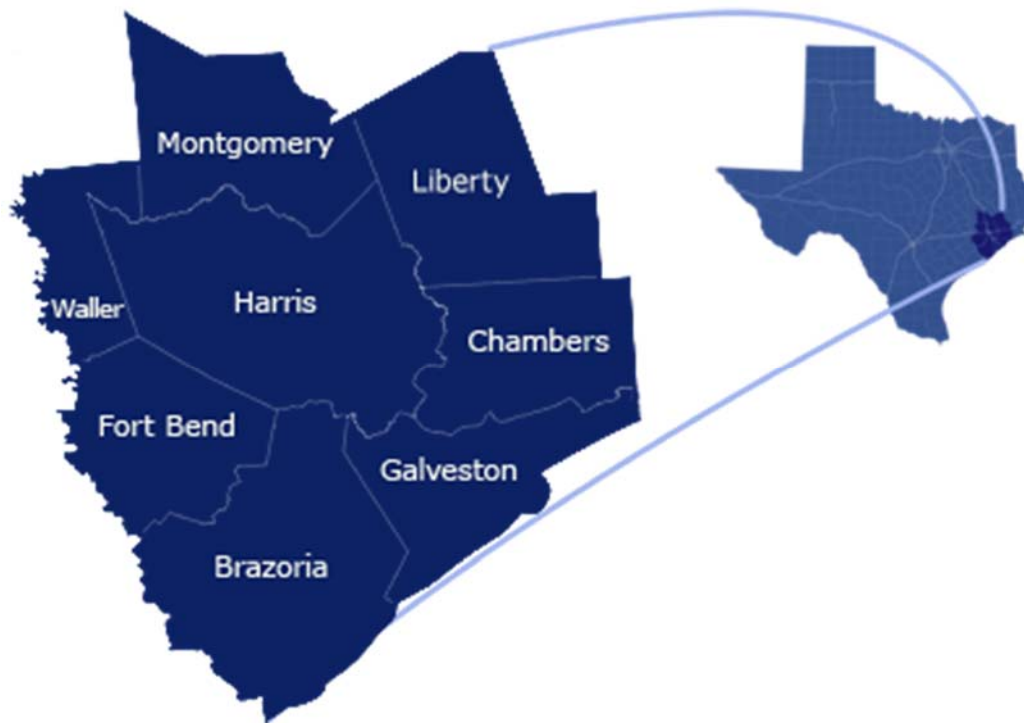

Houston-Galveston-Brazoria (HGB)

PM_{2.5} Advance

Path Forward Update



PREPARED IN PARTNERSHIP WITH MEMBERS OF THE
H-GAC REGIONAL AIR QUALITY PLANNING ADVISORY COMMITTEE

2018 UPDATE



HOUSTON-GALVESTON-BRAZORIA (HGB) PM_{2.5} ADVANCE PATH FORWARD 2018

CONTENTS

Acknowledgements (in alphabetical order).....	5
Executive Summary.....	6
Introduction.....	7
Overall Program Objective.....	7
Mission of the Advance Program.....	7
Voluntary Program Scope.....	7
Program Development Process.....	7
The Region.....	8
Houston-Galveston Area Council.....	8
Population & Employment.....	8
Transportation System.....	8
Air Quality Background: Air Pollution.....	9
Particulate Matter (PM).....	9
Past and Present Status of PM _{2.5} in HGB.....	9
HGB Monitoring Network.....	11
HGB PM _{2.5} Inventory.....	12
Harris County PM _{2.5} Inventory Summary.....	14
Past and Present Initiatives.....	15
Air Quality Programs at H-GAC.....	15
Clean Vehicles & Clean School Bus Programs.....	15
Clean Vessels for Texas Waters.....	15
Commute Solutions: Telework.....	15
Commute Solutions: Pilot Projects.....	15
Energy Corridor District's Carshare Program.....	15
Drayage Loan Program.....	16
Pedestrian & Bicyclist Program.....	16
Voluntary Idling Reduction Program.....	16
Regional TCEQ Texas Emission Reduction Plan (TERP).....	17
Regional Texas Emission Reduction Plan (TERP).....	17
Clean Air Education.....	18
Air Quality Forecast and PM Action Day E-Mail Alert system.....	18
Drive Clean Across Texas.....	18
Drive Clean Across Texas was.....	18
Ozone Viewer Mobile App.....	18
Air Quality Reference Guide.....	18
Dust Suppression Projects In the Clinton Drive Area.....	18
City of Houston.....	19
Renewable Energy.....	19
Climate Action and Adaptation plan (cAAP).....	19
Green Power Program.....	20
Solar Power Purchase.....	20
Greenhouse Gas Reduction Goal.....	20

Reinventing Cities	20
Property Assessed Clean Energy (PACE) Program.....	20
Residential Energy Efficiency Program (REEP)	21
EPA Green Power Partner of the Year	21
Grant Award to Bush Intercontinental Airport.....	21
Energy Efficiency.....	21
Sustainable Fleet	21
LED Lighting Conversion Program	22
Green Buildings and Energy Efficiency	22
Green Fleets.....	22
Anti-Idling Policies	22
Concrete Batch Plants	23
Houston Airport System Emissions Reductions	23
Bike Share Program	24
Metal Recyclers Task Force (MAPPS).....	24
Safe Passage Ordinance and Complete Streets Policy	25
Voluntary Environmental Compliance Agreements.....	25
Concrete Batch Plants	25
Harris County	26
Energy Corridor Transit and Pedestrian Improvements	26
Enhanced Enforcement Program For Smoking Vehicles.....	26
Greenlink Circulation Bus Service.....	26
Houston BCycle Expansion Program	26
Port Houston Reefer Plug-Ins Clear the Air	26
Metropolitan Transit Authority of Harris County.....	27
Light Rail Expansion & New Bus Network	27
Bus Fleet	27
METRO Bikes on Buses.....	27
METRO STAR Vanpool Program	27
Port Houston	28
Bayport Expansion and Increased Efficiency	28
Cleaner, More-Efficiently Operating Cranes	28
Lynx and Container Tracking Mobile App	28
Bayport Terminal Operational Improvements.....	28
Bayport Terminal Extended gate hours	29
Gate Automation.....	29
Truck pre-Advise Program	29
Partnerships.....	29
Broadway Double Track Project.....	30
Texas Department of Transportation	30
Operational Efforts to Reduce Emissions	30
Clean Air Plan	30
Alternative Fuel Corridor Signage	31
Electric Vehicle Pilot.....	31
Railroad Projects	31
Anti-Idling Engine Controls	31
Refurbished Switcher and Low Emission Engines.....	31

- Regulatory Projects32
 - EPA’s Control of Emissions From Ships.....32
 - Federal Motor Vehicle Control Program32
- Industry Projects32
- Energy Efficiency In HGB33
- Potential and Future Projects.....33
- Air Quality Programs & Partner Projects33
 - Clean Vehicles & Clean School Bus Programs33
 - DOE Zero-Emission Delivery Vehicle Demonstration Project.....34
 - Regional TERP34
 - Expansion of Mass Emissions Cap and Trade Program34
 - Volkswagen Settlement / Electrify America.....34
- Clean Air Education35
 - PM Filter Outreach Campaign.....35
- Houston Independent School District (HISD)35
 - HISD Electric Vehicle School Bus Demonstration Project.....35
- City of Houston35
 - Renewable Energy35
- Port Houston36
 - Future Dust Suppression Projects36
 - Port of Houston Authority.....36
 - Barbours Cut Terminal Gate redesign and Expansion36
- Other Regional Port Projects36
 - Overweight Container Route Between HGB Region Ports.....36
- Railroad Projects36
 - Replacement of Railroad Switcher Engines36
- Regulatory Projects37
 - Tier-3 Motor Vehicle Fuel and Emission Standards37
- Conclusion37

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EXECUTIVE SUMMARY

H-GAC has developed the following Path Forward update in partnership with the Regional Air Quality Planning Advisory Committee (RAQPAC), as part of our involvement in the voluntary EPA Particulate Matter (PM) Advance Program. Participation in this program is a result of significant collaboration between local governments, key citizen/environmental groups, industry representatives, and other regional stakeholders to assist our region in meeting the PM_{2.5} air quality standard.

This Path Forward Update includes a variety of voluntary regional air quality improvement efforts. These projects range from the replacement of older heavy-duty truck and marine engines with newer, cleaner models, to funding electric vehicle charging equipment, to voluntary industry and local government air quality initiatives. H-GAC programs alone have resulted in PM_{2.5} reductions in our region. Over 50 current H-GAC and partner programs and projects as well as nearly 20 additional potential future initiatives presented in this document will continue to achieve reductions. This report documents these ongoing projects as well as details new and expanded PM_{2.5} reducing programs that are operating within the Houston region.

On January 12, 2015, the EPA designated the Houston-Galveston-Brazoria (HGB) region as “unclassifiable/attainment” for the 2012 primary annual PM_{2.5} annual NAAQS. The HGB region remains below the National Ambient Air Quality Standard for fine particle pollution. By maintaining and expanding regional collaboration on voluntary projects, our region continues to reduce PM_{2.5} concentrations and position itself to avoid a nonattainment designation under the current standard while remaining prepared for potentially more stringent future standards.

INTRODUCTION

OVERALL PROGRAM OBJECTIVE

The Particulate Matter (PM) Advance Program is a voluntary, collaborative effort between governments and key regional stakeholders to organize and report on local efforts to continue to meet the revised PM_{2.5} National Ambient Air Quality Standard (NAAQS). The current standard, which includes a 12.0 µg/m³ annual standard and a 35 µg/m³ 24-hour standard, became effective on December 14, 2012. The NAAQS are health-based air quality standards that follow rules laid out initially as part of the federal Clean Air Act. Another goal of the PM Advance Program is to foster an understanding of local air quality issues and promote implementation of near-term initiatives that maintain and/or improve ambient PM_{2.5} levels.

MISSION OF THE ADVANCE PROGRAM

The mission of the PM Advance Program is to promote, identify, expand, and improve voluntary PM reduction efforts (both existing and potential future opportunities) within the areas where compliance with the 2012 PM_{2.5} NAAQS may be at risk. The Program also serves as a catalyst to encourage accelerated implementation of voluntary clean air strategies as well as to develop additional participation in PM reduction efforts such as vehicle replacement programs. Participation in the PM Advance program also provides an opportunity for stakeholders to promote their own PM reduction efforts and take advantage of funding opportunities that may be available for additional reduction activities.

VOLUNTARY PROGRAM SCOPE

Participation in PM Advance has allowed the region to create a collaborative platform to identify and launch potential PM reduction efforts. Regional stakeholders have worked together voluntarily to develop this Path Forward to meet the stated mission. Program participation does not create or remove any statutory or regulatory requirements but can serve as an early action framework to maintain compliance with air quality standards. Please note: this Path Forward update remains a living document. This is the fifth iteration of this report. Should the HGB region renew its commitment to the PM Advance Program, periodic re-evaluation of local measures will continue and will be reflected in future versions of this report.

PROGRAM DEVELOPMENT PROCESS

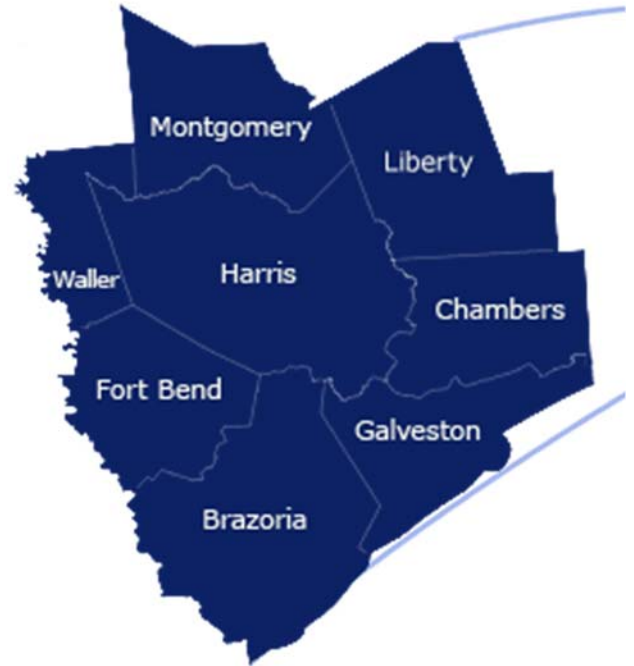
The H-GAC Regional Air Quality Planning Advisory Committee (RAQPAC) – representing local governments, citizen/environmental groups and business/industry stakeholders – has examined potential voluntary actions to continue to reduce levels of fine particulate matter in the form of PM_{2.5}. To this end, the H-GAC Board of Directors has authorized H-GAC staff to develop voluntary strategies to reduce fine particulate matter as recommended by RAQPAC and the PM_{2.5} Task Force.

