propane by 2005. Estimated 60% NOx reduction.	implemented
Alternative Fuels for Aviation Fleet	Replacement of Aviation Fleet equipment with propane fuel starting FY2003. Purchase of 10 propane pro-turf mowers, and 4 propane non-road truck-alls. Planned purchases at this time. Future replacement is subject to budget provisions.	implemented
Alternative Fuels for Shuttle Buses		implemented

Emission Reduction Measure	Summary Description of Measure	Program/Measure Implementation Status
Alternative Fuel Vehicles	A/SM MSA participants to the O3 Flex Agreement are committed to encouraging the expanded use of alternative fuels and alternative fuel vehicles among the owners and/or operators of fleets of 15 vehicles or more. To qualify as an alternative fuel vehicle, the vehicle must operate 75% of the time on one of the federal Energy Policy Act fuels. Approved alternative fuels are compressed natural gas (CNG), liquefied natural gas (LNG), liquefied petroleum gas (LPG), electricity, methanol, ethanol, and biodiesel (at a minimum 20% mix). Alternative fuels reduce NOx and VOCs at varying levels and are an appropriate strategy for reducing or even eliminating emissions. Credits are available under the federal Energy Policy Act (EPAct) for use of alternative fuels.	implemented
Cleaner Diesel for Fleets	Capital Metro, the cities of Austin, Bastrop and Elgin, Travis County and the Austin Independent School District have agreed to purchase a diesel product that is believed to reduce particulate matter and increase overall efficiency. Use of this fuel increases engine performance, with corresponding air quality benefits through fuel efficiency. While reductions of NOx emissions from this product are not quantifiable at this time, the commitment to this fuel represents a good-faith effort on the part of these entities to purchase the best currently available diesel fuels.	implemented
Commute Solutions Programs	Encourage and provide tools to implement Commute VMT reduction programs (e.g. Teleworking, compressed work week, carpooling/vanpooling, bus fares, subsidized transit pass, flextime, carpool or alternative transportation incentives etc.). The Commute Solutions program provides information and tools to implement these programs. It could be used to support a commute emission reduction regulation.	implemented
Construction Contract Provisions for High Ozone Days	Public contracts may include provisions to limit construction activities and equipment operation on high ozone days. A specified number of these high ozone days would be built into the contract. While controversial, it is one of the only ways to target non-road construction emissions.	Not implemented
Direct Deposit	Offer employees direct deposit potentially saving at least one vehicle errand per pay period.	implemented
Drive-Thru Facilities on Ozone Action Days	Requires or encourages businesses with drive-through facilities to post signs on Ozone Action Days asking customers to park and come inside instead of using the drive-through facilities. Encourage the public to comply.	implemented
e-Government and Multiple Locations	Provides web-based services, both for information and transactions, and/or multiple locations for payments, etc., Reduces VMT and associated emissions.	implemented

Emission Reduction Measure	Summary Description of Measure	Program/Measure Implementation Status
Electric Lawnmower Discount Program	Clean Air Force (CAF) and participating Home Depots offered Central Texans a 20% discount on the purchase of a corded Black & Decker MM575 18" Mulching Lawn Hog Electric Lawnmower the first two Saturdays in April of 2005.In addition CAF partnered with an online electric lawnmower company, Neuton, to provide $40 discounts on the Neuton cordless electric lawnmower, plus a free rear-bagger, 3-year extended warranty and free shipping for the period of April 1 - May 12, 2005.	implemented
Electric or Alternative Fuel for Airport GSE	This category includes new and in-use ground support equipment (GSE) used in airport operations. GSE perform a variety of functions, including: starting aircraft, aircraft maintenance, aircraft fueling, transporting cargo to and from aircraft, loading cargo, transporting passengers to and from aircraft, baggage handling, lavatory service, and food service. The Air Transportation industry has informed Central Texas that they will oppose any requirements on their industry.	Not implemented
Electric Utility Investments in Energy Demand Management	This measure involves the development of energy demand management programs in areas outside the Austin Energy service area. Austin Energy offers financial incentives to commercial and residential customers for installation of energy efficient appliances and technologies and they report a good correlation between their demand programs and reduced emissions at their power plants. This measure would encourage other utility providers in the region to develop similar programs.	implemented
Emission Reductions in SEPs, BEPS and Similar Agreements	Ensures that the primary impact of all air quality related SEPs, BEPs or similar agreements applicable to the EAC area, is to reduce emissions and improve air quality. EPA and/or TCEQ would consult, to the extent possible, with the local EAC signatories when developing any air quality related environmental mitigation agreement, such as a SEP, BEP or other similar agreement.	Not implemented
Energy Efficiency Beyond Senate Bills 5 & 7	Require additional energy efficiency measures beyond SB5 and SB7, such as building design, revisions to codes and standards, and energy management programs for large commercial facilities. Additional energy efficiency measures could provide significant reductions in energy demand and demand-related emissions.	implemented
Environmental Dispatch of Power Plants	Austin Energy is conducting environmental dispatch on their gas-fired facilities during the ozone action days.	implemented
Expedited Permitting for VMT-Reducing Development	Provide an expedited permitting process and/or other incentives for mixed use, transit oriented or in-fill development. Developments would have to meet certain performance criteria in order to qualify for expedited permitting.	implemented

Emission Reduction Measure	Summary Description of Measure	Program/Measure Implementation Status
Fleet Usage Efficiency Evaluation	Evaluate and improve the efficiency of fleet usage, including using alternative or clean fueled vehicles, using the cleanest vehicle appropriate for the job, consolidating and coordinating trips, etc.	implemented
Fleet Vehicle Maintenance	In addition to alternative fuels and alternative fuel vehicles, signatories and participants have incorporated regular maintenance in a manner that will minimize emissions, into their fleet operation policies.	implemented
Fueling Vehicles in the Evening	Promote fueling vehicles after peak hot periods of the day have passed during ozone season. This does not reduce NOx emissions but moves the high emissions time frame to later hours.	implemented
Landscaping Delay on High Ozone Days (Education Program)	Outreach to local stakeholders will include education and encourage voluntary implementation of delaying landscape work until noon on high ozone days.	implemented
Low Emission Vehicles	Encourage and/or provide incentives for the purchase and use of Tier 2 Bin 3 or cleaner vehicles for fleets and private use.	implemented
Low VOC Roadway Striping	Require use of reformulated striping material products (i.e., water-based paints or thermoplastic) to achieve VOC reductions. Traffic marking activities refer to the striping of center lines, edges, and directional markings on roads and parking lots. VOC emissions from traffic marking vary depending on the marking material used, and the frequency of application. Generally, there are six different types of traffic marking materials (EIIP, 1997a): 1) solvent-based paint; 2) water-based paint; 3) thermoplastics; 4) field-reacted systems; 5) preformed tapes; and 6) permanent markers. Solvent-based paints typically are the least expensive among the material types, but produce the highest VOC emissions.	implemented
Open Burning Restrictions	Amend and/or adopt regulations to ban the open burning of such items as trees, shrubs, and brush from land clearing, trimmings from landscaping, and household or business trash, during the peak ozone season. It reduces VOCs and NOx.	implemented
Ozone Action Day Education Program	Implement a public ozone education program, including ozone action days and recommended actions. Entities will notify employees of ozone action days the day before and encourage employees to reduce emissions.	implemented
Ozone Action Day Response Program	Implement a program of specific emission reduction measures taken on ozone action days.	implemented
Police Department Ticketing of Smoking Vehicles	Implement aggressive police enforcement by local agencies of speed limits 55 mph or more and smoking vehicle restrictions. If the smoking vehicle is fixed within 60 days, the ticket could be waived.	implemented

Emission Reduction Measure	Summary Description of Measure	Program/Measure Implementation Status
Resource Conservation	Expand and quantify ongoing resource conservation programs (materials recycling, water and energy conservation, etc.).	implemented
Shaded Parking	In addition to alternative fuels and alternative fuel vehicles, signatories and participants have incorporated shaded parking for fleet vehicles, to the extent possible, into their fleet operation policies.	implemented
Texas Low Emission Diesel (TxLED) for Fleets	Purchase and use Texas Low Emission Diesel in on-road and non-road vehicles and equipment.	implemented
Transit-Oriented Development (TOD)	Local governments implement development criteria either requiring or providing incentives for sprawl reduction such as vertical zoning, mixed use zoning, enhanced mobility choices, reducing distances between home sites, work sites, and service sites. These types of development criteria will reduce the impacts of new development on air quality.	implemented
Transportation Emission Reduction Measures (TERMs)	Implement transportation projects and programs that reduce emissions. Projects and programs include improved transit options and level of service, intersection improvements, grade separations, signal synchronizations and/or improvements, peak and/or off-peak traffic flow improvements, park and ride facilities, bike/ped facilities, high occupancy vehicle lanes, rail, demand management, intelligent transportation systems etc. Many TERMs are already planned and funded. CAMPO has issued a call for projects that may provide funding for additional TERMs.	implemented
Tree Planting	Implement landscaping ordinances to require additional urban tree planting. Reforestation improves air quality and energy efficiency.	implemented
Urban Heat Island/Cool Cities Program	Develop and implement Urban Heat Island (UHI) mitigation strategies. Since ozone forms at higher temperatures, the purpose of this strategy is to keep the city as cool as possible, through vegetation, cool roofing and light colored pavement.	implemented

Table B.1: Local EAC Voluntary Measures Implementation Status

City of Austin

Reported by: Fred Blood **482-5340** **Fred.blood@austinenergy.com**

Emission Reduction Measure

For all CAAP emission reduction measures that have been implemented, please enter a Y (yes) in the column to the right. Enter additional information in the Reporting Information column.	**Has the program been implemented?**	Reporting Information				
1. **A/C Electric Load Shift** Describe the shift schedule and include the number of kWh shifted.	Yes	7600 KW recorded at the meter				
2. **Airport Airside Incentives** for Reduction of GSE Need Describe the status of the program.	No	The actions on the airside of the terminal are primarily controlled by the airlines. Dropping profit margins have made those airports in nonattainment their only priority. However, Department of Aviation uses propane equipment on the air side.				
3. **Alternative Commute Infrastructure** Describe the status of the program.	Yes	The City of Austin has constructed a bicycle/pedestrian bridge across Town Lake. There is an active bicycle coordinator continually working on bike lanes.				
4. **Alternative Fuel Infrastructure for Shuttle Buses** How many alternative fuel facilities have been installed?	Yes	We have one propane storage facility that is capable of dispensing fuel to landside airport users, airside airport users and the public.				
5. **Alternative Fuels for Aviation Fleet** Give the number (or percentage) of equipment converted to alternative fuel.	Yes	This is an on on going Department of Aviation measure. Currently the Department of Aviation has 16 pieces of equipment that operate on propane.				
6. **Alternative Fuels for Shuttle Buses** Give the number (or percentage) of buses using alternative fuel.	Yes	The Department of Aviation operates 100% of their shuttle buses on propane. In 2006 contracts will require off-site shuttle buses to use propane in newly purchased vehicles.				
7. **Alternative Fuel Vehicles** Give the number (or percentage) of vehicles using alternative fuel.	Yes	393 or 8.7%				
8. **Cleaner Diesel for Fleets** How many gallons of clean diesel have been purchased?	No	None, fuel contract over budget				
9. **Commute Solutions Programs**	Yes	Carpooling	vanpooling	teleworking	public transportation	flexible or compressed work week
9 a. Give the number of employees participating in each of the programs.		19	18	unknown	230	unknown
9 b. Give the average number of miles traveled while commuting.		23	23	23	23	23
9 c. Give the number of days per week that the program is used.		1	1	1	1	1

10. **Construction Contract Provisions** for High Ozone Days Describe the status of the program.	No	No cooperation from Public Works
11. **Direct Deposit** How many employees receive direct deposit?	Yes	11275
11 a. Estimate the number of payments direct deposited per year per employee. (e.g. Bimonthly-26 payments)	Yes	293150
12. **Drive-Thru Facilities on Ozone Action Days** Describe the status of the program.	No	Program in development stage.
13. **e-Government** and Multiple Locations Describe the status of the program.	Yes	Multiple location and online services available.
14. **Electric or Alternative Fuel for Airport GSE** Are you using alternative fuel* or electric power? *If alternative fuel is being used, report the number of gallons purchased.	No	The actions on the airside of the terminal are primarily controlled by the airlines. Dropping profit margins have made those airports in nonattainment their only priority. However, Department of Aviation uses propane equipment on the air side.
15. **Electric Utility Investments** in Energy Demand Management Describe the status of the program.	Yes	The demand reduction was 50.4 MW recorded at the meter
16. **Energy Efficiency Beyond Senate Bills 5 & 7** Describe the status of the program and the % energy reduction beyond the SB5 requirement.	Yes	City of Austin Electric usage down 9% in two years
17. **Environmental Dispatch of Power Plants** Describe the status of the program.	Yes	Capped total emissions, considered a superior action.
18. **Fleet Usage Efficiency Evaluation** Describe the status of the program.	Yes	Development stage.
19. **Fleet Vehicle Maintenance** Report the average time between two scheduled maintenance services.	Yes	180 DAYS.
20. **Fueling Vehicles in the Evening** Describe the status of the program.	Yes	All customers encouraged to fuel in evening.
21. **Low Emission Vehicles** Report the number of LEVs purchased or the % of fleet vehicles that are categorized as LEVs.	Yes	10% purchased.
22. **Low VOC Roadway Striping** Report the type of low VOC material and the average amount used. Be sure to include units.	Yes	In practice since 1997

23. **Ozone Action Day Education Program** Describe the status of the program.	Yes	This program works to incorporate an air quality curriculum in AISD middle school science work plan. We are also working with elementary school to promote the anti idling message near schools.
24. **Ozone Action Day Response Program** Describe the public response program.	Yes	This program is designed to inform employees of an upcoming ozone action day and preventative actions to take on those days.
25. **Resource Conservation** Describe the status of the program.	Yes	Waste Conservation: 27,208 tons of waste diverted for the past 6 months. Energy Conservation: 14,071 KW in peak demand savings for 1st 6 months
26. **Shaded Parking** Describe the status of the program.	Yes	January 2003: The Landscape code was altered to require that a minimum of 80% of the trees required for parking lots be large shade producing trees from a newly created list of Native and Adapted Shade Trees. Additionally a minimum of 50% of the trees in non-parking lot areas are to be shade-providing trees from the same list. (Environmental Criteria Manual Section 2.4.2(C) Trees in Parking Lots, 2.4.1D)
27. **Texas Low Emission Diesel (TxLED) for Fleets** Report the number of vehicles using low emission diesel (TxLED) or the fleet % using TxLED or an equivalent.	NO	Price spikes caused fuel budget to be overspent
28. **Transit-Oriented Development (TOD)** Describe the program status.	Yes	City Council has approved the TOD Ordinance on second reading and will consider final approval on May 12, 2005. After approval an RFQ will be issued for Consultants to develop Station Area Plans for the six stations within the City of Austin's jurisdiction. Station Area Plans are anticipated to be complete by the first quarter of 2007.
29. **Transportation Emission Reduction Measures (TERMs)**	Yes	Reporting information will be submitted by CAMPO.
30. **Tree Planting**	Yes	NeighborWoods 4000 trees/year, Large tree contract for public works projects – i.e. Texas School for the Deaf – 37 white oaks; City Hall – 42 trees. In 2006 Austin Community Trees planted 207 large and small shade trees in low canopy cover Central East Austin. As of April 2006 there has been 4351 trees planted this fiscal year
31. **Urban Heat Island/Cool Cities Program** Describe the status of the program.	Yes	The following programs are in progress: Light-Colored Roof Strategies, Incentive/Enforcement of Tree-Saving Ordinance, Ordinance mandating 50% Canopy Coverage with in 15 years for all new parking lots, Tree Mapping, and Expand City Tree Planting Program. Increased canopy cover through Neighborwoods and Austin Community Trees programs by planting 4,207 shade trees in Austin

City of Elgin

Reported by: (Name) Shirley Garvel	512-281-5724	garvel@totalaccess.net

Emission Reduction Measure

For all CAAP emission reduction measures that have been implemented, please enter a Y (yes) in the column to the right. Enter additional information in the Reporting Information column. **REPORTING PERIOD: NOVEMBER 2005 to APRIL 2006**	**Has the program been implemented? (Y/N)**	Reporting Information
1. Access Management How many roadway projects are employing this program?	Yes	All
2. Alternative Commute Infrastructure Describe the status of the program.	No	
3. Cleaner Diesel for Fleets How many gallons of clean diesel have been purchased?	Yes	1,560.39 Gallons
4. Emission Reductions in SEPs, BEPS and Similar Agreements Report the emission reduction achieved for any SEP implemented in the reporting area.	No	
5. Expedited Permitting for VMT-Reducing Development Describe the status of the program.	No	
6. Low VOC Roadway Striping Report the type of low VOC material and the average amount used. Be sure to include units.	Yes	But, none during this period
7. Open Burning Restrictions	Yes	Controled by Elgin Volunteer Fire Department
8. Ozone Action Day Education Program Describe the status of the program.	Yes	E-mails and memos to directors
9. Transportation Emission Reduction Measures (TERMs)	Yes	Park N Ride & Carts transportation provided
10. Tree Planting	Yes	Parks Department planted an estimated 30 Trees

City of Luling

Reported by: Chris Powell	830-875-2487	chris@luling.the-cia.net

Emission Reduction Measure

For all CAAP emission reduction measures that have been implemented, please enter a Y (yes) in the column to the right. Enter additional information in the Reporting Information column. **REPORTING PERIOD: NOVEMBER 2005 to APRIL 2006**	**Has the program been implemented? (Y/N)**	Reporting Information				
1. Commute Solutions Programs	N	**carpooling**	**vanpooling**	**teleworking**	**public transportation**	**flexible or compressed work week**
a. Give the number of employees participating in each of the programs.	[redacted]					
b. Give the average number of miles traveled while commuting.	[redacted]					
c. Give the number of days per week that the program is used.	[redacted]					
2. Fueling Vehicles in the Evening Describe the status of the program.	Y	fuel after 4pm				
3. Ozone Action Day Education Program Describe the status of the program.	N					
4. Resource Conservation Describe the status of the program.	Y	5 minute idling				

City of Lockhart

Reported by: (Name) Vance Rodgers **376-8149** **(Email) vrodgers@lockhart-tx.org**

Emission Reduction Measure

For all CAAP emission reduction measures that have been implemented, please enter a Y (yes) in the column to the right. Enter additional information in the Reporting Information column. **REPORTING PERIOD: NOVEMBER 2005 to APRIL 2006**	**Has the program been implemented? (Y/N)**	Reporting Information				
1. Access Management How many roadway projects are employing this program?						
2. Adopt-a-School Bus Program Give the number of buses replaced/retrofitted.						
3. Commute Solutions Programs		**carpooling**	**vanpooling**	**teleworking**	**public transportation**	**flexible or compressed work week**
a. Give the number of employees participating in each of the programs.						
b. Give the average number of miles traveled while commuting.						
c. Give the number of days per week that the program is used.						
4. Direct Deposit How many employees receive direct deposit?	Y	94				
a. Estimate the number of payments direct deposited per year per employee. (e.g. Bimonthly-26 payments)		26				
5. Drive-Thru Facilities on Ozone Action Days Describe the status of the program.	Y	Ozone notice sent via e-mail to businesses with drive thru facilities				
6. Emission Reductions in SEPs, BEPS and Similar Agreements Report the emission reduction achieved for any SEP implemented in the reporting area.						
7. Fueling Vehicles in the Evening		All fueiling at municipal facilities is done after 4				

