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December 29, 2005

Mayor Richard Greene
Regional Administrator
Environmental Protection Agency, Region 6
1445 Ross Avenue, Suite 1200
Dallas, Texas 75202

Ms. Kathleen Hartnett White, Chairman
Texas Commission on Environmental Quality
P. O. Box 13087, MC-100
12100 Park 35 Circle
Austin, Texas 78711-3087

Dear Mayor Greene and Chairman White:

On behalf of the Clean Air Coalition of elected officials in the Austin-Round Rock Metropolitan Statistical Area (MSA) who have participated in the Early Action Compact (EAC), I am pleased to submit our region's sixth Semi-Annual EAC Progress Report. During the reporting period, May through October 2005, work was accomplished toward implementation of emission reduction measures in the EAC Clean Air Action Plan as adopted into the State Implementation Plan Revision. Information is also included in this report regarding implementation of voluntary measures and progress since the last report was submitted in June 2005.

In conjunction with EAC commitments to provide public review of progress, efforts were conducted to solicit public review and comment on the draft report. These include presentations to the Clean Air Force Board and Technical Committee, the Early Action Compact Task Force and the Clean Air Coalition. These organizations represent stakeholders from the environmental community, the general public, local employers and government officials. In addition, the draft document was posted on the CAPCOG web site for three weeks to allow review and comment.

Elected officials and staff in Central Texas continue to work together with EPA and TCEQ EAC partners on these important regional air quality issues. The participation of staff from both your agencies in the control strategy planning and implementation support activities has been invaluable. On behalf of the region's representatives, we appreciate this opportunity to participate in the development and implementation of air quality improvement measures that are most suitable to our region's needs and resources.

Sincerely,

Betty Voights
Executive Director

cc: Mayor Will Wynn, Chairman, Clean Air Coalition

Enclosure

Counties

Bastrop

Blanco

Burnet

Caldwell

Fayette

Hays

Lee

Llano

Travis

Williamson

6th 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

December 31, 2005

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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 May 2005 through October 2005 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. Three significant measures included in the SIP revision, the vehicle inspection and maintenance program, 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/news.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 May 2005 through October 2005 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 – 6 below will rely on existing TCEQ resources for enforcement. TCEQ investigator training is planned to include these regulatory changes for their field inspectors to be familiar with. During this reporting period, all 12 local EAC Signatories and TCEQ signed an Idling Restriction Memorandum of Agreement. TCEQ also implemented all of the remaining state-sponsored EAC measures. On November 1st TCEQ announced a TERP Request for

Applications (RFA) for the A/RR MSA only, in order to help complete the region's TERP emission reduction commitments included in the SIP.

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 Appendix A.

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, 3.83 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:** For the first two months, 88,205 initial emissions tests were performed. The failure rate is 9.39% for the two-month period. An additional 1.64% fail only the gas cap portion of the emissions test for an overall failure rate of 11.04%. Table 2.1 provides the failure rate by model year for the Austin area.

The program is performing as expected. As of October 31, 2005, there were 257 public inspection stations in the two-county area compared to 303 last year (approximately 84% of the number of stations that were available last year). 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 that 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.

During the first quarter of the program (Sept. – Nov.), Travis County issued 144 Repair Vouchers and 5 Replacement Vouchers under the LIRAP program. Williamson County issued 20 Repair Vouchers during September and October.

Austin Area Emissions Failure Rate by Model Year						
Report Period - 09/01/2005 - 10/31/2005						
Model	**Austin Area**		**Travis County**		**Williamson County**	
Year	**Initial Tests**	**Failure Rate**	**Initial Tests**	**Failure Rate**	**Initial Tests**	**Failure Rate**
2005	701	2.71%	598	2.84%	103	1.94%
2004	2,993	2.21%	2,060	2.48%	933	1.61%
2003	9,495	2.64%	6,767	2.70%	2,728	2.49%
2002	10,017	4.56%	7,251	4.73%	2,766	4.12%
Model	**Austin Area**		**Travis County**		**Williamson County**	
Year	**Initial Tests**	**Failure Rate**	**Initial Tests**	**Failure Rate**	**Initial Tests**	**Failure Rate**
2001	10,009	6.85%	7,449	6.99%	2,560	6.45%
2000	9,609	7.17%	7,266	7.47%	2,343	6.23%
1999	8,203	9.58%	6,332	10.04%	1,871	8.02%
1998	6,779	12.49%	5,199	12.52%	1,580	12.41%
1997	5,933	17.65%	4,616	18.74%	1,317	13.82%
1996	4,660	21.16%	3,666	21.77%	994	18.91%
1995	4,704	7.04%	3,686	7.46%	1,018	5.50%

1994	3,594	8.54%	2,864	8.94%	730	6.99%
1993	2,926	10.46%	2,356	10.70%	570	9.47%
1992	2,144	10.12%	1,713	9.28%	431	13.46%
1991	1,760	11.48%	1,423	11.45%	337	11.57%
1990	1,305	13.49%	1,032	14.63%	273	9.16%
1989	970	18.04%	770	17.40%	200	20.50%
1988	729	19.34%	579	19.00%	150	20.67%
1987	459	24.18%	356	24.44%	103	23.30%
1986	434	32.03%	346	32.66%	88	29.55%
1985	315	42.22%	245	40.82%	70	47.14%
1984	191	39.79%	153	39.87%	38	39.47%
1983	128	47.66%	93	47.31%	35	48.57%
1982	89	57.30%	68	57.35%	21	57.14%
1981	36	69.44%	28	64.29%	8	87.50%
TIMS db for 11/02/2005 at 5:30pm…gph						

Table 2.1: Vehicle Failure Rates in Austin Area, Travis and Williamson Counties

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 will begin 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. 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. The City of Lockhart will consider an ordinance in January 2006.

- **Public outreach:** There has been a lot of regional progress on outreach for the idling limits regulation. CAPCOG is hosting a website, www.engineoff.org, which includes information on the regulation, other helpful information and a downloadable brochure. CAMPO mailed out 2200 copies of the brochure (Attachment 1) to area truck owners and operators. 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. Idling limit signs and/or sign artwork is available from the City of Austin (more information on www.engineoff.org). CAPCOG is also working with its peace officer training staff to develop enforcement elements and other enforcement information that will be available to local jurisdictions in early 2006.

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 has been made aware 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.

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 has been made aware 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 has been made aware 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 has been made aware 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. To date, the region has received grants anticipated to decrease NOx by 1.15-tpd, as shown in the Figure 2.1. 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. The invitation flyer for the workshop is attached to this document (Attachment 2). In addition, CAPOCG hired a contractor to help identify possible TERP applicants and assist with TERP application questions. Emission reductions from the additional TERP projects have not yet been estimated, but they are expected to ensure the region achieves the 2-tpd NOx reduction by December 2007. For example, in November of 2005, Capital Metro applied for additional TERP funds to retrofit their buses. The estimated emission reduction for Capital Metro November TERP projects are around 117 tons over 7 years. If the new applications are approved, Cap Metro's TERP projects are expected to reduce NOx emissions by 202.58 tons over 7 years. The list of TERP applications that were submitted to TCEQ by November 2005 for the Austin-Round Rock MSA is provided with Attachment 3.

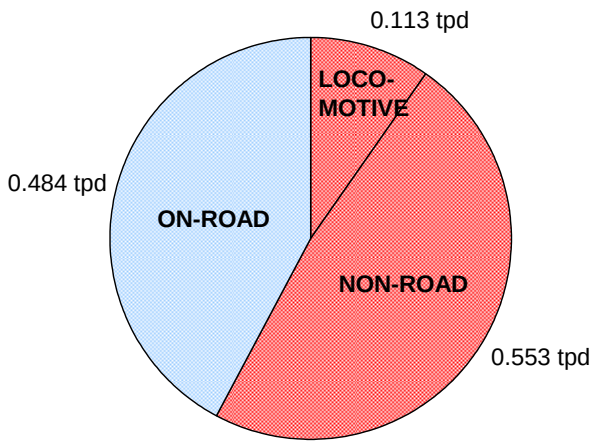


Figure 2.1: Current NOx reduction and source allocation of TERP grants in the A/RR MSA

2. **Local Power Plant Reductions** –Austin Energy, LCRA and UT agreed to specific reductions during the EAC Stakeholder process. 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. In addition to the cap commitment, 241 NOx allowances are being retired each year.

   ***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.

LCRA requested in a letter to the Texas Commission on Environmental Quality (TCEQ) dated November 14, 2005, 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. It is anticipated that this alteration will be in effect by December 31, 2005.

***Fayette Power Project*:** LCRA and Austin Energy, as partners in the Fayette Power Project (FPP), 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.

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.

LCRA requested in a letter to TCEQ dated October 25, 2005, 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.

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 –Projects selected for funding to date, including Austin-area applications received for funding consideration in December 2005.

http://www.tceq.state.tx.us/implementation/air/terp/erig.html#projects_selected

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 2.2.

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 - December 2005

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	110	30	18	*0*	158	316	Intersections	7	8	Intersections	533.672	468.451	591.951	547.520
Signal Improvements	33	8	7	*0*	48	~ 1914	Signalized Intersections	2	6	Signalized Intersections	856.773	827.795	779.870	752.626
Bicycle/Pedestrian Facilities	137	38	14	*0*	189	~ 209.03	Miles (+Bike Hub/Racks)	6	13.95	Miles of linear facilities	75.533	75.483	64.082	62.677
Grade Separations	1	1	0	*0*	2	2	Grade Separations	2	2	Separations	4.570	3.989	6.764	5.774
Transit Projects/Programs	18	7	0	*0*	25	3577	Lot Spaces (+ 2 Buses)	0	0	Spaces/Programs	72.641	74.457	123.410	107.218
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	3	0	*1*	21	> 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	324	87	39	*1*	450	Total Projects		21	Total Projects		1940.801	1701.802	1950.243	1740.889
											TOTAL TONS PER DAY REDUCED			
											VOC	NOx	VOC	NOx
											Current		2007	
											0.970	0.851	0.975	0.870

IMPORTATNT NOTES:

* This TERMs Report shows the current status of projects as of **November 30th, 2005.**
* 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.**

Table 2.2: Summary of TERM Individual Project statuses

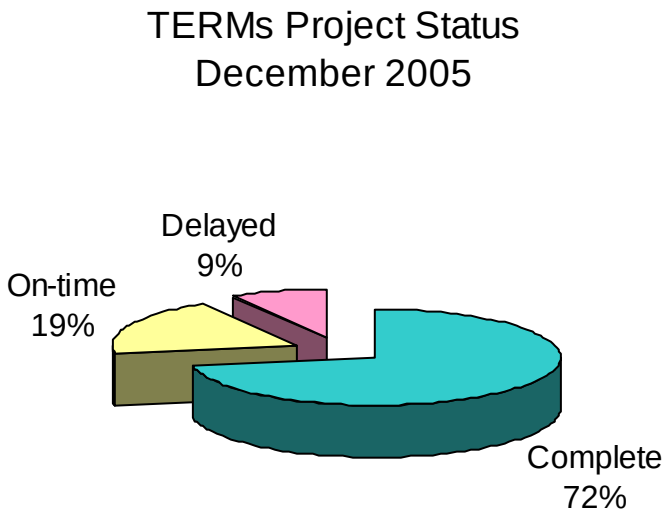


Figure 2.2: TERMs Project Status as of December 2005

Other Emission Reduction Activities

Clean Air Partners Program

CLEAN AIR Partners is a voluntary program composed of member businesses in the 5-county Central Texas region who are working to reduce their ozone-causing emissions by 10% over a 3 year period. The CLEAN AIR Force of Central Texas (CAF), http://www.cleanairforce.org/, oversees the program, which assists companies in reducing their emissions with a variety of options. Strategies include commute alternatives-- such as carpooling/vanpooling, using mass transit, remote work (teleworking/telecommuting), flex-time and bicycling--along with on-site emission reductions from the use of clean energy, low-emission construction activities, cleaner, water-conserving landscaping practices, energy conservation, and a host of other activities that can lead to cleaner air. Partners report their achievements once a year and those that do not report for two

consecutive years are removed from the program with encouragement to rejoin at a future date (6 partners removed in 2005). The Program now includes 91 Partners, representing about 160,000 Austin/RR area employees.

Reports received from Partners during this reporting period indicate that in 2004, 92% of Partners educated their employees on commute reduction ideas and ozone issues; 41% practiced energy conservation, including the use of cleaner energy (GreenChoice); 23% practiced water conservation; 26% reduced site deliveries; 33% used e-business, video/teleconferencing, etc. to reduce commutes for visitors and customers; and 28% reduced emissions by using cleaner/ alternative fuels, taking fewer vehicles/ trips, etc. in company vehicles.

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.)

Examples of programs and activities undertaken in this reporting period include the Let's Ride Program; the Innovative Grant Program, which was responsible for funding Travis County's Clean Air Campaign, LCRA's Keep it Parked Program, and the City of Austin's Walk Bike & Roll Program; and Commute Solutions Month. All of these programs and activities are briefly discussed below.