The RAQPAC PM_{2.5} Task Force convened to collaborate on the development of the original PM Advance Path Forward. Task Force efforts included meetings to discuss and review of past, present, and potential future PM reduction projects within the eight-county HGB ozone nonattainment area amongst RAQPAC members, stakeholders and interested public. Efforts also included presentations on PM_{2.5} composition in Houston by TCEQ and others. This Task Force was reconvened in May of 2018 to begin work on this most recent update of this report. Following this meeting, H-GAC staff and Task Force members began the task of updating this document to include the most up-to-date information on regional PM_{2.5} reduction efforts.

THE REGION

HOUSTON-GALVESTON AREA COUNCIL

The Houston-Galveston Area Council (H-GAC) is the region-wide voluntary association of local governments for the 13-county Gulf Coast Planning region of Texas. H-GAC is also the Metropolitan Planning Organization (MPO) for the eight-county Houston-Galveston-Brazoria (HGB) area. This area includes Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery and Waller Counties. The scope of this report focuses on this eight-county HGB area.



POPULATION & EMPLOYMENT¹

The HGB region has experienced dramatic changes in its population size and composition over the recent decades, and these trends are expected to continue. The region is projecting a significant increase in population and employment over the next 25 years. There are currently nearly 6.7 million residents and 3.2 million jobs within the region. By 2045, the regional population is expected to reach 10.8 million residents (an increase of 4.1 million people). Similarly, the region is expected to create an additional 1.6 million jobs for a total of more than 4 million and see a more than 60% increase in vehicular travel and a doubling of the movement of freight. Projected population growth will also result in economic changes stemming from increased purchasing power and tax revenue.

TRANSPORTATION SYSTEM

Every day, more than 179 million miles are traveled on the system's roadways². Within our region, there are approximately 26,000 centerline miles of locally-owned roads and almost 4,000 centerline miles of state-owned facilities³. In addition, the region currently has more than 190 miles of High Occupancy Vehicle (HOV)/High Occupancy Toll (HOT) lanes in operation⁴. Regional transit includes bus routes, the METRORail light rail system, commuter transit routes, smaller vehicle routes, and ferries. The HGB region's transportation system also includes bikeways, freight rail, ports, airports, and pipelines.

Congestion remains a major challenge facing the HGB region. The number of morning and evening peak hours continues to increase as the number of commuters travelling to and from work increase. It is anticipated that congestion in our region will continue to grow given the projected population, employment, and economic growth facing our region.

¹ H-GAC 2017 Regional Mobility Report

² H-GAC TDM, 2016 (typical fall weekday VMT - all HGB roadways)

³ TxDOT Standard Reports 2012

⁴ H-GAC 2015 Regional Mobility Report

AIR QUALITY BACKGROUND: AIR POLLUTION

Air pollution occurs when the air contains gases, particles, fumes, or odors that could be harmful to the health or comfort of humans and animals or which could cause damage to plants and materials. These pollutants may result from naturally occurring sources such as windblown dust or volcanic eruptions as well as stationary sources such as factories, power plants, or other industrial sites or mobile sources such as cars, trucks, or airplanes

The U.S. Environmental Protection Agency (EPA) has set both primary and secondary standards (National Ambient Air Quality Standards or NAAQS) for six “criteria” pollutants. These include: carbon monoxide, lead, nitrogen dioxide, 10 micrometer particulate matter (PM₁₀), 2.5 micrometer particulate matter (PM_{2.5}), ground-level ozone, and sulfur dioxide. The region has historically been most troubled by high concentrations of ground-level ozone, however within the last decade there have been additional concerns about elevated concentrations of PM_{2.5}. It is these elevated concentrations that instigated the regional participation in the PM Advance program.

It is through this program, as well as through other EPA-led programs, that H-GAC and its partners continue to work to reduce air pollution and help the region meet federal air quality standards. Through these efforts, the region has made considerable progress towards reducing both ground-level ozone and particulate matter emissions over the last decade.

PARTICULATE MATTER (PM)

Particle pollution is a complex mixture of extremely small particles. This type of pollution is generally referred to as particulate matter or PM. Components of PM include particles of solids or liquids that can include: dust, fly ash, soot, smoke, aerosols, fumes, and mists as well as condensed vapors that can be suspended in the air. EPA groups particle pollution into two categories: Inhalable coarse particles (PM₁₀) and fine particles (PM_{2.5}). The size of particles is directly linked to their potential for causing health problems. Particles that are smaller than 10 micrometers in diameter (PM₁₀ and PM_{2.5}) are able to pass through the throat and deep into the lungs where they can cause serious health effects. Fine particulate matter (PM_{2.5}) generally consists of soot, which is generally made up of elemental organic carbon from sources including soil and sources of sulfates, nitrates as well as other ionic species formed in the atmosphere.

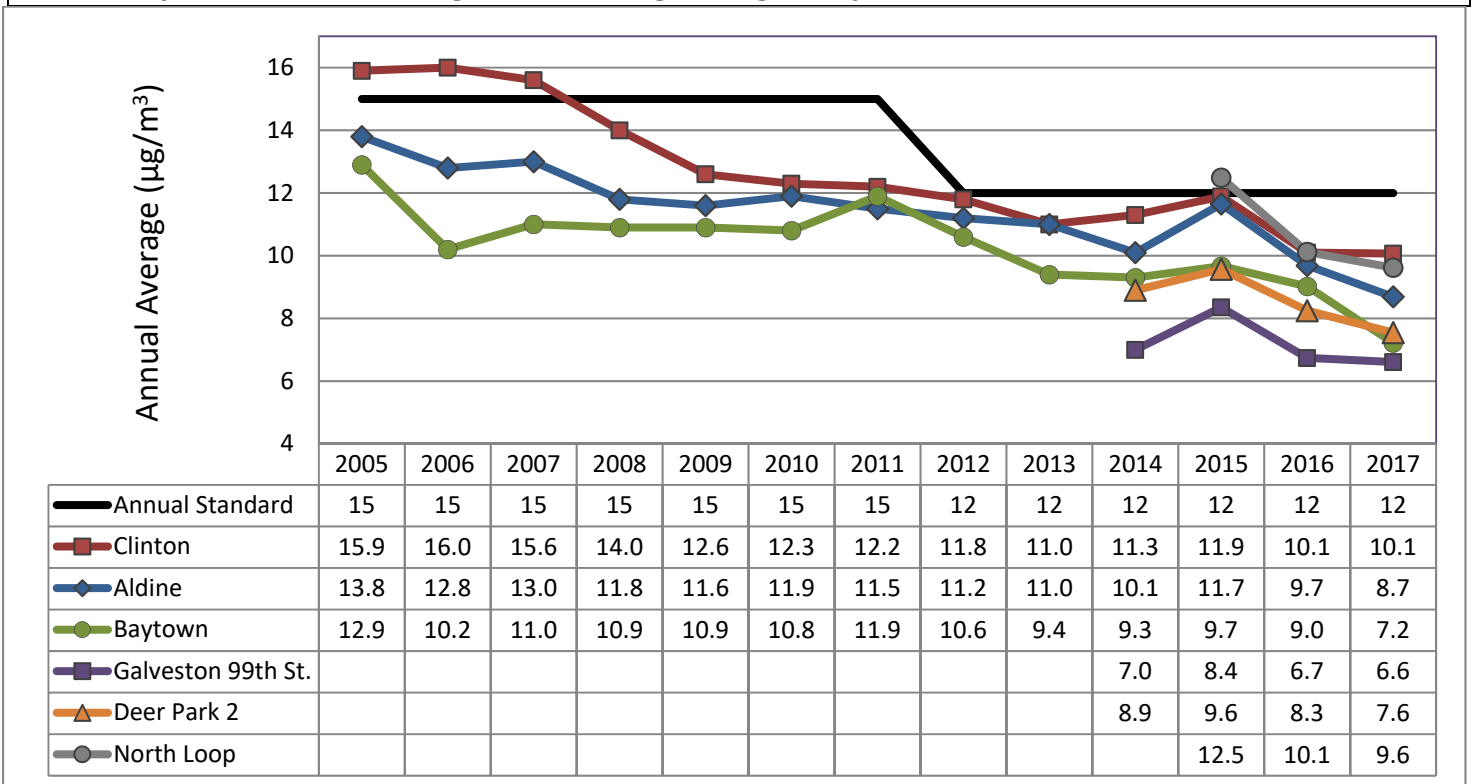
PAST AND PRESENT STATUS OF PM_{2.5} IN HGB

The HGB area has experienced significant improvements in PM_{2.5} levels over the past ten years. Historically, the region has been designated as “unclassified/attainment” for both the PM_{2.5} and PM₁₀ particulate matter standards. Details of the particulate matter NAAQS standards can be found in the table below. Note that in 2012, EPA lowered the primary annual NAAQS for fine particles (PM_{2.5}) to 12.0 µg/m³ to be more protective of public health.

Pollutant	Primary NAAQS	Averaging Period	Designation
Particulate Matter (PM ₁₀)	150 µg/m ³	24-hour	Attainment/ Unclassifiable
Particulate Matter (PM _{2.5})	12.0 µg/m ³ (2012 standard)	Annual (Arithmetic Mean)	Attainment/ Unclassifiable
	15.0 µg/m ³ (1997 standard)	Annual (Arithmetic Mean)	Attainment/ Unclassifiable
	35 µg/m ³	24-hour	Attainment/ Unclassifiable

Air monitoring data collected, compiled, and validated by the Texas Commission of Environmental Quality (TCEQ) identifies the certified PM_{2.5} annual design value⁵ for 2010-2012 for the HGB region as 12.1 micrograms per cubic meter (µg/m³). Over the subsequent years, TCEQ closely monitored PM_{2.5} concentrations and found a continuing decline in annual PM_{2.5} averages in the HGB area (see table below). On January 15, 2015, the EPA published designations for the 2012 primary annual PM_{2.5} NAAQS. The HGB region was classified as “unclassifiable/attainment.”

Preliminary Annual PM_{2.5} Averages for HGB Region Regulatory Monitors⁶



⁵ A “design value” for an area is a statistic that is compared to the National Ambient Air Quality Standards (NAAQS) to determine the attainment status of the area. An areas value is calculated using an arithmetic mean of the annual PM_{2.5} averages for three consecutive years at each regulatory monitor. If an area has more than one regulatory monitor, the monitor with the highest value sets the design value for the area (EPA, 2014).

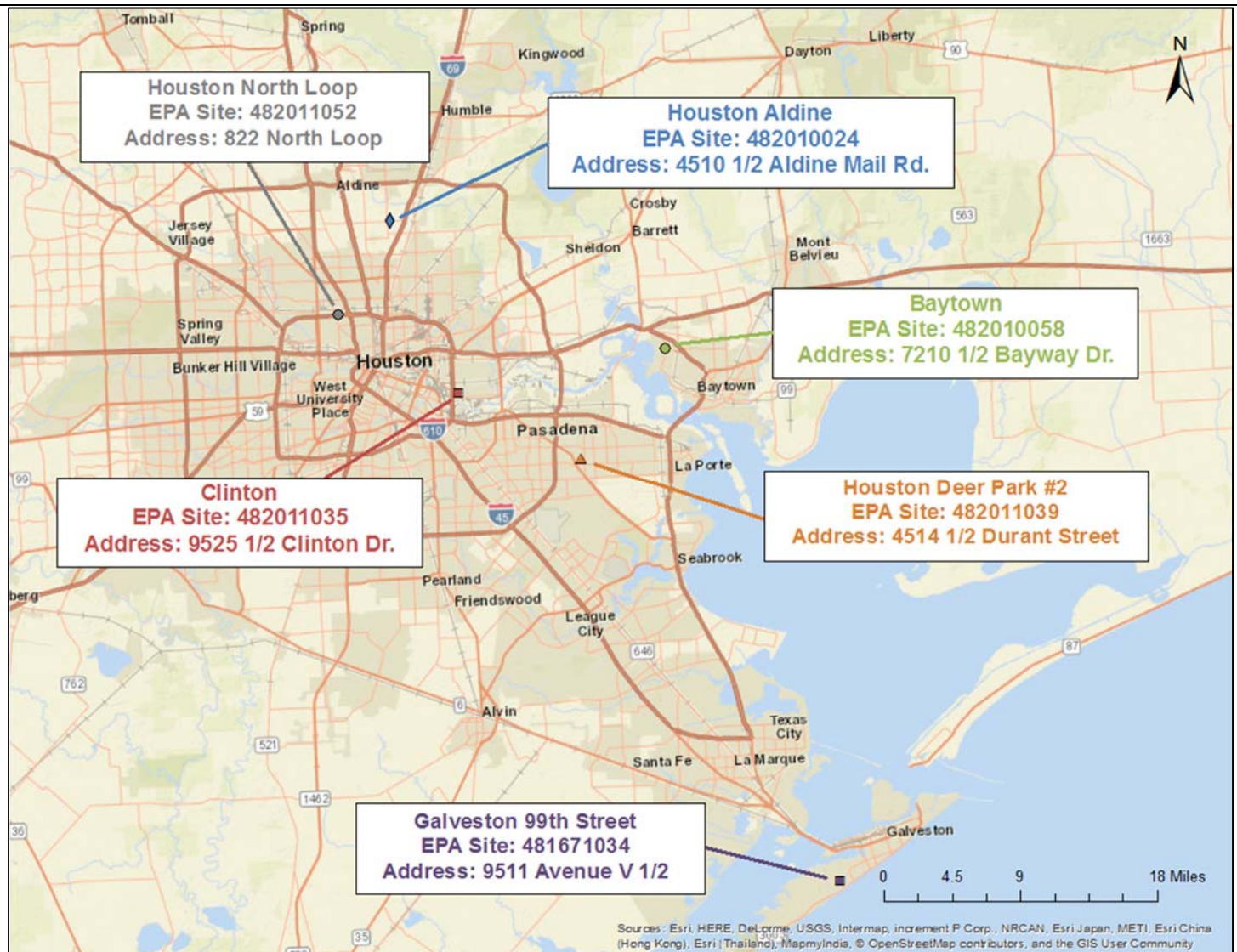
⁶ All values within this chart are certified. Only the data from these regulatory monitors will be used by EPA for attainment demonstration purposes. Source: TCEQ Source: TCEQ TAMIS Database - <http://www17.tceq.texas.gov/tamis/>

EPA promulgated final area designations for the 2012 PM_{2.5} NAAQS on December 18, 2014. Air monitoring data can be retrieved from the TCEQ Texas Air Monitoring Information System (TAMIS) web: www17.tceq.texas.gov/tamis/.

