

## **Statewide Supplemental Environmental Projects Available In All Counties**

The following projects may be able to use your SEP contribution to perform a TCEQ pre-approved project in your community or geographic area.

- Texas Congress of Parents and Teachers dba Texas PTA ("Texas PTA")
- Texas Water Development Board ("TWDB")
- Texas Natural Gas Foundation ("TNGF")

These projects are called "Statewide" projects because they are available in every county in the State of Texas. If you are interested in contributing to one of these projects, please contact the SEP Coordinator at TCEQ at (512) 239-2223.

# **Texas Congress Of Parents And Teachers ("Texas PTA")**

## **Project: Texas PTA Clean School Bus Replacement Program**

**Project Description:** This SEP is designed to reduce nitrogen oxides, volatile organic compounds, carbon monoxide, and particulate matter emissions by replacing older diesel buses with newer buses that meet more stringent emission standards. Texas PTA shall provide SEP Funds for up to 100% of the purchase price of a model year 2010 or new bus ("Replacement Bus") to public school districts and public charter schools ("Schools") to replace a diesel school bus that is model year 2002 or older ("Older Bus").

Texas PTA shall give preference to Schools replacing the oldest, most polluting buses that are currently in use. An Older Bus that is not currently in use on a weekly basis is not eligible. Since unnecessary school bus idling wastes fuel and pollutes the air, preference shall be given to those Schools with a written policy to reduce school bus idling.

Texas PTA shall require that the Older Bus be in regular use, driven on a route to and from school, and owned by the School for the past two years. Texas PTA shall also require that the Older Bus is not already scheduled and budgeted for replacement. All Older Buses shall be fully decommissioned as specifically required in the SEP Vehicle Disposition form.

Texas PTA shall ensure that each Replacement Bus purchased has an engine that meets 2010 EPA Standards. Each Replacement Bus may be equipped with air conditioning, a camera system, GPS, and a 2-way radio. Additional equipment not included in the items previously listed on the Replacement Bus shall not be paid for with SEP Funds. Texas PTA shall limit reimbursement awards of SEP Funds to five per School.

Texas PTA shall require written certification from each SEP Fund recipient that the recipient intends to own and operate the Replacement Bus for the next five years. Texas PTA shall provide this certification in Texas PTA's Final Report.

SEP Funds may be used for a percentage of the purchase prices of the Replacement Bus as long as the purchase is completed and all other requirements of the SEP are met.

Texas PTA's project is statewide; therefore, Texas PTA may use all SEP Funds for work anywhere in the state. Texas PTA shall attempt, but is not required, to use SEP Funds in the TCEQ Air Control Regions from which the corresponding penalty originated.

**Environmental Benefit:** This SEP will directly benefit air quality by reducing harmful exhaust emission which contribute to the formation of ozone and may cause or exacerbate a number of respiratory diseases, including asthma.

**Eligible Counties:** All counties

**Minimum Contribution:** \$500

# Texas Water Development Board ("TWDB")

## **Project: Water Level Recorder Data in Every Texas County**

**Project Description:** This project will extend the groundwater level monitoring network by funding the installation and maintenance of automatic real-time groundwater level recorders in every Texas County. The data generated from the extended network will be made available to the public to provide awareness of the effects of drought on Texas' minor and major aquifers and assist in groundwater management planning at the local and statewide level.

Existing groundwater level monitoring network consists of one hundred eighty-four (184) automatic water-level recorder wells in eighty (80) Texas Counties with plans to install recorders in eight (8) additional counties. An automatic groundwater level recorder well is an unused water well that has been installed with water level recording equipment and a data logger. TWDB provides the real-time data generated by the existing network to the public via a Website created by its Water Science and Conservation group, Water Data for Texas.

In addition, TWDB publishes an annual report, Technical Note, which summarizes the groundwater conditions and changes based upon the data provided by the network. The data and reports are available at <http://waterdatafortexas.org/groundwater/>. Currently thirty-nine (39) Texas Cities and/or groundwater conservation districts rely upon the real-time data provided by TWDB's ground water level monitoring network to assist in drought monitoring and groundwater management at a local level.