Describe the status of the program.	Y	pm and before 6 am unless it is an emergency **Also now using BIO Diesel to reduce emissions**
8. Landscaping Delay on High Ozone Days (Education Program) Describe the status of the program.	Y	Parks and Cemetery crews converting to battery units where possible and when schedules allow mowing start after noon on high ozone days
9. Low Emission Vehicles Report the number of LEVs purchased or the % of fleet vehicles that are categorized as LEVs.	Y	4%
10. Low VOC Roadway Striping Report the type of low VOC material and the average amount used. Be sure to include units.	Y	
11. Ozone Action Day Education Program Describe the status of the program.	Y	All department heads are notified via e-mail of ozone days
12. Police Department Ticketing of Smoking Vehicles Describe the status of the program.	Y	Tickets issues for vehicles with serious smoke problems
13. Tree Planting	Y	50 more planted during last six months

City of Round Rock

Reported by: Michael D. Thane	**512-218-3236**	mthane@round-rock.tx.us

Emission Reduction Measure

For all CAAP emission reduction measures that have been implemented, please enter a Y (yes) in the column to the right. Enter additional information in the Reporting Information column.	**Has the program been implemented?**	Reporting Information				
1. **Alternative Fuel Vehicles** Give the number (or percentage) of vehicles using alternative fuel.	Yes	One vehicle in the City.				
2. **Cleaner Diesel for Fleets** How many gallons of clean diesel have been purchased?	Yes	54,805 gallons (Nov. 1, 2005 - April 30, 2006)				
3. **Commute Solutions Programs**	Yes	**carpooling**	**vanpooling**	**teleworking**	**public transportation**	**flexible or compressed work week**

3 a. Give the number of employees participating in each of the programs.		
3 b. Give the average number of miles traveled while commuting.		
3 c. Give the number of days per week that the program is used.		
4. **Direct Deposit** How many employees receive direct deposit?	Yes	647 employees participate in Direct Deposit
4 a. Estimate the number of payments direct deposited per year per employee. (e.g. Bimonthly-26 payments)		26 payments per year per employee.
5. **e-Government** and Multiple Locations Describe the status of the program.	Yes	City currently provides web-based information services regarding City Departments. The City currently provides for payment of City utility bills via direct debit. The City's Parks Department currently accest payment by phone for recreation and class fees.
6. **Fleet Usage Efficiency Evaluation** Describe the status of the program.	Yes	City has a right-sizing program to make sure City vehicles are being used in the most efficient way possible.
7. **Fleet Vehicle Maintenance** Report the average time between two scheduled maintenance services.	Yes	We have regular maintenance scheduled for all fleet vehicles.
8. **Fueling Vehicles in the Evening** Describe the status of the program.	Yes	Employees have been encouraged to re-fuel their vehicles at the end of the day on Ozone Action Days.
9. **Low VOC Roadway Striping** Report the type of low VOC material and the average amount used. Be sure to include units.	Yes	The City is using thermoplastic for striping.
10. **Ozone Action Day Education Program** Describe the status of the program.	Yes	The City notifies all City employees the day before an Ozone Action Day.
11. **Ozone Action Day Response Program** Describe the public response program.	Yes	Presentations have been made to the City staff regarding recommendations for work actions on Ozone Action Days.
12. **Police Department Ticketing** of Smoking Vehicles Describe the status of the program.	No	No current program is in place at this time.
13. **Resource Conservation** Describe the status of the program.	Yes	The City has recycling bens at all buildings as well as operates a recycle center for residents of the City. During summer season, the City issues water conservation PSAs.
14. **Transportation Emission Reduction Measures (TERMs)**	Yes	See letter dated May 16, 2006 to CAMPO.
15. **Tree Planting**	Yes	801 trees have been planted by the City, not counting the trees planted by developers.

City of San Marcos

Reported by: Dan O'Leary, City Manager **(Phone) 512.393.8100** **(Email) o'leary_dan@ci.san-marcos.tx.us**

Emission Reduction Measure		
For all CAAP emission reduction measures that have been implemented, please enter a Y (yes) in the column to the right. Enter additional information in the Reporting Information column. **REPORTING PERIOD: NOVEMBER 2005 to APRIL 2006**	**Has the program been implemented? (Y/N)**	Reporting Information
1. Direct Deposit How many employees receive direct deposit?	Yes	399
a. Estimate the number of payments direct deposited per year per employee. (e.g. Bimonthly-26 payments)		Bimonthly-26 Payments
2. e-Government and Multiple Locations Describe the status of the program.	Yes	Utility Billing-Fully Implemented; Class Software used for registration in Parks & Rec. programs--Fully Implemented; Tracking Software used for Citizens to send requests for information or file complaints--Fully Implemented; Website with Press Releases, Police Reports, etc.--Fully Implemented
3. Fleet Usage Efficiency Evaluation Describe the status of the program.	Yes	Preventative maintenance is performed based on engine hours of operation for diesel engines and by mileage on gasoline engines. Other maintenance is performed as needed for emergency response vehicles.
4. Fleet Vehicle Maintenance Report the average time between two scheduled maintenance services.	Yes	Every 6-8 months
5. Fueling Vehicles in the Evening Describe the status of the program.	No	
6. Low VOC Roadway Striping	Yes	Type 72Y-A021-F03 / 198.0 Gallons Type 72W-A036-F03 / 60 Gallons

Report the type of low VOC material and the average amount used. Be sure to include units.		
7. Open Burning Restrictions	Yes	Open burning is prohibited by City Ordinance and restricted Texas State Law
8. Ozone Action Day Education Program Describe the status of the program.	No	
9. Ozone Action Day Response Program Describe the public response program.	No	
10. Resource Conservation Describe the status of the program.	Yes	Please see attached Water and Energy Conservation Program Explanations
11. Transportation Emission Reduction Measures (TERMs)		* Submit implementation status of each TERM to CAMPO. Report implementation status (Y/N) in middle blue column.
12. Tree Planting	Yes	
Additional Reporting Questions		
1. How many **total employees** (including contractors and temporary/seasonal workers) work at your location(s)? (full-time equivalents over 12 months during the baseline year)	550	
1 a. What **percent** of these employees typically drive to work alone each day?	95%	
2. **Do any employees vanpool, carpool, telework, or work shifts other than five 8-hour days?** Answer Y/N. If Y, respond to 2a - g below.	**Yes**	
2 a. Report the number of full-time equivalent employees that work the following **reduced schedules**:	Firefighters (15 per day work 24 hours on duty and then are off 48 hours); 16 staff members from the WIC Program work four ten-hour days	
i. **Four 10 hour days** every week (or equivalent) work schedule. Report # employees participating.	65	

ii. **Nine 9 hour days** every two weeks (or equivalent) work schedule. Report # employees participating.	N/A	
iii. **Other** reduced workdays schedule. Report # employees participating and the average # days worked per work week.	# employees	avg. days/work week
	N/A	N/A
2 b. How many employees work a flexible schedule to avoid driving during peak morning traffic periods? (7-9AM and 4-6PM)	18 WIC employees (1 arrives early and leaves early; 17 leave at 7pm)	
2 c. How many employees work a delayed start time (i.e. after 9AM), either year-around or during ozone season?	0	
2 d. How many employees vanpool, carpool, ride mass transit, bikes, etc. **at least 3 days a week**?	0	
2 e. How many employees telecommute at least 1 day per week?	0	
i. Report the **average** workdays **per week** teleworked.	0	
2 f. Do you help employees live closer to where they work by incentives and/or job assignments?	Electric Utility Linepersons & Crew Leaders, Meter Readers, City Mgr., Municipal Court Judge, Water Distribution/WW Collection Equipment Operators & Crew Leaders, Streets/Traffic Equipment Operators & Crew Leaders	
2 g. Have you **reduced congestion** within your parking areas by staggering shifts, redesigning entrances and exits, etc.?	no	
3. Do you provide any **employee awareness programs** or provide incentives to avoid personal travel during the workday? If Y, respond to 3a - f.	Yes--During annual Safety Expo inform employees on latest Emission Control Measures; Alternative Fuels; Operator Practices to Reduce Fuel Consumption	
3 a. Do you provide incentives to employees purchasing Low Emission Vehicles or Ultra Low Emission Vehicles?	no	
3 b. Do you sponsor a **vehicle inspection and repair program** during the Spring? If so, how many employees participate?	no	

3 c. Do you educate employees on specific **maintenance and efficiency** measures for their vehicles?	Yes--Operator Review Vehicle Operating Instructions and Pre- & Post-Trip Inspection Measures
3 d. Do you provide alternatives for employees to avoid running **personal errands** during the workday (such as cafeterias, concierge services)?	no
3 e. Do you provide Ozone Action Day alerts to all employees?	yes
3 f. Do you provide ozone awareness education to all employees?	yes
4 a. What **percent** of employees typically use their personal car for **personal errands** during the workday (i.e. running errands, lunch)?	85%
4 b. What **percent** of employees typically use their personal car for **work-related errands** during the workday?	30%
5. Do you have any company-owned (or leased) motor vehicles (i.e. cars, trucks, vans, buses) that are operated in the Austin area? Do not count landscaping or construction equipment. Answer Y/N. If Y, answer 5a -b.	no
5 a. For these vehicles, **how much** standard formulation **gasoline** do you purchase annually? Answer in gallons per year.	0
5 b. For these vehicles, **how much** standard formulation **diesel** fuel does your business purchase annually? (Do not include fuel for construction equipment.) Answer in gallons per year.	0

6. Do you own or operate **fuel-powered motor vehicles** used at your facility such as forklifts, carts, etc., used for non-road functions? Do not count landscaping or construction equipment and do not count electric vehicles. If Y, respond to 6a - b.	Yes
6 a. How many of these gasoline vehicles or propane vehicles do you have? Do not count electric or battery-powered vehicles.	4
6 b. On average, how many hours per work day are these vehicles operated? (Can not exceed 24 hrs/day.)	1
7. How many visitors or customers come to your location(s) **every week**, on average, **for meetings**? How many **visitors or customers** attend **meetings** at your location(s) each week, on average?	WIC program has 1,375 clients who visit their office on a varied basis from week-to-week
8. Do you have programs to reduce customer and other visitors to your sites? If Y, respond to 8a - b.	yes
8 a. Do you provide opportunities to meet with local clients and local suppliers via **teleconferencing or videoconferencing**?	yes
8 b. Do you provide alternatives (e-business, etc.) that reduces the number of visitors or customers driving to your location(s)?	yes; WIC provides 3 months worth of benefits at one visit
9. Do delivery vehicles drop-off or pick-up materials at your location(s)? If Y, respond to 9a - b.	yes

9 a. **How many delivery vehicles** (yours or others) drop-off and pick-up from your location(s) during a week (on average)?	4
9 b. On average, **how many minutes** do these vehicles "idle" (wait with their engines on) while delivering to your location(s)?	less than 5

Bastrop County

Reported by: (Name) Gayle Wilhelm **5123327201** **(Email) gwilhelm@bastropcounty.com**

Emission Reduction Measure

For all CAAP emission reduction measures that have been implemented, please enter a Y (yes) in the column to the right. Enter additional information in the Reporting Information column.	**Has the program been implemented? (Y/N)**	Reporting Information				
REPORTING PERIOD: NOVEMBER 2005 to APRIL 2006						
1. Cleaner Diesel for Fleets How many gallons of clean diesel have been purchased?	Y					
2. Commute Solutions Programs	Y	**carpooling**	**vanpooling**	**teleworking**	**public transportation**	**flexible or compressed work week**
a. Give the number of employees participating in each of the programs.						
b. Give the average number of miles traveled while commuting.						
c. Give the number of days per week that the program is used.						
3. Direct Deposit How many employees receive direct deposit?	Y					

a. Estimate the number of payments direct deposited per year per employee. (e.g. Bimonthly-26 payments)		
4. Fleet Vehicle Maintenance Report the average time between two scheduled maintenance services.	Y	
5. Fueling Vehicles in the Evening Describe the status of the program.	Y	
6. Ozone Action Day Education Program Describe the status of the program.	Y	
7. Ozone Action Day Response Program Describe the public response program.	Y	

Caldwell County

Reported by: (Name)	**(Phone)**	**(Email)**

Emission Reduction Measure

For all CAAP emission reduction measures that have been implemented, please enter a Y (yes) in the column to the right. Enter additional information in the Reporting Information column.	**Has the program been implemented?**	Reporting Information
1. **Direct Deposit** How many employees receive direct deposit?	Yes	215 total employees, 140 (53%) direct deposit
1 a. Estimate the number of payments direct deposited per year per employee. (e.g. Bimonthly-26 payments)		3640
2. **Fleet Vehicle Maintenance** Report the average time between two scheduled maintenance services.	Yes	quarterly
3. **Fueling Vehicles in the Evening** Describe the status of the program.	No	not fully implemented
4. **Low Emission Vehicles** Report the number of LEVs purchased or the % of fleet vehicles that are categorized as LEVs.	Yes	17 on order
5. **Ozone Action Day Education Program** Describe the status of the program.	Yes	road crews do light maintenance on ozone days
6. **Ozone Action Day Response Program** Describe the public response program.	No	unknown

Hays County

Reported by: Jerry Borcherding	512-393-7385	jerry@co.hays.tx.us

Emission Reduction Measure

For all CAAP emission reduction measures that have been implemented, please enter a Y (yes) in the column to the right. Enter additional information in the Reporting Information column. **REPORTING PERIOD: NOVEMBER 2005 to APRIL 2006**	**Has the program been implemented? (Y/N)**	Reporting Information
1. Cleaner Diesel for Fleets How many gallons of clean diesel have been purchased?	Y	54,840 gallons
2. Direct Deposit How many employees receive direct deposit?	Y	635
a. Estimate the number of payments direct deposited per year per employee. (e.g. Bimonthly-26 payments)	[redacted]	13,536
3. e-Government and Multiple Locations Describe the status of the program.		
4. Fleet Vehicle Maintenance Report the average time between two scheduled maintenance services.	Y	heavy equipment - every 250 hours; heavy trucks - every 6000 miles; small trucks - every 3000 miles
5. Fueling Vehicles in the Evening Describe the status of the program.	Y	Vehicles are fueled at the end of the day.
6. Low VOC Roadway Striping Report the type of low VOC material and the average amount used. Be sure to include units.	Y	16,000 lbs of yellow thermoplastic; 4100 lbs of white thermoplastic
7. Ozone Action Day Education Program Describe the status of the program.	Y	E-mail message with recommended actions is sent to employees.
8. Ozone Action Day Response Program Describe the public response program.		
9. Resource Conservation Describe the status of the program.		
10. Tree Planting		

Travis County

Reported by: John Kuhl, Environmental Officer **(512) 854-4629** **john.kuhl@co.travis.tx.us**

Emission Reduction Measure

For all CAAP emission reduction measures that have been implemented, please enter a Y (yes) in the column to the right. Enter additional information in the Reporting Information column. **REPORTING PERIOD: NOVEMBER 2005 to APRIL 2006**	**Has the program been implemented? (Y/N)**	Reporting Information				
1. Alternative Fuel Vehicles Give the number (or percentage) of vehicles using alternative fuel.	Yes	9- SUV's (Tahoes-Flex Fuel, ethanol) -- none added in reporting period				
2. Cleaner Diesel for Fleets How many gallons of clean diesel have been purchased?	Yes	114,400 gals. (Koch Gold)				
3. Commute Solutions Programs	Yes	**carpooling**	**vanpooling**	**teleworking**	**public transportation**	**flexible or compressed work week**
a. Give the number of employees participating in each of the programs.		**114**	**not known**	**not known**	**58**	**51+ compressed 58+ Flexible**
b. Give the average number of miles traveled while commuting.		**46.7**			**24.5**	
c. Give the number of days per week that the program is used.		**5**			**5**	**4 on 1 off**
4. Direct Deposit How many employees receive direct deposit?	Yes	3,555				
a. Estimate the number of payments direct deposited per year per employee. (e.g. Bimonthly-26 payments)		92,430 direct deposit payments per year				

5. e-Government and Multiple Locations Describe the status of the program.	Yes	Approximately 12,000 Travis County jury assignments are made via Internet every 6 months, saving as many roundtrips to county's downtown complex. The Travis County Tax Office had 175,989 first time visitors and 65,350 returning visitors to its website, for a total of 241,339 visits. There were 27,946 motor vehicle renewals over the internet; 1,297 property tax payments over the internet; and 1,401 voter registration updates over the internet. These actions can also be performed by mail instead of in person. Travis County offers many client services through seven different intake offices located throughout the county, and operates a one-stop shop Subdivision Review office with the City of Austin so citizens needing review by both entities don't have to drive to different locations.
6. Fleet Usage Efficiency Evaluation Describe the status of the program.	Yes	Travis County Fleet Services performs Fleet Usage and Efficiency Evaluations throughout the year and makes recommendations for improvements to the fleet users. Recommendations such as trip reductions, consolidations and the type of vehicles. Also to use propane fuel in the bi-fueled vehicles at less 75% of the time.
7. Fleet Vehicle Maintenance Report the average time between two scheduled maintenance services.	Yes	Regular Service Average: 120 days between two scheduled maintenance services. Severe Service Average: 35 days between two scheduled maintenance services.
8. Fueling Vehicles in the Evening Describe the status of the program.	Yes	Travis County Fleet users are encouraged to fuel vehicles at the end of their work day, rather than at the beginning.
9. Low Emission Vehicles Report the number of LEVs purchased or the % of fleet vehicles that are categorized as LEVs.	Yes	7 Hybrids (PZEVs) 3- SEDANS (Prius-Hybrid) 4- SUV'S (Escapes-Hybrid) plus 56 additional LEVs since May. 1, 2005 None added to Fleet during this reporting period
10. Low VOC Roadway Striping Report the type of low VOC material and the average amount used. Be sure to include units.	Yes	Low VOC (Latex) Yellow Paint = 200 - 55 gal drums (11,000 gal total). Low VOC (Latex) White Paint = 100- 55 gal drums (5,500 gal total).