HGB MONITORING NETWORK

Over time, the monitoring system in the HGB region has expanded significantly. There are presently six sites with regulatory PM_{2.5} monitors within the region and many more non-regulatory PM_{2.5} monitors within our region. The City of Houston, Harris County, University of Houston, Texas Commission on Environmental Quality (TCEQ), and Houston Regional Monitoring Corporation (HRM), and others operate these monitors. Most of these monitoring stations measure the concentrations of the criteria pollutants in the air, as well as air temperature, wind velocity, and other meteorological parameters. Some of the monitoring stations also measure the levels of an additional set of selected chemicals including air toxics, and some measure pollen and mold spores as well.

HOUSTON-GALVESTON-BRAZORIA REGION PM_{2.5} REGULATORY MONITORING SITES



The following table of monitoring sites lists the six HGB PM_{2.5} monitor sites which are also classified as Federal Reference Method (FRM) monitor sites by the EPA. PM_{2.5} data from the Houston Aldine, Baytown,

Clinton, Galveston, Deer Park, and Houston North Loop monitors determine HGB attainment with the PM_{2.5} NAAQS.

These federal reference monitors utilize the appropriate sampling and analysis methods as well as quality assurance/quality control (QA/QC) protocols for use in determining attainment demonstration status with the fine particulate matter standard. Monitoring sites with FRM monitors are considered regulatory monitors. There are numerous additional PM_{2.5} monitors within our region that are not considered regulatory monitors, but data from these other monitoring sites is used by TCEQ to help understand air quality data and trends and help predict possible alerts.

HGB Region PM _{2.5} Regulatory Monitoring Sites						
Region	Name	CAMS ID	Address	AQS Number	Sampler Type	Operational Date
12	Baytown	C0148	7210½ Bayway Dr, Baytown	482010058	PM _{2.5} (FRM)	1/6/1999
12	Clinton	C0403	9525 Clinton Dr, Houston	482011035	PM _{2.5} (FRM & co-located)	1/1/1999 & 4/6/1999
12	Houston Aldine	C0008	4510½ Aldine Mail Rd, Houston	482010024	PM _{2.5} (FRM)	8/14/2000
12	Galveston 99 th Street	C1034	9511 Avenue V½, Galveston Airport, Galveston	481671034	PM _{2.5} (FRM)	5/1/2013
12	Houston Deer Park2	C0035	4514½ Durant St, Deer Park	482011039	PM _{2.5} (FRM & FEM)	8/10/2013
12	Houston North Loop	C1052	822 North Loop, Houston	482011052	PM _{2.5} (FRM)	4/13/2015

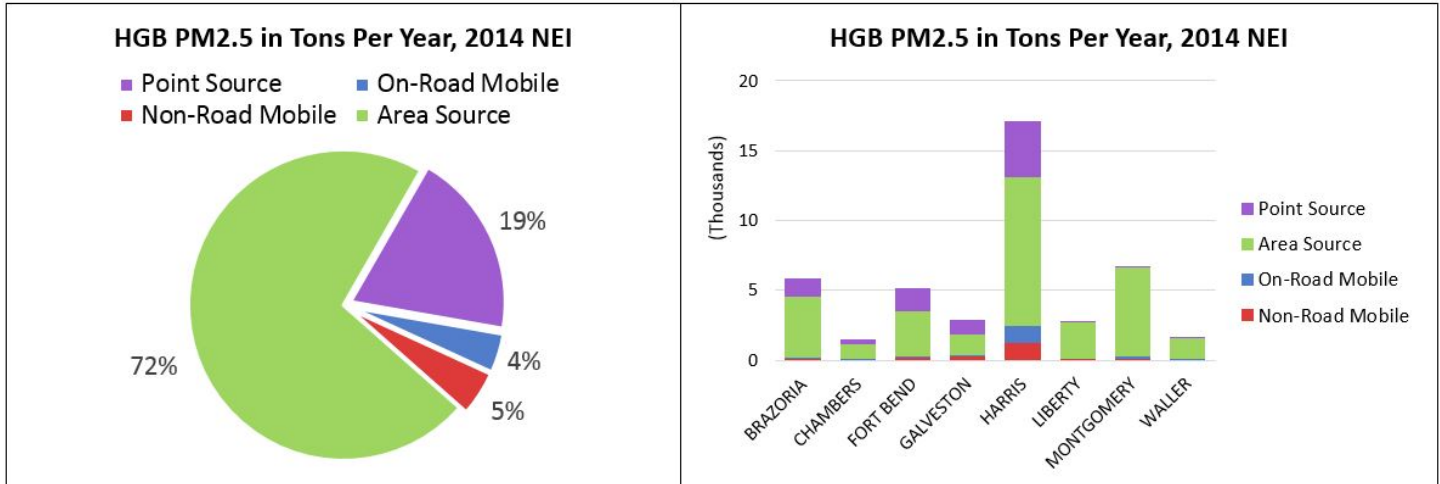
To view the data from all continuous TCEQ monitors, please follow this link:

www.tceq.texas.gov/airquality/monops/sites/mon_sites.html. Please be aware that the PM_{2.5} monitors at the Houston North Loop site is a non-continuous monitor. Data from this monitor is made available by TCEQ quarterly after results have been manually collected and analyzed in the laboratory.

HGB PM_{2.5} INVENTORY

The following PM_{2.5} inventory is based on TCEQ's adjusted 2014 National Emissions Inventory (NEI) data. The NEI is a comprehensive, detailed estimate of criteria and hazardous air emissions sources. The NEI is prepared every three years by the EPA based primarily upon emission estimates and emission model inputs provided by State, Local, and Tribal air agencies for sources in their jurisdictions, and supplemented by data developed by EPA. The 2014 NEI was built from emissions data in the Emissions Inventory System (EIS). The 2014 version of the NEI is the most current edition available. Publication of the 2017 inventory is expected in late-2019.

TCEQ PM_{2.5} Inventory for HGB⁷



These data are split into four emission categories: point, on-road mobile, non-road mobile and area (non-point) sources. Point sources are individually inventoried and usually located at a fixed, stationary location (heaters, boiler and cooling water towers at large industrial facilities), although portable sources are also included (some rock crushing operations). On-road mobile sources include emissions from vehicles found on roads and highways (cars, trucks, and buses); while non-road mobile sources include mobile sources not found on roads and highways (lawn mowers, construction vehicles, farm machinery, rail, airplanes, and commercial marine vessels). Area (non-point) sources include those sources that are inventoried collectively because they are too small in magnitude or too numerous to inventory as individual point sources, and which can often be estimated more accurately as a single aggregate source (residential heating, leaf blowers, and unpaved roads). The estimated emission values for TCEQ non-point sources in the chart below are taken from the Texas Air Emissions Repository (TexAER).

TCEQ PM_{2.5} Inventory for HGB (tons per year)⁸

	Point Source	On-Road Mobile	Non-Road Mobile	Area Source
Brazoria	1,262.53	72.71	133.78	4,357.80
Chambers	336.30	65.84	25.68	1,024.44
Fort Bend	1,640.62	119.80	156.64	3,222.63
Galveston	1,057.68	62.96	298.78	1,455.90
Harris	4,041.63	1,230.24	1,199.67	10,675.29
Liberty	5.56	41.62	59.63	2,599.84
Montgomery	85.95	146.40	124.62	6,330.31
Waller	7.00	30.72	28.10	1,543.45
Total	8,437.27	1,770.29	2,026.90	31,209.66

⁷ TCEQ's adjusted 2011/2014 NEI data follows the same quality assurance and quality control process as data in the Reasonable Further Progress (RFP) and Attainment Demonstration (AD) State Implementation Plan (SIP).

⁸ TCEQ Data Sources: 2011 rail and locomotive - 2011, 2011 area source v2, 2011 commercial marine vessels, 2011 AERR on road annual criteria, 2011 non-road annual criteria pollutants, 2011 At 2011 Drilling Rigs Controlled, 2011 aviation - if non-road. Point Source PM estimates obtained from TCEQ for 2013. The data is subject to revisions or updates. All data is subject to revisions or updates.

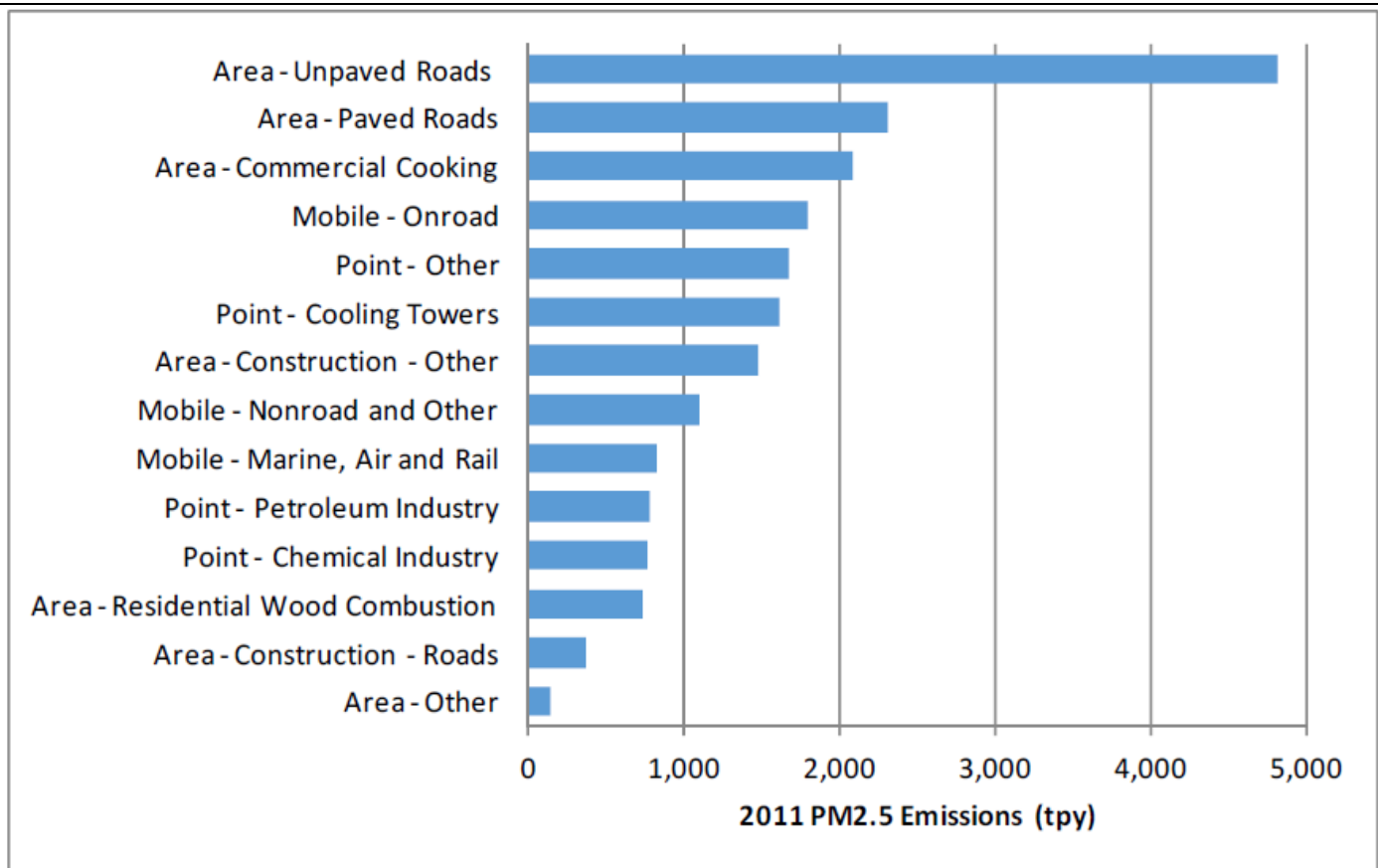
HARRIS COUNTY PM_{2.5} INVENTORY SUMMARY

Houston Advanced Research Center (HARC), in partnership with Harris County, spearheaded an effort to further investigate sources of PM_{2.5} within Harris County: the Harris County PM_{2.5} Emissions Inventory project. At the time of the creation of this inventory, ambient air quality monitoring data indicated that the Houston area (and in particular the Clinton Drive PM_{2.5} monitor) measured at near the level of the annual average PM_{2.5} NAAQS.

