

8-Hour Ozone Flex Program Austin-Round Rock MSA Annual Progress Report



Prepared on behalf of the Central Texas Clean Air Coalition by:
The Capital Area Council of Governments
in Coordination with the Clean Air Coalition Advisory Committee

Submitted to:
**Texas Commission on Environmental Quality and
U.S. Environmental Protection Agency, Region VI**

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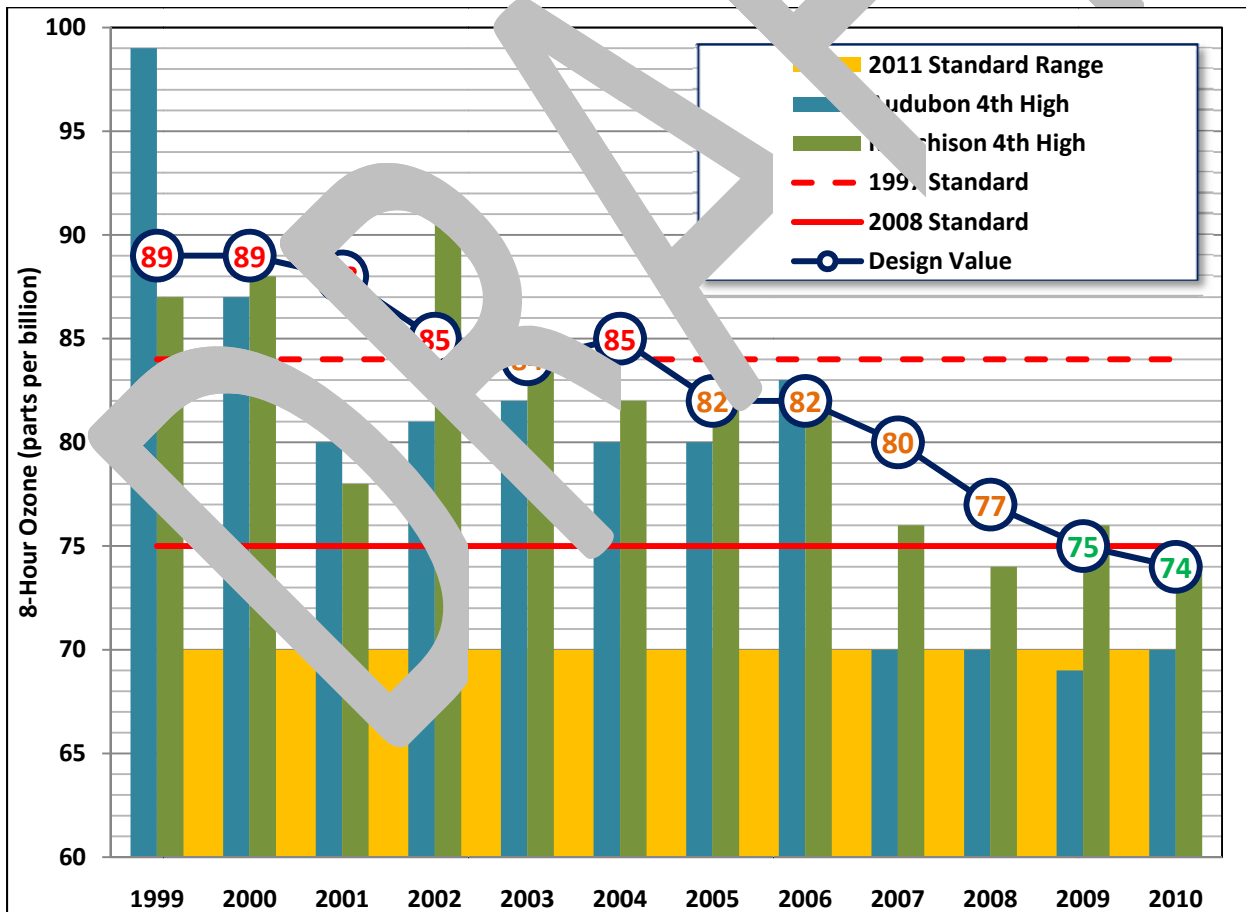
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1. INTRODUCTION

In September 2008, local elected officials in the Austin-Round Rock Metropolitan Statistical Area (A-RR MSA), along with the U.S. Environmental Protection Agency (EPA) and the Texas Commission on Environmental Quality (TCEQ) entered into an agreement known as the 8-Hour Ozone Flex Program (8-O3 Flex). This program was designed to guide implementation of emission reduction measures in the region, to continue making improvements in air quality, and to help the region maintain compliance with the 1997 eight-hour ozone standard of 84 parts per billion (ppb).

In order to facilitate self-evaluation and communication with the EPA, TCEQ stakeholders, and public, the local elected officials agreed to assess and report progress towards milestones in a regular, public process. With the completion of the 2010 ozone season, the eight-hour ozone design value for the Austin region was reduced from 75 ppb to 74 ppb, based on certified monitoring data from 2008 through 2010 at the region's two regulatory ozone monitors. This design value keeps the area in attainment of the 1997 eight-hour standard for the sixth straight year, and also keeps the area in attainment of the 2008 ozone standard of 75 ppb for the second straight year. As Figure 1-1 shows, the Austin Area is continuing to make progress in controlling regional ozone levels.

Figure 1-1: Austin Area Design Value and 4th Highest 8-Hour Ozone Measurement 1999-2010



Since the area's eight-hour ozone design value was below 80 ppb and decreasing, on January 5, 2010, the EPA approved the Clean Air Coalition's request to change the reporting requirements for the Flex Program from semiannual reports to annual reports. This report covers 8-O3 Flex activities during the period from May 1,

2010, through April 30, 2011, unless otherwise noted. This report provides an update on the status of air quality in the Austin area, the status of emission reduction measures, an update on public involvement and outreach activities, and an overview of the challenges and opportunities ahead.

Background

Local governments, community leaders, business leaders, environmental groups, and concerned citizens in the A-RR MSA have continued to be interested in taking proactive measures to address regional air quality problems. In April 2008, representatives from the Cities of Austin, Bastrop, Elgin, Lockhart, Luling, Round Rock, and San Marcos and from Bastrop, Caldwell, Hays, Travis, and Williamson Counties submitted an 8-O3 Flex Plan to the TCEQ for approval. The TCEQ approved the plan in June and sent the plan to the EPA, which signed the plan in September 2008. The 8-O3 Flex was developed to assist the region with addressing the continued challenge of meeting the federal ozone standard by keeping existing emission reduction measures in place while considering additional proactive steps that could reasonably be taken to protect the health of the region's citizens.

The 8-O3 Flex is the latest in a series of regional air quality initiatives and builds on the region's previous plans: the 1-Hour O3 Flex plan and the Early Action Compact. These voluntary initiatives allowed the region to address regional ozone problems proactively rather than wait to address them through the prescribed federal nonattainment process. Through these efforts, advised by the elected officials of the Central Texas Clean Air Coalition, the region has maintained compliance with federal ozone standards despite a population growth rate that far exceeds the state and national average.

The 8-O3 Flex can be accessed at the following link:

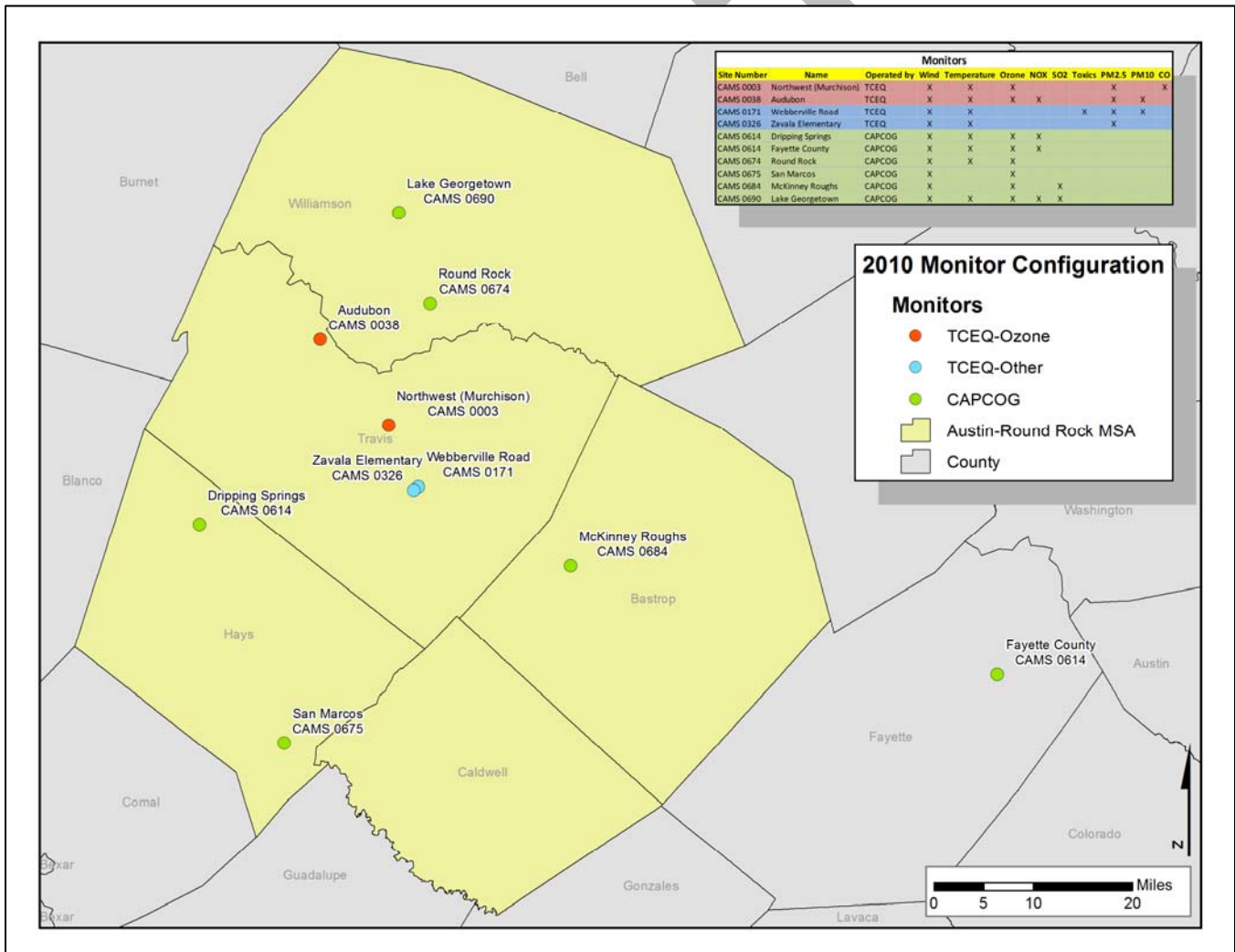
<http://www.capcog.org/documents/airquality/reports/8o3flex/Austin-RoundRock8-HourOzoneFlex.pdf>

2. AIR QUALITY STATUS IN THE AUSTIN-ROUND ROCK-SAN MARCOS MSA

As of the end of the 2010 ozone season, the Austin area's 8-hour ozone design value was 74 parts per billion (ppb). As shown in Figure 2-1 below, the area's design value has been steadily decreasing since 1999, when the area's design value was 89 ppb. 2010 was the 6th straight year that the area was in attainment of the 1997 eight-hour ozone standard and the 2nd straight year the area was in attainment of the 2008 ozone standard.

In addition to the Audubon (Continuous Air Monitoring Station or CAMS 38) and Murchison (CAMS 3) regulatory ozone monitors operated by the Texas Commission on Environmental Quality (TCEQ), the Capital Area Council of Governments (CAPCOG) operated six non-regulatory ozone monitors during the 2010 ozone season. Figure 2-1 below shows the air quality monitors in the Austin area.

Figure 2-1: 2010 Air Quality Monitoring Stations in the Austin Area



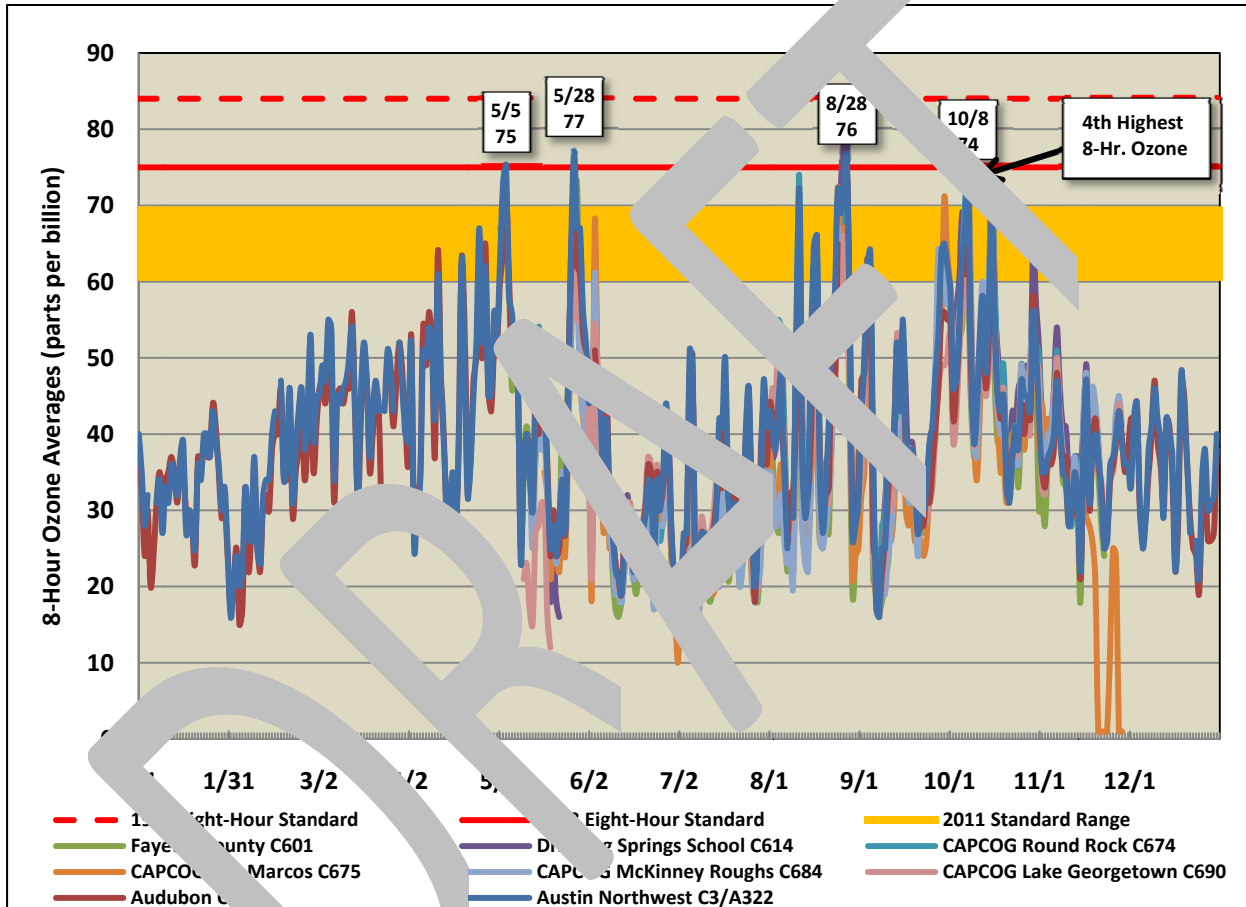
For the 2011 ozone season, CAPCOG has made several changes to the configuration of the air monitoring network in order to provide data in upwind areas in the region. These included:

- moving the Round Rock site to Hutto to establish a new ozone station (CAMS 6602),
- moving the SO₂ and NO_x monitors from the Lake Georgetown site to Hutto,

- moving the SO₂ monitor from the Fayette site to McKinney Roughs, and
- removing the NO_x monitor from Fayette to serve as a spare.