11. Ozone Action Day Education Program Describe the status of the program.	Yes	Ongoing in 2006. Expanded OZAD Eduacation Program began May 2005. Commissioners Court requested 35 County Departments, representing 94 % of county's workforce (3,843) to assign Clean Air Advocate to assist with expanding the program during the 2005 Ozone Season. Incorporated new regional OZAD logo designed by Capital Metro into county-wide email/flyers that go out when TCEQ issues OZAD
12. Ozone Action Day Response Program Describe the public response program.	Yes	Ongoing. Expanded OZAD education program began
13. Resource Conservation Describe the status of the program.	Yes	Travis County Recycled the following: Paper: 114.85 Tons or 229,700 lbs Aluminum: 912 lbs Oil: 3375 gallons Tires: 690 Antifreeze: 290 gallons Batteries: 256 Iron: 18,460 lbs Purchased 1099 re-manufactured toner cartridges Car Parts: 8920 lbs Scrap Metal: 121,210 lbs
14. Shaded Parking Describe the status of the program.	Yes	963 Covered or shaded spaces
15. Texas Low Emission Diesel (TxLED) for Fleets Report the number of vehicles using low emission diesel (TxLED) or the fleet % using TxLED or an equivalent.	Yes	None
16. Transportation Emission Reduction Measures (TERMs)	Yes	* Submit implementation status of each TERM to CAMPO. Report implementation status (Y/N) in middle blue column.
17. Tree Planting	Yes	11/05 through 5/06 – 350 more trees were planted at East Metropolitan Park. 11/5/05 - 136 trees planted at Southeast Metropolitan Park. 12/05 - 4 trees planted at Canyon Vista Tract. 2/4/06 – 55 trees were planted at Southeast Metropolitan Park
Additional Reporting Questions		

1. How many **total employees** (including contractors and temporary/seasonal workers) work at your location(s)? (full-time equivalents over 12 months during the baseline year)	4,411 (includes Temps, other than election workers)
1 a. What **percent** of these employees typically drive to work alone each day?	There were 4,411 FTE positions (including Temps) funded in Travis County's FY05 budget. Difficult to know how many of these positions are actually filled at any one time. From July through September, the TC Air Quality Program sponsored a Commute Solutions Challenge, using an Innovative Commute Solutions Grant from CAMPO. The grant provided cash incentives to encourage Travis County employees to participate in a 3-month challenge, and to record their daily commutes. The Challenge resulted in 836 employee commuter profiles, or commute data for approximately 19 percent of the Travis County workforce. The following data is based on self-reported data from this subset of employees. It is not based on a survey of the entire Travis County workforce. This data does not differentiate between full-time, part-time or temporary FTEs. In the Travis County Commute Challenge, 577 of 836 participants, or 69 %, reported regularly driving a SOV to work each day

2. **Do any employees vanpool, carpool, telework, or work shifts other than five 8-hour days?** Answer Y/N. If Y, respond to 2a - g below.	**Yes**	
2 a. Report the number of full-time equivalent employees that work the following **reduced schedules**:		
i. **Four 10 hour days** every week (or equivalent) work schedule. Report # employees participating.	36 (based on 2005 Commute Solutions program. Unchanged since last reporting period).	
ii. **Nine 9 hour days** every two weeks (or equivalent) work schedule. Report # employees participating.	Unknown	
iii. **Other** reduced workdays schedule. Report # employees participating and the average # days worked per work week.	# employees	avg. days/work week
	unknown	unknown
2 b. How many employees work a flexible schedule to avoid driving during peak morning traffic periods? (7-9AM and 4-6PM)	57 employees reported working flexible schedules	
2 c. How many employees work a delayed start time (i.e. after 9AM), either year-around or during ozone season?	See above	

2 d. How many employees vanpool, carpool, ride mass transit, bikes, etc. at least 3 days a week?	182 employees reported regularly riding the bus, carpooling, walking, or biking to work during 2005 Commute Solutions program. Unchanged since last reporting period.
2 e. How many employees telecommute at least 1 day per week?	0 employees reported telecommuting on a regular basis, however, employees reported 116 telecommuting events between during July, August and September, and reported reducing VMT by 5,055 during that time. Unchanged since last reporting period.
i. Report the **average** workdays **per week** teleworked.	Unknown
2 f. Do you help employees live closer to where they work by incentives and/or job assignments?	No
2 g. Have you **reduced congestion** within your parking areas by staggering shifts, redesigning entrances and exits, etc.?	No
3. Do you provide any **employee awareness programs** or provide incentives to avoid personal travel during the workday? If Y, respond to 3a - f.	Yes
3 a. Do you provide incentives to employees purchasing Low Emission Vehicles or Ultra Low Emission Vehicles?	No, not during this reporting period.
3 b. Do you sponsor a **vehicle inspection and repair program** during the Spring? If so, how many employees participate?	Yes, as one of the CLEAN AIR Force of Central Texas' main funders, Travis County sponsors and publicizes the annual Car Care for Clean Air events.
3 c. Do you educate employees on specific **maintenance and efficiency** measures for their vehicles?	Yes.
3 d. Do you provide alternatives for employees to avoid running **personal errands** during the workday (such as cafeterias, concierge services)?	Yes. Travis County provides on-site cafeterias and/or breakrooms, most of which include microwaves and refrigerators, at all county facilities. The county also opened two on-site Wellness Clinics this year so employees can visit a doctor or nurse at work, if necessary. The county is also providing an 8-week walking/running clinic for employees during lunchtime, which also discourages running personal errands on those days.
3 e. Do you provide Ozone Action Day alerts to all employees?	Yes via email and posted flyers.
3 f. Do you provide ozone awareness education to all employees?	Yes via email updates and posted flyers.

4 a. What **percent** of employees typically use their personal car for **personal errands** during the workday (i.e. running errands, lunch)?	Not known
4 b. What **percent** of employees typically use their personal car for **work-related errands** during the workday?	Not known
5. Do you have any company-owned (or leased) motor vehicles (i.e. cars, trucks, vans, buses) that are operated in the Austin area? Do not count landscaping or construction equipment. Answer Y/N. If Y, answer 5a -b.	yes
5 a. For these vehicles, **how much** standard formulation **gasoline** do you purchase annually? Answer in gallons per year.	758,000 gals. April 2005 to April 2006
5 b. For these vehicles, **how much** standard formulation **diesel** fuel does your business purchase annually? (Do not include fuel for construction equipment.) Answer in gallons per year.	0
6. Do you own or operate **fuel-powered motor vehicles** used at your facility such as forklifts, carts, etc., used for non-road functions? Do not count landscaping or construction equipment and do not count electric vehicles. If Y, respond to 6a - b.	Yes
6 a. How many of these gasoline vehicles or propane vehicles do you have? Do not count electric or battery-powered vehicles.	29
6 b. On average, how many hours per work day are these vehicles operated? (Can not exceed 24 hrs/day.)	5
7. How many visitors or customers come to your location(s) **every week**, on average, **for meetings**? How many **visitors or customers** attend **meetings** at your location(s) each week, on average?	unknown
8. Do you have programs to reduce customer and other visitors to your sites? If Y, respond to 8a - b.	Yes, see #5 regarding e-Government

8 a. Do you provide opportunities to meet with local clients and local suppliers via **teleconferencing or videoconferencing**?	Yes. In addition, weekly Commissioners Courts meetings are broadcast live on cable TV and video/audio streams of past meetings are available via the County website. TNR Workforce is encouraged to teleconference whenever possible (see # 6 Fleet Useage Efficiency)
8 b. Do you provide alternatives (e-business, etc.) that reduces the number of visitors or customers driving to your location(s)?	Yes, see #5 regarding e-Government
9. Do delivery vehicles drop-off or pick-up materials at your location(s)? If Y, respond to 9a - b.	Yes
9 a. **How many delivery vehicles** (yours or others) drop-off and pick-up from your location(s) during a week (on average)?	Unknown
9 b. On average, **how many minutes** do these vehicles "idle" (wait with their engines on) while delivering to your location(s)?	Travis County signed an MOU with TCEQ to enforce a 5-minute idling limitation for certain vehicles, which went into effect in August 2005. Per the MOU, Travis County will began enforcing the new regulation April 1, 2006. Travis County residents that live in the unincorporated areas of the county can call 854-440 to register a complaint about idling trucks and busses.

Williamson County

Annette Todd	**512-260-4226**	atodd@wilco.org

Emission Reduction Measure

For all CAAP emission reduction measures that have been implemented, please enter a Y (yes) in the column to the right. Enter additional information in the Reporting Information column. **REPORTING PERIOD: NOVEMBER 2005 to APRIL 2006**	**Has the program been implemented? (Y/N)**	Reporting Information
1. Cleaner Diesel for Fleets How many gallons of clean diesel have been purchased?	N	
2. Direct Deposit How many employees receive direct deposit?	Y	1423
a. Estimate the number of payments direct deposited per year per employee. (e.g. Bimonthly-26 payments)	→	26

3. e-Government and Multiple Locations Describe the status of the program.	Y	The County clerks office has all records on line. Citizens may research birth and death certificates, deeds and all Commissioners Court documents
4. Fleet Usage Efficiency Evaluation Describe the status of the program.	Y	The Williamson County fleet committee meets every other month to evaluate fleet efficiency.
5. Fleet Vehicle Maintenance Report the average time between two scheduled maintenance services.		All vehicles are serviced at least every 3000 miles
6. Fueling Vehicles in the Evening Describe the status of the program.		Williamson County has a policy that vehicles must be refueled at the end of the workday (after 3 pm). Emergency vehicles are not included.
7. Low Emission Vehicles Report the number of LEVs purchased or the % of fleet vehicles that are categorized as LEVs.	Y	63% of the fleet is categorized as LEV
8. Low VOC Roadway Striping Report the type of low VOC material and the average amount used. Be sure to include units.	Y	194,000 linear feet
9. Ozone Action Day Education Program Describe the status of the program.	Y	Articles in county-wide newsletter and employee education seminars
10. Ozone Action Day Response Program Describe the public response program.	Y	Ozone action days are posted on the County website
11. Resource Conservation Describe the status of the program.	Y	Paper recycling and energy conservation in all county building.
12. Texas Low Emission Diesel (TxLED) for Fleets Report the number of vehicles using low emission diesel (TxLED) or the fleet % using TxLED or an equivalent.	N	
13. Transportation Emission Reduction Measures (TERMs)		* Submit implementation status of each TERM to CAMPO. Report implementation status (Y/N) in middle blue column.
14. Tree Planting	Y	

Additional Reporting Questions	
1. How many **total employees** (including contractors and temporary/seasonal workers) work at your location(s)? (full-time equivalents over 12 months during the baseline year)	1784
1 a. What **percent** of these employees typically drive to work alone each day?	95%

2. **Do any employees vanpool, carpool, telework, or work shifts other than five 8-hour days?** Answer Y/N. If Y, respond to 2a - g below.	**N**	
2 a. Report the number of full-time equivalent employees that work the following **reduced schedules**:		
i. **Four 10 hour days** every week (or equivalent) work schedule. Report # employees participating.	0	
ii. **Nine 9 hour days** every two weeks (or equivalent) work schedule. Report # employees participating.	0	
iii. **Other** reduced workdays schedule. Report # employees participating and the average # days worked per work week.	# employees	avg. days/work week
	0	0
2 b. How many employees work a flexible schedule to avoid driving during peak morning traffic periods? (7-9AM and 4-6PM)	0	
2 c. How many employees work a delayed start time (i.e. after 9AM), either year-around or during ozone season?	0	
2 d. How many employees vanpool, carpool, ride mass transit, bikes, etc. **at least 3 days a week**?	0	
2 e. How many employees telecommute at least 1 day per week?	0	
i. Report the **average** workdays **per week** teleworked.	0	
2 f. Do you help employees live closer to where they work by incentives and/or job assignments?	0	
2 g. Have you **reduced congestion** within your parking areas by staggering shifts, redesigning entrances and exits, etc.?	0	
3. Do you provide any **employee awareness programs** or provide incentives to avoid personal travel during the workday? If Y, respond to 3a - f.	N	
3 a. Do you provide incentives to employees purchasing Low Emission Vehicles or Ultra Low Emission Vehicles?	N	

3 b. Do you sponsor a **vehicle inspection and repair program** during the Spring? If so, how many employees participate?	N
3 c. Do you educate employees on specific **maintenance and efficiency** measures for their vehicles?	N
3 d. Do you provide alternatives for employees to avoid running **personal errands** during the workday (such as cafeterias, concierge services)?	Y
3 e. Do you provide Ozone Action Day alerts to all employees?	Y
3 f. Do you provide ozone awareness education to all employees?	Y
4 a. What **percent** of employees typically use their personal car for **personal errands** during the workday (i.e. running errands, lunch)?	50%
4 b. What **percent** of employees typically use their personal car for **work-related errands** during the workday?	10%
5. Do you have any company-owned (or leased) motor vehicles (i.e. cars, trucks, vans, buses) that are operated in the Austin area? Do not count landscaping or construction equipment. Answer Y/N. If Y, answer 5a -b.	456
5 a. For these vehicles, **how much** standard formulation **gasoline** do you purchase annually? Answer in gallons per year.	231,787
5 b. For these vehicles, **how much** standard formulation **diesel** fuel does your business purchase annually? (Do not include fuel for construction equipment.) Answer in gallons per year.	270,103
6. Do you own or operate **fuel-powered motor vehicles** used at your facility such as forklifts, carts, etc., used for non-road functions? Do not count landscaping or construction equipment and do not count electric vehicles. If Y, respond to 6a - b.	3

6 a. How many of these gasoline vehicles or propane vehicles do you have? Do not count electric or battery-powered vehicles.	2
6 b. On average, how many hours per work day are these vehicles operated? (Can not exceed 24 hrs/day.)	2
7. How many visitors or customers come to your location(s) **every week**, on average, **for meetings**? How many **visitors or customers** attend **meetings** at your location(s) each week, on average?	
8. Do you have programs to reduce customer and other visitors to your sites? If Y, respond to 8a - b.	Y
8 a. Do you provide opportunities to meet with local clients and local suppliers via **teleconferencing or videoconferencing**?	N
8 b. Do you provide alternatives (e-business, etc.) that reduces the number of visitors or customers driving to your location(s)?	Y
9. Do delivery vehicles drop-off or pick-up materials at your location(s)? If Y, respond to 9a - b.	Y
9 a. **How many delivery vehicles** (yours or others) drop-off and pick-up from your location(s) during a week (on average)?	50
9 b. On average, **how many minutes** do these vehicles "idle" (wait with their engines on) while delivering to your location(s)?	0

CAPCOG

Reported by: (Name) **(Phone)** **(Email)**

Emission Reduction Measure

For all CAAP emission reduction measures that have been implemented, please enter a Y (yes) in the column to the right. Enter additional information in the Reporting Information column. **REPORTING PERIOD: NOVEMBER 2005 to APRIL 2006**	**Has the program been implemented? (Y/N)**	Reporting Information				
		carpooling	**vanpooling**	**teleworking**	**public transportation**	**flexible or compressed work week**
1. **Commute Solutions Programs**	Y					
1 a. Give the number of employees participating in each of the programs.	[redacted]					
1 b. Give the average number of miles traveled while commuting.	[redacted]					
1 c. Give the number of days per week that the program is used.	[redacted]					
2. **Direct Deposit** How many employees receive direct deposit?	Y					
2 a. Estimate the number of payments direct deposited per year per employee. (e.g. Bimonthly-26 payments)	[redacted]					
3. **e-Government** and Multiple Locations Describe the status of the program.	Y					
4. **Ozone Action Day Education Program** Describe the status of the program.	Y					
5. **Ozone Action Day Response Program** Describe the public response program.	Y					
6. **Resource Conservation** Describe the status of the program.	Y					

CAMPO

Reported by: (Name) **(Phone)** **(Email)**

Emission Reduction Measure

For all CAAP emission reduction measures that have been implemented, please enter a Y (yes) in the column to the right. Enter additional information in the Reporting Information column.	Has the program been implemented?	Reporting Information				
1. **Commute Solutions Programs**	Y	**carpooling**	**vanpooling**	**teleworking**	**public transportation**	**flexible or compressed work week**
1a. Give the number of employees participating in each of the programs.		**3**	**0**	**6**	**1**	
1b. Give the average number of miles traveled while commuting.		**30**	**0**	**52**	**4**	
1 c. Give the number of days per week that the program is used.		**3**	**0**	**1**	**2**	
2. **Ozone Action Day Education Program** Describe the status of the program.	Y	Ongoing				
3. **Ozone Action Day Response Program** Describe the public response program.	Y	Post educational alerts/notices to staff and building employees; no meetings/telework before 10am				
4. **Transportation Emission Reduction Measures (TERMs) Approval**		* Submit implementation status of each TERM to CAMPO				
5. How many **total employees** (including contractors and temporary/seasonal workers) work at your location(s)? (full-time equivalents over 12 months during the baseline year)	0					
5 a. What **percent** of these employees typically drive to work alone each day?	0					
6. **Do any employees vanpool, carpool, telework, or work shifts other than five 8-hour days?** Answer Y/N. If Y, respond to 6a - g below.	Y					
6 a. Report the number of full-time equivalent employees that work the following **reduced schedules**:						
i. **Four 10 hour days** every week (or equivalent) work schedule. Report # employees participating.	0					
ii. **Nine 9 hour days** every two weeks (or equivalent) work schedule. Report # employees participating.	0					
iii. **Other** reduced workdays schedule. Report # employees participating and the average # days worked per work week.	# employees: 0	avg. days/work week: 0				

6 b. How many employees work a flexible schedule to avoid driving during peak morning traffic periods? (7-9AM and 4-6PM)	10
6 c. How many employees work a delayed start time (i.e. after 9AM), either year-around or during ozone season?	7
6 d. How many employees vanpool, carpool, ride mass transit, bikes, etc. **at least 3 days a week**?	5
6 e. How many employees telecommute at least 1 day per week?	7
i. Report the **average** workdays **per week** teleworked.	1
6 f. Do you help employees live closer to where they work by incentives and/or job assignments?	N
6 g. Have you **reduced congestion** within your parking areas by staggering shifts, redesigning entrances and exits, etc.?	N
7. Do you provide any **employee awareness programs** or provide incentives to avoid personal travel during the workday? If Y, respond to 7a - f.	Y
7 a. Do you provide incentives to employees purchasing Low Emission Vehicles or Ultra Low Emission Vehicles?	N
7 b. Do you sponsor a **vehicle inspection and repair program** during the Spring? If so, how many employees participate?	N
7 c. Do you educate employees on specific **maintenance and efficiency** measures for their vehicles?	N
7 d. Do you provide alternatives for employees to avoid running **personal errands** during the workday (such as cafeterias, concierge services)?	N
7 e. Do you provide Ozone Action Day alerts to all employees?	Y
7 f. Do you provide ozone awareness education to all employees?	Y
8. What **percent** of employees typically use their personal car for **personal errands** during the workday (i.e. running errands, lunch)?	85%
9. Do you have any company-owned (or leased) motor vehicles (i.e. cars, trucks, vans, buses) that are operated in the Austin area? Do not count landscaping or construction equipment. Answer Y/N. If Y, answer 9a -b.	N/A

9 a. For these vehicles, how much standard formulation gasoline do you purchase annually? Answer in gallons per year.	N/A
9 b. For these vehicles, how much standard formulation diesel fuel does your business purchase annually? (Do not include fuel for construction equipment.) Answer in gallons per year.	N/A
10. Do you own or operate **fuel-powered motor vehicles** used at your facility such as forklifts, carts, etc., used for non-road functions? Do not count landscaping or construction equipment and do not count electric vehicles. If Y, respond to 10a - b.	N/A
10 a. How many of these gasoline vehicles or propane vehicles do you have? Do not count electric or battery-powered vehicles.	N/A
10 b. On average, how many hours per work day are these vehicles operated? (Can not exceed 24 hrs/day.)	N/A
11. How many visitors or customers come to your location(s) **every week**, on average, **for meetings**? How many **visitors or customers** attend **meetings** at your location(s) each week, on average?	7 - meetings; 4 - other
12. Do you have programs to reduce customer and other visitors to your sites? If Y, respond to 12a - b.	N
12 a. Do you provide opportunities to meet with local clients and local suppliers via **teleconferencing or videoconferencing**?	Y
12 b. Do you provide alternatives (e-business, etc.) that reduces the number of visitors or customers driving to your location(s)?	N
13. Do delivery vehicles drop-off or pick-up materials at your location(s)? If Y, respond to13a - b.	Yes, but it's a City of Austin building
13 a. **How many delivery vehicles** (yours or others) drop-off and pick-up from your location(s) during a week (on average)?	See COA's OTC Building info.
13 b. On average, **how many minutes** do these vehicles "idle" (wait with their engines on) while delivering to your location(s)?	See COA's OTC Building info.