This project was funded by a Coastal Improvement Assistance Program (CIAP) grant, administered by the U.S. Fish and Wildlife Service through Harris County. The aim of this portion of the grant was to review the PM_{2.5} inventories developed by TCEQ and EPA for Harris County, make adjustments when technically justified, and provide a list of potential controls, including their efficiencies and costs that might be used to reduce PM_{2.5} emissions based on the revised inventory.

This inventory summary is broken down into three categories of emissions: point, mobile and area sources using NEI inventory definitions. This inventory summary identifies unpaved roads as the predominant source of PM_{2.5} within Harris County.

2011 Harris County Annual PM_{2.5} Emissions



Since the creation of this inventory, PM_{2.5} monitors within the Houston region have shown significant reductions of approximately 25% or more. It is anticipated that future versions of this inventory will show a similar magnitude of reduction.

PAST AND PRESENT INITIATIVES

AIR QUALITY PROGRAMS AT H-GAC

H-GAC has partnered with local and regional government agencies, citizen and environmental groups, business and industry-based organizations and other stakeholders to proactively pursue air quality improvements within our region. Currently, more than 12 major emission reduction programs are underway at H-GAC due to the region's ozone non-attainment status. These programs have multi-pollutant benefits and, despite their main focus on reducing ground-level ozone, have produced significant PM_{2.5} reductions in the past.

CLEAN VEHICLES & CLEAN SCHOOL BUS PROGRAMS

Since 1995, the Clean Vehicles Program has provided grant assistance to replace older diesel engines in both public and private fleets within the HGB region. This fuel neutral program is designed to reduce on-road vehicle emissions by rapid turnover to newer lower emitting engines, retrofit of existing engines with approved devices, or introduce new lower emission technologies. In 2015, the Clean Vehicles Program reduced over 6 tons of PM_{2.5} emissions.

The Clean School Bus program serves the following counties: Angelina, Austin, Brazoria, Chambers, Colorado, Fort Bend, Galveston, Hardin, Harris, Houston, Jasper, Jefferson, Liberty, Matagorda, Montgomery, Nacogdoches, Newton, Orange, Polk, Sabine, San Augustine, San Jacinto, Trinity, Tyler, Walker, Waller, and Wharton. The goal of the program is to reduce children's exposure to diesel exhaust and reduce the amount of air pollution created by diesel school buses.

CLEAN VESSELS FOR TEXAS WATERS

In 2011, EPA awarded H-GAC almost \$1 million to repower 3 high-emitting tug vessels with 8 new, cleaner engines. The repowered vessels mainly operate in the HGB non-attainment area—docking ships and fueling marine vessels. The project has already completed the replacement of 8 engines and reduces approximately half a ton of PM_{2.5} emissions annually.

COMMUTE SOLUTIONS: TELEWORK

The Telework Program helps regional employers and employees by educating about the benefits of teleworking and offering financial incentives to develop and implement telework as well as alternative work schedule programs.

COMMUTE SOLUTIONS: PILOT PROJECTS

A total of 13 pilot projects have been implemented in the HGB region using a combination of federal funds and local matching funds. The resulting new transit service has resulted in reducing nearly 50 million VMT since these projects began and more than 6.8 million in 2017.

ENERGY CORRIDOR DISTRICT'S CARSHARE PROGRAM

The Energy Corridor in partnership with Enterprise Holdings provides commuters access to vehicles on days they use a commute alternative. CarShare vehicles are available for hourly rental at two different sites for personal or work errands throughout the day, with fuel, physical damage/liability protection, vehicle

maintenance, and 24/7 roadside and member assistance included. This program assists in making alternative mode use more attractive to users.

DRAYAGE LOAN PROGRAM

Since 2010, the H-GAC Drayage Loan Program has offered independent owner operator and/or trucking companies servicing HGB ports the opportunity to apply for financing to support the purchase of cleaner, safer and more fuel-efficient drayage trucks. Almost 900 tons of NO_x reductions and 14 tons of PM emission reductions are anticipated over the life of the program. This program has been a collaborative effort between H-GAC, Environmental Defense Fund, and Port Houston.

PEDESTRIAN & BICYCLIST PROGRAM

In Houston, 1% to 3% of trips are made by biking or walking resulting in a reduction of between 40,000 and 120,000 trips per day within the region. This is equivalent to a daily VMT reduction of between 60,000 and 175,000 miles. Additionally, according to a frequency distribution analysis of trips by trip length (prepared by the Texas Transportation Institute⁹), there are nearly 4 million trips per day that are two miles or less in length for home-based work, home based non-work, and non-home based non-work trips.

As encouraged by Bike Houston, in 2017, Mayor Turner and City Council Passed the City's 1st Bike Plan in 24 years. The plan creates a vision for Houston to become a Gold Level Bike Friendly City. Additionally, it identifies how to expand the bicycle network of safe and comfortable bikeways by 500 miles in 10 years. Harris County Precinct 1 Commissioner Rodney Ellis and the City of Houston partnered to implement \$10 million worth of bike lanes by April 2019. With the help of community members, three bike networks have been identified and are being reviewed for feasibility. City and County teams are working with stakeholders to identify additional routes and networks to be implemented by the deadline. To this end, there is a vibrant move within the region toward more bicycle use.

The City of Houston offers approximately 270 of high-comfort bicycle facilities and adopted a new Bicycle Plan in March 2017. The network includes bike lanes, bike routes, signed-shared lanes and shared-use paths, commonly referred to as 'hike and bike' trails, which includes rails to trails, and other urban multi-use paths. In addition to these bicyclist transportation facilities, there are nearly 130 miles of hike and bike and nature trails found in City of Houston parks. In addition, Harris County and many municipal utility districts have constructed more than 160 miles of bikeways within the City limits.

These facilities and mode shifts to walking and biking have resulted in real and tangible annual pollutant reductions within the region. This has resulted in reducing 11.6 tons of VOCs, 12.6 tons of NO_x, 0.33 tons of PM_{2.5}, and 9,550 tons of CO₂ annually.

VOLUNTARY IDLING REDUCTION PROGRAM

In 2012, in partnership with local governments, citizen and environmental groups, business and industry-based organizations and other stakeholders H-GAC developed a voluntary idling reduction program and adopted a voluntary diesel idling reduction policy. This anti-idling policy aims to lower nitrogen oxide (NO_x) and other emissions by placing a five-minute idle limit on motor vehicles. Along with promoting this voluntary policy region-wide, H-GAC provides idling reduction bumper stickers and signs within our region

⁹ TTI analysis of the 2009 Houston Household Travel Survey File TLF.D.Hou.Reg.3WayWith.Proxy.Adj transmitted by H-GAC on 1/24/12

free of charge. Port Houston has been a major partner in developing and supporting this program, posting many idle reduction signs at the Turning Basin terminal within the Port.

The following organizations within the 8-county nonattainment region have anti-idling policies in place:

Alain Garcia Independent Trucking	Danbury ISD	Klein ISD Magnolia ISD
Alief ISD	Davenport Transportation & Rigging	Liberty ISD
Alvin ISD	Dickinson ISD	Museum Park Super Neighborhood
Angleton ISD	Fast Trac Transportation	North Forest ISD
AT&T	Fort Bend ISD	Our Lady Queen of Peace Catholic School
Barbers Hill ISD	Friendswood ISD	Pasadena ISD
Brazosport ISD Transportation Services	Galena Park ISD	Pearland ISD
City of Galena Park	Galveston ISD	Santa Fe ISD
City of Houston	Goose Creek Consolidated ISD	Sheldon ISD
City of Houston Clear Creek ISD	Harris County	Spring ISD
Columbia-Brazoria ISD	High Island ISD	Sweeny ISD
Conroe ISD Transportation Department	Houston Astros	Texas City ISD
Cypress-Fairbanks ISD Transportation Department	Houston Biodiesel	Tomball ISD
Damon ISD	Houston ISD	TxDOT
	Huffman ISD	UPS Waller ISD
	Humble ISD	Westside High School, HISD
	Jacinto City	
	Jose Alfaro Independent Trucking	

REGIONAL TCEQ TEXAS EMISSION REDUCTION PLAN (TERP)

The Texas Commission on Environmental Quality’s (TCEQ) regional Texas Emission Reduction Plan (TERP) program - established by the 77th Texas Legislature in 2001, through enactment of Senate Bill (SB) 5 - has been an important voluntary project in Texas. TCEQ provides TERP funding for emission reduction projects to participants in Texas. These projects include a number of voluntary financial incentive programs (including Emission Reduction and Incentive Grants, Rebate Grants, Third-Party and American Recovery and Reinvestment Act Rebate Grants, as well as other assistance programs), to help improve the air quality in Texas. Between 2008 and 2013 TCEQ regional TERP has funded more than 3,200 vehicle replacements totaling more than \$160 million dollars. During the 84th Session of the Texas Legislature in 2015, the TERP program was extended for an additional two years with a 50% increase in funding. These TERP grants are estimated to reduce between 65 and 275 tons of PM emissions per year¹⁰.

REGIONAL TEXAS EMISSION REDUCTION PLAN (TERP)

The first H-GAC Regional TERP program has provided more than \$3 million in grant funds, resulting in more than 405 tons of NO_x emission reductions from on-road vehicles and off-road equipment (Local Government and Drayage Loan Trucks). PM reductions were not enumerated but are estimated to be in the range of 10 to 40 tons.

¹⁰ ENVIRON 2014

The second H-GAC Regional TERP program, which was open to Local Governments, provided \$78,015 grant funds to local fleets for a NO_x emission reduction of 7.8 tons from off road equipment. Again, PM reductions were not enumerated but estimated to be at least 0.2 to 0.7 tons.

CLEAN AIR EDUCATION

AIR QUALITY FORECAST AND PM ACTION DAY E-MAIL ALERT SYSTEM

TCEQ provides free e-mail alerts for the Today's Texas Air Quality Forecast and PM Action Days for several metropolitan areas throughout Texas, including the Houston area. The TCEQ informs the public typically a day in advance when conditions are forecast to be favorable for high PM levels in any of the participating areas

DRIVE CLEAN ACROSS TEXAS

Drive Clean Across Texas was the nation's first statewide public outreach and education campaign designed to raise awareness and change attitudes about air pollution.

OZONE VIEWER MOBILE APP

The Houston Clean Air Network (Houston CAN) is a coalition of clean air advocates and health, science and environmental professionals representing businesses, government agencies, schools, community groups and the general public. The Houston CAN in partnership with Air Alliance Houston, American Lung Association and others - has developed an Ozone Viewer Mobile App to help increase education and awareness surrounding air quality in our area. This app can be viewed online at: houstoncleanairnetwork.com.

AIR QUALITY REFERENCE GUIDE

The Air Quality Reference Guide provides up to date information about air pollution in the Houston-Galveston region.

DUST SUPPRESSION PROJECTS IN THE CLINTON DRIVE AREA

TCEQ, EPA Region 6, the City of Houston, Harris County Precinct 2, Port Houston, Port Terminal Railroad Association (PTRA) and local industry have partnered to address PM_{2.5} sources and implement dust suppression strategies to reduce PM_{2.5} emissions near the Clinton Drive area.

TCEQ approved a supplemental environmental project (SEP) to pave the parking lot directly adjacent to the Clinton Drive monitoring station. The paving was completed in Summer 2009.

The City of Houston has installed barriers to keep trucks from driving onto the unpaved shoulder. Additionally, a traffic light was installed at Clinton Drive and Industrial Park East to control traffic. Since implementation, these dust suppression projects have proven PM_{2.5} reduction benefits (not solely PM₁₀ benefits). Speciation data from the Clinton Drive monitor show decreases in dust and soil following the implementation of dust suppression measures.