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

Commute Solutions also sponsored a new program called the Innovative Grant Program. In this program, CS issued a request for grant applications to local Commute Solutions partner organizations and entities. The purpose of the grant was to fund start-up innovative employee commute solutions programs within CS partners' organizations/agencies. Three programs applied for and received grant funds (see descriptions and summary of results in Table 2.3 below).

Travis County's Clean Air Campaign - Commute Solutions Challenge

The Travis County Commute Solutions Challenge was an incentive-based commute solutions program designed to track and encourage the reduction of daily employee commute-related emissions. The Challenge was held during the height of the Ozone Season and lasted three months (July – September). Funding was awarded ($2000) to provide monetary incentives for Travis County employees who completed daily commute profiles and/or used alternative commute solutions during the challenge period. Almost 20 percent (836) of Travis County's employees participated in the program over the three-month period. These employees reported 172,051 vehicle miles traveled by bus, carpool, biking, walking and telecommuting. Five employees reported regularly driving a hybrid vehicle to work.

LCRA's Keep It Parked Program – Bike to Work Initiative

Employees are encouraged to meet at designated locations outside the downtown center and bike to work. Funding was requested for purchase of indoor bike racks and lockers for the LCRA headquarters. ($2000 requested and awarded)

City of Austin's Walk, Bike & Roll Program

This program promotes commute alternatives to employees, emphasizing walking, biking, and riding the bus to work. Funding was requested for purchase of mp3 players and mp3/computer totes as prizes for the program. ($700 requested and awarded)

For the 3 programs, the table below shows the estimated number of participating employees, and the estimated reduction in miles and vehicle emissions.

Organization	Participating Employees	Miles Reduced	VOC Reduced	NOx Reduced
Travis County	836	4452 mi/day	7.94lbs/day	8.63lbs/day
LCRA	~20	400 mi/day	0.71 lbs/day	0.70 lbs/day
City of Austin	~1800	39600 mi/day	70.65 lbs/day	76.76lbs/day
TOTAL	**~2656**	**44452 mi/day**	**79.31lbs/day**	**86.16lbs/day**

** 836 TC employees completed a Commute Profile,197 reported regularly carpooling, riding the bus, biking, walking or working a compressed schedule*
** LCRA projected 20 participating employees.*
** COA projected a 15% participation rate for their ~12,000 employees.*
** Regional average round-trip commute mileage = 22.6miles*
** Regional Average commute speed = 38mph used for emissions estimates*

Table 2.3: Commute Solutions Innovative Grant Program: Estimated Participation, Miles Reduced, & Emissions Reduced

Commute Solutions Month – Commuter Challenge

Commute Solutions sponsored a web-based Commuter Challenge contest in the Central Texas region October 9 – 22, 2005. The CS Commuter Challenge allowed commuters using a commute solution to enter their commute information for a chance to win prices. Commuters could show commute solutions used for their daily home-work-home commute, their lunch commute, and/or a business-related meeting/event commute. Table 2.4 below shows the resulting total participants, and estimated miles and emissions reduced by the contest for 2005.

Total Trips Reduced (Avg. 29.64 miles, round trip)	Participating Employees	VOC Reduced	NOx Reduced
7930—Daily Work trips	1313	459.3 lbs. per day or	422.4 lbs. per day or
8533—Lunch Trips		0.21 tons per day	0.23 tons per day
2047—Business trips			

Table 2.4: CS Commuter Challenge - Trips Reduced, Estimated Participation, & Emissions Reduced

CAF Electric Lawnmower Exchange Program

With gas-powered lawn equipment contributing to air pollution problems in Central Texas, for the past four years the CLEAN AIR Force of Central Texas (CAF) has offered Central Texans a financial incentive to purchase cleaner, electric lawnmowers and to learn other simple ways to help reduce air pollution. This program partners with local Home Depots as well as other local lawnmower retail stores, and gives Central Texans the opportunity to purchase a less polluting, cleaner burning electric mower for 20% off the retail price. In addition, this program allows Central Texans to dispose of their older gas-powered mowers. Because gasoline-powered lawn and garden equipment contributes to the air pollution problem in Central Texas, as an air quality organization we encourage the replacement of this older polluting equipment with the newer and cleaner electric versions that many people are not even aware exist. This program gives citizens the chance to learn about the variations in emissions between types of lawnmowers, purchase an electric model that is similar in cost to gas-powered mowers via the coupon, and help make a positive improvement in the air we breathe. While much of the activity reported on here occurred during the previous reporting period, the final project report detailing accomplishments for 2005 was not available until this period.

Public awareness of the program has been increased through television and radio commercials and community publications. Ads in the Austin American Statesman reached 515,300 people. Radio ads on KGSR reached 76,000 adults with 46 commercials and 45 public service announcements (PSAs) in two weeks. KLBJ-AM radio ads reached 94,100 adults with 34 commercials and 30 PSAs in two weeks.

Corded Lawnmower Discount

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, resulting in 170 mowers sold and 44 mowers recycled. This was the first year to require pre-orders and the new system worked very well and will be implemented again in the April 2006 Program. Austin Energy provided one free bag of Dillo Dirt with each electric lawnmower sold and all participants received goody bags full of air quality educational information. Additional efforts were made to encourage participants that have gas-powered mowers that want to keep them to maintain them properly by having them routinely tuned up and ensuring the

cutting blade is kept sharp. Participants also received information on Austin Energy's Green Choice Program, which is an excellent tie-in with the Electric Lawnmower Discount Program. By choosing Green Choice, customers rely on renewable, zero-emitting resources for their power, which results in significant improvement in NOx emissions when customers use an electric mower instead of a gas-powered one.

This was also the first year to partner with the City of Sunset Valley on a deeper discount for the residents of Sunset Valley. The CAF/Sunset Valley Program offered a 40% discount to City of Sunset Valley residents (20% from CAF and 20% from City of Sunset Valley) on the purchase of the corded Black & Decker MM575 18" Mulching Lawn Hog Electric Lawnmower from the Home Depot located in the City of Sunset Valley. This program was extremely popular with the residents of Sunset Valley and they are eager to partner with us again for next year's program.

Cordless Lawnmower Discount

Because many participants prefer a cordless electric lawnmower over a corded one and Home Depot did not have a cordless model of electric lawnmower in stock as they had in the past, 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. This program resulted in 60 Neutons sold and forged a positive, professional relationship with a new retailer of electric lawnmowers. Neuton was so impressed with CAF's management of the online program that they donated CAF's portion of the $40 discount ($16) to CAF and are looking forward to working with CAF again on the April 2006 Program. Negotiations are already underway for an even deeper discount offered than in 2005.

It should also be noted that upon CAF's request, both Home Depot and Neuton donated one electric mower each to be displayed at various KGSR/CAF events so that citizens could see both products in person. At the end of these events, the mowers were given away in a drawing.

Recycling of Older Lawnmowers

If a participant had an old gas-powered mower, they were offered the opportunity to deposit the mower at either the Arboretum or Sunset Valley Home Depots the first two

Saturdays of April 2005. These old mowers were collected and transported for recycling at no cost to the participant.

There was no requirement for an older mower to be recycled in order to receive the 20% discount. Participants were surveyed in both 2004 and 2005 at the Home Depots on whether or not they owned an older lawnmower and the majority of participants did not have an older lawnmower. Many were buying their very first mower and were excited about the opportunity to do the right thing for the environment at a discount to their pocketbooks.

Summary of Electric Lawnmower Exchange Program Results and Expenses

Total number of mowers sold:	230
Total number of mowers recycled:	44
Total number of retailers involved:	3
Total expenses related to the program:	**$6,750**

Central Texas Adopt-A-School Bus Program

The Adopt-A-School Bus Program (AASB) was created by the U.S. Environmental Protection Agency and administered locally by the CLEAN AIR Force of Central Texas (CAF). The Program aims to educate the public and school districts about the effects on children's health of diesel exhaust fumes from school buses and to provide grants to qualifying school districts to help reduce emissions of pollutants from these buses. The program directly serves school districts in Bastrop, Caldwell, Hays, Travis and Williamson Counties. These school districts own and operate approximately 2,000 school buses with approximately 40% of the buses being over 10 years old.

Children can be particularly susceptible to the harmful impacts of air pollution because they breathe at higher rates than adults. The exhaust from the combustion of diesel fuel has been shown to cause or exacerbate a host of respiratory health problems, including asthma, which is one of the leading causes of school absenteeism in Central Texas and the leading cause of hospitalization of school children in Travis County.

While many school districts are aware of the general problem of emissions from diesel-powered school buses, current demands on school funding make it difficult for districts to replace buses still running well enough to do the job of transporting children

to and from school. Even retrofitting buses with new emissions controls is outside the budget capabilities of many school districts.

Because of the high cost of replacing buses ($60,000-$65,000), the current goal of the AASB Bus Program is to reduce pollution from as many in-use buses as possible by retrofitting them with emission control systems. Retrofitting older buses with a diesel oxidation catalyst which reduces tailpipe emissions plus a crankcase filtration system that reduces emissions that enter the passenger compartment can reduce harmful emissions by up to 40% at a cost of approximately $2,250. Retrofitting buses with a diesel particulate filter can reduce harmful emissions by up to 80% at a cost of approximately $8,000.

To be able to provide grants to school districts to retrofit buses, the program has been attempting to raise funds from the private sector, non-profit foundations, and EPA. Over the past six months, grant applications have been turned down by the Alice Kleberg Reynolds Foundation, Moody Foundation, Temple Inland Foundation, Michael and Susan Dell Foundation, Impact Austin, Sid Richardson Foundation, and the RKG Foundation. A grant request to the US Environmental Protection Agency's Clean School Bus USA program for $350,000 to purchase 5 new buses and retrofit 24 older buses for Dripping Springs school district also does not appear to have been successful.

The Meadows Foundation has expressed interest in providing a matching grant to retrofit 56 buses in Manor, Dripping Springs, and San Marcos school districts. To obtain a grant of $95,000 the AASB program needs to raise $100,000. The program goal is to raise this amount by December 31, 2005. To meet the goal, fundraising letters were mailed out mid November asking almost 70 corporations within the Central Texas area to contribute $2,250.

The AASB program has been active in outreach efforts over the past 6 months. A series of five advertisements was run in the Austin Business Journal featuring photographs of children from Zavala Elementary School, with the final advertisement in the series asking readers to commit the "Clean Air Act of 2005" by writing a check to the AASB program. The winning artwork from the YMCA summer camps' painting competition produced by two 10 year olds, Shelby Pollard and Courtney Amann, was transformed into advertisements currently to be seen on the sides of three Capital Metro buses. This advertising space was donated by Capital Metro. Articles on the girls'

achievement and the advertisements appeared in the Round Rock Leader and the Round Rock Independent School District newsletter. Further articles on the program were included in the Greater Austin Chamber of Commerce newsletter and Texas School Business Magazine.

A new AASB program brochure has been produced using the photographs from the Austin Business Journal advertisements. This brochure was enclosed with the November fundraising letters to local corporations.

The program has also been active in working with the school districts designated to receive funding under the Alcoa Supplemental Environmental Project (Elgin, Lexington, Thorndale, Rockdale, Cameron and McDade) to facilitate the installation of approved retrofits and in encouraging school districts to apply for grant funding from the Texas Emissions Reduction Plan (TERP).

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

As of December 2005, VOC sampling data for the month of August and for September 1st has been processed. Readings from each site were averaged for the month of August- Figure 3.1. More details will be reported when the full report of data from August to October is made available by The University of Texas.

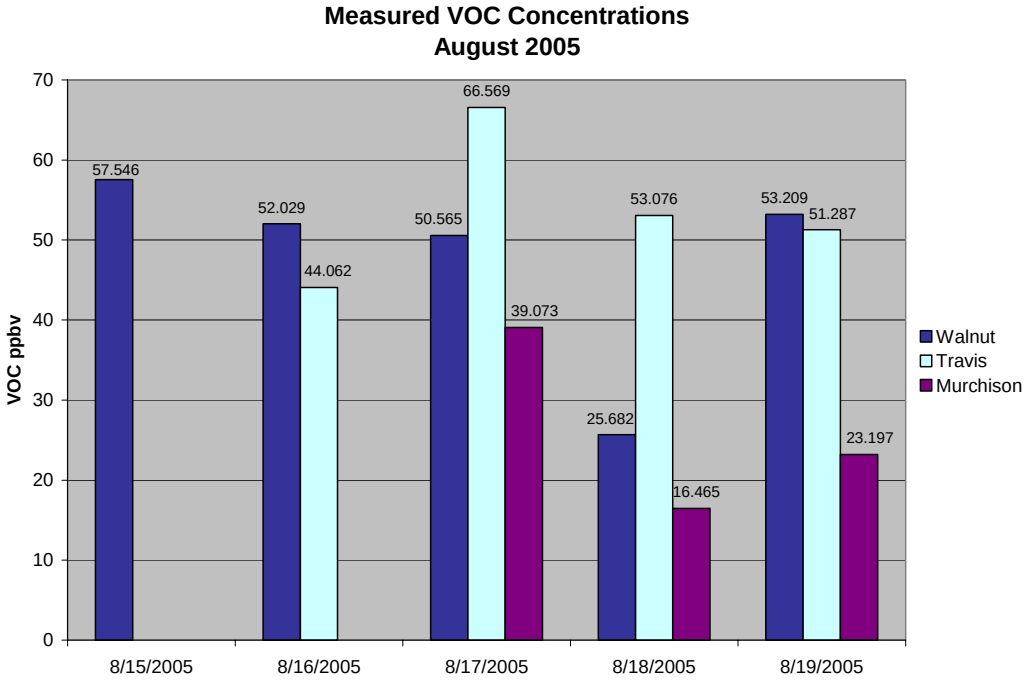


Figure 3.1: Austin Area Average VOC Concentrations - August 2005

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 581 applications for air permits. Of those applications, 372 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.*

Four new major point sources, located northeast of 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 under certain meteorological conditions and could have an effect on attainment status. Detailed analysis of the impact of these point sources will be performed and will be included in the next semi-annual report.