Capital Metro

Reported by: Roberto Gonzalez	512-369-6035	roberto.gonzalez@capmetro.org

Emission Reduction Measure

For all CAAP emission reduction measures that have been implemented, please enter a Y (yes) in the column to the right. Enter additional information in the Reporting Information column. **REPORTING PERIOD: NOVEMBER 2005 to APRIL 2006**	**Has the program been implemented? (Y/N)**	Reporting Information				
1. Alternative Fuel Vehicles Give the number (or percentage) of vehicles using alternative fuel.	Yes	14 Hybrid Toyota Prius Sedans ; 2 40-foot Hybrid Buses				
2. Cleaner Diesel for Fleets How many gallons of clean diesel have been purchased?	Yes	1,580,008 gallon. Only Ultra Low Sulfer Diesel (ULSD) is purchased at this time.				
3. Commute Solutions Programs	Yes	**carpooling**	**vanpooling**	**teleworking**	**public transportation**	**flexible or compressed work week**
a. Give the number of employees participating in each of the programs.		Not Tracked	39	Not Tracked	Not Tracked	Not Tracked
b. Give the average number of miles traveled while commuting.		Not Tracked	43 Round Trip Miles	Not Tracked	Not Tracked	Not Tracked
c. Give the average number of days per week that the program is used.		Not Tracked	3	Not Tracked	Not Tracked	Not Tracked
4. Direct Deposit How many employees receive direct deposit?	Yes	Capital Metro (Admin) - 200 Startran (Operators/Mechanics) - 700 Approximately 72% of our workforce utilizes direct deposit.				
a. Estimate the number of payments direct deposited per year per employee. (e.g. Bimonthly-26 payments)		Bimonthly - 26 payments				
5. e-Government and Multiple Locations	Yes	Multiple Farecard Sale Outlets, Direct Sale of Farecard via Internet Available, On-Line Trip				

Describe the status of the program.		Planner
6. Fleet Usage Efficiency Evaluation Describe the status of the program.	Yes	Automatic Passenger Counters (APC) are used to continually evaluate ridership. Vehicle types are assigned to route services based on passenger loading factors.
7. Fleet Vehicle Maintenance Report the average time between two scheduled maintenance services.	Yes	Bus PMIs are typically scheduled at 6,000 mile intervals, plus or minus 10% or 600 miles for all buses. Exceptions for more frequent intervals on particular units are sometimes made to comply with warranty purposes.
8. Fueling Vehicles in the Evening Describe the status of the program.	Yes	With the exception to vehicles "in the shop" during the day, all Vehicles are Fueled in the Evening
9. Low Emission Vehicles Report the number of LEVs purchased or the % of fleet vehicles that are categorized as LEVs.	Yes	57% of vehicls are LEV or better.
10. Low VOC Roadway Striping Report the type of low VOC material and the average amount used. Be sure to include units.	N/A	
11. Ozone Action Day Education Program Describe the status of the program.	Yes	Capital Metro has been providing free rides to customers on Ozone Action Days for 13 years. Regular education to the public is in the form of public information announcements (media and email). On the day prior to an Ozone Day, an email alert is sent to passengers registered with Capital Metro's RiderInfo alert system. Information is broadcast on all vehicles (intercom) to all passengers the day prior to alert of next day's free operation. Information is displayed on large scale message boards currently in place along major travel corridors (e.g. IH-35 coordinaated by TxDOT).
12. Ozone Action Day Response Program Describe the public response program.	Yes	Capital Metro provides free rides to customers on Ozone Action Days, and sees an average increase in ridership by up to eight percent.
13. Resource Conservation Describe the status of the program.	Yes	On site recycling of Paper products, Metals, Oil, and Grey water

14. Transit-Oriented Development (TOD) Describe the program status.	Yes	Capital Metro Board of Directors approved in Fall 2005 hiring a contractor to conduct six market studies on Transit Oriented Development (TOD), with an option for ten additional studies. The studies will provide market analyses of the potential for development in areas around six Rapid bus and urban commuter rail stations inside the Austin city limits. The six study areas were identified by a collaboration of the City of Austin and Capital Metro. The City of Austin will take the lead in developing Station Area Plans through its Neighborhood Planning and Zoning Department.
15. Transportation Emission Reduction Measures (TERMs)	Yes	Sumitted update to CAMPO in May 2006
Additional Reporting Questions		
1. How many **total employees** (including contractors and temporary/seasonal workers) work at your location(s)? (full-time equivalents over 12 months during the baseline year)	Not Monitored	
1 a. What **percent** of these employees typically drive to work alone each day?	Not Monitored	
2. **Do any employees vanpool, carpool, telework, or work shifts other than five 8-hour days?** Answer Y/N. If Y, respond to 2a - g below.	**Yes**	
2 a. Report the number of full-time equivalent employees that work the following **reduced schedules**:	Capital Metro (Admin)-294, StarTran(Operators/Mechanics)-959 = Total of 1,253 Some Capital Metro Administrative employees work reduced schedules. However, these agreements are in place within departmental managers and their employees. There is not a centralized monitoring of the number of employees working such schedules. Star-Tran employees operate a number of reduced schedules due to the nature of the work assignments for bus operation and maintenance. These assignments rotate every 6 months and the exact number changes during each period depending on changes to the system.	
i. **Four 10 hour days** every week (or equivalent) work schedule. Report # employees participating.	Not Monitored	

ii. **Nine 9 hour days** every two weeks (or equivalent) work schedule. Report # employees participating.	Not Monitored	
iii. **Other** reduced workdays schedule. Report # employees participating and the average # days worked per work week.	# employees	avg. days/work week
	Not Monitored	Not Monitored
2 b. How many employees work a flexible schedule to aviod driving during peak morning traffic periods? (7-9AM and 4-6PM)	Not Monitored	
2 c. How many employees work a delayed start time (i.e. after 9AM), either year-around or during ozone season?	Not Monitored	
2 d. How many employees vanpool, carpool, ride mass transit, bikes, etc. **at least 3 days a week**?	39 Vanpool, unknown for other forms of transportation	
2 e. How many employees telecommute at least 1 day per week?	Not Monitored	
i. Report the **average** workdays **per week** teleworked.	Not Monitored	
2 f. Do you help employees live closer to where they work by incentives and/or job assignments?	No. However, for evening and weekend public meeting, staff persons are assigned by area of expertise and also place of residence to minimize travel.	
2 g. Have you **reduced congestion** within your parking areas by staggering shifts, redesigning entrances and exits, etc.?	Yes. Parking slots within the facility were redesigned to incorporate private and bus traffic within the main bus yard.	
3. Do you provide any **employee awareness programs** or provide incentives to avoid personal travel during the workday? If Y, respond to 3a - f.	Yes. All employees can ride Capital Metro services for free and are encouraged to use buses to reach the main office and meetings/assignments in the Downtown area.	
3 a. Do you provide incentives to employees purchasing Low Emission Vehicles or Ultra Low Emission Vehicles?	No	
3 b. Do you sponsor a **vehicle inspection and repair program** during the Spring? If so, how many employees participate?	No	
3 c. Do you educate employees on specific **maintenance and efficiency** measures for their vehicles?	No	

3 d. Do you provide alternatives for employees to avoid running **personal errands** during the workday (such as cafeterias, concierge services)?	Yes. Cafeteria is on-site. Courier/Mail delivery/pick-up is coordinated via one contract provider.
3 e. Do you provide Ozone Action Day alerts to all employees?	Yes
3 f. Do you provide ozone awareness education to all employees?	No
4 a. What **percent** of employees typically use their personal car for **personal errands** during the workday (i.e. running errands, lunch)?	90%
4 b. What **percent** of employees typically use their personal car for **work-related errands** during the workday?	50%. All employees can ride Capital Metro services for free and are encouraged to use buses to reach the main office and meetings/assignments in the Downtown area.
5. Do you have any company-owned (or leased) motor vehicles (i.e. cars, trucks, vans, buses) that are operated in the Austin area? Do not count landscaping or construction equipment. Answer Y/N. If Y, answer 5a -b.	Yes
5 a. For these vehicles, **how much** standard formulation **gasoline** do you purchase annually? Answer in gallons per year.	231,728 gallons in Fiscal 2005
5 b. For these vehicles, **how much** standard formulation **diesel** fuel does your business purchase annually? (Do not include fuel for construction equipment.) Answer in gallons per year.	3,813,325 gallons in Fiscal 2005 (not ULSD) 827,551 gallons in Fiscal 2005 (ULSD)
6. Do you own or operate **fuel-powered motor vehicles** used at your facility such as forklifts, carts, etc., used for non-road functions? Do not count landscaping or construction equipment and do not count electric vehicles. If Y, respond to 6a - b.	Yes
6 a. How many of these gasoline vehicles or propane vehicles do you have? Do not count electric or battery-powered vehicles.	7
6 b. On average, how many hours per work day are these vehicles operated? (Can not exceed 24 hrs/day.)	8

7. How many visitors or customers come to your location(s) **every week**, on average, **for meetings**? How many **visitors or customers** attend **meetings** at your location(s) each week, on average?	An average of 91 visitors daily
8. Do you have programs to reduce customer and other visitors to your sites? If Y, respond to 8a - b.	Yes. Information related to job postings and other information is available on the Capital Metro Web Site. The Downtown Customer Call Center can also answer general information calls and forward the the correct department/person for attention.
8 a. Do you provide opportunites to meet with local clients and local suppliers via **teleconferencing or videoconferencing**?	Yes
8 b. Do you provide alternatives (e-business, etc.) that reduces the number of visitors or customers driving to your location(s)?	Yes
9. Do delivery vehicles drop-off or pick-up materials at your location(s)? If Y, respond to 9a - b.	Yes
9 a. **How many delivery vehicles** (yours or others) drop-off and pick-up from your location(s) during a week (on average)?	80
9 b. On average, **how many minutes** do these vehicles "idle" (wait with their engines on) while delivering to your location(s)?	Most Delivery Vehicles turn off their engines, very few idle (5%)

LCRA

Reported by: Maia Corbitt	(512) 473-3200 ext.2920	maia.corbitt@lcra.org

Emission Reduction Measure

For all CAAP emission reduction measures that have been implemented, please enter a Y (yes) in the column to the right. Enter additional information in the Reporting Information column. **REPORTING PERIOD: NOVEMBER 2005 to APRIL 2006**	**Has the program been implemented? (Y/N)**	Reporting Information
1. Alternative Commute Infrastructure Describe the status of the program.	Y	LCRA has installed four additional designated car/van pool parking spots in the last 6 months.
2. Cleaner Diesel for Fleets How many gallons of clean diesel have been purchased?	Y	110,000 gallons in the last 6 months
3. Direct Deposit How many employees receive direct deposit?	Y	1547 - This has been made mandatory and is approaching 100% employee participation.
a. Estimate the number of payments direct deposited per year per employee. (e.g. Bimonthly-26 payments)	[redacted]	26 payments deposited per employee per year (pay and expenses)
4. Fleet Vehicle Maintenance Report the average time between two scheduled maintenance services.	Y	LCRA's fleet assets are serviced regularly and are properly maintained in accordance to equipment manufacturer specifications. On road vehicles are generally serviced every 3 months or 3,000 miles.
5. Low Emission Vehicles Report the number of LEVs purchased or the % of fleet vehicles that are categorized as LEVs.	Y	31 LEVs purchased in last 6 months.
6. Ozone Action Day Education Program Describe the status of the program.		Ozone Action Day alerts are sent to employees with link to internal website dedicated to ozone information and education.
7. Ozone Action Day Response Program Describe the public response program.		Back up generators continue to not be tested on ozone action days; landscaping activities performed using non-gasoline powered engines; etc.
8. Resource Conservation Describe the status of the program.		LCRA continues to recycles paper, cardboard, scrap metal, aluminum cans, plastic bottles, glass, and electronic waste.

9. Transportation Emission Reduction Measures (TERMs)		* Submit implementation status of each TERM to CAMPO. Report implementation status (Y/N) in middle blue column.
10. Tree Planting	Y	No formal tree planting activities in the 5 county EAC area

Additional Reporting Questions		
1. How many **total employees** (including contractors and temporary/seasonal workers) work at your location(s)? (full-time equivalents over 12 months during the baseline year)	1547 (In 5 county EAC area)	
1 a. What **percent** of these employees typically drive to work alone each day?	90%	
2. **Do any employees vanpool, carpool, telework, or work shifts other than five 8-hour days?** Answer Y/N. If Y, respond to 2a - g below.	Yes	
2 a. Report the number of full-time equivalent employees that work the following **reduced schedules**:		
i. **Four 10 hour days** every week (or equivalent) work schedule. Report # employees participating.	approx. 350	
ii. **Nine 9 hour days** every two weeks (or equivalent) work schedule. Report # employees participating.	approx. 20	
iii. **Other** reduced workdays schedule. Report # employees participating and the average # days worked per work week.	# employees	avg. days/work week
2 b. How many employees work a flexible schedule to avoid driving during peak morning traffic periods? (7-9AM and 4-6PM)	None formally using this schedule.	
2 c. How many employees work a delayed start time (i.e. after 9AM), either year-around or during ozone season?	None formally using this schedule.	
2 d. How many employees vanpool, carpool, ride mass transit, bikes, etc. **at least 3 days a week**?	approx. 50	
2 e. How many employees telecommute at least 1 day per week?	approx. 120	
i. Report the **average** workdays **per week** teleworked.	2	

2 f. Do you help employees live closer to where they work by incentives and/or job assignments?	Yes
2 g. Have you **reduced congestion** within your parking areas by staggering shifts, redesigning entrances and exits, etc.?	There continues to be no significant congestion within parking areas.
3. Do you provide any **employee awareness programs** or provide incentives to avoid personal travel during the workday? If Y, respond to 3a - f.	Yes
3 a. Do you provide incentives to employees purchasing Low Emission Vehicles or Ultra Low Emission Vehicles?	No
3 b. Do you sponsor a **vehicle inspection and repair program** during the Spring? If so, how many employees participate?	No
3 c. Do you educate employees on specific **maintenance and efficiency** measures for their vehicles?	Yes. LCRA has an internal website which offers vehicle maintenance and efficiency information.
3 d. Do you provide alternatives for employees to avoid running **personal errands** during the workday (such as cafeterias, concierge services)?	Yes. LCRA is in discussions with vendors to continue cafeteria services to the two main Austin campuses. The Lake Austin Blvd. campus hosts weekly organic produce delivery for employees.
3 e. Do you provide Ozone Action Day alerts to all employees?	Yes
3 f. Do you provide ozone awareness education to all employees?	Yes
4 a. What **percent** of employees typically use their personal car for **personal errands** during the workday (i.e. running errands, lunch)?	5%
4 b. What **percent** of employees typically use their personal car for **work-related errands** during the workday?	5%
5. Do you have any company-owned (or leased) motor vehicles (i.e. cars, trucks, vans, buses) that are operated in the Austin area? Do not count landscaping or construction equipment. Answer Y/N. If Y, answer 5a -b.	Yes

5 a. For these vehicles, **how much** standard formulation **gasoline** do you purchase annually? Answer in gallons per year.	Approx. 70,000 gallons
5 b. For these vehicles, **how much** standard formulation **diesel** fuel does your business purchase annually? (Do not include fuel for construction equipment.) Answer in gallons per year.	Approx. 150,000 gallons
6. Do you own or operate **fuel-powered motor vehicles** used at your facility such as forklifts, carts, etc., used for non-road functions? Do not count landscaping or construction equipment and do not count electric vehicles. If Y, respond to 6a - b.	Yes
6 a. How many of these gasoline vehicles or propane vehicles do you have? Do not count electric or battery-powered vehicles.	16
6 b. On average, how many hours per work day are these vehicles operated? (Can not exceed 24 hrs/day.)	3
7. How many visitors or customers come to your location(s) **every week**, on average, **for meetings**? How many **visitors or customers** attend **meetings** at your location(s) each week, on average?	300
8. Do you have programs to reduce customer and other visitors to your sites? If Y, respond to 8a - b.	Yes
8 a. Do you provide opportunities to meet with local clients and local suppliers via **teleconferencing or videoconferencing**?	Yes
8 b. Do you provide alternatives (e-business, etc.) that reduces the number of visitors or customers driving to your location(s)?	Yes
9. Do delivery vehicles drop-off or pick-up materials at your location(s)? If Y, respond to 9a - b.	Yes
9 a. **How many delivery vehicles** (yours or others) drop-off and pick-up from your location(s) during a week (on average)?	30
9 b. On average, **how many minutes** do these vehicles "idle" (wait with their engines on) while delivering to your location(s)?	Continues to be less than 1 minute. LCRA has posted signs at facilities requesting vehicles idle for no more than 5 minutes.

TCEQ

Reported by: James Voelker	512-239-3182	jvoelker@tceq.state.tx.us

Emission Reduction Measure

For all CAAP emission reduction measures that have been implemented, please enter a Y (yes) in the column to the right. Enter additional information in the Reporting Information column.	Has the program been implemented?	Reporting Information
1. **Alternative Commute Infrastructure** Describe the status of the program.	Yes	The TCEQ has maintained its existing program promoting commute alternatives including vanpooling, carpooling, public transit, telework, and compressed workweeks.
2. **Alternative Fuel Vehicles** Give the number (or percentage) of vehicles using alternative fuel.	Yes	259 LPG vehicles and eight hybrid vehicles.
3. **Commute Solutions Programs**	Yes	carpooling: 90 vanpooling: 90 teleworking: 85 public transportation: flexible or compressed work week: 300
3 a. Give the number of employees participating in each of the programs.		carpooling: 90 vanpooling: 90 teleworking: 85 public transportation: flexible or compressed work week: 300
3 b. Give the average number of miles traveled while commuting.		carpooling: 22 vanpooling: 22 teleworking: 52.6 public transportation: flexible or compressed work week: 22
3 c. Give the number of days per week that the program is used.		carpooling: 5 vanpooling: 5 teleworking: 1 public transportation: flexible or compressed work week: 1
4. **Direct Deposit** How many employees receive direct deposit?		1800
4 a. Estimate the number of payments direct deposited per year per employee. (e.g. Bimonthly-26 payments)		12
5. **e-Government** and Multiple Locations Describe the status of the program.		
6. **Fleet Vehicle Maintenance** Report the average time between two scheduled maintenance services.	Yes	3,000 miles
7. **Ozone Action Day Education Program** Describe the status of the program.	Yes	The agency coordinates Ozone Action Day forecasting and reporting for the State of Texas.