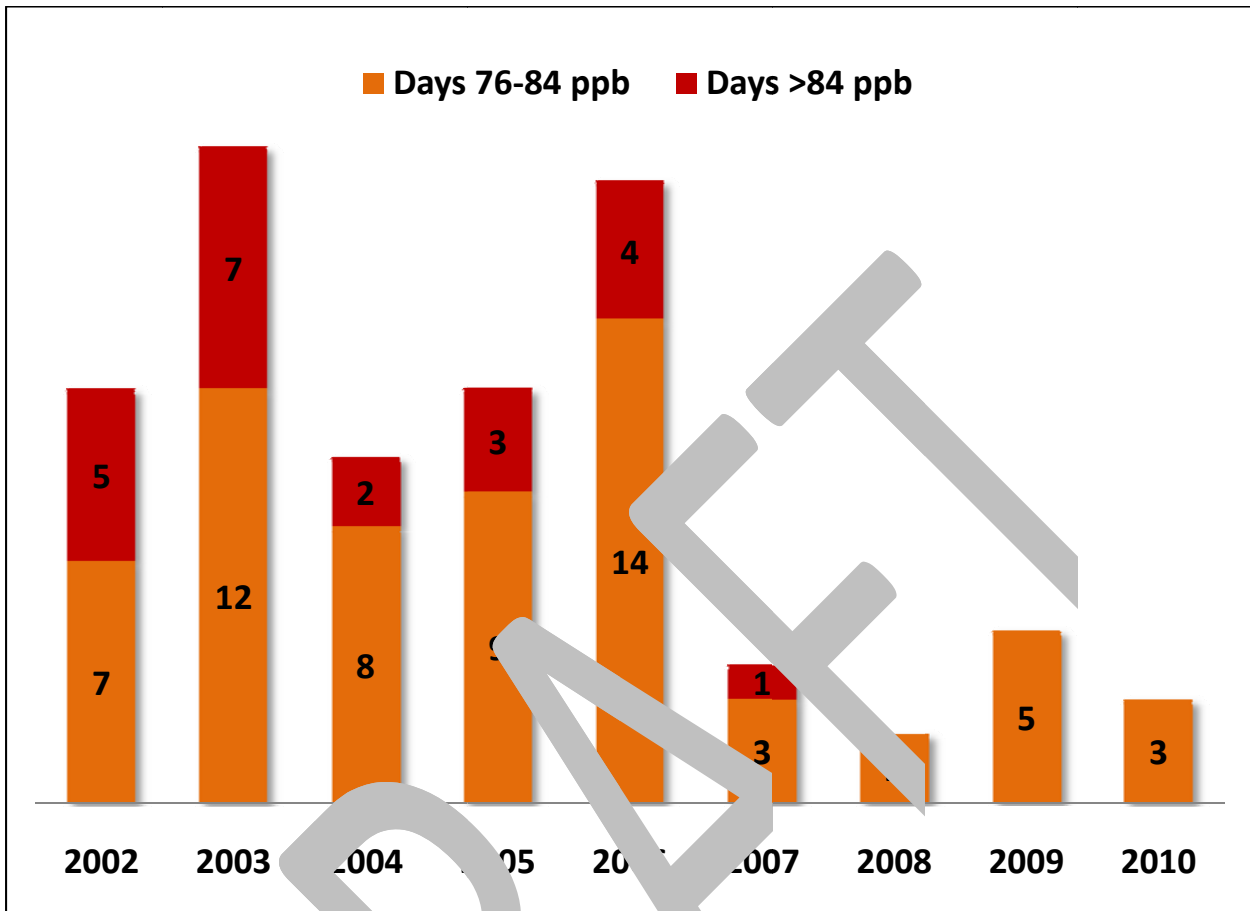
In the 2010 ozone season, the fourth highest eight-hour ozone average at the Murchison station was 74 ppb. The maximum eight-hour ozone average at Murchison was 77 ppb. The highest eight-hour ozone value measured anywhere in the Austin area during the 2010 ozone season was at the Dripping Springs monitor, which measured an eight-hour ozone average of 80 ppb on August 27. Figure 2-2 below summarizes the maximum eight-hour ozone averages at all eight ozone stations in the region during 2010.

Figure 2-2: Daily 8-Hour Ozone Maxima, Austin Area 2010



As Figure 2-3 shows, there were only three days in 2010 on which maximum 8-hour ozone levels exceeded the current standard of 75 ppb. The Austin Area has not measured any 8-hour ozone average in excess of the 1997 eight-hour standard of 84 ppb since 2007.

Figure 2-3: 8-Hour Ozone Exceedances in the Austin Area 2002-2010



Over the entire 12-year period, the ozone design value has decreased at a rate of approximately 1.4 ppb per year. At this rate, the Austin area will reach a design value of 70 – 71 ppb by the end of 2013 when the region's 8-hour O3 Flex-Offset program expires.

3. STATUS OF PRIMARY EMISSION REDUCTION MEASURES

The primary emission reduction measures in the 8-03 Flex are designed to be sufficient to prevent violations of the 1997 eight-hour ozone standard through 2013. Implementation dates for these measures may vary, but the majority of the primary measures, other than those already implemented under the EAC, have been initiated within one year of the signing of the 8-03 Flex. The primary measures include on-going EAC measures, continuation of state rules implemented through the EAC, and new emission reduction measures initiated with the 8-03 Flex Program.

On-Going Local EAC Measures

By participating in the 8-03 Flex, local governments and participating organizations committed to continuing over 100 EAC emission reduction measures through 2013. The emission reduction measures are implemented by local governments and participating organizations to reduce emissions from their operations and within their communities. Examples of measures include ozone action day education and response programs, fleet and fuel improvements, employee commute reduction, e-government, and transportation system and land-use improvements. These on-going measures are above and beyond those required by state and federal law. Detailed descriptions and a comprehensive list of commitments from local governments and participating agencies appear in Appendix B of the 8-03 Flex document.

To provide an update for this reporting period, survey forms were sent to all participating agencies to collect information about the status of all locally implemented measures. The survey forms and answers can be found in Appendix B of this document. Local governments and participating organizations interpret and implement these measures according to their needs and abilities. With the exception of Transportation Emission Reduction Measures, neither the SIP nor the 8-03 Flex quantifies these reductions nor are they included in attainment modeling.

EAC Transportation Emission Reduction Measures (TERMs)

TERMs are transportation projects designed to reduce vehicle use, improve traffic flow, or reduce congested conditions. Several jurisdictions and organizations committed to and implemented numerous TERMS under the EAC. Most of these TERMS will continue to reduce emissions past 2007. The details of the EAC TERM projects can be found in Appendix B of this document.

Commute Solutions

8-03 Flex participants committed to implementing commute solutions programs for employees of local jurisdictions, agencies and businesses. The Commute Solutions Program encourages commuters to use alternatives to driving alone during peak commute time. The Capital Area Metropolitan Planning Organization (CAMPO) coordinates the program and participating organizations include: Capital Metro; Capital Area Council of Governments (CAPCOG), City of Austin, Texas Commission on Environmental Quality (TCEQ), CLEAN AIR Force, Clean Air Partners, Texas Department of Insurance, Central Texas Regional Mobility Authority, Downtown Austin Alliance, TxDOT Austin District, Austin Community College, University of Texas at Austin, Travis County, Capital Area Rural Transportation System, the Lower Colorado River Authority, Advanced Micro Devices, League of Bicycling Voters, Austin Energy, Safe Routes to School, and Car2Go.

During the current reporting period the Commute Solutions Program:

- Overhauled the Commute Solutions website to serve as a “one-stop-shop” for commuting resources
- Participated in a half dozen community outreach events as part of Foundation Community’s “Saving Green” program
- Supported the Green Gardens Festival and the first ever Go Green Conference

- Attended the 2011 Austin Bicycle Summit
- Participated in numerous public information events related to upcoming road projects in the region
- Supported the City of Austin's Bike Month campaign
- Hosted a series of "Commuter Appreciation" concerts to thank commuters in the 5-County CAMPO area for using transit
- Co-sponsored the River Cities Rideshare ride-matching website
- Released an RFP calling for creation of a new ride-matching system

CLEAN AIR Force of Central Texas (CAF)

Founded in 1993, the CLEAN AIR Force of Central Texas (CAF) is a 501(c)(3) organization of business, government, environmental, and community leaders united in the common goal of finding workable solutions for improving air quality in Central Texas. CAF conducts and coordinates public awareness and education campaigns and implements voluntary programs to reduce emissions.

During Ozone Season (April 1st – October 31st), the CLEAN AIR Force offers an ozone watch/warning email notification service to over 48,000 participants when unhealthy levels of ozone are currently being measured (Warning) or are forecast (Watch). The Watches and Warnings are also available via a hotline number, (512) 343-SMOG (7664), for those that do not have internet access or do not wish to share their email address. The alerts caution citizens with lung disease, children and the elderly to avoid prolonged exposure and minimize exertion outdoors. The email alerts also encourage Central Texans to reduce their driving, avoid idling and postpone other polluting activities until late in the day when ozone is less likely to form. The email provides direct contact information for citizens having questions or concerns regarding the alert. To register for these alerts, citizens can visit www.cleanairforce.org or call 1-866-916-4AIR (4247). Ozone Season updates are presented at Technical Advisory Committee meetings, CAF Board meetings, and Executive Committee meetings during Ozone Season.