TWDB shall use SEP Funds to purchase, install, and maintain automatic water-level recorders in unused wells in the remaining one hundred sixty-six (166) Texas Counties. TWDB has identified nine (9) counties where it would be beneficial to have two water-level recorders per county due to documented water-level declines and increased groundwater use. These counties include Brazos, Burleson, Collin, Collingsworth, Denton, Ector, Fort Bend, Midland, and Moore. Therefore, the total number of water-level recorders to be purchased, installed, and maintained for this Project shall be one hundred seventy-five (175).

TWDB shall give preference to installing water-level recorders initially in counties in which there are 1) no existing automatic water-level recorder wells, 2) no groundwater conservation districts, or 3) groundwater conservation districts that do not have the staff and/or the financial ability to install an automatic water-level recorder. Upon installation of water-level recorders in all counties that meet those conditions, TWDB shall begin installing water-level recorders in the remaining counties until there is an automatic water-level recorder well in every Texas County.

TWDB shall not begin installation of water-level recorder equipment at an unused well for the purpose of implementing this Project until it has received permission from the owner(s) of the well to conduct water-level monitoring activities. All of the data generated in furtherance of this Project shall be transmitted through TWDB Geostationary Operational Environmental Satellite system and made available to the public via the Water Data for Texas Website.

**Environmental Benefit:** The groundwater stored within Texas' minor and major aquifers is an important natural resource that is relied upon to meet the water supply demands of Texans across the state. Many factors affect the availability of this resource including drought and increased demand. This Project will provide statewide comprehensive real-time

groundwater level data to Texas counties, cities, groundwater conservation districts, water supply companies, and individual well owners. The availability of this comprehensive data will promote awareness of the effects of drought on Texas' aquifers and assist in groundwater management planning and use throughout the state.

**Eligible Counties:** All Counties

**Minimum Contribution:** \$500

# **Texas Natural Gas Foundation ("TNGF")**

## **Project: High-Emission Vehicle Replacement Project**

### **Project Description**

Texas Natural Gas Foundation ("TNGF") is a non-profit organization dedicated to educating the public on the benefits of natural gas and identifying innovative opportunities to utilize natural gas that would positively impact businesses and regulatory environments. TNGF has identified an opportunity to positively impact air quality and human health by using SEP Funds to assist public entities in replacing their high-emission, diesel fleet vehicles with low-emission, alternative-fueled vehicles.

Specifically, TNGF shall expend SEP Funds to reimburse an eligible public entity for the total purchase price or five-year lease price of a standard base model alternative-fueled vehicle ("Replacement Vehicle") that will replace an older, diesel-fueled vehicle ("Older Diesel Vehicle") that the public entity has decommissioned and removed from its fleet. Public entities eligible to receive assistance pursuant to this Agreement include state agencies, counties, municipalities, school districts, or other political subdivisions created under the constitution or any statute of this state.

Old, diesel-fueled vehicles emit large amounts of nitrogen oxides ("NO<sub>x</sub>") and particulate matter ("PM"), as well as other harmful pollutants such as volatile organic compounds ("VOCs") and carbon monoxide ("CO"). These pollutants contribute to serious public health problems. This Project shall reduce NO<sub>x</sub>, PM, VOCs, and CO emissions by replacing high-emission, diesel-fueled vehicles with low-emission, alternative-fueled vehicles.

### **Vehicle Decommission/Replacement Requirements**

A vehicle must meet specific requirements in order to be eligible to be replaced as an Older Diesel Vehicle pursuant to this Agreement. Specifically, (1) the vehicle must be powered by diesel fuel, (2) the vehicle must be a model year 2009 or older heavy-duty vehicle<sup>1</sup> (including a school bus, garbage packer, street sweeper, or dump truck) or medium-duty vehicle (including a cargo van, passenger van, or box van), (3) the vehicle must have been owned by the public entity and driven on a regular weekly route for the past two years, (4) the vehicle has not already been scheduled and budgeted to be replaced by the public entity, (5) the vehicle is the oldest, highest-emitting diesel vehicle utilized by the public entity; and (6) the vehicle must be completely decommissioned in accordance with the SEP Vehicle Disposition Form attached as Exhibit 3 to this Agreement.