8. **Ozone Action Day Response Program** Describe the public response program.	Yes	The agency promotes emissions reductions measures everyday, but especially on Ozone Action Days.
9. **Resource Conservation** Describe the status of the program.	Yes	The agency has implemented several plans aimed at promoting energy and water conservation, as well as resource recycling.
10. **Shaded Parking** Describe the status of the program.	Yes	Major portions of 3/4 of the agency's parking lots are shaded, including a parking deck that is almost entirely shaded.
11. **Transportation Emission Reduction Measures (TERMs)**		* Submit implementation status of each TERM to CAMPO
12. How many **total employees** (including contractors and temporary/seasonal workers) work at your location(s)? (full-time equivalents over 12 months during the baseline year)	approximately 2,800	
12 a. What **percent** of these employees typically drive to work alone each day?	approximately 90%	
13. **Do any employees vanpool, carpool, telework, or work shifts other than five 8-hour days?** Answer Y/N. If Y, respond to 13a - g below.	Y	
13 a. Report the number of full-time equivalent employees that work the following **reduced schedules**:		
i. **Four 10 hour days** every week (or equivalent) work schedule. Report # employees participating.	325	
ii. **Nine 9 hour days** every two weeks (or equivalent) work schedule. Report # employees participating.		
iii. **Other** reduced workdays schedule. Report # employees participating and the average # days worked per work week.	# employees	avg. days/work week
13 b. How many employees work a flexible schedule to avoid driving during peak morning traffic periods? (7-9AM and 4-6PM)	1,300	
13 c. How many employees work a delayed start time (i.e. after 9AM), either year-around or during ozone season?		
13 d. How many employees vanpool, carpool, ride mass transit, bikes, etc. **at least 3 days a week**?	approximately 20	

13 e. How many employees telecommute at least 1 day per week?	85
i. Report the **average** workdays **per week** teleworked.	1
13 f. Do you help employees live closer to where they work by incentives and/or job assignments?	N
13 g. Have you **reduced congestion** within your parking areas by staggering shifts, redesigning entrances and exits, etc.?	N
14. Do you provide any **employee awareness programs** or provide incentives to avoid personal travel during the workday? If Y, respond to 14a - f.	Y
14 a. Do you provide incentives to employees purchasing Low Emission Vehicles or Ultra Low Emission Vehicles?	N
14 b. Do you sponsor a **vehicle inspection and repair program** during the Spring? If so, how many employees participate?	
14 c. Do you educate employees on specific **maintenance and efficiency** measures for their vehicles?	Y
14 d. Do you provide alternatives for employees to avoid running **personal errands** during the workday (such as cafeterias, concierge services)?	Y
14 e. Do you provide Ozone Action Day alerts to all employees?	Ozone Action alerts are available to all agency employees.
14 f. Do you provide ozone awareness education to all employees?	
15. What **percent** of employees typically use their personal car for **personal errands** during the workday (i.e. running errands, lunch)?	N/A
15 a. What **percent** of employees typically use their personal car for **work-related errands** during the workday?	N/A
16. Do you have any company-owned (or leased) **motor vehicles** (i.e. cars, trucks, vans, buses) that are operated in the Austin area? Do not count landscaping or construction equipment. Answer Y/N. If Y, answer 16a -b.	Y

16 a. For these vehicles, **how much** standard formulation **gasoline** do you purchase annually? Answer in gallons per year.	
16 b. For these vehicles, **how much** standard formulation **diesel fuel** does your business purchase annually? (Do not include fuel for construction equipment.) Answer in gallons per year.	Zero
17. Do you own or operate **fuel-powered motor vehicles** used at your facility such as forklifts, carts, etc., used for non-road functions? Do not count landscaping or construction equipment and do not count electric vehicles. If Y, respond to 17a - b.	N
17 a. How many of these gasoline vehicles or propane vehicles do you have? Do not count electric or battery-powered vehicles.	N/A
17 b. On average, how many **hours per work day** are these vehicles operated? (Can not exceed 24 hrs/day.)	N/A
18. How many visitors or customers come to your location(s) **every week**, on average, **for meetings**? How many **visitors or customers** attend **meetings** at your location(s) each week, on average?	
18 a. How many visitors or customers come to your location(s) **every week**, on average, **for purposes other than meetings?**	
19. Do you have programs to r**educe customer and other visitors** to your sites? If Y, respond to 19a - b.	The agency has implemented teleconferencing facilities in each of its regional offices while also promoting teleconferencing as an alternative to traveling in vehicles.
19 a. Do you provide opportunities to meet with local clients and local suppliers via **teleconferencing or videoconferencing**?	(See above.)
19 b. Do you provide alternatives (e-business, etc.) that reduces the number of visitors or customers driving to your location(s)?	The agency provides online alternatives for many of its forms and resources.
20. Do delivery vehicles drop-off or pick-up materials at your location(s)? If Y, respond to 20a - b.	Y
20 a. **How many delivery vehicles** (yours or others) drop-off and pick-up from your location(s) during a week (on average)?	approximately 10 - 15
20 b. On average, **how many minutes** do these vehicles "idle" (wait with their engines on) while delivering to your location(s)?	Vehicles are encouraged to avoid idling while on the TCEQ campus.

TxDOT-Austin

Reported by: Darcie Schipull **512-832-7039** SCHIPU@dot.state.tx.us

Emission Reduction Measure

For all CAAP emission reduction measures that have been implemented, please enter a Y (yes) in the column to the right. Enter additional information in the Reporting Information column.	Has the program been implemented?	Reporting Information				
1. **Alternative Fuel Vehicles** Give the number (or percentage) of vehicles using alternative fuel.	121					
2. **Commute Solutions Programs**	Yes	carpooling	vanpooling	teleworking	public transportation	flexible or compressed work week
2 a. Give the number of employees participating in each of the programs.		41	9		2	
2 b. Give the average number of miles traveled while commuting.	n/a					
2 c. Give the number of days per week that the program is used.	5					
3. **Direct Deposit** How many employees receive direct deposit?	500					
3a. Estimate the number of payments direct deposited per year per employee. (e.g. Bimonthly-26 payments)	26	354- 12 yearly payments/146- 26 yearly payments				
4. **Fleet Usage Efficiency Evaluation** Describe the status of the program.	Active					
5. **Low VOC Roadway Striping** Give the average amount of low VOC striping material used.	10 m. LF	10 million Linear feet				
6. **Ozone Action Day Education Program** Describe the status of the program.	Yes					
7. **Ozone Action Day Response Program** Describe the public response program.	Yes					
8. **Resource Conservation** Describe the status of the program.	Yes	TxDOT Recycles program, we are doing recycle days in conjuction with Good Will and we provide recycle bends in each office				

		around the District.
9. **Transportation Emission Reduction Measures (TERMs)**	Yes	* Submit implementation status of each TERM to CAMPO
10. **Tree Planting**	Yes	
11. How many **total employees** (including contractors and temporary/seasonal workers) work at your location(s)? (full-time equivalents over 12 months during the baseline year)	547, # of employees in the five county area	
11 a. What **percent** of these employees typically drive to work alone each day?	89%	
12. **Do any employees vanpool, carpool, telework, or work shifts other than five 8-hour days?** Answer Y/N. If Y, respond to 12a - g below.	Yes	
12 a. Report the number of full-time equivalent employees that work the following **reduced schedules**:		
i. **Four 10 hour days** every week (or equivalent) work schedule. Report # employees participating.	30	
ii. **Nine 9 hour days** every two weeks (or equivalent) work schedule. Report # employees participating.	n/a	
iii. **Other** reduced workdays schedule. Report # employees participating and the average # days worked per work week.	# employees	avg. days/work week
12 b. How many employees work a flexible schedule to avoid driving during peak morning traffic periods? (7-9AM and 4-6PM)	10	
12 c. How many employees work a delayed start time (i.e. after 9AM), either year-around or during ozone season?	n/a	
12 d. How many employees vanpool, carpool, ride mass transit, bikes, etc. **at least 3 days a week**?	53	
12 e. How many employees telecommute at least 1 day per week?	n/a	
i. Report the **average** workdays **per week** teleworked.	n/a	

12 f. Do you help employees live closer to where they work by incentives and/or job assignments?	no
12 g. Have you **reduced congestion** within your parking areas by staggering shifts, redesigning entrances and exits, etc.?	yes
13. Do you provide any **employee awareness programs** or provide incentives to avoid personal travel during the workday? If Y, respond to 13a - f.	yes, Clean Air Program - employees can earn performance leave
13 a. Do you provide incentives to employees purchasing Low Emission Vehicles or Ultra Low Emission Vehicles?	no
13 b. Do you sponsor a **vehicle inspection and repair program** during the Spring? If so, how many employees participate?	no
13 c. Do you educate employees on specific **maintenance and efficiency** measures for their vehicles?	yes
13 d. Do you provide alternatives for employees to avoid running **personal errands** during the workday (such as cafeterias, concierge services)?	no
13 e. Do you provide Ozone Action Day alerts to all employees?	yes
13 f. Do you provide ozone awareness education to all employees?	yes
14. What **percent** of employees typically use their personal car for **personal errands** during the workday (i.e. running errands, lunch)?	n/a
15. Do you have any company-owned (or leased) motor vehicles (i.e. cars, trucks, vans, buses) that are operated in the Austin area? Do not count landscaping or construction equipment. Answer Y/N. If Y, answer 15a -b.	Yes
15 a. For these vehicles, **how much** standard formulation **gasoline** do you purchase annually? Answer in gallons per year.	76,434 gallons (FY 2005)

15 b. For these vehicles, **how much** standard formulation **diesel** fuel does your business purchase annually? (Do not include fuel for construction equipment.) Answer in gallons per year.	104,729 gallons(FY 2005)
16. Do you own or operate **fuel-powered motor vehicles** used at your facility such as forklifts, carts, etc., used for non-road functions? Do not count landscaping or construction equipment and do not count electric vehicles. If Y, respond to 16a - b.	Yes
16 a. How many of these gasoline vehicles or propane vehicles do you have? Do not count electric or battery-powered vehicles.	5
16 b. On average, how many hours per work day are these vehicles operated? (Can not exceed 24 hrs/day.)	2 hours
17. How many visitors or customers come to your location(s) **every week**, on average, **for meetings**? How many **visitors or customers** attend **meetings** at your location(s) each week, on average?	100-150
18. Do you have programs to reduce customer and other visitors to your sites? If Y, respond to 18a - b.	yes
18 a. Do you provide opportunities to meet with local clients and local suppliers via **teleconferencing or videoconferencing**?	teleconferencing & videoconferencing available
18 b. Do you provide alternatives (e-business, etc.) that reduces the number of visitors or customers driving to your location(s)?	E-Business
19. Do delivery vehicles drop-off or pick-up materials at your location(s)? If Y, respond to19a - b.	Yes
19 a. **How many delivery vehicles** (yours or others) drop-off and pick-up from your location(s) during a week (on average)?	30
19 b. On average, **how many minutes** do these vehicles "idle" (wait with their engines on) while delivering to your location(s)?	5minutes

ATTACHMENT 1 DPS HIGH EMITTER NOTICE

TEXAS DEPARTMENT OF PUBLIC SAFETY

ON-ROAD VEHICLE EMISSIONS TESTING PROGRAM
P. O. Box 270009 AUSTIN, TEXAS 78727-0009

HIGH-EMITTER NOTICE

<DATE (mmmm dd, yyyy)>

<Registered Owner's Name>
<Registered Owner's Mailing Address>
<Registered Owner's City, State, & Zip>

CERTIFIED MAIL
<NUMBER>

RE: < Veh Year> <Veh Make> <Veh Model>, LP#<Veh LPN>, VIN#<Veh VIN>

On *<Date of latest failing sample>*, at *<Location of offense>*, the above referenced vehicle's exhaust was analyzed by on-road testing equipment. Measurements taken indicate the vehicle does not comply with the federal motor vehicle emissions standards (Tier I) for the emission of *<list non-compliant pollutant(s)>*.

Pursuant to §548.306 of the Texas Transportation Code, you are **required** to present the vehicle for a verification emissions test at a certified emission testing station. If the vehicle fails the verification test, you are **required** to repair it and then pass a subsequent test. The vehicle must pass the emissions test or otherwise comply with the program within thirty (30) days of receipt of this notice.

Present this letter when receiving the verification test and inform the inspector conducting the test it MUST be an online test (uploaded to the State's database) and CANNOT be a test conducted in training or diagnostic mode. Only online tests conducted during the compliance period of "…within thirty (30) days of receipt of this notice.," will be considered as having met the testing requirements.

The enclosed brochure titled, "The Texas On-Road Vehicle Emissions Testing Program," is incorporated herein as part of the official notice required in §548.306 of the Texas Transportation Code. It provides a detailed explanation of the program and how to proceed. The brochure also contains information about assistance and time extension provisions for which you may be eligible. **If you no longer own the vehicle, have passed an online emissions test at an Official Vehicle Inspection Station since the date of the remote sensing test (shown in the first paragraph of this notice), or you believe you have received this notice in error, contact the Texas On-Road Vehicle Emissions Testing Program's information line at 1-800-316-9394 for further instructions.** ***PLEASE NOTE: Even if your vehicle has passed its annual vehicle emissions inspection and the inspection certificate on your vehicle is not expired, unless it was AFTER the date of the remote sensing test, you are required to present it again for the verification emissions test. This "out-of-cycle" emissions test is mandated, by federal regulation (40 CFR, Part 51.371), for vehicles identified as possible high emitting vehicles in on-road testing programs operated in areas where station-based emissions testing is also required and available.***

FAILURE TO COMPLY WITH THIS NOTICE IS A CRIMINAL OFFENSE. The first offense is a misdemeanor punishable by a fine of not less than $1.00 and not more than $350.00. Any subsequent offense is also a misdemeanor, however; punishable by a fine of not less than $200.00 and not more than $1,000.00. In addition to criminal penalties, failure to comply with this notice may result in the State denying future registration of the vehicle.

Sincerely,

Buford James Guckian, Administrator

ATTACHMENT 2 DPS REMOTE SENSING PROGRAM DETAILS

c															
TOTAL RECORDS COLLECTED SINCE 12/01/05															
	NON-SUBJ OR UNIDENTIFIED	IDENTIFIED AS REGISTERED IN EAC AFFECTED OR EAC ADJACENT COUNTIES													
			EAC AFFECTED COUNTIES			EAC ADJACENT COUNTIES									
▼	▼	▼	▼	TRAVIS	WILLMSN	▼	BASTROP	BELL	BLANCO	BURNET	CALDWELL	HAYS	LEE	MILAM	
197,828	82,796	115,032	106,993	89,183	17,810	8,039	2,018	899	88	489	651	3,531	223	140	
TOTAL UNIQUE VEHICLES		73,723	67,837	54,497	13,340	5,886	1,483	677	64	387	473	2,544	145	113	
SINGLE SAMPLES		52,905	48,187	37,559	10,628	4,718	1,196	552	50	329	376	2,005	114	96	
MET STATION STANDARD		50,611	46,073	35,849	10,224	4,538	1,147	527	49	318	355	1,934	112	96	
FAILED STATION STANDARD		2,294	2,114	1,710	404	180	49	25	1	11	21	71	2	0	
FAILED FOR CO ONLY		947	866	715	151	81	21	7	0	5	9	37	2	0	
FAILED FOR HC ONLY		1,014	937	745	192	77	22	14	1	5	7	28	0	0	
FAILED FOR BOTH		333	311	250	61	22	6	4	0	1	5	6	0	0	
POTENTIAL HIGH EMITTER		719	670	568	102	49	16	3	0	3	8	19	0	0	
FOR CO ONLY		553	515	442	73	38	14	2	0	3	5	14	0	0	
FOR HC ONLY		111	105	82	23	6	2	1	0	0	1	2	0	0	
FOR BOTH CO & HC		55	50	44	6	5	0	0	0	0	2	3	0	0	
MULTIPLE SAMPLES		20,818	19,650	16,938	2,712	1,168	287	125	14	58	97	539	31	17	
MET STATION STANDARD		20,444	19,293	16,614	2,679	1,151	281	125	13	58	94	532	31	17	
FAILED STATION STANDARD x 2		374	357	324	33	17	6	0	1	0	3	7	0	0	
FAILED FOR CO ONLY x 2		128	121	103	18	7	1	0	1	0	2	3	0	0	
FAILED FOR HC ONLY x 2		188	180	169	11	8	5	0	0	0	0	3	0	0	
FAILED FOR BOTH x 2		58	56	52	4	2	0	0	0	0	1	1	0	0	
QUALIFIED AS HIGH EMITTER		166	166	151	15	0	0	0	0	0	0	0	0	0	
FOR CO ONLY		113	113	101	12	0	0	0	0	0	0	0	0	0	
FOR HC ONLY		11	11	10	1	0	0	0	0	0	0	0	0	0	
FOR BOTH CO & HC		42	42	40	2	0	0	0	0	0	0	0	0	0	
NOTICES MAILED		99	99	91	8	0	0	0	0	0	0	0	0	0	
[redacted]	RECEIVED	46	46	40	6	0	0	0	0	0	0	0	0	0	
[redacted]	RETURNED	36	36	34	2	0	0	0	0	0	0	0	0	0	
[redacted]	PENDING	17	17	17	0	0	0	0	0	0	0	0	0	0	

ATTACHMENT 3 TRAVIS COUNTY IDLING VIOLATION NOTICE

Capital Area Council of Governments
2512 IH 35 South, Suite 200
Austin, Texas 78704
www.capcog.org

March 27, 2006

NOTICE

There is a new state law that could affect your business. Beginning April 1, 2006, most heavy-duty vehicles will be required to limit engine idling to 5 minutes. This is part of a region-wide initiative to keep Central Texas in compliance with federal health-based air quality standards by reducing emissions where possible. Reduced idling also lowers fuel costs.

The law applies to vehicles with a gross vehicle weight of more than 14,000 pounds. It is applicable in Travis, Williamson, Hays, Caldwell, and Bastrop Counties; and is enforced during the ozone season months(April 1-October 31) each year.

Penalties for noncompliance vary by jurisdiction, but an offense is either a Class C or Class B misdemeanor. The state law allows for prosecution of both the vehicle owner/operator and of the business owners and/or landowners where unlawful idling occurs.

There are several exceptions. The law does not apply if:
o The vehicle is idling because of traffic conditions:
o The vehicle is idling to keep AC or heat on in the sleeper berth during a required rest period;
o The vehicle is an emergency, law enforcement, airport ground support, or military vehicle;
o The vehicle is idling to power a mechanical operation other than driving, heating, or cooling; or,
o The vehicle is idling as part of a maintenance or diagnostic procedure, or to defrost the windshield. Buses may idle for up to 30 minutes to provide AC or heat for passengers.

Visit www.engineoff.org for additional information. The site features the complete text of the rule, examples of affected vehicles, downloadable brochures, and sample sign designs. It explains how you can receive employee education/incentive materials free of charge upon request, subject to availability. You may direct questions to info@engineoff.org at any time, or to the CLEAN AIR Force at 512-343-SMOG through April 15, 2006. Questions will also be taken by phone at 512.974.6512 through July 1, 2006.

ATTACHMENT 4 IDLING RESTRICTION CITY ORDINANCES

City of Bastrop

City of Elgin

City of Lockhart

City of San Marcos

City of Bastrop

ORDINANCE NO. 2006 - 14

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BASTROP, TEXAS AMENDING CHAPTER 10, TRAFFIC CONTROL, OF THE CITY OF BASTROP CODE OF ORDINANCES, CITY OF BASTROP, TEXAS ADDING ARTICLE 10.900, PROHIBITING CERTAIN MOTOR VEHICLE IDLING; PROVIDING A PENALTY; PROVIDING A SEVERABILITY CLAUSE AND REPEALING CONFLICTING ORDINANCES OR RESOLUTIONS; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, the U.S. Environmental Protection Agency ("EPA") and. the Texas Commission on Environmental Quality ("TCEQ") jointly have considered emission reductions to control air pollution from motor vehicles, and the Texas Legislature has created the Texas Clean Air Act("Act"), which addresses such purpose; and

WHEREAS, the Act, Section 382.113, provides authority for municipalities to enact and enforce local laws and ordinances for the control and abatement of air pollution; and

WHEREAS, by means of the regulations set forth in the Texas Administration Code, Title 30, §§114.50 through 144.512 and 114.517, the TCEQ has set forth regulations intended to assist in the prevention of air pollution caused by unnecessary idling of certain motor vehicles; and

WHEREAS, a Texas State Implementation Plan ("Plan") has been created, which Plan involves commitment from certain governmental entities, including the City of Bastrop, to implement the State rules for Local enforcement of motor vehicle idling limitations as part of the area's Early Action Compact/Clean Air Action Plan; and

WHEREAS, the City of Bastrop has entered into a Memorandum of Agreement with the TCEQ and other local governmental entities in the area to implement the rules aimed at the control of air pollution from such motor vehicles; and

WHEREAS, the City Council of the City of Bastrop, Texas finds that the adoption of this Ordinance serves a public purpose, and protects the health, safety and welfare of the citizens of the City of Bastrop, by limiting the pollution created by large motor vehicles unnecessarily idling within the City's corporate limits.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF BASTROP THAT:

SECTION 1. Chapter 10, Traffic Control, of the Code of Ordinances, City of Bastrop, Texas, is hereby amended to add a new Article 10.900 - Motor Vehicle Idling, as follows:

1

ARTICLE 10.900 - MOTOR VEHICLE IDLING

10.901 DEFINITIONS

When used in this Section, the following words, terms and phrases shall have the meanings ascribed to them in this Section, except where the context clearly indicates a different meaning:

(1) Commercial Passenger Transportation - Modes of transportation provided by a bus or motorcoach designed to accommodate more than ten (10) passengers, including the operator, for compensation, and that is powered by a primary propulsion engine, but specifically excluding the modes of railroad, light rail or taxicabs.