To kick-off the 2011 Ozone Season, on April 1st the CLEAN AIR Force held a press conference at Austin City Hall with Austin Mayor Lee Leffingwell, CLEAN AIR Force Board Chair and Williamson County Commissioner Ron Morrison, Catherine Morse of Samsung, and Dr. Bennie McWilliams as guest speakers. This public event helped the CLEAN AIR Force to raise awareness about the importance of Ozone Season and to educate the public on simple ways they can help reduce ozone.

CLEAN AIR Force offered an online 20% discount program with Neuton Mowers during the 2010 ozone season and is again offering the discount program for the 2011 ozone season. This ozone season, the discount will be offered through October 31st or until 200 Neuton mowers have been sold. In 2011, discounts will also be offered for electric trimmers and blowers.

2010 was also the 6th year in which CLEAN AIR Force partnered with the City of Sunset Valley for an additional 40% discount for their residents (the total discount including CLEAN AIR Force discount equaled 60%) on the purchase of an electric lawnmower. In 2011, Sunset Valley is increasing their discount to 50%.

For the 2010-2011 school year, the CLEAN AIR Force, in partnership with Austin Energy, expanded the High School Public Service Announcement (PSA) Contest to all schools throughout the five-county region. A first place winner was chosen from Westlake High School in the Eanes Independent School District and a second place winner was chosen from Austin High School in the Austin Independent School District. The first place winner's PSA will run on top-rated cable television stations throughout Ozone Season.

Clean Air Partners Program (CAPP)

The Clean Air Partners Program is a program of the CLEAN AIR Force of Central Texas aimed at encouraging businesses and organizations to voluntarily reduce their ozone-forming emissions in the Central Texas area by at least 10% over a three-year period. With 81 Partners currently participating, the program aims to reduce 12,700

commuters from our Central Texas roads, largely through the use of efforts such as carpooling/vanpooling, transit, teleworking, flexible schedules, and car sharing, etc. Clean Air Partners annually submit reports on their activities that are used to calculate their emission reductions. Along with commute solutions, Partners are also able to utilize a wide variety of additional strategies to achieve ozone reductions, such as the use of green power sources, water and energy conservation, low-emission landscaping methods, clean fleet and fuel strategies, and other proactive measures that lead to cleaner air. Partners report their emission reducing business activities each year via an online tool.

The program currently represents over 127,000 employees in Central Texas. New Partners recruited during this reporting period include Carbon Shrinks LLC, Del Valle ISD, Keller Williams Realty, Inc., and Hospira, Inc., which together represent over 2,500 new employees. A current list of Partners can be found on the program website at www.cleanairpartnerstx.org.

In July and August of 2010, Partners submitted data for either a 2009 emissions baseline (new Partners) or 2009 annual emission reductions data via the online CAPP reporting tool. The 2009 reductions based on this data were over 688,500 pounds of ozone-forming emissions (VOC and NOx). These Partners were publicly thanked by CAF for their clean air efforts in a full-page color CAPP ad in the Austin Business Journal and at the CAF annual fundraiser event in October. This year a new reporting deadline of May 31st was set and announced in February. This deadline lines up with many Partners' corporate environmental reporting schedules and provides the program with annual reduction totals earlier for the previous year.

Starting in December, the program brought together a Steering Committee tasked to evaluate the status and effectiveness of the program. The committee is evaluating the results of Partner efforts since 2007 when the online reporting tool was implemented. In addition, the group will give direction for efforts by new individual task groups (Networking & Events and Reporting). In addition to analyzing results from the site to date, the Reporting group is also working on annual reporting website improvements and additional opportunities for reductions by Partners. The Networking/Events group is developing a plan for providing both current and potential Partners with networking opportunities hosted by the program. In addition to the annual Partner luncheon, the group is considering events such as happy hours, "lunch & learns", webinars, etc. The 2011 annual luncheon will be part of this planning and will be held at the end of the 2011 ozone season. As of April, a Clean Air Partner company has volunteered to host the event and Partner sponsorships for the lunch have been requested.

Clean School Bus Program

The Central Texas Clean School Bus Program (www.cleanschoolbus.net) is a cooperative partnership among EPA, TCEQ, CAPCOG, CAF, local area businesses, and school districts in Central Texas. The program was established to help school districts within the A-RR MSA reduce school children's exposure to harmful pollutants from school buses. The primary goal of the Clean School Bus Program is to raise funds acquired through the solicitation of donations, gifts and bequests in order to:

- Replace older, polluting school buses with new, cleaner technology buses;
- Retrofit older buses with new, cleaner emissions controls; and
- Reduce school bus vehicle idling and encourage the use of cleaner fuels.

In 2010, the program completed work retrofitting 100 buses in Central Texas (Austin, Manor, Del Valle, Lago Vista, Hutto, and Lockhart Independent School Districts) with an EPA grant for \$200,000 awarded to CAPCOG through the BlueSkyways Initiative. Each bus now has a diesel oxidation catalyst and a crank case vent, significantly reducing the amount of harmful emissions. An additional 68 buses were retrofitted in the Austin Independent School District using TCEQ grant funds.

The program continued to educate parents of school children about the health risks of vehicles idling in pick-up

lines at schools using the materials developed in collaboration with CAF, the Environmental Defense Fund and the American Lung Association. Through collaboration with the City of Austin's Child Safety Program, information on idling hazards was presented to around 50,000 elementary school children during their biking and walking trainings and safety fairs in seven different school districts throughout Central Texas. CAF's idling materials, now translated into Spanish, can be distributed electronically and have been included on the Child Safety website for the City of Austin. In 2010, targeted idle-free projects took place at six elementary schools in Austin and permanent signage has been installed at several elementary schools.

Central Texas Clean Cities (CTCC)

Clean Cities is a program designed to assist the United States to use its own renewable fuels and to cut dependence on foreign oil. The Department of Energy is committed to energy use in America's transportation sector that is more efficient, less dependent on foreign oil, less environmentally disruptive, sustainable and safe through CTCC. By encouraging alternative fuel and vehicle use, the CTCC program helps enhance energy security and environmental quality at both the national and local levels.

CTCC conducted a survey of stakeholders, finding that they reduced 2,450,866 gasoline gallon equivalents. Eighty-four percent of this was accomplished through the use of alternative fuel vehicles, with 16% through idle reduction, off-road vehicles, VMT reductions, and fuel economy improvements. Reporting stakeholders reduced 8,934 tons of greenhouse gas emissions, 51% of which was achieved through alternative fuel use, 36% through idle reduction, and 13% from off-road sources, fuel economy improvements, and VMT reductions.

Austin Climate Protection Plan (ACPP)

The City of Austin's Climate Protection Program (ACPP) is an aggressive plan to reduce or eliminate greenhouse gases. Many of the measures implemented through this plan will also reduce ozone forming emissions. The ACPP uses a five pronged approach to reduce emissions – a Municipal Plan to make the City's operations carbon neutral by 2020; a Utility Plan to reduce Austin Energy's greenhouse gas emissions to 20% below 2005 levels by 2020; a Homes and Buildings Plan to reduce public and private building energy consumption; a Community Plan to engage the community in lowering emissions region wide; and a "Go Neutral" Plan to provide the community with tools needed to measure and reduce its carbon footprint.

Between May 2010 and April 2011, the Austin Climate Protection Program made strides in each of the five sub-plans, as outlined below:

Municipal Plan – Because the City of Austin provides electric, water and wastewater, and solid waste collection services to the community, the government has a sizeable role to play in helping the community reduce its carbon footprint. The City is taking a top-down and bottom-up approach to embedding climate change as a key consideration in the day-to-day activities of the City's 13,000 employees.

To spur individual employee action, the City offers an interactive employee training seminar on ways individuals can reduce their climate change impact at work and at home. Through April 2011, nearly 1,800 City employees had completed the climate protection training. In addition, departments are taking charge through the creation of department-level climate protection plans. Most governments have climate action plans that span departments. However, Austin is taking a unique approach in which they are empowering each department to develop customized plans that take into account their unique scope of services, emission sources, and logistical/budgetary concerns. In some cases, building climate protection plans have been developed to guide building occupants' operations where no single department has significant operational control over their energy and water use or waste disposal options. To view the departmental and building climate protection plans, please visit http://www.ci.austin.tx.us/acpp/department_plans.htm.