A vehicle must meet specific requirements in order to be eligible to be reimbursed with SEP Funds as a Replacement Vehicle pursuant to this Agreement. Specifically, (1) the vehicle must utilize an alternative-fuel such as compressed natural gas, liquefied natural gas, or liquefied petroleum gas, (2) the vehicle must be a standard base model year 2010 or newer heavy-duty vehicle (including a school bus, garbage packer, street sweeper, or dump truck) or medium-duty vehicle (including a cargo van, passenger van, or box van),

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<sup>1</sup> TNGF shall ensure that any model year 2007 – 2009 heavy-duty vehicle that is proposed as an Older Diesel Vehicle has a certified emission of at least 1.5 g/bhp-hr or higher for NO<sub>x</sub>.

and (3) the vehicle's engine must meet the Environmental Protection Agency's 2010 emission standards.

### **Use of SEP Funds**

Prior to any expenditure of SEP Funds, TNGF must submit a proposal to TCEQ and receive a subsequent written approval authorizing a reimbursement for the purchase price or five-year lease price for each Replacement Vehicle. The proposal must include a signed contract between the TNGF and the public entity demonstrating and certifying the following:

1. The proposed public entity meets the eligibility requirements to receive assistance pursuant to this Agreement;
2. The vehicle that the public entity has decommissioned meets the eligibility requirements of an Older Diesel Vehicle pursuant to this Agreement. If the proposed Older Diesel Vehicle is a model year 2007-2009 heavy-duty vehicle, TNGF must submit documentation demonstrating that the vehicle has a certified emission of at least 1.5 g/bhp-hr or higher for NOx.
3. The Older Diesel Vehicle was successfully decommissioned pursuant to the requirements of this Agreement. TNGF must include a completed SEP Vehicle Disposition Form with each proposal.
4. The total scrap value amount the public entity received for the decommissioned Older Diesel Vehicle;
5. The proposed vehicle that was purchased or leased meets the eligibility requirements of a Replacement Vehicle pursuant to this Agreement;
6. The total purchase price or five-year lease price of the proposed Replacement Vehicle;
7. The public entity intends to own or lease the Replacement Vehicle and use it regularly on a weekly route for the next five years;
  - a. If the public entity leased the proposed Replacement Vehicle, the proposal must include:
    - i. Justification as to why it was more beneficial to lease rather than purchase the Replacement Vehicle; and
    - ii. The executed lease agreement.
8. The public entity owns or has access to an existing alternative-fueling station necessary to fuel the proposed Replacement Vehicle;
9. The public entity used the scrap value received from the decommissioned Older Diesel Vehicle toward the purchase or lease price of the proposed Replacement Vehicle; and
10. The amount of SEP Funds TNGF is seeking to expend to reimburse the public entity for the proposed Replacement Vehicle.<sup>2</sup>

If the proposal is approved, TCEQ shall provide TNGF with written approval specifying the total amount of SEP Funds that can be expended to reimburse the public entity for the total purchase price or five-year lease price of the proposed Replacement Vehicle.

### **Project Scope**

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<sup>2</sup> TNGF's reimbursement for any and all Replacement Vehicles shall be limited to the total purchase price or five-year lease price of the proposed Replacement Vehicle minus the scrap value amount received by the public entity for the decommissioned Older Diesel Vehicle.

The work described in this Agreement is estimated to take five (5) years. Therefore, the scope of this Project is for five (5) years. The estimated budget in Exhibit 2 for this Project encompasses the estimated five (5) year project scope. Pursuant to General Condition Section 9, this Agreement renews annually for its five (5) year project scope unless terminated by either Party in accordance with this Agreement.

### **Environmental Benefit**

This Project will directly benefit air quality by reducing harmful exhaust emissions that contribute to the formation of ozone and may cause or exacerbate a number of respiratory diseases, including asthma. For example, replacing a model year 2002 heavy-duty diesel dump truck with a model year 2010 or newer dump truck powered by natural gas or propane may reduce passengers' exposure to NO<sub>x</sub> by 95% and PM by 99.9%. Moreover, replacing a model year 1989 diesel school bus with a model year 2010 or newer school bus powered by natural gas or propane may reduce passengers' exposure to NO<sub>x</sub> by 98%, VOCs by 83%; and PM by 99%.

### **Eligible Areas and Counties**

Statewide. TNGF shall prioritize to use SEP Funds pursuant to this Agreement in the TCEQ Air Control Regions from which the corresponding administrative penalty originated.

### **Minimum Contribution Amount**

\$100