Port Houston has established a program to regularly apply emulsified asphalt to reduce dust emissions at Industrial Park East (IPE) at the Turning Basin Terminal (since 2007). Port Houston has also paved 18 acres of land and all of the roadway at IPE. Since 2008, Port Houston has sprayed approximately 48 acres with emulsified asphalt. Additionally, DuPont, a previous tenant, no longer stores bulk fluorspar at IPE. While all the roads at IPE are now paved, the tenants' properties at IPE are still unpaved. Although they are sprayed with emulsified asphalt, standing water after a heavy rain can still cause dirt to be tracked out on the paved roads. To help with this, Port Houston is now improving the IPE storm water drainage infrastructure. Additionally, the areas inside the warehouses at IPE are not paved so Port Houston has started to pave these areas.

In the western part of the Turning Basin Terminal, Port Houston has also reconstructed the High Level Road at Turning Basin, which added capacity from two lanes to four lanes from the main entry gate off of I-610 to the Port Coordination Center. Before the reconstruction of High Level Road, trucks would pass other trucks that were stopped to make a turn by traveling in the dirt shoulder which would create dust. The widening of the road to 2 lanes each direction eliminates this practice and has reduced dust created from shoulders. Furthermore, the Port operates sweepers (about 1,600 hours a year) on High Level Road and have been working with our tenants to eliminate the dirt that is tracked out from their leased yards onto High Level Road.

In addition, industry has undertaken dust suppression efforts near the Port. The PTRAs have stopped steel loading activities on a dirt area to the south of the Clinton Drive monitor to reduce dust. Valero Asphalt paved its large land leases located across Clinton Drive to the southeast of the Clinton monitor.

CITY OF HOUSTON

RENEWABLE ENERGY

The City is the largest municipal purchaser of green power in the nation with more than 89 percent of the City's energy supply coming from either wind or solar sources. In 2017, the City expanded its portfolio with the addition of a 50 MW solar power purchase agreement which allows 100% solar power be used at City facilities such as the Houston Zoo, the Bob Lanier Public Works Building, passenger terminals at IAH, and wastewater treatment plants.

CLIMATE ACTION AND ADAPTATION PLAN (CAAP)

In conjunction with HARC, the Houston Advanced Research Center, the City has started working on our first community-wide Climate Action and Adaptation Plan. This plan will act as a roadmap for the City, businesses, residents and communities to reduce their GHG emissions and meet the goals of the Paris Agreement. The climate action and adaptation plan will analyze current emission sources and calculate the health, safety, and economic benefits of various development and policy options that could bring Houston closer to a carbon neutral future. As sustainability and resiliency go hand in hand, the plan is also a critical component of the City's overall recovery efforts after Hurricane Harvey.

GREEN POWER PROGRAM

As the 4th largest city in the United States, Houston uses a lot of power. The goal of the Houston Green Power Program is to show that if a City the size of Houston can make the business case to one day reach 100% green power, anyone can. In FY 2017, the City of Houston used nearly one billion kilowatt-hours (kWh) of green power, which represents almost 90% percent of our total energy consumption (10% solar and 80% wind).

As a result, for the 3rd year in a row, Houston was named the #1 municipal user of green energy in the nation by the EPA. Houston is also #7 on the EPA's overall Top 100 green power users. By investing in green power, the City hopes to drive further investment and development in the renewables market and help make green power even more affordable and accessible for everyone.

SOLAR POWER PURCHASE

On Earth Day 2017, we launched the City's first power purchase agreement (PPA) for a 50 MW solar facility in Alpine, TX. This represents just over 10% of the City's power consumption and provides buildings such as the Houston Zoo, the passenger terminals at Intercontinental Airport, 611 Walker, and some of our wastewater treatment facilities with clean solar energy. In exchange for upping the PPA from 30 to 50 MW, the overall contract price was reduced by 8%, resulting in an estimated \$40 million of savings over the 20-year term of the PPA

GREENHOUSE GAS REDUCTION GOAL

In 2017, the City of Houston has reduced GHG emissions for municipal operations by 35% from 2007. As co-chair of Climate Mayors, Mayor Turner and the City of Houston helped gather over 400 US Mayors to commit to upholding the Paris Agreement. The City's upcoming Climate Action and Adaptation plan will outline the policy and behavioral changes needed for Houston to meet this ambitious goal.

REINVENTING CITIES

Another exciting project the City is working on to encourage renewable and zero-carbon projects in Houston is the Reinventing Cities Challenge. The goal of reinventing cities is to take under-used city property and challenge the best and brightest minds to redesign, reimagine, and reinvent how they can be used in a sustainable way. Two sites in Houston were chosen – the 300-acre Holmes Road landfill in Sunnyside and the Velasco Street Incinerator along East Buffalo Bayou. Applications were due May 31, 2018 and potential proposals are currently being reviewed.

PROPERTY ASSESSED CLEAN ENERGY (PACE) PROGRAM

In 2016, Houston created the first municipal Property Assessed Clean Energy Program (PACE) to provide an additional tool for Houston property owners to finance energy efficiency, renewable energy, and water conservation projects. In 2017, we announced Houston's first PACE project which, at just over \$2 million, was the largest PACE project in Texas at that time. Thus far, PACE projects have invested \$3.6M into the Houston economy, created 24 jobs, reduced 1,729 tonnes/year of CO₂, saved 9.6 gallons of water/year, and saved 3.3M kWh/year of electricity.

RESIDENTIAL ENERGY EFFICIENCY PROGRAM (REEP)

In conjunction with CenterPoint, the City's Sustainability Office is providing up to \$5 million/year in targeted energy efficiency improvements to low-income, multi-family housing complexes being redeveloped following Hurricane Harvey. The first location, Park Yellowstone, is a 210-unit complex located off State Highway 288 near a major employment hub, the Houston Medical Center, and METRO bus and transit programs. Additional complexes will be added to the program each year, in conjunction with the City's \$315 million housing development program.

EPA GREEN POWER PARTNER OF THE YEAR

The City of Houston was the recipient of the 2017 Green Power Leadership Award from the U.S. Environmental Protection Agency (EPA). EPA's annual Green Power Leadership Awards recognize America's leading green power users for their commitment and contribution to helping advance the development of the nation's voluntary green power market. Houston has previously received this award in 2008 and 2014.

GRANT AWARD TO BUSH INTERCONTINENTAL AIRPORT

In February 2018, the EPA awarded more than \$1 million to the George Bush Intercontinental Airport in Houston for electric shuttle buses. The funds, administered under the Diesel Emissions Reduction Act (DERA), help improve air quality by reducing harmful emissions from diesel vehicles. The \$1,032,104 grant allows the airport to purchase four electric-power shuttle buses to replace diesel-burning buses. This is expected to reduce nearly 12.4 tons of ozone precursors and 0.1 tons of particulate matter each year. This will not only help improve air quality, but also help improve overall respiratory, cardiovascular, and central nervous system health for people living in communities surrounding the airport.

ENERGY EFFICIENCY

Since 2004, the City of Houston has required all new buildings to be LEED Certified. The City currently has 37 LEED buildings with plans to add more through 2020. To date, the City has invested \$70 million in energy efficiency retrofits: 6 million square feet of retrofitted City facilities are expected to achieve guaranteed energy use reductions of 30%, saving over 22 million kWh of electricity every year. The City's most recent retrofitting projects were in the Parks and Recreation Department and in the Library Department where 18 libraries were retrofitted.

SUSTAINABLE FLEET

Prior to Hurricane Harvey, Houston had the 4th largest municipal hybrid fleet in the nation. Approximately 50% of the City's non-specialty, light-duty fleet have been replaced with hybrid vehicles to reduce current and future maintenance costs, increase vehicle reliability, and decrease emissions. Overall, about 11.5% of the City's fleet is green, and it is anticipated that funding from the VW settlement will be used to add more alternate fuel and electric vehicles to the municipal fleet.

The City of Houston was also among the first municipalities in the nation to use electric vehicles in its municipal fleet-share program. The pool-vehicle program has seen a 50% increase in use of vehicles placed in the program, meaning more needs are met with fewer vehicles. 44 older vehicles have been sold due to the increased efficiencies, and 84 vehicles reassigned. The City's use of EV and hybrid vehicles have also resulted in annual savings compared to the cost of running internal combustion engine vehicles.

Unfortunately, due to the severe flooding in the parking garages under City Hall, nearly all of the City's Electric Vehicle fleet was destroyed. Thanks to support from Nissan, it is hoped that 29 EVs will soon be back in operation. As one of the 11 cities selected under the Electrify America program, the City is working with local businesses and neighborhoods to expand public EV infrastructure throughout Houston.

LED LIGHTING CONVERSION PROGRAM

In 2014, at the City's request, CenterPoint began converting approximately 175,000 streetlights to LED technology. This project is intended to reduce the City's streetlight energy usage by approximately 50 percent while reducing the City's greenhouse gas emissions by 5 percent. Although the project was intended to take several years, thanks to overwhelming support from residents asking for lighting to be installed in their neighborhoods and a push to light up the city in time for the Super Bowl, CenterPoint is ahead of schedule. The Public Works Department also finished replacing the incandescent bulbs at all 2,450 signalized intersections with LEDs and the City is now realizing over \$3.6 million in savings each year.

GREEN BUILDINGS AND ENERGY EFFICIENCY

For City buildings, there is an aggressive program in place to improve energy efficiency. So far, 6 million square feet of city facilities have been retrofitted and are reducing energy usage by 30 percent each year. By 2020, the City has also committed to improving energy efficiency by 20 percent at an additional 30 million square feet of facilities. The City has also adopted an aggressive stance on the creation of LEED certified buildings targeting Silver certification for all new construction. So far, this has resulted in the completion of 23 LEED certified projects with another nine currently being planned.

GREEN FLEETS

Through the City's Houston Drives Electric program, Houston has become a leader in government electric vehicle (EV) fleets. Through this program, the City has recently added 27 Nissan Leafs to its vehicle fleet for a total of 42 electric and plug-in hybrid fleet vehicles. In addition to the purchase of these more efficient vehicles, the City has created the Houston Fleet Share program to serve as a central, shared motor pool. This has resulted in a 50% increase in vehicle utilization with more needs met using fewer vehicles. As a result, 44 older and less efficient vehicles have been sold and 84 others have been reassigned. Participation in Department of Energy's (DOE) EV Project, with partner Ecotality, added 77 additional Blink charging stations in Houston, including 24 at the airports and 29 in downtown Houston. Through this program participants, including the City of Houston and other businesses, received charging stations at no cost and an additional credit to install the charging station. In addition, the City has offers 24-hour permitting for residential charging stations and is working on additional incentives to spur the adoption of EV technology.

The City was awarded a \$75k grant from Rice University/Kinder Foundation for a green fleet study with the Houston Solutions Lab. This study will help the Fleet Department determine when to replace City fleet vehicles and what type of fuel would be most emissions and cost efficient. The goal of the study is to create a pathway to a 100% electric fleet for all non-emergency, passenger vehicles.

ANTI-IDLING POLICIES

During 2017-2018, Houston's efforts to reduce air emissions via Houston's anti-idling ordinance involved outreach and enforcement. The Health Department participated in outreach efforts led by Air Alliance

Houston, to place anti-idling bumper stickers on HISD buses at the HISD Barnett Stadium bus barn. The bumper stickers effectively educate students, parents, educators, and bus drivers near tagged buses of Houston's 5-minute idling limit and reminds drivers that idling is a global concern.

CONCRETE BATCH PLANTS

Concrete batch plants emit particulate matter pollution within the city limits, often in close proximity to residences, schools, parks and other public places. These sources are a concern for the community and result in numerous 311 complaints. The City of Houston is seeking stronger permitting requirements to reduce particulate matter emissions and restrict locations. The City continues to conduct site inspections of concrete batch plants, which may include deployment of a mobile laboratory, and is developing a training program to teach citizens to recognize compliance problems created by batch plant facilities that fail to meet the current permit by rule compliance criteria.

HOUSTON AIRPORT SYSTEM EMISSIONS REDUCTIONS

Houston Airport System has initiated a variety of efforts at both George Bush Intercontinental Airport (IAH) and William P. Hobby Airport (HOU) in order to mitigate particulate matter emissions. Some of these strategies include conversion of power sources from diesel to compressed natural gas or electricity, methods for reducing fuel consumption, and improved routes to combat vehicle idling and traffic congestion, among others.

Ground support equipment (GSE), including luggage loaders and aircraft tugs, at IAH and HOU have been converted from diesel-powered to run on electricity, reducing the use of conventional fuels. EcoPark Parking Shuttles operating between airport terminals and long-term parking facilities at IAH that were formerly running on diesel are now being powered by Compressed (CNG). An above-ground automated people-mover (skyway) has been installed at IAH, which has eliminated the need for diesel-powered buses operating between airport terminals, thereby reducing fuel consumption and travel time. Additionally, an aircraft hydrant fuel system (HFS) that utilizes passenger gates has been installed, eliminating the need for diesel-powered fueling trucks that travel between aircraft at the terminal and the fuel storage facility, further diminishing fuel consumption.