In addition to the individual and department level activities, the City is taking a top-down approach to neutralizing its two biggest emission sources: energy use and transportation. Approximately 20% of the City's

electricity use is powered by renewable energy, with a goal to increase this figure to 100% by the end of 2012. The City is ramping up its municipal energy conservation efforts with \$7.5 million in federal Energy Efficiency and Conservation Block Grant funding to implement lighting retrofits and building commissioning to optimize building energy use.

About 55% of the City's vehicle fleet is alternative fuel capable, and the City continues to explore new fuel conservation and alternative fuel technologies. One innovative program to help downsize the fleet is a car-sharing program called Car2Go. The City has partnered with Daimler to offer fuel-efficient Smart Cars to City employees and residence. Similarly, City Cycle, an employee bike-sharing program, helped the City of Austin achieve designation as a "Bicycle Friendly Business."

Utility Plan – The Austin City Council recently adopted the Austin Energy Resource, Generation, and Climate Protection Plan to guide Austin Energy's energy conservation and renewable energy investments through 2020. The plan outlines a generation mix that will enable the utility to reduce its greenhouse gas emissions to 20 percent below 2005 levels in 2020, while meeting the community's growing energy needs in a clean, affordable, and reliable manner. If this plan is fully implemented, Austin Energy's renewable energy portfolio would rise from 11 percent in 2009 to 35 percent in 2020, surpassing the ACP's 30 percent renewable energy requirement. The plan additionally raises Austin Energy's solar capacity goal from 100 to 200 megawatts (MW) and increases its energy demand reduction target to 800 MW. To learn more about the Resource, Generation, and Climate Protection Plan, please visit <http://www.austinenergy.com/About%20Us/Environmental%20Initiatives/climateProtectionPlan/index.htm>.

Homes and Buildings Plan – As outlined in the Austin Energy Resource, Generation, and Climate Protection Plan, Austin Energy is seeking to reduce its customers' peak demand for energy by an additional 800 MW by 2020. From 2007 through 2009, Austin Energy has reduced peak demand by 184 MW, or 23 percent of the goal. The utility seeks additional energy savings in new buildings through changes to local building codes and in existing buildings through required energy audits and enhanced energy conservation program offerings.

Austin Energy is striving to make new single family homes 65% more efficient than homes built in Austin in 2007 and other new buildings 75% more efficient than buildings built in 2007. This efficiency is being regulated through building code changes that are being phased in by 2015. Through April 2010, two rounds of code changes have been adopted, increasing the efficiency of new single family homes by an estimated 34% and other new buildings by 32%.

The Energy Conservation Audit and Disclosure (ECAD) Ordinance took effect June 1, 2009, and requires mandatory energy audits at the time of sale for single family homes and within two years of the ordinance's effective date for other buildings. The intent of the ordinance is to provide information on building energy use to prospective tenants and buyers and to encourage energy efficiency improvements. To learn more about the ordinance, please visit <http://www.austinenergy.com/About%20Us/Environmental%20Initiatives/ordinance/index.htm>.

Community Plan – The City is promoting a parallel effort within the community to promote regional greenhouse gas reductions, building on the City of Austin's internal efforts to reduce its carbon footprint. Support is being built from the bottom-up through a community-driven climate action plan that will identify actions the community can take to reduce their climate impact in the areas of energy, water, transportation, materials management, land use, and climate preparedness. The Community Climate Action Plan, which is expected to be finalized in 2011, will focus on short-term and medium-term mitigation and adaption strategies, while longer-term strategies will be incorporated in the City's Comprehensive Plan (<http://www.ci.austin.tx.us/compplan/default.htm>) currently under development.

"Go Neutral" Plan – A critical component to helping the community lower its collective carbon footprint is promoting behavior change through education and outreach. The primary tool available to Austin residents to

help them understand the impact their daily activities have in causing climate change is the Austin Carbon Calculator (http://www.coolaustin.org/co2_footprint.htm). The calculator offers a number of unique features not currently available in the majority of carbon calculators. First, the calculator gives City of Austin utility customers the ability to automatically upload electric and water utility account information and garbage cart size. The calculator will also allow users to calculate emissions from water and wastewater usage along with emissions from energy use, solid waste generation, travel, and food consumption. The calculator provides tips and links to local programs and incentives that can assist residents in reducing their carbon footprint. A social networking component allows residents to build online communities with common goals for reducing greenhouse gases.

Looking forward, the ACPP will remain the thread that weaves carbon mitigation into the culture and practice of City operations and the broader community. Please visit www.coolaustin.org for more information about the program.

State Rules Implemented Through the EAC

Locally Enforced Idling Limitations

By signing an MOA with the TCEQ, local jurisdictions are able to enforce the state's heavy-duty vehicle idling rule. The state idling rule limits idling of gasoline and diesel-powered engines in heavy-duty motor vehicles. Local enforcement of the state idling rule was initiated with the EAC. The original idling MOAs expired as of January 2, 2008; however, local jurisdictions committed to renewing their idling MOAs prior to the 2008 ozone season.

Twelve jurisdictions renewed their idling MOAs. These twelve jurisdictions include the Cities of Austin, Bastrop, Georgetown, Hutto, Lockhart, Luling, Round Rock, and San Marcos; and Bastrop, Caldwell, Hays, Travis, and Williamson Counties. The fully executed MOAs were submitted to TCEQ and EPA Region 6.

CAPCOG continues to host the website, www.engineoff.org, which includes information on the regulation and a downloadable brochure. Copies of current idling MOAs and associated implementation plans are available at this public website.

On January 26, 2011, TCEQ proposed the following changes to the idling rule:

- reinstatement of the exemption for idling while on government-mandated rest periods,
- expanding enforcement from ozone season to year-round,
- exemption of armored cars from idling restrictions,
- elimination of idling restrictions in residential areas, school zones, and hospital zones.

As part of the public comment period, the CAC submitted comments on the rule proposal. The commission is scheduled to consider the proposal for adoption on July 20, 2011.

CAPCOG, CAMPO, and the CAC have made improvement of Heavy Duty Idling enforcement a top priority in 2011. The experience thus far indicates that reliance on regular police forces or Sheriff's office deputies may not be the optimal way to enforce these rules. Local officials indicated that they were unaware of any actual tickets being issued for idling since the 8-O3 Flex began. Discussions between City of Austin, Travis County, CAMPO, and CAPCOG have brought forth several possible obstacles to adequate enforcement of these rules:

- Lack of awareness of the rule among citizens, truck owners, truck operators, property owners, and law enforcement officials,
- Lack of clear tasking for a particular office to take the lead in receiving, processing, and responding to idling complaints,
- Lack of clear protocol or standards for what evidence would be required to write a ticket, and

- Prevalence of other violations of the law that may take higher priority.

The City of Austin, Travis County, CAPCOG, and CAMPO have met several times to develop a more coordinated regional enforcement effort that would involve a regional hotline, outreach, and formalized protocol for ensuring that the rule is being enforced. This year, CAPCOG is also undertaking studies of the extent to which Heavy-Duty Diesel Idling is occurring in the region to improve emissions estimates and provide a better understanding of where exactly idling is occurring in the region.

Vehicle Inspection & Maintenance (I/M)

In September 2005, the TCEQ adopted rules to implement a state I/M program in EAC counties that requested to participate. Travis and Williamson Counties, along with the cities of Austin and Round Rock, requested that a revised I/M program be implemented in their jurisdictions. Travis and Williamson Counties also committed to administer associated Low Income Repair and Replacement Assistance Programs (LIRAP), per existing state rules. Commitments for continuation of both the I/M and LIRAP programs were renewed with the 8-03 Flex.

In Travis and Williamson Counties, 827,155 initial emissions tests were performed from May 1, 2010, to April 30, 2011. The initial failure rate was 6.6%. The failure rate for the two-speed idle (TSI) test (1995 and earlier model year vehicles) was 8.1%, while the failure rate for the on-board diagnostic test (1996 and newer model year vehicles) was 5.6%. These numbers are consistent with the statistics from the previous 12-month period. A summary of the I/M tests conducted in the area is provided in table 3-1.