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 the first half of 2006, in time for the June 2006 EAC Report**.**

Emissions Comparison Between Dirt Roads and Paved Roads

The Texas Transportation Institute was commissioned by CAPCOG to analyze the possible negative impacts of dirt roads on tailpipe emissions of light-duty gasoline vehicles. The study was conducted in Lockhart, located in Caldwell County. The results of the study were of particular importance to the citizens of Lockhart because 60% of the roads there are unpaved.

Portable emissions measurement system equipment was used to record emissions from the tailpipes of two light-duty vehicles (2000 Ford Explorer and 1998 Ford F150). The vehicles were tested on both dirt and paved roads while equipped with both dirty and clean air filters. A consistent drive cycle was used and emissions were collected on a second-by-second basis.

The Texas Transportation Institute concluded that the dirt road resulted in higher emissions than the paved road for all pollutants tested. The dirty air filter resulted in higher NOx and CO2 emissions for all the scenarios and vehicles tested. In 16 out of the 20 scenarios, the dirty air filter resulted in higher emissions than the clean filter for CO and PM. Fuel consumption also appears to be higher with the dirty filter in place and higher on a dirt road than a paved road (based on CO2 emissions). These findings were taken from the Texas Transportation Institute report "Emissions Comparison Between Dirt Roads and Paved Roads Using Portable Emissions Measurement Systems."

The results obtained above are consistent with predictions; however, to increase the significance of the results, a larger sample size should be taken. Also, a broader range of vehicles should be tested to analyze the impact of different vehicle types. Several modifications could be made to the test in order to obtain greater stability and possible statistical significance of results.

Air Quality Monitoring Network for the 2005 Ozone Season

In addition to the two regulatory ozone monitors operated in the Austin area by TCEQ, three additional ozone monitors are being operated for the 2005 ozone season under contract to CAPCOG to provide supplemental area-wide coverage. Data from five sites can be accessed on-line from TCEQ's Monitoring Operations Web Site.

For this reporting period, there were two ozone exceedances recorded on June 21st and 22nd. On June 21st, Murchison CAM03 reported 88ppb and on June 22nd, Audubon CAM38 reported 87ppb. During the last reporting period, there was one exceedance on May 27th. For comparison, note that during the entire 2004 ozone season there were a total of two recorded exceedances of the NAAQS (8-hour ozone standard) at Murchison CAM03 and Pflugerville CAM613 (92ppb and 85ppb respectively, on August 4th) and at Murchison CAM03 (86ppb, August 5th). Figure 3.2 shows the ozone levels recorded in June 2005 from each monitor. Figure 3.3 shows the Austin-Round Rock 2005 Ozone season summary statistics for the period from April through October.

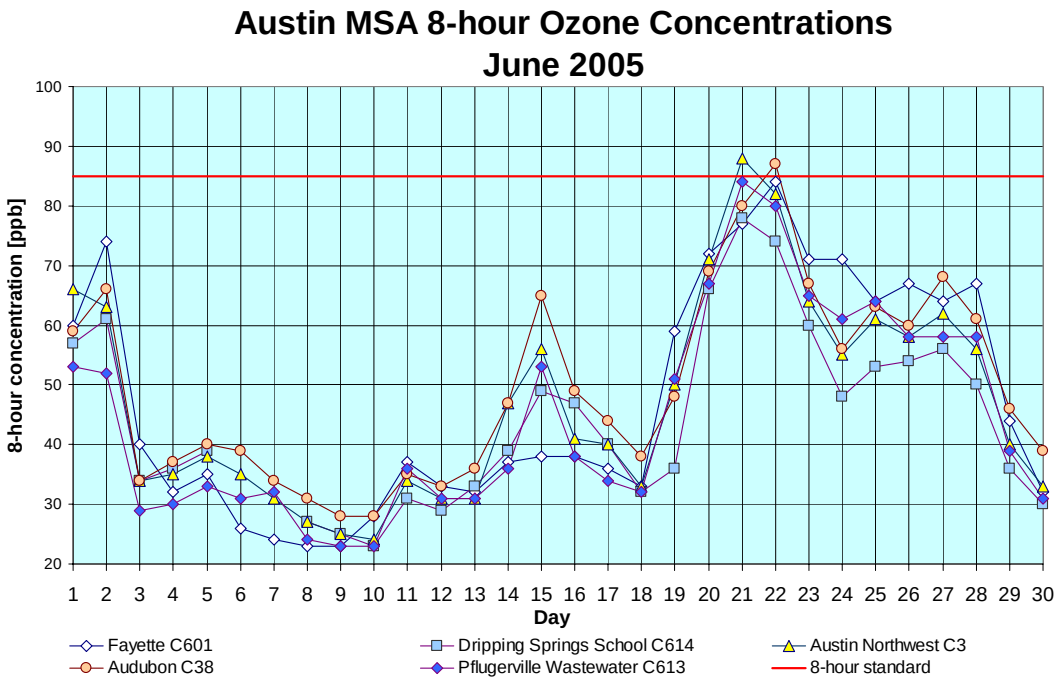
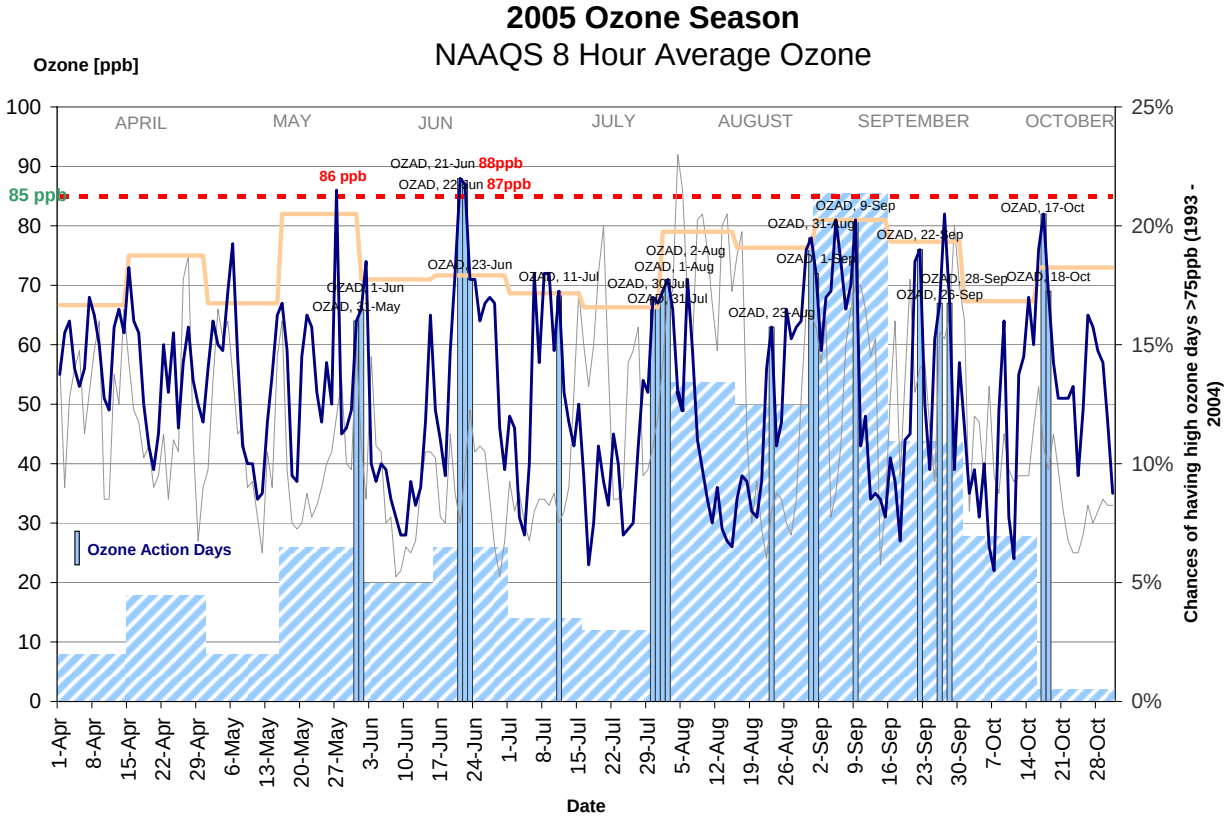


Figure 3.2: Austin-Round Rock MSA June 2005 Ozone Concentrations



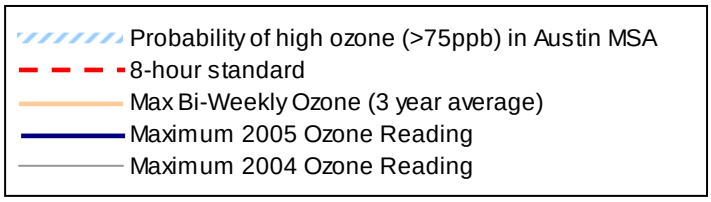


Figure 3.3: Austin-Round Rock MSA 2005 Ozone Season

Ozone season for the Austin-Round Rock MSA begins on April 1st and ends on October 31st. Five air quality monitors are operating in the Austin region – Figure 3.4 shows the locations of the monitors. Although there were three exceedances recorded during this season, the fourth highest values remain under the NAAQS for 8-hour ozone (85 ppb_v). For Murchison CAM03 and Audubon CAM38 the values are 82ppb and 80ppb, respectively. The design values are 82ppb for Murchison CAM03 and 80ppb for Audubon CAM38. The design value is a three year average of the fourth highest values from 2003, 2004 and 2005. Figure 3.5 shows the 4th highest values for 2003 to 2005 for the Murchison and Audubon sites. Figure 3.6 shows the highest to fourth highest values for the sites and their current design values.