The staging and routes for limousines in the terminal areas of IAH, as well as the Ground Transportation Center for taxis, Super Shuttles, Cruise Line Buses, and Passenger Arrivals and Cell Phone Lot, have all been improved in order to reduce idling and travel times. The use of the Consolidated Rental Car Facility (CRCF) has significantly reduced the annual vehicle miles traveled by car rental shuttle buses simply by reducing the travel routes to the CRCF. The large number of diverse buses previously operated by the car rental firms have been replaced by a small number of clean diesel buses. Parking garages at HOU, and eventually IAH as well, now have guidance systems that display available parking space and signage LEDs to guide the driver to the nearest empty spot to improve traffic flow, and reduce congestion, and drive time looking for a parking spot.

Auxiliary power units (APUs) are small on-board turbines or gate-side diesel generators that are operated to provide electrical power and air conditioning to an aircraft when it is parked at a gate and its main engines are shut down. Preconditioned air and centralized 400 Hz power hookups have been installed at all gates at IAH and HOU to replace APU usage when aircraft are parked. These systems rely on grid power provided by electric utilities. While aircraft are hooked up to these external connections, the APUs are not operated, eliminating PM emissions during these times. Furthermore, the Houston Airport System adopted

the Leadership in Energy and Environmental Design (LEED) certification standards for new construction of city-owned facilities.

In addition, the Houston Airport System is in the process of initiating multiple other actions which will result in PM emission reduction. For example, central utility plant improvements at IAH include: state-of-the-art emissions controls, a new hot water heating system to reduce fuel consumption and the corresponding emissions, additional electric chillers to reduce the use of steam chillers, solar photovoltaic array supporting the Control Room and Administration Building, implementation of energy conservation initiatives, and optimization of the HVAC thermal and distribution systems. HOU will also undergo similar central utility plant improvements, including implementation of energy conservation initiatives, emission reduction strategies, and upgrades to chillers and the chill water system.

There are a variety of other efforts planned by the Houston Airport System that will work towards PM emission reduction. The lighting at IAH and HOU will be retrofitted with LED bulbs that will lower energy costs and reduce energy usage. Furthermore, the Houston Airport System will focus on returning HVAC equipment at IAH terminals to optimal performance, reducing excessive run-times and optimizing use. Updates to building controls will allow for better management of terminal-level equipment and improve ability to troubleshoot and prevent failures. Coils in Air Handling Units at IAH will be replaced with Variable Air Volume systems which will balance out ventilation, and a solar photovoltaic array is planned at HOU's Red Garage - both efforts that will reduce air emissions. Lastly, the Houston Airport System will introduce native landscaping at Ellington Airport, HOU, and IAH.

BIKE SHARE PROGRAM

In 2015 the City of Houston was awarded a federal grant to expand Houston BCycle. This funding will more than triple the size of bike share in Houston over the next two years by adding 71 stations, 568 bikes and 2 transport vehicles to the existing bike share network. The network will be expanded to include the Texas Medical Center, Rice University, University of Houston, Texas Southern University, Near Northside and other surrounding neighborhoods. Implementation of the project began in early 2017 and is still ongoing. Sixty-six bike stations are currently in operation.

The program is successful with more than 100,000 rides per year and ridership continues to grow as we expand the bike share network. The number of BCycle trips taken in 2017 increased by 26% compared to 2016.

METAL RECYCLERS TASK FORCE (MAPPS)

The City continues to collaborate with researchers from the University of Texas Health Science Center at Houston School of Public Health (who are in the lead) and Rice University, area metal recycling facilities, community members, and Air Alliance Houston in a project to study and address potential health risks associated with air emissions from metal recycling facilities in Houston.

This is a three-phase project. and consists of collaborators working to conduct outdoor air monitoring, determine health risks and describe residents' environmental health concerns. Phase 2 of the project consists of development and application of a Public Health Action Plan to recommend best emissions-mitigating-practices and educate the community, metal recyclers and policy makers about environmental health. Phase 3 of the project consists of follow up activities to evaluate the effectiveness of the Public Health Action Plan. Phase 2 is currently being completed.

SAFE PASSAGE ORDINANCE AND COMPLETE STREETS POLICY

The City approved a Safe Passage ordinance in May 2013 to keep bicyclists and pedestrians safer on city streets and encourage more outdoor activity. In November 2013, Mayor Parker signed the Complete Streets Executive Order, which unveiled a transformative new policy for Houston streets to accommodate the needs of all users, not just those behind the wheel. The Complete Streets and Transportation Plan is meant to provide safe, accessible and convenient use by motorists, public transit riders, pedestrians, bicyclists, and people of all ages and abilities. In 2014, the City and BikeHouston created a bike safety campaign, Goal Zero, to enforce and educate motorists and cyclists about the Safe Passage Ordinance. Houston City Council adopted the Houston Bike Plan in March 2017. A key goal of the Bike Plan is to provide a safer bicycle network for people of all ages and abilities through improved facilities, education, and enforcement. In March 2018, an innovative partnership between Harris County and the City of Houston allotted \$30 million to improve seven streets in the City of Houston near the University of Houston and the Texas Southern University Corridor. This funding will help to improve and build additional sidewalks, repair drainage, and help reduce street flooding. Moreover, it will add additional bike lanes to the Third Ward area and provide students with mobility options to get around by either walking, biking or driving. The Complete Streets program compliments Mayor Sylvester Turner's Complete Communities initiative, announced April 12, 2017, which improves neighborhoods so that all of Houston's residents and business owners can have access to quality services and amenities.

VOLUNTARY ENVIRONMENTAL COMPLIANCE AGREEMENTS

The City and industrial businesses have voluntarily implemented environmental compliance agreements that help reduce emissions. By these agreements businesses have modified operational controls minimizing particulate and visible emissions, such as from painting and abrasive blasting operations in the ship channel area.

CONCRETE BATCH PLANTS

There are approximately 180 concrete batch plants in the Houston area – twice as many as Dallas and the most of any area in Texas. A concrete batch plant is a facility that produces concrete. These facilities mix cement, sand, and water to make concrete and load it into trucks for delivery. If not properly controlled, these operations can expose residents to large amounts of particulate matter (fine dust). Particulate matter is a dangerous and widespread air pollutant that is associated with causing cardiovascular and respiratory harm, cancer, and premature death.¹¹ Particulate matter produced during concrete batch plant operations may contain crystalline silica and metals.¹² Last year, the City of Houston conducted an investigation of thirty-five concrete batch plants and discovered over forty violations including but not limited to, the lack of use of adequate dust controls and visible emissions leaving property lines among the most frequent. Given the increasing number of concrete batch plants in our region, efforts should be made to collaborate with the cement industry to ensure best practices are implemented to protect the public health of communities.

¹¹ U.S. Environmental Protection Agency, *Integrated Science Assessment for Particulate Matter*, December 2009. EPA 600/R-08/139F

¹² <https://www3.epa.gov/ttnchie1/ap42/ch11/final/c11s12.pdf>

HARRIS COUNTY

ENERGY CORRIDOR TRANSIT AND PEDESTRIAN IMPROVEMENTS

Harris County provides funding to The Energy Corridor District through a LIP grant provided by TCEQ for contractual services to install transit and pedestrian infrastructure improvements at local bus stops to improve the transit user experience. These improvements will shift travel behavior away from single-occupant vehicle trips and increase ridership on local METRO bus routes to reduce emissions and improve air quality. This project anticipates increased ridership of the routes served by the enhanced bus stops will reduce an estimated 151,632 vehicle miles traveled (VMT) in the first year of the project, resulting in reduced NO_x, VOC and CO emissions by approximately 0.85 tons.

ENHANCED ENFORCEMENT PROGRAM FOR SMOKING VEHICLES

The Harris County Sheriff's Department, the Precinct 4 Constable's Office, and the Precinct 5 Constable's Office have implemented an emissions enforcement program to ensure that all vehicles on our roads are in compliance with air quality standards. This enforcement program is conducted in collaboration with the Harris County District Attorney's office, the Harris County Judge's office, the Harris County Attorney's office, the Texas Department of Public Safety, and the Houston-Galveston Area Council. Law enforcement personnel target high emitting vehicles, smoking vehicles, and suspicious vehicles to verify that the state inspection certificates attached to these vehicles are legitimate.

GREENLINK CIRCULATION BUS SERVICE

Harris County provides funding to the Houston Downtown Management District through a LIP grant provided by TCEQ to purchase service and fuel related to operating the Greenlink Circulator Transit Service, which operates within the Downtown Houston area at no cost to riders. In 2016 the Greenlink Service eliminated 185,809 automobile trips within Downtown, improving air quality by reducing 1.16 tons of NO_x, VOCs, and CO emissions. The project positively affects both regional air quality and regional congestion. In addition to the direct air quality benefits, the service provides ancillary air quality benefits through the reduction of congestion and overall traffic delay through Downtown.

HOUSTON BCYCLE EXPANSION PROGRAM

Harris County provides funding to Houston Bike Share through a LIP grant provided by TCEQ to expand the size of the BCycle network from 33 stations and 225 bikes, to 104 stations and 850 bikes. The Houston BCycle program is a bike sharing system that allows individuals to check out bikes using a credit card from any of the 33 self-service BCycle stations in Houston. When a ride is complete, the bicycle can be checked back into any station in the network. BCycle is a very low-cost way to reduce emissions by encouraging the use of bicycles instead of cars. BCycle also helps to leverage investments in transit by facilitating first and last mile connections. Taking cars off the road results in less congestion and reduced traffic wait times. Reduced trip times for vehicles also results in reduced emissions per mile traveled.

PORT HOUSTON REEFER PLUG-INS CLEAR THE AIR

Harris County provides funding to the Port of Houston through a LIP grant provided by TCEQ to purchase equipment needed to install 132 units with 528 industrial electrical outlets in a location where refrigeration (reefer) trucks park at the Port of Houston. These outlets will provide a way for reefer trucks

parked at the Port of Houston to plug in and power their refrigerated containers with electricity rather than idling their diesel engines to run their refrigerator engines. Plugging the containers in will reduce pollution for these heavy-duty engines, which will significantly impact air quality.

METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY

LIGHT RAIL EXPANSION & NEW BUS NETWORK

The Metropolitan Transit Authority of Harris County (METRO) operates three light rail lines, 83 local bus routes (including two free downtown circulators), and 31 Park & Ride commuter bus routes as part of its fixed-route system. The original 7.5-mile Red Line light rail opened in January 2004. The recent additions of the North Line light rail extension in December of 2013 and the opening of the Green and Purple Lines in May 2015 have increased the light rail system's total mileage to 22.5 miles. These openings contributed to an increase in annual boardings on METRO Rail by 64% from FY2013 to FY2016. Additionally, METRO implemented a complete overhaul of the local bus network (termed "New Bus Network") in August 2015 to curtail declining ridership and improve service by moving to a frequency-based network. By the close of FY2017, local bus ridership had a slight decline of % over FY2016.

BUS FLEET

As of September 30, 2016, METRO operated a fleet of 1,233 buses devoted to fixed-route service, which handled 65.8 million boardings in Fiscal Year 2016.¹³ The fleet includes 437 clean running, diesel-electric hybrid technology buses (35% of the fleet) and an additional 50 compressed natural gas (CNG) buses (4% of the fleet), both of which contribute to PM reductions for the HGB region.

METRO BIKES ON BUSES

There are a growing number of bicycle and pedestrian paths and walkways and a concentrated effort to connect these walkways with activity centers and transit nodes. All METRO buses are equipped with bike racks, with the exception of park and ride buses (which have cargo areas for bike storage). METRO's annual bike boardings have continued to increase from 2011 through 2016. In METRO's FY2013, there were 167,421 bike boardings that were recorded and in FY 2014 that number increased by 50% to 251,072 and by another 4.6% in FY 2016, totaling 262,649 bike boardings. In FY2017, the bike boardings totaled 281,422, a 7% increase from FY2016.¹⁴

METRO STAR VANPOOL PROGRAM

STAR, the regional vanpool and rideshare program provided by METRO is one of the largest programs of its kind in the nation. The program provides a 7-15-seat passenger vans for use by groups of 5 to 15 riders along with insurance, maintenance, roadside assistance and administrative coordination. Average daily fares range from four to eight dollars, and the average round-trip is 58 miles. Additionally, program participants benefit from a capital subsidy (the average for 2017 was \$429 per van per month) toward the cost of the vehicle to help offset vanpool costs. Volunteers within the vanpool groups do the driving. For

¹³ METRO's Fiscal Year 2016 is October 1, 2015 through September 30, 2016

¹⁴ Metro Bike Boarding Running Count FY 2011 - FY 2016

the last fiscal year of 2017, there was an average of 592 vanpools in operation with more than 6,042 riders in the region. This program reduced nearly 52 million VMT in 2017.