Table 3-1: Inspection and Maintenance Statistics for Austin Area, May 1, 2010-April 30, 2011

| DESCRIPTION | TOTAL TESTS | % TOTAL TESTS | INITIAL TESTS (IT) | IT FAIL | % IT FAIL | INITIAL RETESTS (IR) | IR FAIL | OTHER RETESTS (OR) | OR FAIL |
|-----------------------|-------------|---------------|--------------------|---------|-----------|----------------------|---------|--------------------|---------|
| OVERALL TESTS | 912,377 | 100.0% | 827,155 | 80,918 | 9.8% | 74,659 | 8,972 | 10,563 | 3,172 |
| EMISSION TESTS | 912,377 | 100.0% | 827,155 | 54,457 | 6.6% | 74,659 | 8,335 | 10,563 | 3,062 |
| OBDII | 834,363 | 91.4% | 761,231 | 42,654 | 5.6% | 64,773 | 6,634 | 8,359 | 2,144 |
| TAILPIPE | 78,014 | 8.6% | 65,924 | 5,346 | 8.1% | 9,886 | 1,509 | 2,204 | 877 |
| ASM | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0 | 0 | 0 |
| TSI | 78,014 | 100.0% | 65,924 | 5,346 | 8.1% | 9,886 | 1,509 | 2,204 | 877 |
| GASCAP | 912,377 | 100.0% | 827,155 | 8,128 | 1.0% | 74,659 | 317 | 10,563 | 89 |
| SAFETY TESTS | 910,760 | 99.8% | 825,753 | 33,210 | 4.0% | 74,503 | 1,018 | 10,504 | 240 |

In the past fiscal year, Travis County redeemed 376 repair vouchers and 684 replacement vouchers. These figures represent a 49% increase in repair vouchers and a 30% increase in replacement vouchers from the previous year. Williamson County redeemed 79 repair vouchers and 141 replacement vouchers, representing a 12% decrease in repair vouchers and 38% decrease in replacement vouchers. Overall, there were 455 repair vouchers issued (33% increase) and 825 replacement vouchers issued in the region (8% increase).

Operating in tandem with the I/M program, the Texas Department of Public Safety (DPS) manages a remote sensing program to help detect high emitters traveling in Travis and Williamson Counties. Between May 1, 2010, and April 30, 2010, 23,086 records were collected in EAC/8-03 Flex area. Of those records, 728 (3.2%) did not meet the station standards. This is lower than the 3.8% rate the previous year. Seventeen vehicles qualified as high emitters of either CO or HCs or both. This represents 1 out of every 1,358 vehicles is a high emitter. While this is a higher rate than last year (1 out of every 2,240 vehicles), the difference is not statistically significant. DPS mailed 7 notices mailed to owners of high-emitting vehicles. For a complete summary of the results from

the remote sensing program, see Table 3-2.

The remote sensing data also indicate that a larger and larger portion of drivers in the area live in counties that are not subject to I/M programs (8.5% in 2010/2011 versus 6.8% in 2009/2010). While for most of the counties, the percentage of vehicles recorded that didn't meet station standards was higher than the percentage of vehicles in Travis and Williamson County, where the I/M program is in place, there was not a statistically significant difference for any county except Milam. Of the 102 vehicles recorded from Milam County, 8.82% failed to meet the standards, much higher than the 3.49% that failed to meet standards in Travis County and 2.34% that failed to meet standards in Williamson County. These data suggest that in the future, more effort might need to be put into ensuring that people who live in non-I/M counties who commute into Travis or Williamson Counties are getting emissions tests.

Table 3-2: Austin Area Remote Sensing Data May 1, 2010 - April 30, 2011

| County | Subject | Met Station Standard | Failed Station Standard | Failed CO Only | Failed HC Only | Failed CO and HC | Qualified as High Emitter | Notice Mailed |
|-------------------|---------|----------------------|-------------------------|----------------|----------------|------------------|---------------------------|---------------|
| Total | 23,086 | 22,358 | 728 | 364 | 212 | 125 | 17 | 7 |
| Travis | 13,562 | 13,089 | 473 | 221 | 144 | 87 | 13 | 5 |
| Williamson | 7,562 | 7,385 | 177 | 103 | 43 | 27 | 4 | 2 |
| Bastrop | 296 | 280 | 16 | 7 | 8 | 1 | 0 | 0 |
| Blanco | 34 | 34 | 0 | 0 | 0 | 0 | 0 | 0 |
| Burnet | 178 | 174 | 4 | 2 | 1 | 0 | 0 | 0 |
| Caldwell | 82 | 78 | 4 | 2 | 1 | 1 | 0 | 0 |
| Hays | 624 | 600 | 24 | 14 | 3 | 6 | 0 | 0 |
| Lee | 50 | 48 | 2 | 0 | 1 | 1 | 0 | 0 |
| Bell | 596 | 577 | 19 | 13 | 6 | 0 | 0 | 0 |
| Milam | 102 | 93 | 9 | 2 | 5 | 2 | 0 | 0 |

Texas Emission Reduction Plan (TERP)

The existing TERP program, created by the Texas State Legislature, provides funds administered by TCEQ for competitive grant awards to public and private diesel equipment fleets in 41 Texas counties. TERP funds cover the incremental costs associated with cleaner diesel equipment

Table 3-2 below shows a summary of projects funded by the TCEQ in the A-RR area from May 1, 2010, through April 30, 2011. These projects included three projects funded under a new "Clean Fleets" program. Table 3-3 shows a summary of all projects funded by the TCEQ in the A-RR area since February 3, 2004. Most projects still have usage requirements in effect.

Table 3-3: TERP Projects Approved by TCEQ for Austin Area May 1, 2010 - April 30, 2011

| Category | Projects | Spent | NOX Reduction (tons) | Tons per day reduced | Cost/ton |
|------------------------------|----------|--------------|----------------------|----------------------|-------------|
| Agricultural Tractors | 17 | \$917,968.00 | 97 | 0.06 | \$9,448.89 |
| Excavators | 1 | \$126,770.00 | 13 | 0.01 | \$10,000.00 |

| | | | | | |
|---|-----------|------------------------|------------|-------------|--------------------|
| Rubber Tire Loaders | 1 | \$76,000.00 | 10 | 0.01 | \$7,972.64 |
| On-Road Dump Trucks | 1 | \$83,191.20 | 8 | 0.00 | \$9,927.71 |
| Haul Trucks | 16 | \$891,066.66 | 87 | 0.05 | \$10,290.84 |
| Roll-Off Trucks | 1 | \$111,475.00 | 11 | 0.01 | \$10,000.00 |
| 18 Garbage Trucks and 9 Other Vehicles | 1 | \$5,026,045.40 | 48 | 0.04 | \$104,398.26 |
| 20 Box Trucks and 35 Delivery Trucks | 1 | \$3,181,967.25 | 30 | 0.02 | \$107,609.78 |
| 25 School Buses | 2 | \$3,201,885.70 | 27 | 0.02 | \$117,047.24 |
| Bore/Drill Rig | 1 | \$95,098.00 | 13 | 0.01 | \$7,484.67 |
| TOTAL 2010-2011 PROJECTS | 42 | \$13,711,467.21 | 343 | 0.22 | \$39,946.04 |

Table 3-4: Austin Area TERP Projects Funded up to April 30, 2011

| Status | Projects | Total Project Cost | Total Spent | NOX Reduction (tons) | Tons NOX per day reduced | Cost/ton reduced |
|------------------------|------------|-------------------------|------------------------|----------------------|--------------------------|-------------------|
| Still Reporting | 611 | \$105,217,448.36 | \$54,145,606.31 | 5,858 | 3.38 | \$9,242.92 |
| Not Reporting | 28 | \$4,152,262.41 | \$2,163,294.71 | 319 | 0.23 | \$6,776.11 |
| Total | 639 | \$109,369,710.77 | \$56,308,901.02 | 6,177 | 3.60 | \$9,115.43 |

Local Power Plant Reductions

Austin Energy, LCRA, and UT agreed to specific reductions of ozone precursor emissions during the EAC stakeholder process. Reductions have been noted in TCEQ permits and, where applicable, continue to be implemented.

Texas Low-Emission Diesel (TxLED)

On December 31, 2010, compliance credits for TxLED expired, meaning that fuel suppliers will now have to supply fuels that meet the emission reduction requirements of TxLED rather than relying on compliance credits that were generated earlier in the decade. Some jurisdictions have been voluntarily purchasing a low-NOX additive to blend into their diesel fuels that would achieve the same 6% emission reduction as TxLED for their own fleets. The expiration of the compliance credits means that TxLED will now be supplied throughout the region, which should reduce emissions from diesel vehicles and equipment by about 6%.