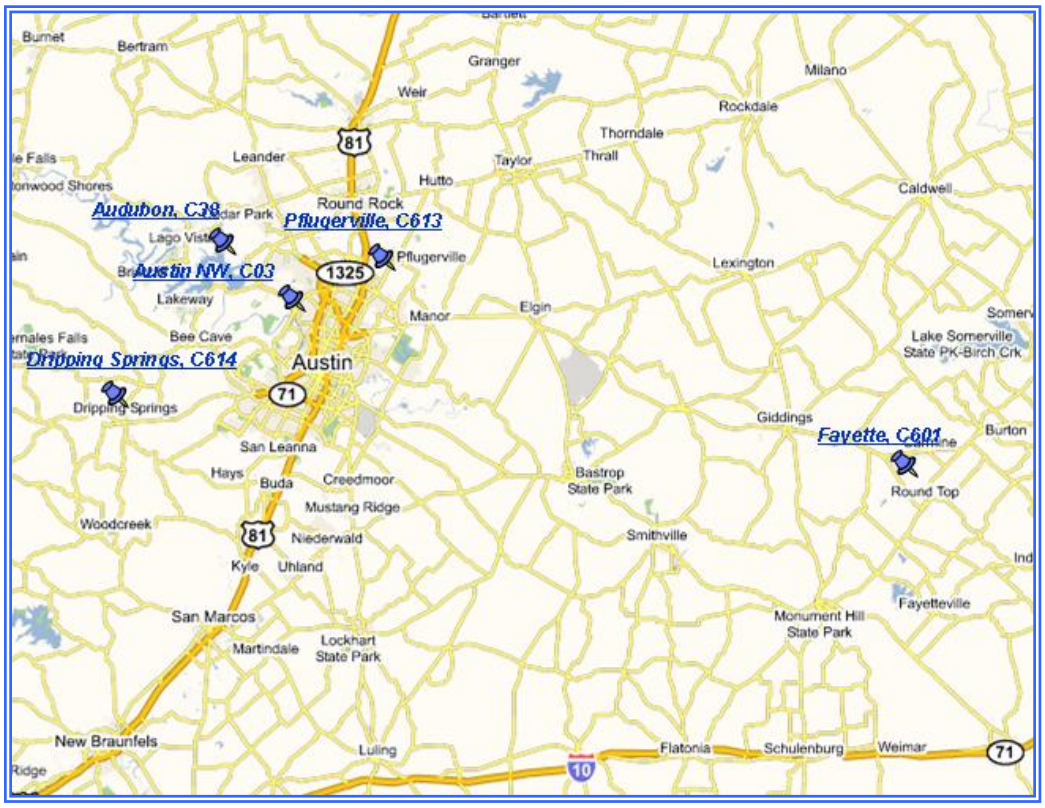


Figure 3.4: Austin region ozone monitoring network

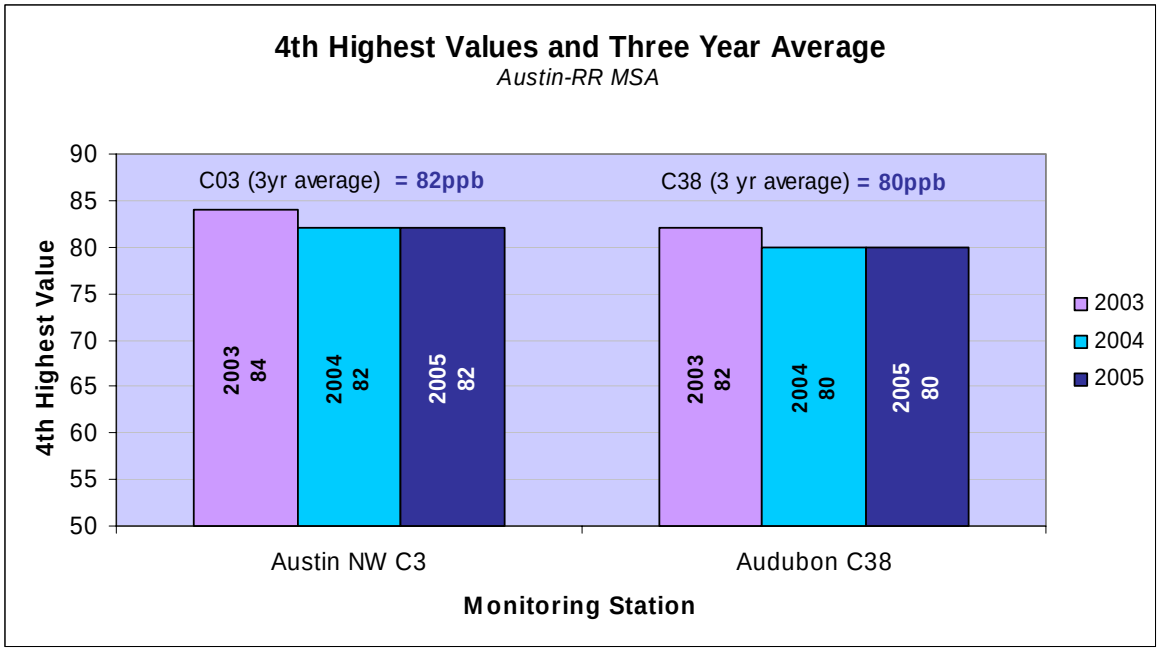


Figure 3.5: 4th Highest Ozone Values and Three Year Averages for Austin MSA

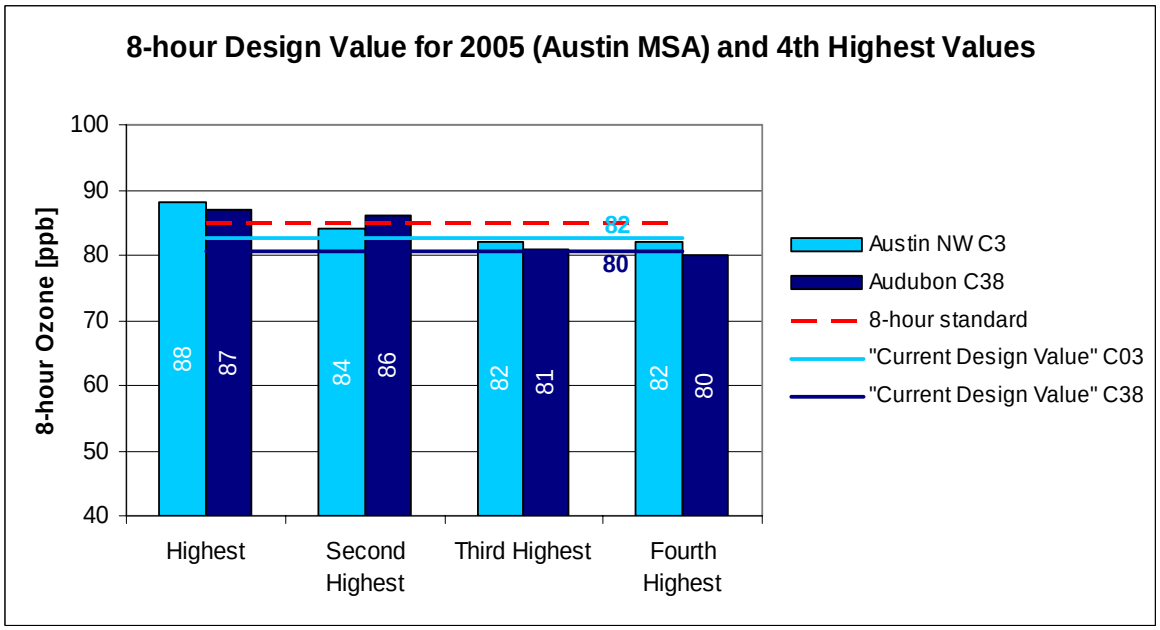


Figure 3.6: 8-Hour Design Values and 4th Highest Ozone Values for Austin MSA

New Braunfels Wind Profiler

This work was done by Texas A&M University and it was financed by Alamo Area Council of governments (AACOG) and Capital Area Council of Governments (CAPCOG) with installation and operation of the radar wind profiler at New Braunfels by Sonoma Technology, Inc.

The objective of this study was to compare data from a radar wind profiler (RWP) and wind profile data from a WSR-88D Doppler radar, both located in New Braunfels, TX, for the purpose of determining the advantages and disadvantages of each and quantifying the differences in the measurements. Although the methods of measuring the wind profiles for each instrument were different, the data were processed to create comparable data sets that would be useful for future in-depth analysis. The title of the final report is: "Comparison of Co-Located Radar Wind Profiler and Scanning Doppler Radar Data from New Braunfels, Texas" and it is available upon request.

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

Air samples were collected from various sites from June to October 2005 and analyzed for toxic species. Thus far, only the data for June, July, and August has been processed. Figure 3.7 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). That additional data will be used to evaluate the ozone modeling emissions inventory.

Figure 3.7: ARTS sampling sites

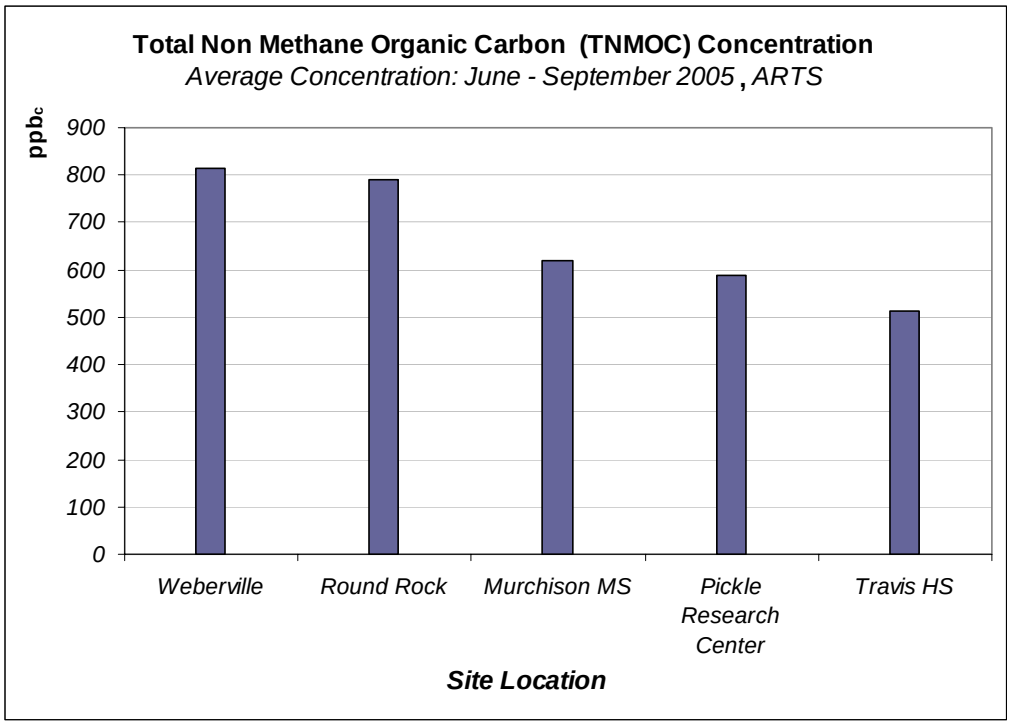


Figure 3.8: Total Non Methane Organic Carbon Concentrations by Site

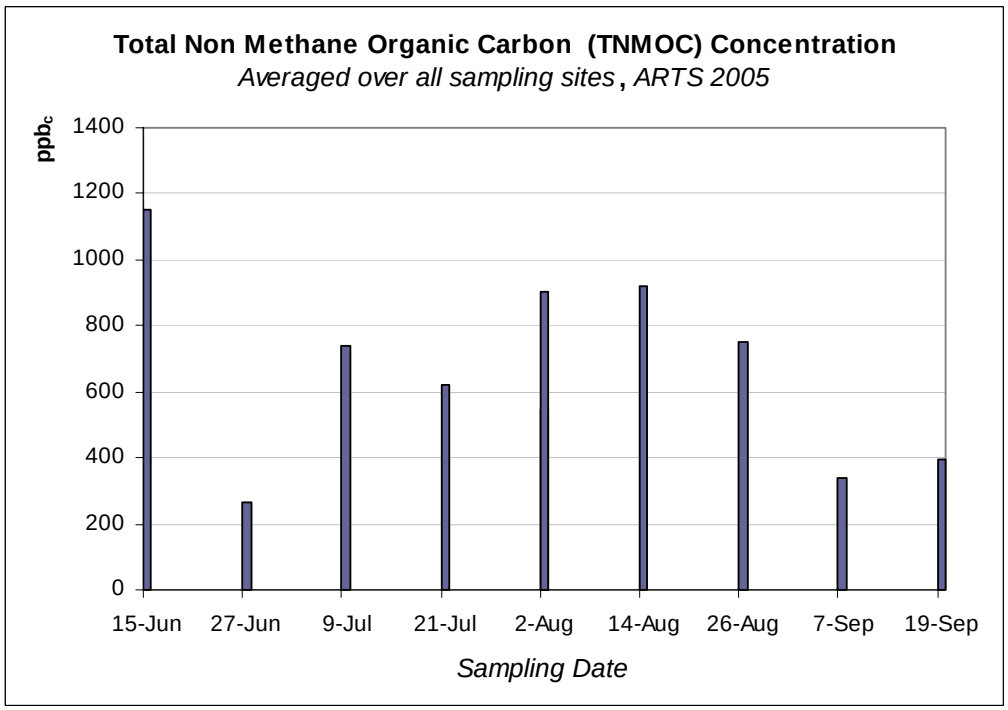


Figure 3.9: Total Non Methane Organic Carbon Concentrations by Date (June to September 2005)

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 Scheleen Walker of Travis County. 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. Table 4.1 lists all Early Action Compact (EAC) meetings and public outreach programs that occurred between May 1, 2005 and October 31, 2005.