PORT HOUSTON

BAYPORT EXPANSION AND INCREASED EFFICIENCY

Port Houston was awarded a \$10 million Transportation Investment Generating Economic Recovery (TIGER) grant in 2013 to be used toward the expansion of the berth at its Bayport Container Terminal. The grant is funding the extension of Bayport's wharf and the purchase of three new all-electric, rail-mounted gantry cranes to handle the increase in container throughput. The project will allow Bayport to handle more than 2 million 20-foot-equivalent units (TEUs), doubling its present capacity, and will help support international trade with more than 1,000 ports in more than 200 countries. Increased productivity as a result of the expansion is projected to reduce truck waiting and idling times by an estimated 7.6 minutes on average.

CLEANER, MORE-EFFICIENTLY OPERATING CRANES

Port of Houston replaced ten (10) Tier-2 755-horsepower rubber-tire gantry cranes (RTGs) at Barbours Cut with eight (8) newer Tier-3 665-horsepower RTGs. These RTGs will operate approximately 2,500 hours a year and will be able to handle the same amount of cargo plus additional cargo as the eight retired cranes because the older cranes averaged about 4 moves an hour while the new cranes average about 12 to 15 moves per hour. The increased efficiency associated with these cleaner, faster cranes reduces the truck idling and associated emissions at the Port.

LYNX AND CONTAINER TRACKING MOBILE APP

Port Houston's online information system that tracks vessel arrivals and container movements at its Barbours Cut and Bayport terminals is called Lynx. The Port has recently expanded access to Lynx to trucking companies and cargo owners so that container availability can be tracked, and the trucking company can be automatically notified when a container is ready for pickup. Additionally, the Port has developed a mobile app that allows drivers to check on the status of a container and its pick up availability. Information on how to access Lynx online and how to access the mobile app can found at: <http://porthouston.com/portweb/terminal-toolbox/container-terminals/access-to-shipping-information/>.

The expanded access to Port Houston container status at its container terminals through Lynx and the mobile app reduces unwarranted truck trips to the terminals and therefore results in less criteria pollutant emissions.

BAYPORT TERMINAL OPERATIONAL IMPROVEMENTS

The stop sign at the truck exit at the Bayport Container Terminal has been removed and Port Road has been restriped to allow two lanes of truck traffic to exit without stopping. This eliminates idling for all trucks exiting Bayport plus eliminates a source of congestion during peak times.

BAYPORT TERMINAL EXTENDED GATE HOURS

Due to the increased production and export of resin in the Houston area, as well as increased container traffic in general, the Bayport Terminal gate hours have been extended from 7:00 pm to 11:00 pm. This will allow for containers to be dropped off/picked up outside of peak traffic hours which will help with traffic congestion. Barbours Cut Terminal extended gate hours will be phased in at a later date.

GATE AUTOMATION

Port Houston has implemented an automated gate system with optical character recognition (OCR) portal to automate equipment identification, traffic processing and damage inspection imaging at the entry gate of the Barbours Cut and Bayport container terminals. The system automatically identifies containers, chassis, and license plates associated with the equipment. Since implementation, gate OCR installation enabled Port Houston to process trucks twice as fast and reduced idling time by 48%, dramatically reducing emissions.

TRUCK PRE-ADVISE PROGRAM

Port Houston is phasing in a Truck Pre-Advise program with the initial phase consisting of a few of the drayage trucking companies that visit the container terminals the most. It will then be expanded to additional drayage trucking companies as the first phase proves to be successful. The Pre-Advise program works by gathering the truck's transaction information in advance (instead of at the gate). The trucking companies can send their information (Truck License Plate, Chassis Number, Container Number, Booking details, etc.) through Lynx or electronically. Port Houston holds the information and will match it to the truck when it arrives at the terminal. This program will help reduce emissions because there will be a reduction in the time the drivers sit idle at the terminal gates.

PARTNERSHIPS

As part of Port Houston's efforts to exchange older engines with cleaner burning technologies, the Port created public/private partnerships with tenants and stakeholders to implement emission reduction strategies and policies. Port Houston has established a proven track-record in securing state and federal grants for emission reduction benefits for Port and Port tenant and stakeholder engines and equipment.

Through the 2009 American Recovery and Reinvestment Act (ARRA)/Diesel Emission Reduction Act (DERA), the Port and six tenant/stakeholder partners used \$2.8 million in grant funds for the replacement, repower and retrofit of 115 diesel engines used in port activity which will result in lifetime reduction 6 tons of PM_{2.5}. Furthermore, the Port provided \$50,000 in matching dollars as leverage for a \$9 million EPA SmartWay grant to fund the revolving Drayage Loan Program

In 2010 the Port was also awarded a DERA grant of \$1.5 million to cover the incremental costs associated with fuel switching activities for all Maersk vessels calling at the Port's container terminals prior to the EPA's mandated North America Emission Control Area implementation in 2012. The fleet of 26 vessels performed 163 vessel calls and fuel switches which resulted in a decrease in emissions of 32 tons of PM_{2.5}.

In early 2015, the Port was awarded almost \$1.8 million dollars for two different DERA grants that will be used to replace older drayage trucks. The funds from one grant are passed through to H-GAC to fund an expansion to its Houston-Galveston Drayage Truck Program. This grant is expected to replace 14 older on-

road drayage trucks with newer 2010 model year compliant drayage trucks and is expected to reduce 2.5 tons of PM_{2.5} over the lifetime of the trucks. The funds from the second grant are passed through to two (2) of Port Houston's tenants and will replace 25 older drayage trucks (13 on-road trucks used only on Port Houston turning basin terminal and 12 on-road terminal tractors used to pick up containers at the Bayport and Barbour's Cut terminals) with newer on-road terminal tractors with 2010 model year compliant on-road engines. This grant is expected to reduce 5.03 tons of PM_{2.5} over the life of the trucks.

Regional partners, including the Port, planned to apply for additional DERA funding during the 2016 funding opportunity however were unable to finalize a submitting during this year. However, the Port has applied for, and received, DERA funding in 2017 for Port owned work trucks and buses. It is expected that these projects will result in further 0.43 tons of PM_{2.5} reductions within the region.

BROADWAY DOUBLE TRACK PROJECT

Access to the entire rail network serving the south side of the Houston Ship Channel (HSC) is constrained by a short, but critical bottleneck segment of single track. Port Houston owns the track segment, which is operated by Port Terminal Railroad Association (PTRA). All trains serving the industrial and port facilities on the south side of the HSC must operate over this 0.28-mile segment of single track, which includes a single-track bridge over Broadway Street. The single-track segment already is operating above its original design capacity which is causing 2 1/2 hours of train delay per day and will become totally constrained in 2018. The additional capacity provided by a second track will be sufficient to handle anticipated volume growth for the next thirty years.

Port Houston was successful in getting this project into the H-GAC Transportation Improvement Program (TIP) and the contractor for the project has been selected. Having two main tracks on this segment will reduce delays to trains awaiting clearance to enter onto the single track, improving the flow of cargoes to and from industrial and port facilities and reducing emissions.

TEXAS DEPARTMENT OF TRANSPORTATION

OPERATIONAL EFFORTS TO REDUCE EMISSIONS

The Texas Department of Transportation (TxDOT) has been working to reduce both NO_x and PM_{2.5} through a variety of different strategies. TxDOT has encouraged contractors in both construction and maintenance to limit work hours to times which would have the least impact on air quality. For construction contractors in high-volume corridors, this includes limiting construction to night time and other off-peak periods. For maintenance contractors, this focuses on curtailing work during ozone action days. In addition, for TxDOT staff is encouraged to limit idling of agency vehicles when possible.

CLEAN AIR PLAN

TxDOT's Clean Air Plan (CAP) is the Department's effort to set an example in the field of air quality. In March 2002, TxDOT partnered with the Texas Commission on Environmental Quality to create the Drive Clean Across Texas campaign (DCAT), the first state-sponsored public awareness program aimed at motivating individuals to change driving habits. DCAT asks the public to drive less, to maintain their

vehicles so that they pollute less, to avoid unnecessary idling, to buy a vehicle that pollutes less, and to pollute less by driving the speed limit.

The CAP is TxDOT's internal effort to take the same kind of actions that DCAT asks of the public. The CAP is far more ambitious, however, including all the measures of DCAT and many more. The CAP program asks TxDOT employees voluntarily to participate by logging in their clean air activities during the period from May 1st to September 31st (the ozone season). In return, employees can earn between two to eight hours leave: <http://crossroads.org/env/CAP/CAPsite/Incentives.htm>

ALTERNATIVE FUEL CORRIDOR SIGNAGE

In compliance with the Federal Highway Administration's (FHWA) Alternative Fuel Corridor, TxDOT is working to install supporting signage along approved alternative fuel corridors. This process is ongoing.

ELECTRIC VEHICLE PILOT

In addition to these efforts, TxDOT has also undertaken a multi-year project to expand the use of alternative fueled vehicles for areas within the so-called TERP Triangle. A roughly triangular region with vertices in Houston, San Antonio, And Dallas-Fort Worth that includes most of the major metropolitan areas in the State of Texas. This program will work to replace older gasoline and diesel vehicles with new, alternative fueled models, including all-electric ones. The first phase of this project will focus on the HGB area and will take place in the biennium that includes 2018 and 2019.

RAILROAD PROJECTS

ANTI-IDLING ENGINE CONTROLS

Approximately 75% of Union Pacific (UP) switcher engines operating in the HGB rea have anti-idling controls, which reduce PM emissions. This is an improvement over 60% as reported in the 2016 version of this report.

REFURBISHED SWITCHER AND LOW EMISSION ENGINES

The Port Terminal Railroad Association (PTRA) and UP are operating newly refurbished switcher engines on the Clinton line. UP currently has 51 new low-emission genset¹⁵ engines in the Houston area. In addition, UP has 13 Tier 2 locomotives funded by Texas Emissions Reduction Plan (TERP). At present, there are no Tier 4 locomotives assigned to the Houston region, however it is likely that a number of the vehicles are operating within the Houston region at a given time.

¹⁵ Genset locomotives are powered by ultra-low-emission diesel engines that are connected to electric generators, thus the name "Generator-Set," or "Genset" switcher. http://www.tceq.texas.gov/assets/public/implementation/air/sip/hgb/hgb_mveb_2012/12002SIP_ado_complete.pdf

REGULATORY PROJECTS

A number of regulatory projects have reduced fine particulate matter emissions in the HGB region. Some of these initiatives are outlined below.

EPA'S CONTROL OF EMISSIONS FROM SHIPS

In March 2010, the International Marine Organization (IMO) officially designated waters off North American coasts as an Emission Control Area (ECA) with stringent international emission standards for ships. The first-phase fuel sulfur standard began in 2012, which required that all marine diesel fuels used by ships in the North American ECA be limited to a maximum fuel sulfur content of 10,000 ppm (1 %). In January 2015, a more stringent maximum of 1,000 ppm (0.1 percent) came into force for all ships in the North American ECA. It is anticipated that the implementation of the ECA will reduce PM_{2.5} shipping emissions in the Gulf Coast region by 86%.

FEDERAL MOTOR VEHICLE CONTROL PROGRAM

The Federal Motor Vehicle Control Program has significantly reduced exhaust emissions from both light duty and heavy-duty vehicles in the HGB area.

INDUSTRY PROJECTS

As of January 2011, approximately 90% of the nation's refinery capacity is under lodged or entered 'global' settlements to reduce SO₂ emissions at both refineries and sulfuric acid plants¹⁶.

An East Harris County company reduced particulate emissions by an estimated 24 tons per year during 2005 to 2007 with several projects including boiler shutdown, process changes and cooling tower equipment upgrades. Another company upgraded cooling tower equipment and decreased particulate emissions (quantity not estimated).

Shell Deer Park made several equipment upgrades that reduced particulate and/or sulfur dioxide emissions, including the 2003 installation of a wet gas scrubber on refinery's cat cracker, resulting in the reduction of 61 tpy of PM and 4,674 tpy of SO₂¹⁷. Shell also installed a flare gas recovery compressor system on the Deer Park Refinery's East Property Flare at end of 2012—resulting in the reduction of 2475 tons of SO₂¹⁸ annually.

Valero Refining has implemented control measures to reduce SO₂ emissions by 3,500 tpy. The Rhodia sulfuric acid plant was projected to decrease its SO₂ emissions by 8,984 tons per year from 2005 to 2012.