(2) Idle - The operation of an engine in the operating mode where the engine is not engage in gear, where the engine operates at a speed at the revolutions per minute specified by the engine or vehicle manufacturer for when the accelerator is fully released, and there is no load on the engine.

(3) Mechanical Operations - Use of electrical tools or equipment in construction, maintenance, or repair of facilities.

(4) Passenger Transit Operations - regional mode of public transportation that is funded through a portion of sales tax for such region being served

(5) Primary Propulsion Engine - A gasoline or diesel-fueled internal combustion engine attached to a motor vehicle that provides the power to propel the motor vehicle into motion and maintain motion

10.902 APPLICABILITY

This article applies during the period of April 1 through October 31 of each year.

10.903 IDLING PROHIBITED

No person shall cause, suffer, allow, or permit the Primary Propulsion Engine of a motor vehicle to idle for more than five (5) consecutive minutes when the motor vehicle is not in motion.

10.904 AFFIRMATIVE DEFENSES AND EXCEPTIONS

(1) The following constitute affirmative defenses and/or exceptions to prosecution under this ordinance:

(a) the motor vehicle has a gross vehicle weight rating of 14,000 pounds or less;

(b) the motor vehicle is/was forced to remain motionless because of traffic conditions over which the operator has no control;

(c) the motor vehicle being used by the United States military, national guard, 01 reserve forces, or as an emergency or law enforcement motor vehicle;

(d) the Primary Propulsion Engine of the motor vehicle provides a power source necessary for mechanical operation, not including (i) propulsion and (ii) passenger compartment heating or air conditioning.

(e) the Primary Propulsion Engine of the motor vehicle is being operated for maintenance or diagnostic purposes;

(f) the Primary Propulsion Engine of a motor vehicle is being operated solely to defrost a windshield;

(g) the Primary Propulsion Engine of a motor vehicle is being used to supply heat or air conditioning necessary for passenger comfort/safety in those motor vehicles intended for commercial passenger transportation or school buses in which case idling up to a maximum of thirty (30) minutes is allowed;

(h) the Primary Propulsion Engine of a motor vehicle is used for Passenger Transit Operations in which case idling up to a maximum of thirty (30) minutes is allowed; or

(i) the Primary Propulsion Engine of a motor vehicle is being used as airport ground support equipment.

(2) Burden of Proof

For any violation of Article 10.900, the person seeking to establish an affirmative defense and/or exception shall have the burden of proving by a preponderance of the evidence that an event that would otherwise be a violation of this idling ordinance was caused by one of the affirmative defenses allowed by, or subject to one of the exceptions, detailed in Section 10.904(1).

10.905 PENALTY

(1) An offense under this Article is a Class C misdemeanor and is subject to the penalty provided in Section 1.106 of the Bastrop Code of Ordinances.

(2) Prosecution of an offense under this Article does not preclude other enforcement remedies that may be available to the City.

(3) Proof of a culpable mental state is not required for a conviction of an offense under this Article.

(4) Each instance of a violation of this Article is a separate offense.

SECTION 2. The City Manager and City Secretary are hereby authorized and directed to make the necessary changes to all records of the City of Bastrop to reflect this amendment.

SECTION 3. All ordinances and resolutions, or parts of ordinances and resolutions, in conflict with this Ordinance are hereby repealed, and are no longer of any force and effect. If any provision of this ordinance or application thereof to any person or circumstance shall be held invalid, such invalidity shall not affect the other provisions, or application thereof, of this ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are hereby declared to be severable.

SECTION 4. This Ordinance shall become effective in accordance with the City Charter and the laws of the State of Texas.

READ and ACKNOWLEDGED on First Reading on the 11th day of April 2006.

READ and ADOPTED on Second Reading on the 25th day of April 2006.

APPROVED:

Tom Scott

Tom Scott, Mayor

ATTEST:

Teresa Valdez

Teresa Valdez, City Secretary

APPROVED AS TO FORM:
Jo-Christy Brown
Brown & Carls, LLP,
City Attorneys

4

City of Elgin

ORDINANCE NO. 2006-04-18-06

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ELGIN, TEXAS, AMENDING CHAPTER 6, HEALTH AND SANITATION, OF THE CITY OF ELGIN CODE OF ORDINANCES TO ADD A NEW SECTION 7, AIR POLLUTION, PROHIBITING CERTAIN MOTOR VEHICLE IDLING, PROVIDING FOR PENALTIES, AND DECLARING AND EMERGENCY; PROVIDING A SAVINGS CLAUSE AND REPEALING CONFLICTING ORDINANCES AND RESOLUTIONS.

WHEREAS, the City entered into an Memorandum of Agreement with the Texas Commission on Environmental Quality ("TCEQ") and other local governments in the area in order to probatively and effectively address the Region's air quality issues; and.

WHEREAS, in keeping with the EAC the City of Elgin is committed to implement measures in the Clean Air Action Plan; and

WHEREAS, the Texas Commission on Environmental Quality has provided in the Texas Administration Code, Title 30, §§ 114.50 through 144.512 and 114.517, for the prevention of air pollution caused by the unnecessary idling of certain motor vehicles; and

WHEREAS, by Resolution No. 2005-06-21-11, the City agreed to adopt the Memorandum of Agreement between TCEQ and the Regions local governmental authorities; and

WHEREAS, the Elgin City Council finds that the adoption of this ordinance serves to protect the health, safety and welfare of the citizens of Elgin and its extraterritorial jurisdiction, by limiting the pollution created by large motor vehicles unnecessarily idling within the City limits and extraterritorial jurisdiction.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ELGIN, TEXAS:

Article I.

Chapter 6, is hereby amended by adding a Section 7, Air Pollution.

A. Definitions.

Idle means the operation of an engine in the operating mode where the engine is not engaged in gear, where the engine operates at a speed at the revolutions per minute specified by the engine or vehicle manufacturer for when the accelerator is fully released, and there is no load on the engine.

Primary propulsion engine means a gasoline or diesel-fueled internal combustion engine attached to a motor vehicle that provides the power to propel the motor vehicle into motion and maintain motion.

B. Jurisdiction.

The provisions of this section are applicable within the city limits and extraterritorial jurisdiction of the City of Elgin.

C. Idling Prohibited.

No person shall cause, suffer, allow, or permit the primary propulsion engine of a motor vehicle to idle for more than five (5) consecutive minutes when the motor vehicle is not in motion.

D. Affirmative Defenses.

(1) The following constitute affirmative defenses to prosecution under this division:

(a) a motor vehicle that has a gross vehicle weight rating of 14,000 pounds or less;
(b) a motor vehicle forced to remain motionless because of traffic conditions over which the operator has no control;
© a motor vehicle being used by the United States military, national guard, or reserve forces, or as an emergency of law enforcement motor vehicle;
(d) the primary propulsion engine of a motor vehicle providing a power source necessary for mechanical operation, not including propulsion, and passenger compartment heating or air conditioning;
(e) the primary propulsion engine of a motor vehicle being operated for maintenance or diagnostic purpose;
(f) the primary propulsion engine of a motor vehicle being operated solely to defrost a windshield;
(g) the primary propulsion engine of a motor vehicle that is being used to supply heat or air conditioning necessary for passenger comfort or safety in those vehicles intended for commercial passenger transportation or school busses in which case idling up to a maximum of 30 minutes is allowed;
(h) the primary propulsion engine of a motor vehicle used for transit operations in which case idling up to a maximum of 30 minutes is allowed;
(I) the primary propulsion engine of a motor vehicle being used as airport ground support equipment; or
(j) the owner of a motor vehicle rented or leased to a person who operates the vehicle and is not employed by the owner.

(2) Reserved.

(a) If any word, phrase, clause, sentence, or paragraph of this ordinance is held to be unconstitutional or invalid by a court of competent jurisdiction, the other provisions of this ordinance will continue in force if they can be given effect without the invalid portion.

Article II.

A. All ordinances and resolutions or parts of ordinances or resolutions in conflict with this ordinance are repealed.

B. Any person violating any provision of this ordinance commits a misdemeanor.

C. The Ordinance shall take effect and be in full force and in effect from and after its adoption.

PASSED, APPROVED AND ADOPTED on this the 21st day of April, 2006.

ERIC W. CARLSON, MAYOR

ATTEST:

SHIRLEY GARVEL, City Secretary

SHIRLEY GARVEL
City Secretary

City Of Lockhart

NO. 06-01

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF LOCKHART, TEXAS DESIGNATING CERTAIN ENGINE IDLING PRACTICES FOR MOTOR VEHICLES WEIGHING MORE THAN 14,000 POUNDS AS A PUBLIC NUISANCE, PROVIDING FOR EXEMPTIONS, SETTING PENALTIES FOR VIOLATIONS OF THE ORDINANCE, PROVIDING FOR SEVERABILITIY, PROVIDING A REPEALER; ESTABLISHING AN EFFECTIVE DATE, AND RESERVING CERTAIN SECTIONS OF CHAPTER 18 FOR FUTURE USE.

WHEREAS, the U.S. Environmental Protection Agency and the Texas Commission on Environmental Quality jointly have considered emission reductions to control air pollution from motor vehicles, and the Texas Legislature has created the Texas Clean Air Act which addresses such purpose; and

WHEREAS, the Texas Clean Air Act, Section 382.113, provides authority for municipalities to enact and enforce an ordinance for the control and abatement of air pollution; and

WHEREAS, the Texas Commission on Environmental Quality has provided in the Texas Administration Code, Title 30, §§114.50 through 144.512 and 114.517, for the prevention of air pollution caused by unnecessary idling of certain motor vehicles; and

WHEREAS, a Texas State Implementation Plan has been created which involves commitment from certain governmental entities, including the City of Lockhart, to implement the State rules for local enforcement of motor vehicle idling limitations as part of the area's Early Action Compact Clean Air Action Plan; and

WHEREAS, the City of Lockhart has entered into a Memorandum of Agreement with the Texas Commission on Environmental Quality and local governments in the area to implement the rules aimed at the control of air pollution from such motor vehicles; and

WHEREAS, the City Council of the City of Lockhart, Texas finds that the adoption of this ordinance serves a public purpose, and protects the health, safety and welfare of the citizens of the City of Lockhart and its extraterritorial jurisdiction, by limiting the pollution created by large motor vehicles unnecessarily idling within the city limits and extraterritorial jurisdiction.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF LOCKHART, TEXAS:

THAT the Code of Ordinances, City of Lockhart, Texas, is hereby amended by adding sections 18-25—18-150, which said sections read as follows:

Secs. 18-125—18-150. Reserved.

AND FURTHER, THAT the Code of Ordinances, City of Lockhart, Texas, is hereby amended by adding Division 4, sections 18-151—18.156 to Chapter 18, Environment, which said division reads as follows:

DIVISION 4. IDLING VEHICLES

Sec. 18-151. Definitions.

For the purposes of this division, the following words or phrases shall have the meanings ascribed to them by this section:

Idle means the operation of an engine in the operating mode where the engine is not engaged in gear, where the engine operates at a speed at the revolutions per minute specified by the engine or vehicle manufacturer for when the accelerator is fully released, and there is no load on the engine.

Motor vehicle means any self-propelled device that has a gross vehicle weight rating of more than 14,000 pounds and is powered by an internal combustion engine and designed to operate with four or more wheels in contact with the ground, in or by which a person or property is or may be transported, and is required to be registered under Texas Transportation Code § 502.002, excluding vehicles registered under § 502.006(c).

Primary propulsion engine means a gasoline or diesel-fueled internal combustion engine attached to a motor vehicle that provides the power to propel the motor vehicle into motion and maintain motion.

Sec. 18-152. Jurisdiction.

The provisions of this division are applicable within the city limits and extraterritorial jurisdiction of the City of Lockhart, Texas.

Sec. 18-153. Prohibited. Nuisance declared.

It shall be unlawful to cause, suffer, allow, or permit the primary propulsion engine of a motor vehicle, as defined herein, to idle for more than five consecutive minutes when the motor vehicle is not in motion, during the period of April 1 through October 31 of each calendar year. A violation of this ordinance is hereby declared a municipal nuisance subject to penalties as provided herein.

Sec. 18-154. Exemptions.

Exemptions to the provisions of Sec. 18-153, as provided in Texas Administrative Code, Title 30, Sec. 114.517, as amended from time to time, are hereby adopted and include the following:

(1) a motor vehicle that has a gross vehicle weight rating of 14,000 pounds or less;

(2) a motor vehicle forced to remain motionless because of traffic conditions over which the operator has no control;

(3) a motor vehicle being used by the United States military, national guard, or reserve forces, or as an emergency or law enforcement motor vehicle;

(4) the primary propulsion engine of a motor vehicle providing a power source necessary for mechanical operation, not including propulsion, and/or passenger compartment heating, or air conditioning;

(5) the primary propulsion engine of a motor vehicle being operated for maintenance or diagnostic purposes;

(6) the primary propulsion engine of a motor vehicle being operated solely to defrost a windshield;

(7) the primary propulsion engine of a motor vehicle that is being used to supply heat or air conditioning necessary for passenger comfort/safety in those vehicles intended for commercial passenger transportation or school buses in which case idling up to a maximum of 30 minutes is allowed;

(8) the primary propulsion engine of a motor vehicle used for passenger transit operations in which case idling up to a maximum of 30 minutes is allowed;

(9) the primary propulsion engine of a motor vehicle being used as airport ground support equipment; or

(10) the owner of a motor vehicle rented or leased to a person who operates the vehicle and is not employed by the owner.

(11) the primary propulsion engine of a motor vehicle that is being used to power a heater or air conditioner while the motor vehicle operator is using the vehicle's sleeper berth for a government-mandated rest period. However, no person using the motor vehicle's sleeper berth shall cause, suffer, allow or permit the primary propulsion engine of such motor vehicle to idle in a school zone or within 1,000 feet of a public school during the school's hours of operation, and a violation of this subsection shall be punishable pursuant to Section 18-155.

Sec. 18-155. Penalties.

A violation of Section 18-153 is subject to the penalties imposed pursuant to Section 1-8 of the Lockhart Code of Ordinances, captioned "General penalty for violations of Code; continuing violations."

Sec. 18-156. Enforcement.

The Chief of Police, or other persons under his direction, shall have the authority to enforce the provisions of this division, and to issue citations for violations of this division.

Sec. 18-157. Remedies non-exclusive.

The provisions of Sections 18-155 and 18-154(11) are not exclusive, and the City shall have and retain all other rights with regard to violations of City ordinances and/or State law, including but not limited to injunctive relief and civil suit pursuant to Chapter 7 of the Texas Water Code.

Secs. 18-157—18-175. Reserved.

AND FURTHER, THAT:

1. Should any section or any portion of any section hereof be decreed to be void, the invalidity of such section or such portion thereof shall not affect the validity of the remaining portions of this ordinance; and that each section and each portion thereof not decreed to be invalid shall remain valid and enforceable.

2. All ordinances, sections, or parts of ordinances heretofore adopted by the City of Lockhart that are in conflict with the provisions of this ordinance are hereby repealed or amended as indicated.

3. This Ordinance shall take effect immediately upon its passage.

PASSED AND APPROVED on this 3 day of January, 2006.

CITY OF LOCKHART, TEXAS

By: _____
Mayor James Bertram

ATTEST:

_____
City Secretary Connie Ortiz

Reviewed by:

_____
City Attorney Peter Gruning

City Of San Marcos

2006 MAR 14 PM 2:18

CITY CLERK
CITY OF SAN MARCOS
BY:

ORDINANCE 2006-_____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF SAN MARCOS, TEXAS, AMENDING CHAPTER 34, ENVIRONMENT, OF THE CITY OF SAN MARCOS CODE OF ORDINANCES TO ADD NEW SECTIONS TO ARTICLE 5, AIR POLLUTION, PROHIBITING CERTAIN MOTOR VEHICLE IDLING, PROVIDING FOR PENALTIES, AND DECLARING AN EMERGENCY.

RECITALS:

1. The City entered into an Early Action Compact (EAC) with the U.S. Environmental Protection Agency (EPA) and the Texas Commission on Environmental Quality (TCEQ) and other local governments in the Austin/Round Rock Metropolitan Statistical Area (the Region) in order to proactively and effectively address the Region's air quality issues.

2. In keeping with the EAC the City committed to implement measures in the Clean Air Action Plan.

3. The Texas Commission on Environmental Quality has provided in the Texas Administration Code, Title 30, §§ 114.50 through 144.512 and 114.517, for the prevention of air pollution caused by the unnecessary idling of certain motor vehicles.

4. By Resolution 2005-99-R, the City agreed to adopt the Memorandum of Agreement between TCEQ and the Regions local governmental authorities.

5. The San Marcos City Council finds that the adoption of this ordinance serves to protect the health, safety and welfare of the citizens of San Marcos and its extraterritorial jurisdiction, by limiting the pollution created by large motor vehicles unnecessarily idling within the City limits and extraterritorial jurisdiction.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SAN MARCOS, TEXAS:

SECTION 1. Chapter 34, Environment, is amended by adding a new division to Article 5, Air Pollution:

Secs. 34.264-34.400. Reserved

DIVISION 3. Idling of Engines

Sec. 34.401. Definitions.

In this division:

Idle means the operation of an engine in the operating mode where the engine is not engaged in gear, where the engine operates at a speed at he revolutions per minute specified by the engine or vehicle manufacturer for when the accelerator is fully released , and there Is no load on the engine.

Primary propulsion engine means a gasoline or diesel-fueled internal combustion engine attached to a motor vehicle that provides the power to propel the motor vehicle into motion and maintain motion.

Sec. 34.402. Jurisdiction.

The provisions of this division are applicable within the city limits and extraterritorial jurisdiction of the City of San Marcos.

Sec. 34.403. Idling Prohibited.

No person shall cause, suffer, allow, or permit the primary propulsion engine of a motor vehicle to idle for more than five (5) consecutive minutes when the motor vehicle is not in motion.

Sec. 34.404. Affirmative Defenses.