DATE	MEETING/ EVENT
May 5	Commute Solutions and I/M Program info at COA/Travis County Cinco de Mayo Festival
May 19	EAC Task Force Meeting
May 23	EPA published proposed Austin EAC SIP revision in Federal Register
June 1	DPS Vehicle Emissions Inspection Press Event
June 1	News 8 Interview on CAAP
June 1	Notified Public of Ozone Action Day/CapMetro provides Free Bus Rides
June 3	News 8 Interview on air quality
June 4	CAF Booth at Bastrop County Health Fair
June 6	"Do Your Part" ads begin on KVUE as well as KXAN
June 8	UT Health Fair
June 15	CAF Booth at DAA event
June 21	Notified Public of Ozone Action Day/CapMetro provides Free Bus Rides
June 22	KEYE Interview on OZAD's
June 22	Notified Public of Ozone Action Day/CapMetro provides Free Bus Rides
June 23	Notified Public of Ozone Action Day/CapMetro provides Free Bus Rides
June 30	AASB Art AD Contest began on YMCA camps
June 30	Filming of Car Care footage at DPS
July 3	Travis County Commute Solutions Challenge begins
July 5	Car Care for Clean Air ads begin on KLBJ
July 5	Car Care for Clean Air ads begin on KGSR
July 11	Notified Public of Ozone Action Day/CapMetro provides Free Bus Rides
July 11	Car Care for Clean Air Commercial begins on KVUE
July 13	KLBJ Interview on OZAD's
July 15	Dell Car Care for Clean Air Day
July 16	Highland Mall Car Care for Clean Air Day
July 21	EAC Task Force Meeting
July 29	CAF Booth at Fresh Air Friday
July 29	Meet & Greet with Minority/Small Town Media re: I/M and LIRAP
July 30	Notified Public of Ozone Action Day/CapMetro provides Free Bus Rides
July 31	Notified Public of Ozone Action Day/CapMetro provides Free Bus Rides
July 31	KVUE Daybreak News Interview re: LIRAP
August 1	Notified Public of Ozone Action Day/CapMetro provides Free Bus Rides

DATE	MEETING/ EVENT
August 1	Local Idling Restriction Enforcement MOA Signing Ceremony/Press Event
August 2	Notified Public of Ozone Action Day/CapMetro provides Free Bus Rides
August 5	CAF Booth at Fresh Air Friday
August 10	KVUE Interview re: LIRAP and I/M
August 10	Dell Commute Solutions Event
August 17	Dell Commute Solutions Event
August 18	EAC Task Force Meeting
August 22	Hybrid Electric Plug-in Event
August 23	Notified Public of Ozone Action Day/CapMetro provides Free Bus Rides
August 24	Dell Commute Solutions Event
August 25	AirCheck Texas (Vehicle I/M) & LIRAP Program Kick-off Media event
August 27	Austin American Statesman runs feature on Vehicle I&M program
August 31	Notified Public of Ozone Action Day/CapMetro provides Free Bus Rides
September 1-31	Austin Energy bill stuffers include Travis County LIRAP info (350,000+ households and businesses)
September 1	Notified Public of Ozone Action Day/CapMetro provides Free Bus Rides
September 2	CAF Booth at Fresh Air Friday
September 9	Notified Public of Ozone Action Day/CapMetro provides Free Bus Rides
September 17	Adopt-A-School Bus ads appear on 3 CapMetro Buses
September 20	Carpooling ads appear in San Marcos Daily Record
September 20	Carpooling ads appear in the Round Rock Leader
September 21	Carpooling ads appear in Hill Country News
September 21	Carpooling ads appear in The Williamson County Sun
September 22	EAC Task Force Meeting
September 22	Carpooling ads appear in The Lockhart Post
September 22	Carpooling ads appear in The Manor Messenger
September 22	Notified Public of Ozone Action Day/CapMetro provides Free Bus Rides
September 22	Carpooling ads appear in La Prensa
September 22	Carpooling ads appear in Austin Community Papers
September 23	CAPP ad appears in Austin Business Journal
September 23	Carpooling ads appear in Hill Country News
September 23	Carpooling ads appear in San Marcos Daily Record
September 23	Carpooling ads appear in The Village
September 26	Notified Public of Ozone Action Day
September 27	Carpooling ads appear in the Round Rock Leader
September 28	Carpooling ads appear in Hill Country News
September 28	Notified Public of Ozone Action Day
September 28	Downtown A La Carte at Austin American Statesman
September 29	Carpooling ads appear in The Lockhart Post
September 29	Carpooling ads appear in La Prensa
September 30	Clean Air Partners full page ad appears in Austin Business Journal
September 30	Carpooling ads appear in The Village
September 30	Carpooling ads appear in Hill Country News
October 5	Commute Solutions Event at Hobby Building
October 7	Fresh Air Friday at Austin City Hall
October 9	CAMPO's Commute Solutions Challenge begins
October 17	Fun Run ads start on KGSR
October 17	Fun Run ads start on KLBJ-AM

DATE	MEETING/ EVENT
October 17	Notified Public of Ozone Action Day/CapMetro provides Free Bus Rides
October 18	Commute Solutions Event at Austin Police Department
October 19	Notified Public of Ozone Action Day/CapMetro provides Free Bus Rides
October 19	Wellfest at University of Texas
October 20	EAC Task Force Meeting
October 22	KLBJ remote at RunTex
October 26	KGSR Radio remote at RunTex
October 28	Commute Solutions Challenge Awards Ceremony with KGSR live remote
October 28	Fun Run Packet Pick Up/ Registration at Round Rock RunTex
October 30	2nd Annual Fun Run Event at Williamson County Regional Park

Table 4.1: Early Action Compact Meetings/Public Outreach (May 1, 2005 to October 31, 2005)

Air Quality Public Education and Outreach TV Ads

The "Do Your Part" TV Commercial aired from June 2, 2005 to October 30, 2005 and gave citizens suggestions for simple things they could do to improve air quality in Central Texas. The commercial aired on both KVUE and KXAN, the two top rated TV stations in Central Texas.

KVUE-TV ads reached 2,757,000 people through 108 commercials and 20 PSAs in 6 weeks (62.5% of the population saw the ad an average of 4 times each). Television ads on KXAN reached 54.5% of the population an average of 4 times each through 88 commercials and 20 PSAs. Although the commercials are expensive, they are placed on the top two rated TV stations in Central Texas so they may reach a significantly large percentage of the population during Ozone Season.

Ozone Action Day Alert Program

At the beginning of ozone season, the CLEAN AIR Force holds a public outreach event to remind Central Texans of the simple things they can do to improve air quality in Central Texas. Throughout ozone season (April 1st – October 31st), the CLEAN AIR Force offers a free notification service to participants by email or fax 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 and fax 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.

Personalized email messages were delivered to 600 Central Texans asking commuters to alter their commute for the next day. The CLEAN AIR Force personally responds to every phone or email inquiry by a citizen regarding Ozone Action Day information and air quality data.

Car Care for Clean Air Day

This annual event offers free vehicle emissions testing; giving citizens the opportunity to find out if their vehicle would pass a similar test that became mandatory September 1, 2005 as part of the Inspection and Maintenance (I&M) program in Travis and Williamson counties. In addition to the emissions test, participants receive car care tips from on-site mechanics, air quality education materials, free pizza from Mangia, prizes from KGSR and KLBJ-AM, VIN etching, and an opportunity to see the latest green vehicles and buses up close. In 2005, Car Care for Clean Air events were held at Dell's Round Rock location, where 170 employees participated, and at Highland Mall, where 233 citizens participated. Local partners included DPS and TCEQ.

This year, 403 cars were tested (170 at Dell and 233 at Highland Mall). Radio ads on KGSR reached 84,303 people through 87 commercials and 30 PSAs. Ads on KLBJ-AM reached 70,200 people in two weeks through 35 commercials and 30 PSAs.

5K Fun Run for Clean Air

The annual 5K Fun Run for Clean Air, held at Williamson County Regional Park, encourages citizens to "Run Ozone out of Central Texas" by emphasizing the importance of having clean, healthy air for outdoor recreation. The 2nd Annual 5K Run for Clean Air was held October 30th, 2005 at 9:00 a.m. with a children's 1K Fun Run starting at 8:30 a.m. Participants and volunteers received a t-shirt and goodie-bag filled with air quality information and awards were given for 1st, 2nd, and 3rd place in seven age categories, along with a prize for the best adult and child costumes.

5. CHALLENGES AHEAD/ NEXT STEPS

Data Collection and Analysis for Ozone Attainment Planning

Although CAPCOG currently operates three ozone monitors in the region in addition to the two operated by TCEQ, efforts are underway to get one or two additional ozone monitoring sites in operation by the next ozone season. 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 formation in the urban area. Development of a new ozone episode model will require coordination with TxAQS 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

While implementation of the heavy duty vehicle idling restrictions is well underway actual enforcement will not begin in April 2006, since the restrictions are applicable only during the ozone season. Completion of local ordinances, where that is the chosen enforcement mechanism, and the accomplishment of training for enforcement staff is expected to be done by the start of ozone season. 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 four new plants to the 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.

Another TCEQ program that the local area is counting on for significant NOx emission reductions is the Texas Emissions Reduction Program. 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 for TCEQ consideration of TERP applications only for equipment operated in the area. The benefits from applications received during that period have not yet been assessed, but, most likely the difficulty will continue for getting local entities to come forward with acceptable applications for TERP funding assistance.

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 2010. Attachment 4 is a copy of the letter sent by the Early Action Compact Task Force in October 2005 indicating our objections to the rule proposal. While numerous challenges have arisen during the EAC, CAAP, and SIP Revision process, all milestones have been met and the working relationships established between partners and stakeholders are expected to contribute to the continued success of the program.

APPENDIX A STATE-ASSISTED EAC MEASURES

Control Measure	Summary description of control measure	Program/Measure Status	Implementation Date	VOC Reduction	NOx Reduction	Resources	Additional Info.
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.	March 13, 2005	4.88 tpd VOC	0.0 tpd NOx	TCEQ has 3.5 FTEs 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	Additional Info.
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. 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 will begin on April 1, 2006.	Effective August 30, 2005 Enforcement by 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	Additional Info.
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.	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 investigations in Region 11.	
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** has 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. **Austin Energy** committed to a voluntary NOx cap was included as a special condition of AE's Holly Power Plant SB-7 permit.	**LCRA:** Sim Gideon, December 31, 2005. FPP, December 31, 2005. **AE**: Holly Plant, January 30, 2004 **UT:** Unknown	0.0 tpy VOC	1866 tons per year of NOx		

Control Measure	Summary description of control measure	Program/Measure Status	Implementation Date	VOC Reduction	NOx Reduction	Resources	Additional Info.
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 1.15-tpd. Grant applications are accepted November 1 through December 2, 2005.	Grant selection: July 2005-1st round, August 2005- 2nd round, November 2005- 3rd round	0.0 tpd VOC	2.0 tpd NOx		
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:** For the first two months, 88,205 initial emissions tests were performed. The failure rate was 9.39% for the two month period. An additional 1.64% fail only the gas cap portion of the emissions test for an overall failure rate of 11.04%.According to TCEQ the program is performing as expected. **REMOTE SENSING:** There are currently 23 sites in the Austin EAC area (14 in Travis County and 9 in Williamson County). More details about Austin EAC Area I&M Remote Sensing program can be found in Attachment 5	September 1, 2005	3.83 tpd VOC	3.22 tpd NOx		

Control Measure	Summary description of control measure	Program/Measure Status	Implementation Date	VOC Reduction	NOx Reduction	Resources	Additional Info.
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.*	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 investigations in Region 11.	
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 investigations 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 B1 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

Emission Reduction Measure	Summary Description of Measure	Program/Measure Implementation Status
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
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

Emission Reduction Measure	Summary Description of Measure	Program/Measure Implementation Status
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.	Not implemented
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

Emission Reduction Measure	Summary Description of Measure	Program/Measure Implementation Status
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
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 B1: 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	1700 KW 'Peak shaved'				
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.		unknown	18	unknown	200	unknown

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				
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	10870				
11 a. Estimate the number of payments direct deposited per year per employee. (e.g. Bimonthly-26 payments)		282620				
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	Estimated 34 new Megawatts avoided this year				
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.				

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
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 thoes 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.

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
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
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.

City of Bastrop

Reported by: Teresa Valdez

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. **Access Management** How many roadway projects are employing this program?	No	
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	9,643
4. **Direct Deposit** How many employees receive direct deposit?	Yes	57
4 a. Estimate the number of payments direct deposited per year per employee. (e.g. Bimonthly-26 payments)		1482
5. **Emission Reductions in SEPs**, BEPS and Similar Agreements Report the emission reduction achieved for any SEP implemented in the reporting area.	No	
6. **Energy Efficiency Beyond Senate Bills 5 & 7** Describe the status of the program and the % energy reduction beyond the SB5 requirement.	No	
7. **Expedited Permitting for VMT-Reducing Development** Describe the status of the program.	No	
8. **Low VOC Roadway Striping** Report the type of low VOC material and the average amount used. Be sure to include units.	No	
9. **Open Burning Restrictions**	No	
10. **Ozone Action Day Education Program** Describe the status of the program.	No	

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
11. **Ozone Action Day Response Program** Describe the public response program.	No	
12. **Transportation Emission Reduction Measures (TERMs)**	No	* Submit implementation status of each TERM to CAMPO
13. **Tree Planting**	No	

City of Elgin

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? (Y/N)**	Reporting Information
1. Access Management How many roadway projects are employing this program?		
2. Alternative Commute Infrastructure Describe the status of the program.		
3. Cleaner Diesel for Fleets How many gallons of clean diesel have been purchased?	Yes	4427 gallons
4. Emission Reductions in SEPs, BEPS and Similar Agreements Report the emission reduction achieved for any SEP implemented in the reporting area.		
5. Expedited Permitting for VMT-Reducing Development Describe the status of the program.		
6. Low VOC Roadway Striping Report the type of low VOC material and the average amount used. Be sure to include units.		
7. Open Burning Restrictions		
8. Ozone Action Day Education Program Describe the status of the program.		
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		

City of Lockhart

Reported by: Vance Rodgers	512-398-6452	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.	Has the program been implemented?	Reporting Information				
1. **Commute Solutions Programs**	No	carpooling	vanpooling	teleworking	public transportation	flexible or compressed work week
1 a. Give the number of employees participating in each of the programs.						
1 b. Give the average number of miles traveled while commuting.						
2. **Direct Deposit** How many employees receive direct deposit?	Yes	Same as last				
2 a. Estimate the number of payments direct deposited per year per employee. (e.g. Bimonthly-26 payments)						
3. **Drive-Thru Facilities on Ozone Action Days** Describe the status of the program.	Yes	Same as last				
4. **Emission Reductions in SEPs**, BEPS and Similar Agreements Report the emission reduction achieved for any SEP implemented in the reporting area.	No					
5. **Fueling Vehicles in the Evening** Describe the status of the program.	Yes	Same as last				
6. **Landfill Controls** Report the landfill size.	No					
7. **Landscaping Delay on High Ozone Days (Education Program)** Describe the status of the program.	Yes	Same as last				

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
8. **Low Emission Vehicles** Report the number of LEVs purchased or the % of fleet vehicles that are categorized as LEVs.	Yes	Same as last
9. **Low VOC Roadway Striping** Report the type of low VOC material and the average amount used. Be sure to include units.	Yes	Same as last
10. **Ozone Action Day Education Program** Describe the status of the program.	No	
11. **Resource Conservation** Describe the status of the program.	No	
12. **Police Department Ticketing of Smoking Vehicles** Describe the status of the program.	Yes	
13. **Tree Planting**	Yes	
14. **Adopt-A-School Bus Program**	No	

City of Luling

Reported by: Chris Powell

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**	No	**carpooling**	**vanpooling**	**teleworking**	**public transportation**	**flexible or compressed work week**
1 a. Give the number of employees participating in each of the programs.		**0**	**0**	**0**	**0**	**0**
1 b. Give the average number of miles traveled while commuting.		**0**	**0**	**0**	**0**	**0**
2. Fueling Vehicles in the Evening (Describe the status of the program)	Yes					
3. Ozone Action Day Education Program (Describe the status of the program)	Yes					
4. Resource Conservation (Describe the status of the program)	Yes					

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					
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	640 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					
6. **Fleet Usage Efficiency Evaluation** Describe the status of the program.	No					
7. **Fleet Vehicle Maintenance** Report the average time between two scheduled maintenance services.	Yes	We have regular maintenance scheduled for all fleet vehicles.				

