

Draft Potential Additional State and Local Control Measures for Consideration with Consensus

Mobile Source Control Measures

| Control Measure | Description | Estimated Reduction | Action Needed |
|---|---|--|---|
| <p>Improvements to Low-Income Repair & Assistance Program (LIRAP) Fund and Vehicle Inspection & Maintenance (I/M) Program</p> | <p>It is possible to increase the emission reductions achieved by the LIRAP and I/M programs through several updates to the present system:</p> <ul style="list-style-type: none"> • Increase vehicle replacement incentives (currently at \$1000). H-GAC believes that this has the potential to significantly increase program participation.. (supported by TCAWG) • Increase stringency of I/M program by requiring vehicles to meet a higher emission standard than that which is currently required. • Increase stringency of I/M program by decreasing the number of waivers given to non-compliant vehicles and increasing LIRAP funding. • Adopt rules to mandate the use of evaporative tank testers for the regional I/M program; will be in use in California beginning in 2007. • Fully appropriate LIRAP revenues to assist with program enhancements listed above. (supported by TCAWG) | <p>Not determined at this time</p> <p>0.8 tons/day NOx reductions by 2009 and 0.3 tons/day NOx reductions by 2012.</p> <p>0.2 tons/day NOx for a 1% waiver rate and 0.3 tons/day NOx for a 0% waiver rate</p> <p>Calif. estimates VOC reduction of 14 tons/day by 2010; vendor projects 2.13 tons/day reductions for the HGB region</p> <p>Not determined at this time</p> | <p>TCEQ administrative action required.</p> <p>TCEQ administrative action required.</p> <p>TCEQ administrative action required.</p> <p>TCEQ administrative action required.</p> <p>State legislative action required.</p> |

| Control Measure | Description | Estimated Reduction | Action Needed |
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| Control heavy-duty vehicle idling | <p>This could include any combination of these three items:</p> <ul style="list-style-type: none"> • Enabling existing state no-idling rules by municipalities through Memorandums of Agreement with the TCEQ. • Adoption of California idling control measures which require all 2008 or later model year heavy-duty diesel trucks to be equipped with automatic idling shut-off devices. • Mandating or providing incentives for truck stop electrification. | <p>1 ton/day NOx reduction</p> <p>Maximum amount that can be taken credit for</p> | <p>TCEQ administrative action and/or local government efforts required for development of MOAs.</p> <p>State legislative action required for California idling rule adoption; may be needed for mandatory truck stop electrification.</p> |
| Texas Emission Reduction Program (TERP) Extension & Appropriation | Extend TERP through at least 2013 and enhance it through full appropriation of TERP revenues. | Estimated 47 tons/day NOx reduction by 2013 | State legislative action required |
| Adopt California Low Emission Vehicle (LEV II) Standard | Adopt California light-duty vehicle standards, which are more stringent than the current federal standards. (supported by DFW) | Up to 2.5 tons/day NOx and 5.8 tons/day VOC over 10 years. | State legislative action required |
| LIRAP and/or TERP fund revolving loan program | Allocate LIRAP and/or TERP funds to create a revolving loan program to support investments in anti-idling technologies (such as auxiliary power units and truck stop electrification) and/or SmartWay Upgrade Kits (control device/equipment). | 0.4 tons/day NOx reduction | State legislative action required. |
| Clean School Bus funding | Allocate necessary funding to support and expand the program, which retrofits or replaces aging school buses. (supported by TCAWG) | Not determined at this time | State legislative action required. |
| Create Texas Diesel Testing Center to expedite development and verification of new technologies. | Amend the New Technology Research and Development program (NTRD) funding to include creation of a Diesel Testing Center, and authorizing funds to go towards this project. (supported by TCAWG) | Not determined at this time | State legislative action required. |
| Provide additional incentives or mandates for government clean fleet programs | Encouraging/mandating rapid turnover to newer, cleaner technologies among government fleets via greater incentives and/or the adoption of California rules. | Estimated 1.5 tons/day NOx for clean fleet mandate. | State legislative action required. |

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| Expedite highway diesel phase-in | Expedite the phase-in period of the EPA Highway Diesel Rule to 100% sales to all diesel users starting in the year 2007. | 7 tons/day NOx reduction | Federal rule, EPA action required. |
| Provide additional incentives or mandates for government clean contracting programs | Adopting TxDOT “clean contracting” principles which provide incentives for contractors to use cleaner diesel equipment. | Up to 1 ton/day NOx reduction for clean contracting. Depends on incentive | Local government administrative action required. |
| Transportation Control Measures (TCMs) | Including TCMs in the SIP in the event that the region’s attainment date is extended; TCMs may include portions of the METRO Solutions transit plan and use of congestion pricing on toll roads. | Not determined at this time | Local government administrative action required. METRO board authorization and Transportation Policy Council approval needed. |
| Voluntary engine reflash | While already credited in the model, this will result in real-world reductions in NOx concentrations | Not determined at this time | |
| Truck lane restrictions | Support adoption of a truck lane restriction program that would limit heavy-duty trucks to certain highway lanes | 0.1 tons/day NOx reduction | Local and state government administrative action required. |

Area Source Control Measures

| Control Measure | Description | Estimated Reduction | Action Needed |
|------------------------------|---|-----------------------------------|--------------------------------------|
| Energy efficiency/CHP | Take credit in the residential and commercial sectors relating to the PUC funded activities as well as the energy efficiency standards in the Texas Emission Reduction Plan. These measures should integrate innovative means of crediting reductions to the SIP. | 5.1 tons/day NOx reduction | TCEQ administrative action required. |
| Reduce household VOC sources | Adopt and/or implement various rules adopted by other states to reduce VOC’s from solvents, paints and various household and cosmetic products. | Not determined at this time | TCEQ administrative action required. |

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Point Source Control Measures

| Control Measure | Description | Estimated Reduction | Action Needed |
|------------------------------------|---|--|--|
| Point source controls | This may include: <ul style="list-style-type: none"> • Expand HRVOC controls beyond Harris County. • Add to the list of chemicals subject to the HRVOC rules. | Not determined at this time | TCEQ administrative action required. Adequate TCEQ appropriations needed to conduct research and evaluation. |
| NOx controls on exempt sources | Place 80% NOx controls on sources currently exempted | 12 tons/day NOx reduction | TCEQ administrative action required. |
| NOx controls on non-exempt sources | Increase NOx controls on non-exempt sources from 80% up to 90%. | Between 0 and 75 tons/day NOx reduction | TCEQ administrative action required. Additional research into cost and feasibility is also needed. Due to anticipated high cost, TCEQ should conduct attainment scenarios with and without this measure. |

Staff recommendation

Replacing the point source measures on the control measures list with the following statement:

There is no consensus on specific point source control measures that TCEQ should include in the SIP. However, the TPC recommends that reductions from all sources, including point sources, be considered in plans for attaining the eight-hour ozone standard. TCEQ, the agency charged with regulating point source emissions, should consider supplementing the SIP with all feasible measures, including point source controls, which will contribute to attaining the standard in an expeditious and cost effective way.