The Dow Chemical Company completed several shutdowns and upgrades to facilities at Freeport and Deer Park that reduced PM emissions by 192.97 tpy. These projects include: a shutdown of the Acetylene plant (Deer Park), 2008; Latex plant shutdown (Freeport), 2009; Upgrades to the Dow Pyridine derivatives facility and cooling tower (Freeport), 2009; Power 3, Power 6 and Poly 2 facilities shutdown (Freeport),

¹⁶ <http://www2.epa.gov/sites/production/files/documents/refineryinitiative-powerpoint021111.pdf>

¹⁷ Based on comparison of 2002/2003 emissions to 2004/2005 emissions

¹⁸ Based on comparison of 2011 emissions versus 2013 preliminary-AEI emissions

2010; EDC VCM facility shutdown (Freeport), 2011; Styrene 1, 2, EBA and distribution facilities shutdown (Freeport), 2012; and improvements to HT cooling Tower in Deer Park, including drift eliminators, 2013.

ENERGY EFFICIENCY IN HGB

In 1999, the Public Utility Commission of Texas (PUCT) adopted rules for the state's Renewable Energy Mandate, establishing a renewable portfolio standard (RPS), a renewable-energy credit (REC) trading program, and renewable-energy purchase requirements for competitive retailers in Texas¹⁹.

The State has established the Texas Energy Efficiency resource goal of 20% incremental load growth in 2011, which is equivalent to approximately 0.10% annual savings, with 25% in 2012, 30% in 2013 and onward²⁰.

In Fort Bend County, NRG Energy added a 75-megawatt natural gas generating unit to its W.A. Parish power plant. This natural gas unit has higher energy efficiency and less PM_{2.5} emissions than a conventional power plant.

PORT HOUSTON ALSO INCREASED ITS RENEWABLE ENERGY PURCHASES FROM 25% TO 30%.

POTENTIAL AND FUTURE PROJECTS

These ideas are NOT commitments of future action. They are merely ideas, and their implementation would be contingent on funding availability, and an affirmative commitment from the proposing agency. All ideas are voluntary and would result in PM benefits.

AIR QUALITY PROGRAMS & PARTNER PROJECTS

CLEAN VEHICLES & CLEAN SCHOOL BUS PROGRAMS

The Clean Vehicles Program will continue to provide significant emission reductions within our region. This program has funded replacements of school buses, private fleets, drayage trucks, transit vehicles and more. Since its start, the program has provided more than \$78 million in financial aid, replaced more than 2,700 engines and developed several alternative fueling stations. In the future, the Clean Vehicles Program will target heavy-duty fleet replacements which will continue to result in both PM and NO_x emission reductions for the region.

In 2015, EPA awarded a total of \$240,000 to three school districts in Texas to replace older diesel school buses with new buses that emit 90 percent cleaner emissions²¹. The Aldine Independent, Lone Star Public School and Spring Branch Independent School Districts will receive rebates through EPA's Diesel Emissions Reduction Act to replace 12 of their existing diesel school buses. Since 2008, the DERA program has funded more than 600 clean diesel projects across the country. These projects have reduced emissions

¹⁹ http://www.dsireusa.org/incentives/incentive.cfm?Incentive_Code=TX03R&re=1&ee=1

²⁰ <http://www.aceee.org/sector/state-policy/texas>

²¹ <http://www.epa.gov/cleandiesel/dera-rebate-schoolbus.htm>

for more than 60,000 engines. Over 500 school bus fleets applied to EPA's Rebate Program, requesting more than \$32 million in funding.

DOE ZERO-EMISSION DELIVERY VEHICLE DEMONSTRATION PROJECT

The goal of H-GAC's Zero Emission Truck project is to demonstrate the effectiveness of all-electric delivery vehicles in the Houston region. H-GAC received more than \$2 million from the U.S. Department of Energy for this project. H-GAC has partnered with United Parcel Service (UPS) and Workhorse to develop, assemble, and deploy all-electric delivery vehicles along with an electric vehicle charging station (EVSE) for each vehicle at facilities within the HGB region. This has resulted in the deployment of 18 of these all-electric vehicles on regional roads. These vehicles will be tested over two years to measure emission reductions and evaluate vehicle performance. It is anticipated that an additional 12 vehicles will be deployed with local fleets before completion of the project. By deploying zero emission trucks, the project will reduce petroleum consumption and emissions of harmful air pollutants, including PM.

REGIONAL TERP

H-GAC received \$3 million from TCEQ to establish the second Regional Texas Emission Reduction Program (TERP). The Regional TERP provided grants to local governments for the replacement of non-road equipment and on-road vehicles powered by heavy duty diesel engines, and aids in the replacement of drayage trucks associated with the Drayage Loan Program. Regional TERP grant amounts are based upon the NO_x reduction created by the equipment and vehicle replacement. These replacements will also result in PM_{2.5} reductions in the HGB area.

EXPANSION OF MASS EMISSIONS CAP AND TRADE PROGRAM

In Texas, the Mass Emissions Cap and Trade Program (MECT) is a market-based cap and trade program that implements an annual NO_x emissions cap for major source facilities within the Houston-Galveston-Brazoria ozone nonattainment area. H-GAC and other local stakeholders including ExxonMobil, Environmental Defense Fund, and others have been working with TCEQ to expand the existing MECT program to allow the inclusion of exhaust capture systems and emissions treatment systems for oceangoing vessels and locomotives as eligible candidates for the cap and trade program. At present, these facilities are not eligible to participate in the program. It is anticipated that, should they become part of the program, that they will help to encourage the introduction and expansion of these control measures within the region.

VOLKSWAGEN SETTLEMENT / ELECTRIFY AMERICA

H-GAC has been working to ensure that the HGB region is included in all aspects of the recent settlement between Volkswagen and EPA. Actions taken using Settlement funds are earmarked to remediate increased concentrations of NO_x resulting from fraudulent diesel emissions controls, however any resulting air quality improvements should also result in reduced PM_{2.5} concentrations. To this end, H-GAC has worked with Electrify America to implement the zero-emissions vehicle investment portion of the Settlement as well as justify the deployment of electric vehicle charging equipment within the region. As a result, the HGB region was chosen as one of the focus areas for the first Electrify America investment cycle. H-GAC has also been working with TCEQ, the state beneficiary for the Settlement, to offer recommendations regarding the most efficient and cost-effective methods for capturing emission reductions using Settlement funds.

CLEAN AIR EDUCATION

PM FILTER OUTREACH CAMPAIGN

H-GAC is considering the potential application and impact of a PM filter outreach and education campaign for truck drivers. Diesel particulate filters are ceramic devices that collect PM in exhaust steam. The high temperature of the exhaust heats the ceramic structure and allows the particles inside to break down (or oxidize) into less harmful components. When maintained correctly, PM filters reduce emissions of PM, hydrocarbons and carbon monoxide by 60 to 90 percent²². To function appropriately, manufacturers recommend that filters be cleaned every 100,000 miles to prevent clogged filters. The educational component of this campaign would focus on appropriate use and maintenance of PM filters and associated emission reduction technology.

HOUSTON INDEPENDENT SCHOOL DISTRICT (HISD)

HISD ELECTRIC VEHICLE SCHOOL BUS DEMONSTRATION PROJECT

This potential future project is being led by National Strategies LLC as part of a commitment made under the Clinton Global Initiative (CGI), with the support of Houston Independent School District (HISD), TransPower and NRG and others. The demonstration project being considered includes the repower of 4 conventional type-C HISD school buses to all-electric, battery powered vehicles (EV) with vehicle-to-grid (V2G) technology and vehicle-to-building (V2B) capability. The project duration is anticipated to be 2.5 to 3 years, including a 9-month bus operation cycle in summer and winter seasons with a total cost of approximately \$2 million. The overall objectives of the project are to demonstrate the economic viability and air quality benefits of EV V2G school buses in order to speed the adoption of zero-emission school buses and associated emission reductions across the U.S.

CITY OF HOUSTON

RENEWABLE ENERGY

In 2014, EPA recognized the City of Houston for its use of green power practices and technologies²³. Houston signed a two-year agreement to purchase more than 620 million kilowatt-hours of certified renewable energy certificates from wind projects. This purchase accounts for half of the city's municipal power needs and make Houston the largest municipal purchaser of renewable power in the Green Power Partnership. The City is planning to continue to expand this renewable energy portfolio through the construction of 30 MW of solar power which will be used to power City facilities.

²² EPA http://www.epa.gov/region1/eco/diesel/pdfs/particulate_matter_filter_fact%20sheet.pdf

²³ <http://www.epa.gov/greenpower/awards/winners.htm>

FUTURE DUST SUPPRESSION PROJECTS

Fugitive road dust entrainment rates, whether from parking lots or on the transit network, depend upon the dust loading, vehicle speed and number of vehicles. Dust loading has been controlled by paving unpaved surfaces and regular pavement cleaning or watering or other treatment of unpaved surfaces. The benefits of these programs are proportional to the activity on those surfaces. Analysis of these projects is relatively straightforward given the level of activity and understanding of the dust loading of those areas.

Port Houston is planning dust suppression projects in future years. Approximately 30 acres will continue to have emulsified asphalt sprayed following this initial effort.

PORT OF HOUSTON AUTHORITY BARBOURS CUT TERMINAL GATE REDESIGN AND EXPANSION

Port Houston plans to redesign and expand the truck entrance and exit gates at the Barbours Cut Terminal. The new design and expansion will increase gate capacity which will handle the anticipated future throughput. This project will also look state-of-the-art gate processes, operating systems, practices, and technology, which have changed significantly since the gate was constructed in the late 1990's

OTHER REGIONAL PORT PROJECTS

OVERWEIGHT CONTAINER ROUTE BETWEEN HGB REGION PORTS

An overweight or dedicated truck route can improve emissions by reducing stop-and-go emissions and reducing the number of truck trips. During the most recent rulemaking session, the Texas legislature passed a rule that allows shipping companies to purchase permits that allow overweight trucks on regional roads. These rules may allow more cargo to be shipped with fewer trucks as well as help to smooth traffic flow around Port areas which can result in improved emissions. In other transportation measures, such as traffic signal improvements, traffic flow improvements have been shown to reduce emissions rates by five (5) to ten (10) percent for regional fleets. The relative benefit may be higher with heavy-duty trucks than for light-duty vehicles because braking, idling, and acceleration are high emissions modes for trucks.

Overall emission reductions will also depend on the dedicated truck routes and the expected usage of routes. Other considerations include whether infrastructure costs are incurred to allow overweight trucks, create grade separation, or overcome obstacles to allow such trucks routes to be constructed.

RAILROAD PROJECTS

REPLACEMENT OF RAILROAD SWITCHER ENGINES

²⁴ These ideas are NOT commitments of future action. They are merely ideas, and their implementation would be contingent on funding availability, and an affirmative commitment from the proposing agency. These ideas can be considered as factors in the PM Advance discussion, but they themselves are not open for discussion before RAQPAC. All ideas are voluntary and would result in PM benefits. Contingent on funding, and in conjunction with TxDOT, railroads, the City of Houston, H-GAC, and Harris County

In the Houston area, there has been discussion regarding a potential future railroad demonstration project involving the replacement of traditional switcher engines with natural-gas-powered engines. Powering long-haul locomotives with LNG would result in PM reduction benefits for the HGB region.

REGULATORY PROJECTS

TIER-3 MOTOR VEHICLE FUEL AND EMISSION STANDARDS

The Tier-3 emission standards include a lower PM emission standard for light-duty gasoline vehicles beginning in 2017 and phasing in through 2025. This means that in addition to the 2007 PM standards for heavy-duty diesel that is reducing PM emissions in the near term, as the fleet turns over, on-road vehicle PM emissions will continue to decrease in the future. The table below shows the effect of Tier-3 emission standards in years 2018 and 2030.

Pollutant	2018		2030	
	National Inventory Reduction	Air Quality Inventory Reduction	National Inventory Reduction	Air Quality Inventory Reduction
PM _{2.5}	-0.1%	-0.4%	-10.0%	-10.4%
NO _x	-9.6%	-9.9%	-24.6%	-25.5%
VOC	-2.8%	-2.4%	-15.5%	-14.4%
CO	-1.6%	-1.6%	-23.4%	-25.3%
SO ₂	-56.3%	-55.9%	-55.7%	-55.0%

CONCLUSION

H-GAC's participation in PM Advance has been, and continues to be, a successful example of voluntary collaboration between local government, business, industry, citizens, and environmental groups in our region. In the past, the HGB region has faced potential nonattainment designations for PM. Since that time, our region has made significant improvements and successfully avoided nonattainment status in 2015.

This Path Forward document continues a framework for the region to continue to meet air quality standards and achieve the Program mission to encourage voluntary accelerated implementation of current clean air strategies and programs. Our region needs to continue to collectively work together to better understand PM. Future growth will inevitably impact particulate matter emissions in our region—whether

²⁵ <http://www.epa.gov/otaq/tier3.htm>

due to population, industry or economic growth. Through this program, we will continue to work together to understand regional PM emissions and meet our air quality and attainment goals.