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
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 November 18, 2005 to CAMPO.
15. **Tree Planting**	Yes	200 trees have been planted by the City, not counting the trees planted by developers.

City of San Marcos

Reported by: J. Mike Baker **512.393.8460**

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	384
1 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	Citizen online request system, registration for Parks & Rec. programs, online food handler's training
3. **Fleet Usage Efficiency Evaluation** Describe the status of the program.	No	
4. **Fleet Vehicle Maintenance** Report the average time between two scheduled maintenance services.	Yes	Every 8 months
5. **Fueling Vehicles in the Evening** Describe the status of the program.	No	This is only done on an as needed basis based on trouble calls and power outages.
6. **Low VOC Roadway Striping** Report the type of low VOC material and the average amount used. Be sure to include units.	Yes	Type 72Y-A021-F03 / 212.25 Gallons Type 72W-A036-F03 / 95 Gallons
7. **Open Burning Restrictions**	Yes	
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	SMEU & Water/ Wastewater employ full-time energy efficiency representatives and offer energy audits to all customers at no charge.

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
11. **Transportation Emission Reduction Measures (TERMs)**		* Submit implementation status of each TERM to CAMPO
12. **Tree Planting**	Yes	9 trees planted

Bastrop County

Reported by: Gayle Wilhelm	512-332-7201	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?	Reporting Information				
1. **Cleaner Diesel for Fleets** How many gallons of clean diesel have been purchased?	No	staff to research cost of implentation				
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.						**48**
2 b. Give the average number of miles traveled while commuting.						**20**
2 c. Give the number of days per week that the program is used.						
3. **Direct Deposit** How many employees receive direct deposit?	Yes	294				
3 a. Estimate the number of payments direct deposited per year per employee. (e.g. Bimonthly-26 payments)		bimonthly-25 payments				
4. **Fleet Vehicle Maintenance** Report the average time between two scheduled maintenance services.	Yes	as recommended by manufacturer				
5. **Fueling Vehicles in the Evening** Describe the status of the program.	Yes	implemented				
6. **Ozone Action Day Education Program** Describe the status of the program.	Yes	implemented				
7. **Ozone Action Day Response Program** Describe the public response program.	Yes	implemented				

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.	Has the program been implemented?	Reporting Information
1. **Cleaner Diesel for Fleets** How many gallons of clean diesel have been purchased?	Yes	70,223
2. **Direct Deposit** How many employees receive direct deposit?	Yes	589
2 a. Estimate the number of payments direct deposited per year per employee. (e.g. Bimonthly-26 payments)		24 pay periods per year
3. **e-Government** and Multiple Locations Describe the status of the program.	No	
4. **Fleet Vehicle Maintenance** Report the average time between two scheduled maintenance services.	Yes	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.	Yes	Vehicles are fueled at 3 p.m.
6. **Low VOC Roadway Striping** Report the type of low VOC material and the average amount used. Be sure to include units.	Yes	25,500 lbs of white thermoplastic; 27,800 lbs of yellow thermoplastic
7. **Ozone Action Day Education Program** Describe the status of the program.	Yes	E-mail message with recommended actions is sent to employees.
8. **Ozone Action Day Response Program** Describe the public response program.	No	
9. **Resource Conservation** Describe the status of the program.	No	
10. **Tree Planting**	No	

Travis County

Reported by: Scheleen Walker, Air Quality Program Manager	512-854-7219	scheleen.walker@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.	Has the program been implemented?	Reporting Information				
1. **Alternative Fuel Vehicles** Give the number (or percentage) of vehicles using alternative fuel.	Yes	9- SUV's (Tahoes-Flex Fuel, ethanol)				
2. **Cleaner Diesel for Fleets** How many gallons of clean diesel have been purchased?	Yes	142,938 gals. **(Koch Gold)**				
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.		114	not known	not known	58	> 51 Compressed >58 Flexible
3 b. Give the average number of miles traveled while commuting.		46.7			24.5	no known
3 c. Give the number of days per week that the program is used.		5			5	generally 4 on/1 off
4. **Direct Deposit** How many employees receive direct deposit?	Yes	3,555 direct deposits				
4 a. Estimate the number of payments direct deposited per year per employee. (e.g. Bimonthly-26 payments)		92,430 direct deposit payments per year				

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
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's Fleet Manager performs frequent Fleet Usage and Efficiency Evaluations throughout the year, and makes recommendations for improvements to fleet users and the Commissioners Court. During this reporting period, fleet efficiency changes include: traded two Jeep Cherokees operating high mileage, daily mail routes for 2 Ford Escape Hybrids; purchased 2 more Ford Hybrids and 2 Toyota Hybrids Prius, to reduce emissions and fuel consumption; encourage all county vehicle users to consolidate trips whenever possible; and work with bi-fuel (propane) vehicle users to ensure propane is used at least 75% of the time. On 10/7/05, the county's Transportation and Natural Resources Executive Manager issued a Memo to all TNR employees (~ 10 % county workforce and the second largest County Fleet user after Sheriff's Dept.) implementing new directive to minimize vehicle use. The Memo directed TNR staff to limit vehicle trips whenever possible, to walk to business functions within the downtown complex, to carpool to meetings and job sites, to choose alternative comunication methods in lieu of physical meetings, whenever possible, to plan daily itineraries in order to minimize vmt and to avoid travelling during peak traffic times, in order to avoid idling.

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
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	Recvd. 7 Hybrids (PZEVs) 3- SEDANS (Prius-Hybrid) 4- SUV'S (Escapes-Hybrid) plus 56 additional LEVs since May. 1
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 Yellow Paint - 150 drums (55 gal each or 8,250 gals total) Low VOC White Paint - 40 drums (55 gal each or 5,500 gals total)
11. **Ozone Action Day Education Program** Describe the status of the program.	Yes	Ongoing. Expanded OZAD Eduacation Program began in May. 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 Response Program in July. Commute Solutions Challenge included special monetary prizes for those employees that tracked Commute Solutions on OZADs. Of the 577 CS Challenge participants, 47 employees who reported normally driving to work in an SOV each day chose to use an Alternative Commute (walk, bus, carpool, bike, or flex) on at least one OZAD during the Challenge period (July - September). County Department Clean Air Advocates have been assigned to work with management to devise department OZAD Response Programs in time for 2006 Ozone Season.

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
13. **Resource Conservation** Describe the status of the program.	Yes	Travis County recycled the following materials: Paper: 107 Tons or 214,000 lbs Aluminum: 2853 lbs Oil: 2573 gallons Scrap Metal: 123,113 lbs Tires: 535 Antifreeze: 190 gallons Batteries: 123 Iron: 5800 lbs Purchased 1,214 re-manufactured toner cartridges
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	**0 gallons** Travis County initially bought TxLED off a state contract during the 2004 Ozone Season. Due to unexpected spikes in fuel costs, the county could not afford to do so again in 2005. However, Travis County re-bid our fuel contract this past summe. The new contract went into effect Aug. 29, 2005, and includes an alternative bid for the supply of TxLED. The cost to truck the fuel in during September and October was still prohibitive, however. Travis County will consider purchasing this fuel again during the 2006 Ozone Season.
16. **Transportation Emission Reduction Measures (TERMs)**	Yes	Sent to Candace 11/18/05 * Submit implementation status of each TERM to CAMPO
17. **Tree Planting**	Yes	Planted ~ 350 trees at East Metro Park Planted ~25 trees at Southeast Metro Park
18. 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)	

18 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.
19. **Do any employees vanpool, carpool, telework, or work shifts other than five 8-hour days?** Answer Y/N. If Y, respond to 19a - g below.	Yes, see explanation of the following data in # 18a above.
19 a. Report the number of full-time equivalent employees that work the following **reduced schedules**:	51 accounted for - 15 employees (none from TNR) reported they work Compressed work schedules in the TC Commute Soultions Challenge. The schedules are not known. In addition, 36 TNR employees worked Compressed schedules during this time.
i. **Four 10 hour days** every week (or equivalent) work schedule. Report # employees participating.	36
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:
19 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
19 c. How many employees work a delayed start time (i.e. after 9AM), either year-around or during ozone season?	See above
19 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
19 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.

i. Report the **average** workdays **per week** teleworked.	
19 f. Do you help employees live closer to where they work by incentives and/or job assignments?	no
19 g. Have you **reduced congestion** within your parking areas by staggering shifts, redesigning entrances and exits, etc.?	no
20. Do you provide any **employee awareness programs** or provide incentives to avoid personal travel during the workday? If Y, respond to 20a - f.	Yes
20 a. Do you provide incentives to employees purchasing Low Emission Vehicles or Ultra Low Emission Vehicles?	Yes. All OZAD alerts remind employees to reduce driving and idling whenever possible. During the Travis County 2005 Commute Solutions Challenge, employees that drive Hybrid vehicles were allowed to get partial credit for their work commutes, thereby increasing their chance to win a monetary prize. Five (5) employees reported driving a hybrid vehicle to work on a regular basis.
20 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.
20 c. Do you educate employees on specific **maintenance and efficiency** measures for their vehicles?	Yes
20 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.
20 e. Do you provide Ozone Action Day alerts to all employees?	Yes, via e-mail and posted flyers
20 f. Do you provide ozone awareness education to all employees?	Yes, via email updates and Wellness Program
21. What **percent** of employees typically use their personal car for **personal errands** during the workday (i.e. running errands, lunch)?	not known

22. 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 22 a -b.	Y
22 a. For these vehicles, **how much** standard formulation **gasoline** do you purchase annually? Answer in gallons per year.	747,922 gals. (Nov. 3,2004 - Nov. 3, 2005)
22 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.	259,159 gals. (Koch Gold) (Nov. 3,2004 - Nov. 3, 2005)
23. 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 23a - b.	Y
23 a. How many of these gasoline vehicles or propane vehicles do you have? Do not count electric or battery-powered vehicles.	29
23 b. On average, how many hours per work day are these vehicles operated? (Can not exceed 24 hrs/day.)	5
24. 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?	not known
25. Do you have programs to reduce customer and other visitors to your sites? If Y, respond to 25a - b.	Yes, see Emission Reduction # 5 e-Government
25 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)
25 b. Do you provide alternatives (e-business, etc.) that reduces the number of visitors or customers driving to your location(s)?	Yes, see Emission Reduction # 5 e-Government
26. Do delivery vehicles drop-off or pick-up materials at your location(s)? If Y, respond to 26a - b.	Yes

26 a. **How many delivery vehicles** (yours or others) drop-off and pick-up from your location(s) during a week (on average)?	not known
26 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 begin enforcing the new regulation April 1, 2006.
Additional Travis County Actions that benefitted Regional Air Quality May 1 - October 31, 2005	
County-wide Burn Ban in unincorporated areas	June 28 to August 9, 2005 and October 4 - 11, 2005. Prohibits burning of any combustible material outside of an enclosure which serves to contain all flames and/or sparks, and any activity outdoors which could allow flames or sparks that could result in a fire unless done in an enclosure designed to protect the spread of fire.