(a) The following constitute affirmative defenses to prosecution under this division:

(1) a motor vehicle that has a gross vehicle weight rating of 14,000 pounds or less;

(2) a motor vehicle forced to remain motionless because of traffic conditions over which the operator has no control;

(3) a motor vehicle being used by the United States military, national guard, or reserve forces, or as an emergency of law enforcement motor vehicle;

(4) the primary propulsion engine of a motor vehicle providing a power source necessary for mechanical operation, not including propulsion, and passenger compartment heating or air conditioning;

(5) the primary propulsion engine of a motor vehicle being operated for maintenance or diagnostic purpose;

(6) the primary propulsion engine of a motor vehicle being operated solely to defrost a windshield;

(7) the primary propulsion engine of a motor vehicle that is being used to supply heat or air conditioning necessary for passenger comfort or safety in those vehicles intended for commercial passenger transportation or

school busses in which case idling up to a maximum of 30 minutes is allowed;

(8) the primary propulsion engine of a motor vehicle used for transit operations in which case idling up to a maximum of 30 minutes is allowed;

(9) the primary propulsion engine of a motor vehicle being used as airport ground support equipment; or

(10) the owner of a motor vehicle rented or leased to a person who operates the vehicle and is not employed by the owner.

(b) For any violation of this division, the person seeking to establish an affirmative defense shall have the burden of proving by a preponderance of the evidence that an event that would otherwise be a violation of this idling ordinance was caused by one of the affirmative defenses listed in this section.

Secs. 34.406-34.700. Reserved.

SECTION 2. If any word, phrase, clause, sentence, or paragraph of this ordinance is held to be unconstitutional or invalid by a court of competent jurisdiction, the other provisions of this ordinance will continue in force if they can be given effect without the invalid portion.

SECTION 3. All ordinances and resolutions or parts of ordinances or resolutions in conflict with this ordinance are repealed.

SECTION 4. Any person violating any provision of this ordinance commits a misdemeanor and is subject to the penalty provided in Section 1.015 of the San Marcos City Code upon conviction.

SECTION 5. The importance of this Ordinance creates an emergency and an imperative public necessity, so that the provisions of the City Charter that ordinances be presented at three separate Council meetings, and that no ordinance becomes effective until the expiration of ten days after the date of its final passage, are suspended, and this Ordinance shall take effect and be in full force and effect from and after its adoption and after notice of its adoption is published in a newspaper of general circulation in the City.

PASSED, APPROVED AND ADOPTED on this 21st day of March 2006.

Susan Narvaiz
Mayor

Attest:

Janis K. Womack
City Clerk

Approved:

Mark B. Taylor
City Attorney

PUBLISHED IN THE SAN MARCOS DAILY RECORD ON TUESDAY April 4 , 2006.

ATTACHMENT 5 ANTI-IDLING SIGN ARTWORK


5
MIN
IDLE
LIMIT
30 MIN MAX FOR BUSES
city ord.#20050901—003
www.engineoff.org

ATTACHMENT 6 TERP APPLICATIONS FOR AUSTIN MSA

Texas Commission on Environmental Quality Texas Emissions Reduction Plan (TERP) Emissions Reduction Incentive Grants FY 2006 1st Round - Austin Applications Received for Funding Consideration (by emission source) Dec. 9, 2005

	Application Number	Applicant	Project Type	Emission Source	Number of Activities	Project Description	Requested Grant Amount	Total Tons of projected NOx Reductions	Project Life
1	200610187ER	Trans Global Solutions, Inc.	Retro-fit/add-on	Locomotive	4	Retrofit/Add-On 4 Switchers	$896,000.00	199.12	7
	LOCOMOTIVE TOTAL						**$896,000.00**	**199.12**	
1	200610037ER	Roberto Cruz	Replacement	Non-Road	1	Replace 1 Truck	$25,000.00	4.5659	7
2	200610050ER	TXI Austin Green S & G	Re-power	Non-Road	4	Repower 4 Draglines	$256,335.00	75.325	5
3	200610062ER	H & R Trucking	Replacement	Non-Road	1	Replace 1 Backhoe	$2,324.00	0.3321	7
4	200610081ER	Timothy Hall	Replacement	On-Road	1	Replace 1 Truck	$104,000.00	0	7
5	200610084ER	Capital Excavation Company	Replacement	Non-Road	3	Replace 3 Wheel Loaders	$48,598.14	8.1678	7
6	200610096ER	Heldenfels Enterprises, Inc.	Replacement	Non-Road	1	Replace 1 Gantry Crane	$221,087.00	0	7
7	200610119ER	Austin HLK, Inc.	Re-power	Non-Road	3	Replace 1 On-Road Sweeper, Re-Power 2 Non-Road Blower Engines	$5,600.00	1.3849	7
8	200610129ER	Ampco System Parking	Purchase	Non-Road	10	Purchase 10 New Shuttle Busses	$50,000.00	0	5
9	200610134ER	Vera Louise Gilroy	Replacement	Non-Road	1	Replace 1 Motor Grader	$164,020.00	0	5
10	200610137ER	Vera Louise Gilroy	Replacement	Non-Road	1	Replace 1 Asphalt Roller	$80,820.00	0	5
11	200610143ER	Allied Waste Systems of North America, Inc.	Replacement	Non-Road	1	Replace 1 Trash Compactor	$229,109.24	32.72989	5
12	200610148ER	Hilda Maria Salinas	Purchase	Non-Road	3	Purchase 1 On-Road Truck and 2 Non-Road Loaders	$240,083.00	0	5
13	200610149ER	Ltd.	Purchase	Non-Road	1	Purchase 1 Paver	$13,000.00	2.45	5
14	200610162ER	R.T.I. Hot Mix, Ltd.	Re-power	Non-Road	2	Repower 1 Off-HighwayTruck and 1 Eagle Portable Rock Plant	$105,649.37	27.54	6
15	200610167ER	Armando Jimenez	Replacement	Non-Road	2	Replace 2 Dump Trucks	$152,000.00	0	7
16	200610170ER	Ingram Readymix, Inc.	Replacement	Non-Road	1	Replace 1 Wheel Loader	$35,462.00	5.692	7
17	200610172ER	Centex Materials, LLC	Replacement	Non-Road	9	Replace 5 Off-Highway Trucks, Replace 4 Wheel Loaders	$1,684,100.00	280.79	7
18	200610175ER	Texas Lehigh Cement Company, LP	Replacement	Non-Road	2	Repower 1 Dozer, Replace 1 Off Highway Truck	$220,650.22	31.52	7
19	200610178ER	Texas Aggregates, LLC	Replacement	Non-Road	3	Replace 1 Dragline & 2 Off Highway Truck	$399,894.00	83	7
20	200610185ER	John A. Cassel	Replacement	Non-Road	1	Replace 1 Wheel Loader	$33,845.23	4.8419	5
21	200610186ER	RGM Construction, LP	Replacement	Non-Road	1	Replace 1 Excavator	$21,418.30	3.0641	5
22	200610188ER	Lee Roy Salinas	Replacement	Non-Road	1	Replace 1 Track Loader	$178,340.00	0	7
23	200610189ER	GH Contracting, Inc.	Replacement	Non-Road	1	Replace 1 Excavator	$24,015.66	4.8031	7
24	200610194ER	McKinney Drilling Company	Re-power	Non-Road	41	Repower 1 Haul Truck, Replace 6 Compressors, Repower 11 Cranes, Repower 20 Drilling Rigs, Repower 1 Water Truck, Repower 1 Pump, Repower 1	$1,303,535.98	275.1112	7

	NON-ROAD TOTAL						$5,598,887.14	841.31789	
1	200610001ER	Genaro Guerrero	Replacement	On-Road	1	Replace 1 Truck	$134,565.26	8.3992	7
2	200610002ER	Jose D. Carrillo	Replacement	On-Road	1	Replace 1 Truck	$134,592.96	2.8875	7
3	200610003ER	Hector Sanchez Martinez	Replacement	On-Road	1	Replace 1 Truck	$134,592.96	4.1231	7
4	200610004ER	Jesus Beaton	Replacement	On-Road	1	Replace 1 Truck	$79,291.78	4.421	7
5	200610005ER	Jose B. Pedroza	Replacement	On-Road	1	Replace 1 Truck	$80,090.40	16.1679	7
6	200610006ER	Capitol Leasing	Replacement	On-Road	1	Replace 1 Truck	$58,436.17	7.8387	7
7	200610007ER	Eduardo Bustillos	Replacement	On-Road	1	Replace 1 Dump Truck	$88,000.00	12.575	7
8	200610008ER	Jonathan Alarcon	Replacement	On-Road	1	Replace 1 Truck	$80,087.79	12.9565	7
9	200610009ER	Maria Meify Franco	Replacement	On-Road	1	Replace 1 Truck	$129,874.50	0	5
10	200610010ER	William Ed Sumner	Replacement	On-Road	1	Replace 1 Truck	$85,571.90	14.0122	7
11	200610011ER	Guy G. Mathews Trucking, Inc.	Replacement	On-Road	1	Replace 1 Truck	$43,000.00	4.0684	7
12	200610012ER	Guy G. Mathews Trucking, Inc.	Replacement	On-Road	1	Replace 1 Truck	$43,000.00	5.2815	7

	Application Number	Applicant	Project Type	Emission Source	Number of Activities	Project Description	Requested Grant Amount	Total Tons of projected NOx Reductions	Project Life
13	200610013ER	Albert S. Padilla	Replacement	On-Road	1	Replace 1 Dump Truck	$71,000.00	12.575	7
14	200610014ER	Rodney Anderson	Replacement	On-Road	1	Replace 1 Truck	$103,200.00	15.434	7
15	200610015ER	Charles Boyd	Replacement	On-Road	1	Replace 1 Truck	$104,000.00	14.932	7
16	200610016ER	Carlos Garcia	Replacement	On-Road	1	Replace 1 Truck	$77,000.00	14.4372	7
17	200610017ER	Sadot Martinez	Replacement	On-Road	1	Replace 1 Dump Truck	$80,569.92	12.6383	7
18	200610018ER	Luciano Flores	Replacement	On-Road	1	Replace 1 Dump Truck	$75,200.00	13.6105	7
19	200610019ER	Don E. Thorne, Sr.	Replacement	On-Road	1	Replace 1 Truck	$69,000.00	12.2157	7
20	200610020ER	Johnny Padilla	Replacement	On-Road	1	Replace 1 Truck	$81,000.00	16.0638	7
21	200610021ER	Jose David Molina	Replacement	On-Road	1	Replace 1 Dump Truck	$80,569.92	11.6768	7
22	200610022ER	Wilfredo Hernandez	Replacement	On-Road	2	Replace 2 Trucks	$260,000.00	0	5
23	200610023ER	Barbara Washington	Replacement	On-Road	1	Replace 1 Truck	$30,000.00	4.683	7
24	200610024ER	Felix Loza	Replacement	On-Road	1	Replace 1 Truck	$49,000.00	8.9821	7
25	200610025ER	Cook Mail Service, Inc.	Replacement	On-Road	6	Replace 6 Trucks	$181,050.00	30.2301	7
26	200610026ER	Lenard Gattis	Replacement	On-Road	1	Replace 1 Truck	$75,200.00	0	7
27	200610027ER	Aaron E. Vincent	Replacement	On-Road	1	Replace 1 Truck	$87,200.00	0	7
28	200610028ER	M & M Trucking	Replacement	On-Road	1	Replace 1 Truck	$69,000.00	12.9343	7
29	200610029ER	M & M Trucking	Replacement	On-Road	1	Replace 1 Truck	$31,000.00	12.9343	7
30	200610030ER	M & M Trucking	Replacement	On-Road	1	Replace1 Truck	$69,000.00	12.9343	7
31	200610031ER	David Effanga	Replacement	On-Road	1	Replace 1 Truck	$74,000.00	13.4732	7
32	200610032ER	Josue Otoniel Reyes	Replacement	On-Road	1	Replace 1 Truck	$25,000.00	4.683	7
33	200610033ER	Edwin Clay Polasek	Replacement	On-Road	1	Replace 1 Truck	$89,785.60	16.8146	7
34	200610034ER	Edwin Clay Polasek	Replacement	On-Road	1	Replace 1 Truck	$89,785.60	16.8146	7
35	200610035ER	Felix G. Salinas	Replacement	On-Road	1	Replace 1 Truck	$91,006.00	0	5
36	200610036ER	Thomas P. Strazza	Replacement	On-Road	1	Replace 1 Truck	$80,000.00	14.5583	7

37	200610038ER	Alberto V. Velasco	Replacement	On-Road	1	Replace 1 Truck	$73,000.00	14.0122	7
38	200610039ER	Gloria Tejeda	Replacement	On-Road	1	Replace 1 Truck	$120,000.00	0	5
39	200610040ER	H & H Foradory Construction, Inc. (Henry Foradory)	Replacement	On-Road	3	Replace 3 Trucks	$278,400.00	0	7
40	200610041ER	Alfonso Orocio	Replacement	On-Road	1	Replace 1 Truck	$62,000.00	11.6768	7
41	200610042ER	Jeannine M. White	Replacement	On-Road	1	Replace 1 Truck	$73,000.00	13.4732	7
42	200610043ER	J's Trucking	Replacement	On-Road	2	Replace 2 Trucks	$191,023.16	64.98	5
43	200610044ER	Feliciano Mendoza	Replacement	On-Road	1	Replace 1 Truck	$63,000.00	11.6768	7
44	200610045ER	Triple H Trucking, Inc.	Replacement	On-Road	1	Replace 1 Truck	$95,200.00	0	7
45	200610046ER	Mateo Castro, Jr.	Replacement	On-Road	1	Replace 1 Truck	$94,785.00	13.4732	7
46	200610047ER	Roy Paredes Trucking	Replacement	On-Road	1	Replace 1 Truck	$70,000.00	13.4732	7
47	200610048ER	Ramiro Hernandez	Replacement	On-Road	1	Replace 1 Truck	$77,000.00	14.0122	7
48	200610049ER	Jose Atilio Gonzalez	Replacement	On-Road	1	Replace 1 Truck	$109,000.00	0	7
49	200610051ER	Jaime Cadena	Replacement	On-Road	1	Replace 1 Truck	$96,000.00	0	7
50	200610052ER	Sergio Nino	Replacement	On-Road	1	Replace 1 Truck	$81,000.00	16.3475	7
51	200610053ER	Gabriel Garcia	Replacement	On-Road	1	Replace 1 Truck	$20,000.00	4.3903	7
52	200610054ER	Jose Pablo Riojas, Sr.	Replacement	On-Road	1	Replace 1 Truck	$73,838.94	10.7786	7
53	200610055ER	Jose Pablo Riojas, Jr.	Replacement	On-Road	1	Replace 1 Truck	$73,298.68	10.7786	7
54	200610056ER	Dale Pope Trucking, Inc.	Replacement	On-Road	2	Replace 2 Trucks	$174,400.00	0	7
55	200610057ER	Billy G. Chellette, Sr.	Replacement	On-Road	1	Replace 1 Truck	$75,200.00	0	7
56	200610058ER	Phillip Dorn Mooneyham	Replacement	On-Road	1	Replace 1 Truck	$104,000.00	0	7
57	200610059ER	Michael Canatella	Replacement	On-Road	1	Replace 1 Truck	$96,000.00	0	7
58	200610060ER	Capital Metropolitan Transportation Authority	Re-power	On-Road	34	Re-Power 34 Busses	$516,460.00	73.78	7
59	200610061ER	Capital Metropolitan Transportation Authority	Re-power	On-Road	28	Re-Power 28 Busses	$301,840.00	43.12	7
60	200610063ER	Del Valle Independent School District	Replacement	On-Road	15	Replace 15 School Buses	$720,219.00	0	5
61	200610064ER	Gustavo V. Loera	Replacement	On-Road	1	Replace 1 Truck	$59,460.00	0	6
62	200610065ER	Sammie J. Kellough	Replacement	On-Road	1	Replace 1 Truck	$74,000.00	13.4732	7
63	200610066ER	Coupland Recovery Systems, LLC	Replacement	On-Road	1	Replace 1 Truck	$82,104.00	14.0122	7
64	200610067ER	Jan Banaczyk	Replacement	On-Road	1	Replace 1 Truck	$95,200.00	0	7
65	200610068ER	John D. Thames	Replacement	On-Road	1	Replace 1 Truck	$95,200.00	0	7
66	200610069ER	Special Automotive Services, Inc.	Replacement	On-Road	2	Replace 2 Tow Trucks	$93,000.00	16.1679	7
67	200610070ER	Coupland Recovery Systems, LLC	Replacement	On-Road	1	Replace 1 Truck	$82,104.00	14.0122	7
68	200610071ER	Coupland Recovery Systems, LLC	Replacement	On-Road	1	Replace 1 Truck	$34,500.00	6.2231	7

	Application Number	Applicant	Project Type	Emission Source	Number of Activities	Project Description	Requested Grant Amount	Total Tons of projected NOx Reductions	Project Life
69	200610072ER	Coupland Recovery Systems, LLC	Replacement	On-Road	1	Replace 1 Truck	$81,604.00	14.0122	7
70	200610073ER	Coupland Recovery Systems, LLC	Replacement	On-Road	1	Replace 1 Truck	$81,604.00	14.0122	7
71	200610074ER	Tejas Paving Company, Inc.	Replacement	On-Road	1	Replace 1 Truck	$57,200.00	17.9279	7
72	200610075ER	Chris Schneider	Replacement	On-Road	1	Replace 1 Dump Truck	$69,000.00	12.575	7
73	200610076ER	Chris Schneider	Replacement	On-Road	1	Replace 1 Dump Truck	$69,000.00	12.575	7
74	200610077ER	Coors of Austin, LP	Replacement	On-Road	1	Replace 1 Truck	$17,934.00	2.562	7