Other State Rules

As part of the EAC, new state rules were created and existing rules were amended to address emissions from fuel loading at service stations, degreasing, cut-back asphalt, and portable gasoline cans in the Austin EAC area. TCEQ regional enforcement staff have been informed of these rule changes and the implications in the Austin area's EAC commitments. During this reporting period there were no violations issued by the TCEQ for these rules.

EPA adopted a federal portable fuel container rule setting a national standard for gasoline, diesel, and kerosene containers that became effective January 1, 2009, and the Texas rule was therefore repealed at the February 11, 2010, Commissioner's Agenda. This repeal will not negatively affect the EAC or 8-O3 Flex plans as the federal rule estimates emissions reductions that are at least equivalent to those measures required by the state rule.

Additionally, the federal stage I vapor recovery rule was updated on January 20, 2008. The changes included requirements for bulk distribution facilities, requirements for loading of storage tanks at gasoline dispensing

facilities, and required testing methods. Since counties that are subject to the state rule is not subject to the federal rule, no rule or SIP revisions were made due to this federal rule.

Implementation Status of New 8-03 Flex Measures

Regional Web-Based Rideshare Program

River Cities Rideshare (RCRS), www.rcride.com, was a Web-and map-based ridesharing program that covered twenty-two counties surrounding Austin and San Antonio, Texas. Both the user and program administrator could track and quantify miles and dollars saved, emissions reduced, and calories burned. The program administrator could use the program’s incentive feature to encourage participation. The amount of NO_x and VOC reduced by the program depends on participation rates and varies over time. The following is a summary of usage and emission reductions for RCRS in the Austin Area from May 1, 2010, to April 30, 2011:

Table 3-5: Austin Rideshare Website Statistics May 1, 2010-April 30, 2011

| Data Point | 2009/2010 | 2010/2011 | Change (%) |
|--|-----------|-----------|------------|
| Registered Users | 444 | 187 | -58% |
| Average Commute Distance (miles, one-way) | 14.91 | 18.14 | 22% |
| Total Miles Saved | 408,577 | 209,359 | -49% |
| VOC emissions reduced (grams) | 581,813 | 298,127 | -49% |
| NOX emissions reduced (grams) | 326,861 | 167,487 | -49% |
| Carbon Monoxide emissions reduced (pounds) | 9,548 | 4,893 | -49% |
| Coarse Particulate Matter (PM10) (grams) | 2,329 | 1,193 | -49% |
| Fine Particulate Matter (PM2.5) (grams) | 2,165 | 1,110 | -49% |
| Carbon Dioxide (CO2e) (pounds) | 384,624 | 197,085 | -49% |

One reason for the large reduction in registered users may be the introduction of a competing ride-matching site called NuRide. A private developer in downtown Austin paid NuRide to offer a commute-reduction website separate from River Cities Rideshare that would provide regular incentives for users to log their commute reductions, including coupons and discounts offered by local merchants for users who log a certain amount of alternative commutes. This site is currently available to all residents in the Austin-Round Rock MSA, although the incentives are focused on businesses in the “Market District” of Austin where the developer is focused. CAMPO has worked with NuRide in an advisory role and NuRide provided CAMPO with access to the statistics from the site. It is unclear whether NuRide will continue to be offered beyond the end of 2011 since it is currently being offered on a pilot basis. Tables 3-5, 3-6, and 3-7 below shows a summary of the results:

Table 3-6: NuRide Member Statistics September 2010 Through April 2011

| Category | # |
|-----------------------|-----------|
| Total NuRiders | 540 |
| Total Active NuRiders | 378 (70%) |
| Organizations | 136 |
| Average Age (years) | 34.5 |
| Male/female | 47%/52% |

Table 3-7: NuRide Trips and Reductions September 2010 Through April 2011

| Category | All Trips | Trips with <5 |
|----------|-----------|---------------|
|----------|-----------|---------------|

| Category | All Trips | Trips with <5 |
|--------------------------------|-----------|---------------|
| All trips | 19,882 | 16,093 |
| Average trip distance (miles) | 39.5 | 30.0 |
| Average vehicle occupancy | - | - |
| Reduced car trips | 15,110 | 11,867 |
| Reduced vehicle miles traveled | 573,930 | 317,773 |
| Reduced car starts | 13,207 | 10,250 |
| Gallons of gas saved | 27,010 | 14,869 |
| Reduced NOX emissions (tons) | 0.38 | 0.21 |
| Reduced VOC emissions (tons) | 0.37 | 0.21 |
| Reduced CO2 emissions (tons) | 264.70 | 145.72 |

Table 3-8: Other NuRide Data September 2010-April 2011

| Category | Total | Per NuRider |
|-----------------------------|-------------------------|-------------|
| Money saved | \$119,050 | \$314 |
| Points earned | 4,542,975 | 12,018 |
| Rewards redeemed | \$5,700 | \$15 |
| Redemptions | 822 | 2.2 |
| Average parking spots saved | 214.3 spots per workday | |

In 2011, San Antonio decided to develop its own ridesharing program using NuRide and withdrew from River Cities Rideshare. CAMPO put out a Request for Proposals for a new Austin-area site to replace River Cities Rideshare and has selected a contractor to develop the new site by July. The new site will feature more robust reporting options, more extensive incentive features, and a new focus on participation from employers, with the site geared towards providing employers a platform to manage their own rideshare programs for free.

Ozone Watch and Warning System

At the request of the CAC, the TCEQ implemented an ozone watch and warning system for the MSA in a letter dated October 2, 2007. The ozone watch and warning system notifies participants when high ozone levels are expected to occur (ozone watch) and sends a warning when high ozone levels are actually occurring (ozone warning). This system replaced the ozone watch-only system and offers extra protection for individuals sensitive to high ozone levels.

The TCEQ watch and warning system was implemented in April 2008. The following table summarizes the ozone watch and warning activity in the 2010 monitoring season:

Table 3-9: Ozone Watch and Warning Results 2010

| Date | Watch/Warning Issued? | Actual Maximum 8-Hour Ozone Average |
|-------------------|-----------------------|-------------------------------------|
| May 5, 2010 | Warning | 75 ppb |
| May 28, 2010 | Watch | 77 ppb |
| May 29, 2010 | Watch | 67 ppb |
| August 27, 2010 | Watch | 80 ppb |
| August 28, 2010 | Watch | 78 ppb |
| September 5, 2010 | Watch | 64 ppb |
| October 8, 2010 | None | 76 ppb |

In addition to helping people protect themselves from exposure to ozone, the ozone watch and warning system

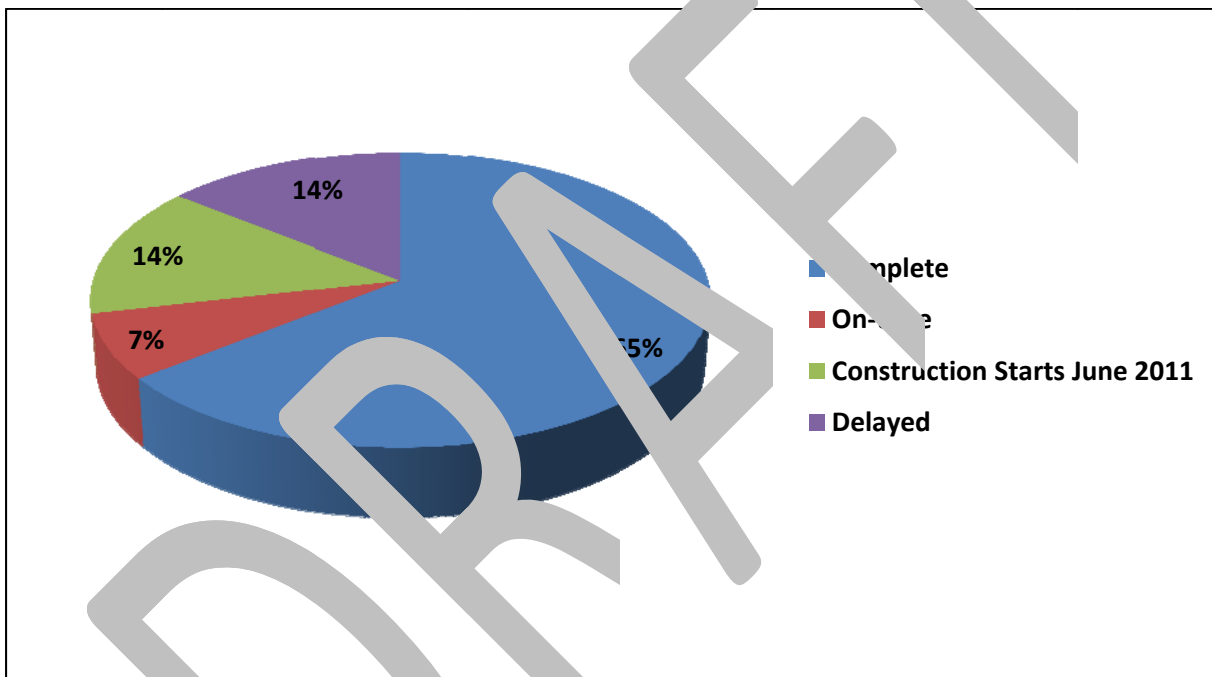
also provides citizens and local businesses with information that helps them modify their behavior or operations to help reduce ozone formation.