Williamson County

Reported by: Annette Todd

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. **Cleaner Diesel for Fleets** How many gallons of clean diesel have been purchased?	No	
2. **Direct Deposit** How many employees receive direct deposit?	Yes	1200 of 1700 employees receive direct deposit
2 a. Estimate the number of payments direct deposited per year per employee. (e.g. Bimonthly-26 payments)		31,200 direct deposits per year
3. **e-Government** and Multiple Locations Describe the status of the program.	Yes	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.	Yes	The Williamson County fleet committee began meeting in 2005 and eliminated several county vehicles from the fleet and also reduced the number of vehicles driven home by employees.
5. **Fleet Vehicle Maintenance** Report the average time between two scheduled maintenance services.	Yes	All vehicles are serviced at least every 3000 miles
6. **Fueling Vehicles in the Evening** Describe the status of the program.	Yes	Williamson County has a policy vehicles must be refueled at the end of the work day (after 3 p.m.). 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.	Yes	388 total vehicles, 266 LEV/ULEV (69% LEV/ULEV)
8. **Low VOC Roadway Striping** Report the type of low VOC material and the average amount used. Be sure to include units.	Yes	206,218 linear feet
9. **Ozone Action Day Education Program** Describe the status of the program.	Yes	Articles in county-wide newsletter and employee education seminars
10. **Ozone Action Day Response Program** Describe the public response program.	Yes	Ozone action days are posted on the County website

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
11. **Resource Conservation** Describe the status of the program.	Yes	Paper recycling and energy conservation in all county buildings
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.	No	Wiliamson County did not purchase TXLED in 2005 because of the overall high cost of fuel.
13. **Transportation Emission Reduction Measures (TERMs)**	Yes	* Submit implementation status of each TERM to CAMPO
14. **Tree Planting**	Yes	

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.	**Has the program been implemented?**	Reporting Information				
1. **Commute Solutions Programs**	Yes	**carpooling**	**vanpooling**	**teleworking**	**public transportation**	**flexible or compressed work week**
1 a. Give the number of employees participating in each of the programs.						
1 b. Give the average number of miles traveled while commuting.						
1 c. Give the number of days per week that the program is used.						
2. **Direct Deposit** How many employees receive direct deposit?	Yes					
2 a. Estimate the number of payments direct deposited per year per employee. (e.g. Bimonthly-26 payments)						
3. **Ozone Action Day Education Program** Describe the status of the program.	Yes					
4. **Ozone Action Day Response Program** Describe the public response program.	Yes					
5. **Resource Conservation** Describe the status of the program.	Yes					

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**	Yes	**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.	Yes	Ongoing				
3. **Ozone Action Day Response Program** Describe the public response program.	Yes	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				

Capital Metro

Reported by: Brad Ehlers

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	15 Toyota Priuses, 2 Hybrid Buses				
2. **Cleaner Diesel for Fleets** How many gallons of clean diesel have been purchased?	Yes					
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	1101				
4 a. Estimate the number of payments direct deposited per year per employee. (e.g. Bimonthly-26 payments)						
5. **e-Government** and Multiple Locations Describe the status of the program.	Yes	Multiple ticket outlets, on-line trip planner, on-line ticket sales				
6. **Fleet Usage Efficiency Evaluation** Describe the status of the program.	Yes	Right-sizing of entire fleet, passenger counters				
7. **Fleet Vehicle Maintenance** Report the average time between two scheduled maintenance services.	Yes					
8. **Fueling Vehicles in the Evening** Describe the status of the program.	Yes	All vehicles fueled in evening				

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
9. **Low Emission Vehicles** Report the number of LEVs purchased or the % of fleet vehicles that are categorized as LEVs.	Yes	15 ULEV Windstars
10. **Low VOC Roadway Striping** Report the type of low VOC material and the average amount used. Be sure to include units.	Yes	
11. **Ozone Action Day Education Program** Describe the status of the program.	Yes	Outreach program to employees
12. **Ozone Action Day Response Program** Describe the public response program.	Yes	Free rides for public
13. **Resource Conservation** Describe the status of the program.	Yes	Onsite recycling
14. **Transit-Oriented Development (TOD)** Describe the program status.	Yes	Saltillo District Master Plan
15. **Transportation Emission Reduction Measures (TERMs)**	Yes	* Submit implementation status of each TERM to CAMPO

LCRA

Reported by: Declan O'Cleirigh	(512) 473-3200, ext. 2828	docleiri@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.	Has the program been implemented?	Reporting Information
1. **Alternative Commute Infrastructure** Describe the status of the program.	Yes	LCRA has shower facilities available, bike lockers and racks; and designated car/vanpool spaces.
2. **Cleaner Diesel for Fleets** How many gallons of clean diesel have been purchased?	Yes	LCRA purchased Diesel Gold for its service center in 2003 and will reevalute the purchase of Tx LED when it becomes available by pipeline in the Austin area.
3. **Direct Deposit** How many employees receive direct deposit?	Yes	1690
3 a. Estimate the number of payments direct deposited per year per employee. (e.g. Bimonthly-26 payments)		52 payments deposited per employee per year (pay and expenses)
4. **Fleet Vehicle Maintenance** Report the average time between two scheduled maintenance services.	Yes	LCRA's fleet assests 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. **Fueling Vehicles in the Evening** Describe the status of the program.	Yes	LCRA has incorporated a policy into its Fleet Management Procedures, requiring employees to refuel vehicles in the evenings, when possible.
6. **Low Emission Vehicles** Report the number of LEVs purchased or the % of fleet vehicles that are categorized as LEVs.	Yes	377 vehicles (56% of motor vehicles)
7. **Ozone Action Day Education Program** Describe the status of the program.	Yes	Annual employee ozone action awareness program implemented at start of ozone season. Action reminders sent to employees with ozone action day alerts.
8. **Ozone Action Day Response Program** Describe the public response program.	Yes	Back up generators not tested on ozone action days; landscaping activities performed using non-gasoline powered engines; etc.

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
9. **Resource Conservation** Describe the status of the program.	Yes	LCRA recycles paper, cardboard, scrap metal cans, and plastic bottles. LCRA has installed a 20 kilowatt photovoltaic system at its Service Center.
10. **Shaded Parking** Describe the status of the program.	Yes	LCRA has over 350 covered parking spaces.
11. **Tree Planting**	Yes	

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**	**vanpooling**	**teleworking**	**public transportation**	**flexible or compressed work week**
3 a. Give the number of employees participating in each of the programs.		**90**	**90**	**85**		**300**
3 b. Give the average number of miles traveled while commuting.		**22**	**22**	**52.6**		**22**
3 c. Give the number of days per week that the program is used.		**5**	**5**	**1**		**1**
4. **Direct Deposit** How many employees receive direct deposit?	Yes	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.	No					
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.				

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
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

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.	Yes	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.						
2 c. Give the number of days per week that the program is used.						
3. **Direct Deposit** How many employees receive direct deposit?	Yes	500				
3a. Estimate the number of payments direct deposited per year per employee. (e.g. Bimonthly-26 payments)		354- 12 yearly payments/146- 26 yearly payments				
4. **Fleet Usage Efficiency Evaluation** Describe the status of the program.	Yes					
5. **Low VOC Roadway Striping** Give the average amount of low VOC striping material used.	Yes	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					

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
8. **Resource Conservation** Describe the status of the program.	Yes	TxDOT Recycles program, we are doing recycle days in conjunction 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	

ATTACHMENT 1 ANTI IDLING BROCHURE

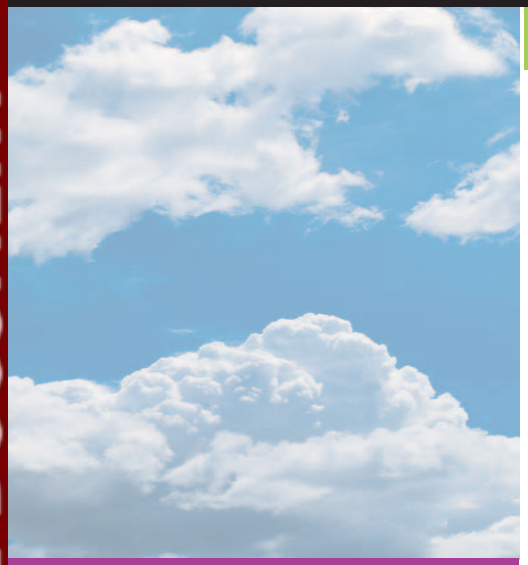
Heavy-Duty Vehicle Idling Regulation

Early Action Compact

Early Action Compact Task Force
2512 South IH 35
Suite 200
Austin, TX 78704

(512) 916-6066
www.engineoff.org

Idling wastes money, pollutes the air and can affect your health



Learn About the New Regulation

Save money; protect drivers' health; and stay in compliance with new state regulations. Heavy-duty vehicles weighing over 14,000 pounds (VIN Categories 4 and higher) are now subject to idling restrictions in Bastrop, Caldwell, Hays, Travis, and Williamson Counties. Affected vehicles, with some exceptions, may not idle for longer than five minutes. The regulation will be enforced during the Ozone Season, April 1 – October 31. Visit www.engineoff.org for the complete regulation.

Avoid Unnecessary Costs

Don't idle away your profits. The average truck idles 1830 hours per year; idling burns approximately 1 gallon of fuel per hour. Reducing unnecessary idling lowers operating costs by saving fuel, allowing less frequent oil changes and more time between overhauls. A low-idling history should increase resale value. Try the Idling Fuel Savings Calculator at www.engineoff.org to estimate your fleet's idling costs.

Protect Drivers' Health

Idling can affect drivers' health. Diesel exhaust is a complex mixture of thousands of gases and fine particles that contains more than 40 toxic air contaminants. Many are known or suspected cancer-causing substances.

Possible short-term symptoms include: irritation of the eyes, nose, and throat; heartburn; headache; vomiting; and chest tightness. The National Institute for Occupational Safety and Health recommends that diesel exhaust exposures be reduced to the lowest feasible limits.

Know the Exceptions

Idling for longer than five minutes is allowed under the following circumstances:

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

(2) the vehicle must remain motionless because of traffic conditions;

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

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

(5) the vehicle is idling for maintenance or diagnostic purposes;

(6) the vehicle idling solely to defrost a windshield;

(7) the vehicle is idling 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 vehicle is being used for passenger transit operations in which case idling up to a maximum of 30 minutes is allowed;

(9) the vehicle is being used as airport ground support equipment; or

(10) the vehicle is idling to provide climate control for the driver during a federally mandated rest period.

Understand the Options

Idling the truck's engine used to be the only way a driver could control climate in the cab or sleeper berth. Not any more! Alternatives to idling can keep drivers comfortable while saving fuel and reducing pollution and noise.

Options include:

- Auxiliary power units/generators
- Battery power
- Truck stop electrification
- Automatic shut-down/start-up system

For a detailed description of the devices, and the companies that provide them, visit the Alternatives section of the US SmartWay Transport Partnership website. The site can be accessed from the Links section of www.engineoff.org.

STOP UNNECESSARY IDLING

ATTACHMENT 2 TERP WORKSHOP FLYER

Texas Commission on Environmental Quality TCEQ)
Texas Emission Reduction Plan (TERP)

Grant Application Workshop for the Austin Early Action Compact Area

November 2, 2005

The TCEQ has grant funding available to upgrade old **on-road heavy-duty vehicles, non-road equipment, locomotives, marine vessels, and stationary engines**. Older vehicles and equipment emit more harmful air pollutants than newer, more-efficient vehicles and equipment. Grant funds may be used for replacing, upgrading, or retrofitting older engines. Funds may also be used to cover some of the costs of replacing an entire vehicle or piece of equipment.

On-road vehicles include:

- Heavy-duty trucks, delivery vans, etc.
- **Must have a Gross Vehicle Weight Rating of at least 8,500 lbs.**

Non-road equipment includes:

- Loaders, tractors, backhoes, graders, etc., locomotives, marine vessels, and stationary equipment
- **Must be equipped with at least a 25 horsepower engine.**

All types of entities may apply for a grant, including governments, businesses, and individuals. In order to be eligible, the vehicles or equipment **must operate at least 75% of the time in the Austin Early Action Compact Area**, including the following counties: **Bastrop, Caldwell, Hays, Travis, and Williamson**.

A **free** grant application workshop is planned for **November 2, 2005, from 2:00 to 6:00 p.m.** The workshop will be held at the following location:

Texas Commission on Environmental Quality
Building E, Room E201S
12100 Park 35 Circle
Austin, Tx 78753

Please refer to the map for detailed directions and parking information. Overflow parking for large vehicles is available in the lot located at the far northwest corner of the campus (the lot to the west of Bldg. A on the attached map). Please do not park in other employee parking areas, fire lanes, or other restricted areas.

For your planning purposes, the tentative agenda includes:

2:00 to 2:30:	Information about the TERP
2:45 to 4:00:	Summary of the application forms and process
4:00 to 6:00:	Question & Answer session. TERP staff will be available to provide individual assistance with questions about the application forms. Note, however, that staff will not be able to fill out the application forms for the applicant.

To obtain copies of the application forms and other information about the grants program, please visit www.terpgrants.org or call 1-800- 919-TERP (8377). It is recommended that you review the application forms before attending the workshop, so that you are prepared with questions regarding the forms.