75	200610078ER	Hays Consolidated Independent School District	Replacement	On-Road	6	Replace 6 School Buses	$316,363.20	0	7
76	200610079ER	Felip Cueva	Replacement	On-Road	1	Replace 1 Truck	$55,275.00	10.0088	7
77	200610080ER	Felip Cueva	Replacement	On-Road	1	Replace 1 Dump Truck	$64,959.00	11.8286	7
78	200610082ER	Raymond Vallejo, Jr.	Replacement	On-Road	1	Replace 1 Truck	$73,000.00	14.0122	7
79	200610083ER	Juan E. Luna	Replacement	On-Road	1	Replace 1 Truck	$69,000.00	12.575	7
80	200610085ER	Wright Distributing Company	Replacement	On-Road	4	Replace 4 Delivery Trucks	$68,000.00	13.449	7
81	200610086ER	Bobby D. Alba	Replacement	On-Road	1	Replace 1 Truck	$80,000.00	17.106	7
82	200610087ER	Bobby D. Alba	Replacement	On-Road	1	Replace 1 Truck	$90,000.00	17.106	7
83	200610088ER	Bobby D. Alba	Replacement	On-Road	1	Replace 1 Truck	$90,000.00	17.106	7
84	200610089ER	Bobby D. Alba	Replacement	On-Road	1	Replace 1 Truck	$90,000.00	17.106	7
85	200610090ER	James Pate	Replacement	On-Road	1	Replace 1 Truck	$63,403.76	9.7967	5
86	200610091ER	Adam Melendrez	Replacement	On-Road	1	Replace 1 Truck	$82,795.00	15.2862	7
87	200610092ER	Adam Melendrez	Replacement	On-Road	1	Replace 1 Truck	$21,000.00	3.8049	7
88	200610093ER	Adam Melendrez	Replacement	On-Road	1	Replace 1 Dump Truck	$64,995.00	11.8286	7
89	200610094ER	Hill Country Dairies	Replacement	On-Road	1	Replace 1 Truck	$29,000.00	5.4594	7
90	200610095ER	Dirk McCune Trucking	Replacement	On-Road	3	Replace 3 Trucks	$172,728.00	29.42	6
91	200610097ER	Alberto Gomez	Replacement	On-Road	2	Replace 2 Trucks	$109,100.00	15.59	7
92	200610098ER	Ray Crain Trucking	Replacement	On-Road	6	Replace 6 Trucks	$571,200.00	0	7
93	200610099ER	James Dennis Tyler, II	Replacement	On-Road	1	Replace 1 Tow Truck	$52,676.00	0	7
94	200610100ER	Schwan's Home Service, Inc.	Purchase	On-Road	1	New Purchase 1 Truck	$16,206.00	0	5
95	200610101ER	Manuel I. Lopez	Replacement	On-Road	1	Replace 1 Truck	$96,000.00	0	7
96	200610102ER	Jose R. Camelo	Replacement	On-Road	1	Replace 1 Truck	$96,000.00	0	7
97	200610103ER	Crecencio B. Cruz	Replacement	On-Road	1	Replace 1 Dump Truck	$47,200.00	0	7
98	200610104ER	Mauricio Campo	Replacement	On-Road	1	Replace 1 Truck	$96,000.00	0	7
99	200610105ER	Jesus Santana	Replacement	On-Road	1	Replace 1 Dump Truck	$87,200.00	0	7
100	200610106ER	Andres Gonzales	Replacement	On-Road	1	Replace 1 Dump Truck	$76,000.00	0	7
101	200610107ER	Jose Canchola	Replacement	On-Road	1	Replace 1 Truck	$87,200.00	0	7
102	200610108ER	Abel Cavazos	Replacement	On-Road	1	Replace 1 Truck	$95,200.00	0	7
103	200610109ER	Alvin L. Washington	Replacement	On-Road	1	Replace 1 Truck	$103,200.00	0	7
104	200610110ER	James A. Harper	Replacement	On-Road	1	Replace 1 Dump Truck	$71,200.00	0	7
105	200610111ER	Larry Boehme	Replacement	On-Road	1	Replace 1 Truck	$96,000.00	0	7
106	200610112ER	Jason Filla	Replacement	On-Road	1	Replace 1 Truck	$76,000.00	0	7
107	200610113ER	Billy G. Chellette, Sr.	Replacement	On-Road	1	Replace 1 Truck	$75,200.00	0	7
108	200610114ER	Miguel A. Rayo	Replacement	On-Road	1	Replace 1 Truck	$96,000.00	0	7
109	200610115ER	Juan DeAnda, Jr.	Replacement	On-Road	1	Replace 1 Dump Truck	$22,500.00	4.0976	7
110	200610116ER	John R. Henderson	Replacement	On-Road	1	Replace 1 Truck	$76,000.00	0	7
111	200610117ER	Leon Kellough, Jr.	Replacement	On-Road	1	Replace 1 Dump Truck	$72,000.00	13.4732	7
112	200610118ER	Juan C. DeAnda	Replacement	On-Road	1	Replace 1 Truck	$69,000.00	12.575	7
113	200610120ER	Juan DeAnda, Jr.	Replacement	On-Road	1	Replace 1 Truck	$69,000.00	12.575	7
114	200610121ER	Joe Luis Valadez	Replacement	On-Road	1	Replace 1 Truck	$80,736.20	0	7
115	200610122ER	Babette's Trucking	Replacement	On-Road	1	Replace 1 Truck	$81,613.00	20.4148	7
116	200610123ER	Julio Padron Torres	Replacement	On-Road	1	Replace 1 Truck	$75,200.00	0	7
117	200610124ER	Abel Zamora	Replacement	On-Road	1	Replace 1 Truck	$95,200.00	0	7
118	200610125ER	Altman Leonard Frazier, II	Replacement	On-Road	1	Replace 1 truck	$95,200.00	0	7

119	200610126ER	Jesus Sierra	Replacement	On-Road	1	Replace 1 Truck	$95,200.00	0	7
120	200610127ER	John R. Henderson	Replacement	On-Road	1	Replace 1 Truck	$76,000.00	0	7
121	200610128ER	John P. Solis	Replacement	On-Road	1	Replace 1 On-Road Truck	$96,000.00	0	7
122	200610130ER	Carlos Flores	Replacement	On-Road	1	Replace 1 Truck	$38,800.00	0	7
123	200610131ER	Alvin L. Washington	Replacement	On-Road	1	Replace 1 Truck	$103,200.00	0	7
124	200610132ER	Claudio M. Hernandez	Replacement	On-Road	1	Replace 1 Dump Truck	$62,080.26	0	7
125	200610133ER	Round Rock Refuse, Inc.	Replacement	On-Road	3	Replace 3 Garbage Trucks	$33,480.69	5.1509	7
126	200610135ER	IESI, Inc.	Replacement	On-Road	7	Replace 7 Garbage Trucks	$146,972.00	22.6112	7

	Application Number	Applicant	Project Type	Emission Source	Number of Activities	Project Description	Requested Grant Amount	Total Tons of projected NOx Reductions	Project Life
127	200610136ER	Henry Rountree	Replacement	On-Road	1	Replace 1 Dump Truck	$124,868.00	223.01	5
128	200610138ER	Isidoro A. Martinez	Replacement	On-Road	1	Replace 1 Dump Truck	$77,000.00	14.0122	7
129	200610139ER	V&G Luna Construction, LLC (dba L&L Construction)	Replacement	On-Road	1	Replace 1 Truck	$29,575.00	5.5238	7
130	200610140ER	V&G Luna Construction, LLC (dba L&L Construction)	Replacement	On-Road	1	Replace 1 Truck	$73,700.00	13.338	7
131	200610141ER	Gloria Crowder	Replacement	On-Road	1	Replace 1 Truck	$74,000.00	18.6193	7
132	200610142ER	Isidoro A. Martinez	Replacement	On-Road	1	Replace 1 Dump Truck	$77,000.00	14.0122	7
133	200610144ER	Jose Martinez (dba EC Trucking)	Replacement	On-Road	1	Replace 1 Truck	$103,200.00	0	5
134	200610145ER	Jose Martinez (dba EC Trucking)	Replacement	On-Road	1	Replace 1 Truck	$103,200.00	0	5
135	200610146ER	Jose Martinez (dba EC Trucking)	Replacement	On-Road	1	Replace 1 Truck	$103,200.00	0	5
136	200610147ER	Buchanan Septic Tanks, Inc.	Replacement	On-Road	1	Replace 1 Truck	$99,588.80	9.3745	7
137	200610150ER	Guy Moffett, Jr.	Replacement	On-Road	1	Replace 1 Tractor	$96,000.00	0	7
138	200610151ER	Jorge G. Rodriquez	Replacement	On-Road	1	Replace 1 Truck	$71,200.00	0	7
139	200610152ER	Joe Z. Gonzales	Replacement	On-Road	1	Replace 1 Truck	$96,000.00	0	7
140	200610153ER	Angela DeLeon	Replacement	On-Road	1	Replace 1 Truck	$103,200.00	0	7
141	200610154ER	Miquel Negrete	Replacement	On-Road	1	Replace 1 Truck	$76,000.00	0	7
142	200610155ER	Jose A. Cienfuegos	Replacement	On-Road	1	Replace 1 Truck	$96,000.00	0	7
143	200610156ER	Juan Moncada Lopez	Replacement	On-Road	1	Replace 1 Truck	$76,000.00	0	7
144	200610157ER	Juan U. Benitez	Replacement	On-Road	1	Replace 1 Truck	$96,000.00	0	7
145	200610158ER	H. Deck Construction Company	Replacement	On-Road	1	Replace 1 Truck	$134,000.00	22.91	7
146	200610159ER	Hence W. Irby	Replacement	On-Road	1	Replace 1 Truck	$96,000.00	0	7
147	200610160ER	Tex Mix Partners, Ltd. (dba Tex Mix Concrete)	Replacement	On-Road	1	Replace 1 Truck	$15,250.00	3.8124	7
148	200610161ER	Allan Siler	Replacement	On-Road	1	Replace 1 Truck	$76,000.00	0	7
149	200610163ER	Armando M. Santillan	Replacement	On-Road	1	Replace 1 Truck	$95,200.00	0	7
150	200610164ER	Francisco Osequeda	Replacement	On-Road	1	Replace 1 Truck	$87,200.00	0	7
151	200610165ER	Schwab Excavation, Inc.	Replacement	On-Road	4	Replace 3 on-road tractors and 1 non-road grader	$434,300.00	69.08	7
152	200610166ER	James Lucas	Replacement	On-Road	1	Replace 1 Dump Truck	$29,000.00	5.0954	7
153	200610168ER	Collis Lee Armstrong	Replacement	On-Road	1	Replace 1 Truck	$88,000.00	0	7
154	200610169ER	Martin C. Rodriquez	Replacement	On-Road	1	Replace 1 Dump Truck	$96,000.00	0	7
155	200610171ER	I Bar Enterprises, Ltd.	Replacement	On-Road	1	Replace 1 Truck	$69,491.56	13.4401	7
156	200610173ER	Pope Materials, Inc.	Replacement	On-Road	6	Replace 6 Dump Trucks	$569,600.00	0	7
157	200610174ER	Veg Luna Construction, LLC (dba LeL Construction)	Replacement	On-Road	1	Replace 1 Truck	$68,995.00	12.7385	7
158	200610176ER	Centex Materials, LLC	Replacement	On-Road	18	Replace 18 Cement Trucks	$763,000.00	144.35	7

159	200610177ER	Captain Hook-Austin, Inc.	Replacement	On-Road	2	Replace 2 Roll-Off Trucks	$70,800.00	13.4937	7
160	200610179ER	Proenza	Replacement	On-Road	1	Replace 1 Truck	$95,200.00	0	7
161	200610180ER	Proenza	Replacement	On-Road	1	Replace 1 Truck	$95,200.00	0	7
162	200610181ER	Calvin Gleason	Replacement	On-Road	1	Replace 1 Bus	$50,000.00	12.7086	7
163	200610182ER	Central Transportation Systems, Inc.	Replacement	On-Road	8	Replace 8 Trucks	$414,383.30	0	5
164	200610183ER	Blair Trucking, Inc.	Replacement	On-Road	1	Replace 1 Truck	$59,000.00	10.7786	7
165	200610184ER	Douglas R. Wiggins, Jr.	Replacement	On-Road	1	Replace 1 Truck	$84,000.00	17.96	7
166	200610190ER	Ester Arreola	Replacement	On-Road	1	Replace 1 Truck	$96,000.00	0	7
167	200610191ER	Lauren Concrete, Inc.	Replacement	On-Road	3	Replace 3 Concrete Mixers	$275,608.08	49.88	7
168	200610192ER	Luis Omar Sanchez	Replacement	On-Road	1	Replace 1 Truck	$95,000.00	0	7
169	200610193ER	Paul A. Marshall	Replacement	On-Road	1	Replace 1 Truck	$103,200.00	0	7
170	200610195ER	All Seasons Septic	Replacement	On-Road	1	Replace 1 Tank Truck	$40,000.00	7.2791	7
171	200610196ER	All Seasons Septic	Replacement	On-Road	1	Replace 1 Tank Truck	$28,000.00	4.9134	7
172	200610197ER	Leander Independent School District	Replacement	On-Road	5	Replace 5 School Busses	$20,066.15	2.8665	7
173	200610198ER	Felipe Macuran Hernandez	Replacement	On-Road	1	Replace 1 Truck	$120,000.00	0	7
174	200610199ER	Troy L. Johnson, Jr.	Replacement	On-Road	1	Replace 1 Truck	$90,088.58	13.4732	7
	ON-ROAD TOTAL						**$18,464,843.12**	**1833.9322**	
199	**TOTALS**						**$24,959,730.26**	**2874.37009**	

ATTACHMENT 7 LETTER TO TCEQ FROM EAC TASK FORCE

Early Action Compact Task Force
Bastrop County · Caldwell County · Hays County · Travis County · Williamson County
City of Austin · City of Bastrop · City of Elgin · City of Lockhart · City of Luling
City of Round Rock · City of San Marcos · Capital Metro · CAMPO · CAPCOG · CLEAN AIR Force
Environmental Defense · Greater Austin Chamber of Commerce · LCRA · TCEQ · TxDOT-Austin

March 24, 2006

Office of the Chief Clerk MC-105
Texas Commission on Environmental Quality (TCEQ)
P.O. Box 13087
Austin, Texas 78711-3087

Re: Comments on Permit Application by Oak Grove Management Company, L.L.C.; New Source Permit Number 76474; PSD Permit Number PSDTX1056

These comments are being submitted on behalf of the Austin/Round Rock (A/RR) MSA Early Action Compact Task Force. The elected officials of our region's Clean Air Coalition have voiced similar comments in a previous letter to TCEQ (enclosed). We are concerned about the possibly significant impact of the emissions from the Oak Grove Steam Electric Station proposed for construction under the subject permit application on the ozone attainment status of the five-county A/RR MSA.. The plant is to be located approximately 100 miles from Austin, Texas. Photochemical modeling impact analyses developed by staff of the Center for Engineering and Environmental Resources (CEER) at the University of Texas at Austin (report enclosed) show that the start-up of this one new facility alone, projected for 2009, has the potential to contribute over 2 parts per billion (ppb) of ozone in the A/RR MSA, demonstrating the potential of pushing the current 8-hour ozone design value of 82 ppb close to 85 ppb. When combined with emissions from the Twin Oaks plant being permitted by TCEQ, an increase in ozone of over 3 ppb is modeled in the A/RR MSA, demonstrating a distinct possibility that the National Ambient Air Quality Standard (NAAQS) for ozone (85 ppb) will be exceeded when these plants begins operating, resulting in a nonattainment designation for the area. As an Early Action Compact (EAC) area, the A/RR MSA must demonstrate attainment in 2007and maintain attainment through 2012; so start-up of the new plant in 2009 will have the potential to adversely affect our future year attainment commitment.

We understand that TCEQ staff may, technically, be following U.S.E.P.A. modeling guidance when evaluating this permit with regard to Prevention of Significant Deterioration (PSD) requirements, which dictate that new source emissions not be allowed to cause a violation of any of the National Ambient Air Quality Standards, including ozone. While EPA is reviewing their guidance for evaluating ozone precursor emissions under PSD permits in light of the new 8-hour standard, we suggest that the TCEQ take the lead in applying photochemical modeling technology along with the wealth of modeling data files that have been developed for Texas. Modeling should be conducted to evaluate the individual and cumulative impact of significant

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new sources of ozone precursor emissions, including those projected for the Oak Grove Permit, on the near nonattainment and nonattainment areas that may possibly be affected by the new facility or facilities. Using the results of modeling the TCEQ Permits program should require state-of-the-art emission reduction technologies (sometimes even those beyond BACT), or other measures that may be necessary should the photochemical modeling show scenarios under which an area's attainment status may be affected by the individual or cumulative emissions from new sources.

We acknowledge the need for developing domestic sources of energy to provide sufficient and more affordable electricity to the citizens of our State, but urge the TCEQ to give due consideration to the costs of any environmental degradation brought about by these new facilities. The costs of a possible violation of the Federal air quality standards, the economic costs and health costs, should be brought out and carefully weighed against the benefit(s) of the project(s). Because the photochemical modeling analyses conducted by U.T. Austin shows there is decided risk of NAAQS violation and consequent nonattainment designation (and perhaps in more than one area) if the Oak Grove project is granted a permit with allowable emissions as projected, we recommend that the permit application be re-evaluated. Additional review should consider the impact on regional ozone formation and the permitee should be required to reduce the emission allowables to a level sufficient to insure that the project or projects do not cause the 8-hour ozone standard to be violated.

Thank you for the opportunity to comment on the subject permit application. For additional information, please contact Bill Gill (512.916.6066) or Cathy Stephens (512.974.1861), the EAC Task Force Co-Chairs.

Sincerely,

Bill Gill

Bill Gill
Air Quality Director, Capital Area Council of Governments
Co-Chair, Early Action Compact Task Force

Enclosures: Letter of December 9, 2005 from CAC to TCEQ; UT CEER Modeling Report

cc: Mayor Will Wynn, Chair, Clean Air Coalition
Judge Samuel T. Biscoe, Vice Chair, Clean Air Coalition
Ms. Cathy Stephens, Co-Chair, EAC Task Force
Mr. Thomas Diggs, EPA
Ms. Candy Garrett, TCEQ

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December 9, 2005

Glenn Shankle, Executive Director
Texas Commission on Environmental Quality, MC-109
P. O. Box 13087
Austin, Texas 78711-3087

Dear Mr. Shankle:

I am writing on behalf of the Clean Air Coalition of Central Texas, a committee of elected officials from the five-county Austin-Round Rock MSA, to express our concerns about the possible impacts of three new proposed electric generating units in the region on our constituents' air quality. We are very concerned that these proposed facilities, which will be located to the east and northeast of the Austin area, will have a detrimental impact on the central Texas area's ozone attainment status. If all are constructed as planned, these facilities, all of which have permit applications pending, will significantly add to pollutants generated by the existing Alcoa plant in Milam County, which has shown a significant impact on our ozone when meteorological conditions match those in the 1999 modeling episode used for our Early Action Compact (EAC) SIP.

The largest new plant, by far, with an estimated 1720 MW capacity, is called the Oak Grove Project and it is located 12 miles east of Bremond and 12 miles north of Franklin, Texas in Robertson County. The permit applied for with TCEQ says that there will be two supercritical pulverized coal boilers that will burn lignite coal. The plan is for the facility to be operational in 2009.

Also planned for Robertson County is a facility that will add to the capacity of an existing plant purchased from Texas-New Mexico Power in 2002. The project is owned by Sempra Generation/Twin Oaks Power and is about 100 miles NE of Austin. The plan, according to a Sempra Energy press release, is to add almost 600 MW to the existing plant's capacity of 305 MW for a total capacity of 900 MW. This plant also will be burning lignite and should be operating in 2011.

In McLennan County, in Riesel just east of Waco, LS Power/Sandy Creek Energy Associates, L.P. has applied for a TCEQ permit and will be building an 800 MW plant that will burn Powder River Basin Coal. The plant is scheduled to be operational in 2009.

Because 3 of 4 of these plants will be burning lignite, the increase in nitrogen oxide (NOx) emissions considered cumulatively could have significant impacts on air quality and ozone formation in central Texas. This, of course, depends on a number of variables on any given day such as wind direction, wind speed, other baseline emissions, and temperature, among other factors. Due to the possibility of these impacts, regional air quality planners and professionals and the Clean Air Coalition request that the TCEQ consider undertaking the following measures.

- Review the new coal-fired power plant permit applications with a view not just to PSD considerations, but also consideration of the impact on the nonattainment and near nonattainment area(s) in proximity to the proposed facilities;

- Consider cumulative impact(s) of regionally significant ozone precursor emissions on nearby areas who are actively involved in implementing clean air action plans such as an EAC;
- Undertake photochemical modeling of the cumulative effect(s) on the near nonattainment and nonattainment areas that may possibly be affected by the new facilities; and
- Consider requiring state-of-the-art emission reduction technologies (sometimes even those beyond BACT), or other measures that may be necessary should the photochemical modeling show scenarios under which an area's attainment status may be affected by these cumulative emissions

Thank you in advance for giving careful consideration to these comments. We are hopeful that TCEQ, as a signatory to the Early Action Compact for central Texas, will consider implementing any organizational and policy changes necessary to fully support our mutual goal of remaining in ozone attainment, with a particular emphasis on retaining attainment status well into the period between 2009 and 2011 when some or all of these plants come on-line. For additional information, please contact Bill Gill (512.916.6066) or Scheleen Walker (512.854.7219), the EAC Task Force Co-Chairs.

Sincerely,

Samuel T. Biscoe

Judge Samuel T. Biscoe
Vice Chairman, Clean Air Coalition

Cc; Dan Eden, TCEQ Permits Division