Air Quality in Texas and the Role of TERP in Making it Cleaner

As directed by the federal Clean Air Act, EPA identifies nonattainment areas for each criteria air pollutant. States and local governments are responsible for developing plans, called State Implementation Plans or SIPs, for cleaning up criteria air pollutants. The Texas SIP includes strategies to reduce **ground-level ozone** (typically called **smog**) forming pollutants, through such programs as the vehicle emissions inspection program, controls on power plants and other industrial facilities, cleaner gasoline and diesel fuel, and the **Texas Emissions Reduction Plan (TERP)**, a voluntary incentive program.

TERP's focus has been on reducing nitrogen oxides (NOx) emissions. Since 2002, TERP has helped owners and operators of on-road heavy-duty vehicles and non-road equipment upgrade their fleets with less-polluting vehicles and equipment.

Examples of TERP funded projects are:

- ***retrofit 52 school buses with NOx reducing diesel oxidation catalyst and reflash systems - grant amount was $463,371***
- ***repower 2 haul trucks (1983 and 1988 engines with 2003 engines) - grant amount was $117,000***
- ***replace 1984 truck with 2005 truck - grant amount was $67,200***
- ***replace 2 wheel loaders (1982 and 1984 model years with 2004 model year) and 1 excavator (1991 model year with 2004 model year) - grant amount was $81,970***

To find out more about TERP and the criteria to apply for a grant, visit TCEQ's web site at: www.terpgrants.org or call 1-800-919-TERP (8377).

What is Ozone?

Ozone can be good or bad depending on where it is located. Ozone in the stratosphere high above the Earth protects human health and the environment. Ground-level ozone, on the other hand, is the main harmful ingredient in smog, which can negatively affect youngsters who play outdoors, the elderly, and even healthy adults who exercise outdoors.

Ground-level ozone is produced by the combination of pollutants from many sources, including smokestacks, vehicles, paints and solvents. When a car or truck burns fuel, releasing exhaust fumes, or a painter paints a house, smog-forming pollutants rise into the sky.

Often, wind blows smog-forming pollutants away from their sources. The smog-forming reactions take place while the pollutants are being blown through the air by the wind. This explains why smog is often more severe miles away from the source of smog-forming pollutants than it is at the source.

The primary smog-forming pollutants are **nitrogen oxides (NOx)** and volatile organic compounds (VOCs). The pollutants can literally cook together in the sky, especially on hot and sunny days, which is why summertime is known as "ozone season."

Weather and geography determine where smog goes and how bad it is. When temperature inversions occur (warm air stays near the ground instead of rising) and winds are calm, smog may stay in place for days at a time. As traffic and other sources add more pollutants to the air. the smog gets worse. To find out more about the air quality in Texas, you can visit: http://www.tceq.state.tx.us/nav/eq/eq_today.html

TERP Contact Information

Phone (Toll-Free):	1-800-919-TERP (8377)
E-mail:	terp@tceq.state.tx.us
Web site:	www.terpgrants.org

Texas Commission on Environmental Quality

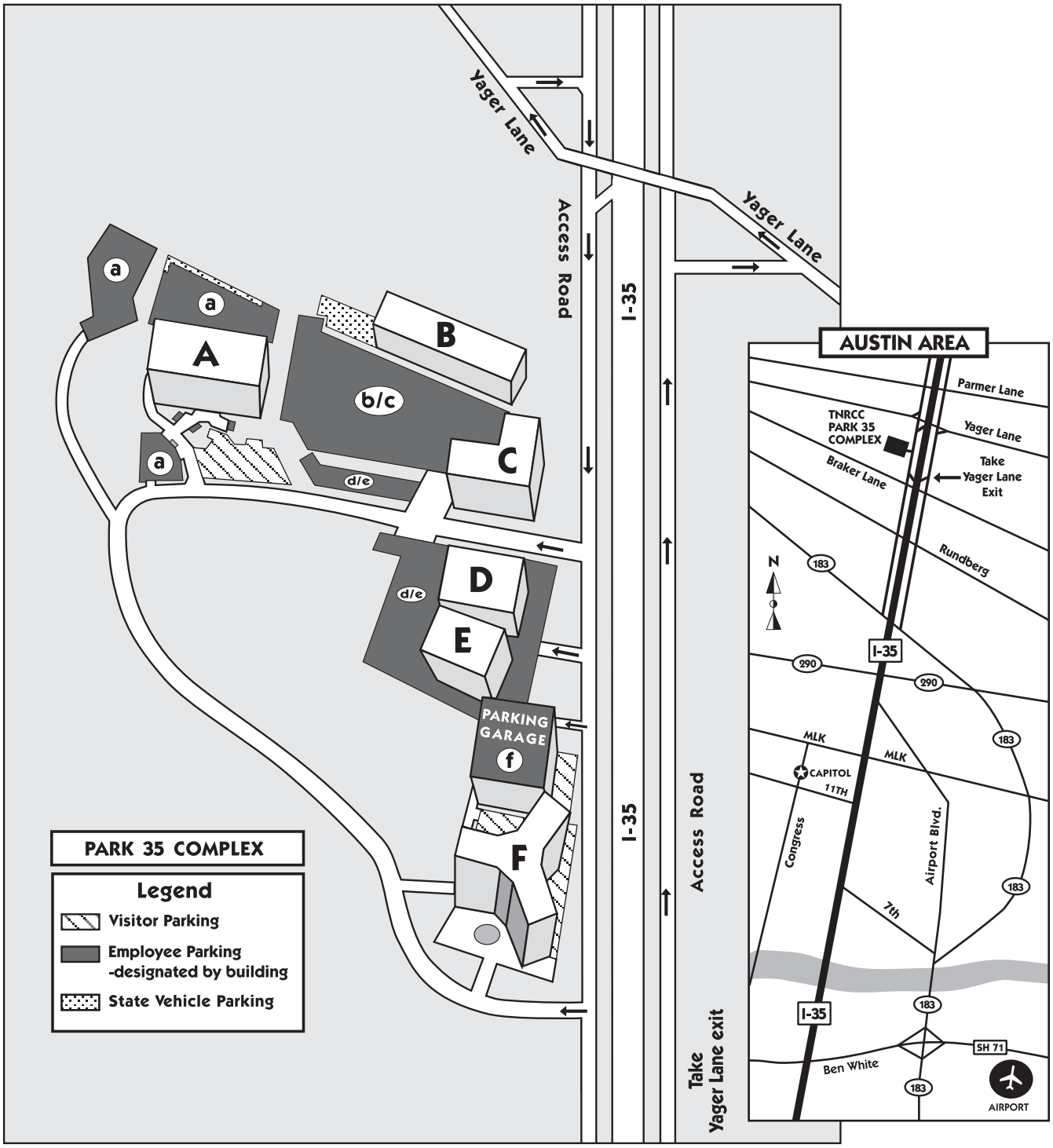
Austin Offices Map

Mailing Address

P.O. Box 13087
Austin, Texas 78711-3087

Physical Address

12100 Park 35 Circle
Austin, Texas 78753



ATTACHMENT 3 TERP APPLICATIONS, DEC 2005

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	Non-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	$110,183.61	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	2	Replace 1 Dragline & 1 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						**$5,603,421.38**	**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

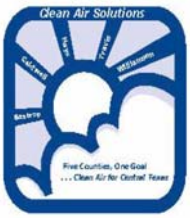
	Application Number	Applicant	Project Type	Emission Source	Number of Activities	Project Description	Requested Grant Amount	Total Tons of projected NOx Reductions	Project Life
13	200610013ER	Albert S. Padilla	Replacement	On-Road	1	Replace 1 Dump Truck	$71,000.00	12.575	7
14	200610014ER	Rodney Anderson	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**						**$24,964,264.50**	**2874.37009**	

ATTACHMENT 4 COMMENTS TO TXLED RULE CHANGES PROPOSAL

EAC 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 · CAPCO · CLEAN AIR Force
Environmental Defense · Greater Austin Chamber of Commerce · LCRA · TCEQ · TxDOT-Austin
Early Action Compact



October 21, 2005

Margie McAllister
Air Quality Planning & Implementation Division
Texas Commission on Environmental Quality
P.O. Box 13087
Austin, Texas 78711-3087

Dear Ms. McAllister,

We appreciate the opportunity to review TCEQ's draft concept paper on TxLED Alternative Emission Reduction Plans. The following comments are offered from local government staff who have participated in the development of the Austin Area Early Action Compact.

Of the compliance options listed in the concept paper only option 5, reductions through an alternate plan, gives cause for concern. Option 5 makes a distinction between the Beaumont, Houston and Dallas ozone nonattainment areas and the other affected counties, which are lumped together as one combined area of attainment counties. Examination of ozone monitoring data would lead to a finding that certain counties classified as attainment actually do have problems in meeting the 8-hour ozone standard and should not be included in the larger grouping of attainment counties. The three areas that have entered into an Early Action Compact with TCEQ and EPA did so because they are challenged by the 8-hour ozone standard and were willing to commit to a number of emission reduction measures to achieve attainment by 2007. These commitments, including a vehicle I&M program in Austin, are contained in the Texas SIP. We recommend that TCEQ's option on alternate methods offer the same protections for the EAC areas as it does for nonattainment areas.

Photochemical modeling for the Austin area, as well as other ozone challenged areas in Texas, shows the importance of reducing NOx emissions as the most effective path to achieving reductions in ozone. Mobile source dominated areas such as Austin have a particular need to reduce NOx from heavy duty diesel engines if they expect to achieve and maintain the standard. While we have pursued a unique restriction on idling of heavy-duty vehicles and are making every effort to achieve our two tons/day NOx reduction commitment with TERP, there is no other effective measure for NOx reductions on heavy duty engines than the use of TxLED. Several of our local governments have even taken steps to pay a premium to get TxLED shipped in for use in city and county equipment. Since an attainment classification at the completion of our

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EAC depends on the three-year average of 2005, 06 and 07 we especially need these NOx reductions during the next two years.

We believe that the conditions under which our local fuel supplier was initially given approval by TCEQ for an alternate method allowing exemption from supplying TxLED have changed significantly from the time that approval was given. Achieving compliance with the 8-hour ozone standard is much more difficult and regionally influenced than the one-hour standard that was in effect when the alternate method was submitted. In addition there are now several additives or alternate formulations available and approved for a TxLED equivalent fuel. Most importantly, a state and federally enforceable commitment, the Early Action Compact, has since been entered into by the local governments, TCEQ and EPA to achieve compliance with the 8-hour ozone standard by 2007. Any emission reductions achieved due to lower sulfur gasoline distributed in 2003 or 2004 will have no impact on the area's ability to meet our EAC commitment for a 2007 attainment, and should not be considered as being available for offsetting TxLED requirements for 2006 and 2007.

Thank you for considering these comments in your deliberations on formulating a workable policy for TxLED fuel requirements. Please let us know if you would like any clarification or additional information.

Sincerely,

Bill Gill
Co-Chair, Early Action Compact Task Force

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ATTACHMENT 5 TEXAS ON-ROAD VEHICLE EMISSIONS TESTING PROGRAM IN THE AUSTIN EARLY ACTION COMPACT AREA

TEXAS ON-ROAD VEHICLE EMISSIONS TESTING PROGRAM IN THE AUSTIN EARLY ACTION COMPACT AREA														
TOTAL RECORDS COLLECTED														
	*NON-SUBJ	SUBJECT VEHICLE RECORDS												
			EAC AFFECTED COUNTIES			EAC ADJACENT COUNTIES								
▼	▼	▼	▼	TRAVIS	WILLMSN	▼	BASTROP	BELL	BLANCO	BURNET	CALDWELL	HAYS	LEE	MILAM
136,291	68,662	67,629	64,139	44,198	19,941	3,490	809	485	50	238	261	1,466	92	89
MET STATION STANDARD		62,584	59,419	40,525	18,894	3,165	741	450	45	213	243	1,323	66	84
FAILED STATION STANDARD		5,025	4,720	3,673	1,047	305	68	35	5	25	18	143	6	5
FAILED FOR CO ONLY		951	889	664	225	62	9	13	0	7	4	29	0	0
FAILED FOR HC ONLY		2,953	2,777	2,127	650	176	40	16	2	12	11	87	4	4
FAILED FOR BOTH		1,121	1,054	882	172	67	19	6	3	6	3	27	2	1
QUALIFIED AS HIGH EMITTER		65	65	59	6	0	0	0	0	0	0	0	0	0
FOR CO ONLY		46	46	42	4	0	0	0	0	0	0	0	0	0
FOR HC ONLY		17	17	16	1	0	0	0	0	0	0	0	0	0
FOR BOTH CO & HC		2	2	1	1	0	0	0	0	0	0	0	0	0
**NOTICES MAILED		55	55	51	4	0	0	0	0	0	0	0	0	0
	RECEIVED	20	20	20	0	0	0	0	0	0	0	0	0	0
	RETURNED	16	16	13	3	0	0	0	0	0	0	0	0	0
	PENDING	19	19	18	1	0	0	0	0	0	0	0	0	0