Texas Lehigh, which operates a large cement plant in Hays County, is one example how this system has been used to control emissions. The company uses Selective Non-Catalytic Reduction technology to reduce NOX emissions on days when an ozone watch has been issued. Many jurisdictions and businesses similarly take special measures for ozone watch and warning days to reduce their impact on ozone.

Primary TERMS

In addition to the TERMS that were continued as commitments of the EAC, new TERMS commitments were made in the 8-O3 Flex program. The progress of these TERMS is illustrated in Figure 3-1. The details of each 8-O3 Flex TERM project can be found in Appendix A of this document.

Table 3-10: Status of 8-O3 Flex TERMS as of April 30, 2011



Air Check Texas Local Initiative Projects

The state has authorized funds to be used in counties that have an I/M program with a vehicle repair and replacement component. These funds can be used to develop and implement new air control strategies to assist local areas in complying with state and federal air quality rules and regulations, as well as programs to enhance and improve the AirCheck vehicle inspection and maintenance program.

Travis and Williamson Counties, in collaboration with TCEQ, continue to develop emission reduction measures using local initiative funds. Travis and Williamson Counties have begun to implement counterfeit motor vehicle inspection programs during this reporting period. These programs have included ticketing vehicles with expired or fraudulent stickers, conducting investigations into inspection stations and inspectors suspected of providing fraudulent inspection stickers, and taking enforcement action. In Travis County, these investigations have already resulted in several large “busts” that seem to indicate that sticker fraud is a much larger problem than previously thought. These initiatives are expected to improve compliance with the requirements of the I/M program. The state, however, is cutting the local initiative funding by 87.5% for the next biennium, which will

limit the ability of these fraud programs to continue making progress.

Paving of Unpaved Roads

Certain local government signatories to the 8-O3 Flex committed to identifying candidate road-paving projects and potential funding sources. A CAPCOG study showed that vehicles will perform better when operating on paved roads and produce fewer emissions than they will on unpaved roads. Bastrop County reported paving 27.9 miles of roads during this reporting period.

Voluntary Local Measures

As part of the 8-O3 Flex, the local jurisdictions that signed onto the plan agreed to voluntarily implement additional control measures selected from a menu of options. Since the 8-O3 Flex was signed, the Cities of Georgetown, Sunset Valley, and Taylor have also agreed to implement voluntary ozone control measures. Details of the status of these measures can be found in Appendix C.

Additional Emission Reduction Measures Implemented in 2010/2011

Voluntary Emission Reductions from Texas Lehigh Cement Plant

Through discussions with CAPCOG, Texas Lehigh decided to implement measures to reduce the ozone impacts from its cement plant in Buda (Hays County), the largest point source of NO_x emissions in the A-RR MSA. In 2010, the plant started operating a Selective Non-Catalytic Reactor to reduce NO_x emissions on days when an ozone watch or ozone warning has been issued. The plant will also reconfigure its production schedule to manufacture products that generates lower NO_x emissions during peak ozone periods.

Commuter Rail Service

In 2010, CapMetro began offering commuter rail service between Leander (Williamson County) and downtown Austin with several stops in between. CapMetro has also offered rail service for some selected events, such as the South-by-Southwest music festival and the Pecan Street Festival. Demand for rail service during the special events was very high, indicating a potentially large market for rail service in Austin.

4. PUBLIC INVOLVEMENT AND OUTREACH ACTIVITIES

Central Texas Clean Air Coalition (CAC)

The CAC is composed of elected officials representing the 12 jurisdictions that signed the Austin-Round Rock EAC and the 8-O3 Flex, as well as other jurisdictions that in the MSA that have chosen to commit to voluntary emission reduction measures. Since the 8-O3 Flex Plan was signed, three new jurisdictions have agreed to become members of the CAC: the Cities of Georgetown, Sunset Valley, and Taylor. The CAC guides policy, coordinates with TCEQ and EPA, and advises respective elected bodies regarding the 8-O3 Flex. Between May 1, 2010, and April 30, 2011, the CAC met four times:

- June 9, 2010
- January 12, 2011
- February 9, 2011
- April 13, 2011

More information about the CAC, including marked agendas and backup material can be found at the following link: <http://www.capcog.org/divisions/regional-services/clean-air-coalition>.

Clean Air Coalition Advisory Committee (CACAC)

The CACAC is composed of staff from governmental and quasi-governmental agencies throughout the MSA. The CACAC coordinates stakeholder input, reviews emission reduction measures, and reports on 8-O3 Flex issues to the CAC. The Co-Chairs of the CACAC are Bill Gill of CAPCOG and Cathy Stephens of CAMPO. The CACAC consists of approximately 30 members and meets monthly. CACAC met on the following dates between May 1, 2010, and April 30, 2011:

- May 13, 2010
- June 10, 2010
- July 8, 2010
- August 12, 2010
- September 9, 2010
- October 14, 2010
- November 8, 2010
- December 9, 2010
- January 13, 2011
- February 10, 2011
- March 10, 2011
- April 14, 2011

More information about the CACAC, including marked agendas and backup material, can be found at the following link: <http://www.capcog.org/divisions/regional-services/cacac>.

CLEAN AIR Force (CAF) Board of Directors

The CLEAN AIR Force Board of Directors consists of 34 members united in the common goal of finding workable solutions for improving air quality in Central Texas. The CAF Board represents environmental, governmental, corporate, academic, and community interests in air quality in the Austin-Round Rock metropolitan statistical area. The Board is chaired by Ron Morrison and meets quarterly to discuss air quality issues, including the 8-Hour O3 Flex Plan.

- **CAF Board Meetings**

- June 23, 2010
- October 6, 2010
- December 1, 2010
- March 2, 2011

- **CAF Executive Committee Meetings**

- May 12, 2010
- June 23, 2010
- July 14, 2010
- September 8, 2010
- October 6, 2010
- November 3, 2010
- December 1, 2010
- February 9, 2011
- March 2, 2011

CLEAN AIR Force Technical Advisory Committee (CAFTAC)

CAF TAC is a committee of that provides businesses and citizens the opportunity to stay abreast of the latest technical and policy related air quality developments. CAF TAC is chaired by Brett Davis and has approximately 63 members. Monthly meetings are open to the public and meeting notices are posted on the CLEAN AIR Force website (www.cleanairforce.org). To receive meeting notices and agendas by email, citizens can send a request to info@cleanairforce.org.

- **CAF TAC Meetings**

- May 27, 2010 - CAF Technical Advisory Committee Meeting
- July 22, 2010 – CAF Technical Advisory Committee Meeting
- September 23, 2010 – CAF Technical Advisory Committee Meeting
- October 11, 2010 – Clean Services TAC Subcommittee Conference Call
- January 20, 2011 – CAF Technical Advisory Committee Meeting
- April 28, 2011 – CAF TAC Field Trip to UT Power Plant & Mueller Energy Center

CLEAN AIR Force Public Involvement Committee (CAF PI)

CAF PI is a committee that helps to develop and implement air quality programs designed to educate citizens and businesses on the effects of poor air quality on our health and the economy. CAF PI is chaired by Nancy McDonald and has approximately 20 members. Meetings are open to the public and meeting notices are posted on the CLEAN AIR Force website (www.cleanairforce.org). To receive meeting notices and agendas by email, citizens can send a request to info@cleanairforce.org.

- **CAF PI Meetings**

- June 10, 2010 – CAF Public Involvement Committee Meeting
- August 12, 2010 – CAF Public Involvement Committee Meeting
- November 16, 2010 – CAF Public Involvement Committee Meeting
- February 10, 2011 – CAF Public Involvement Committee Meeting

Other CLEAN AIR Force (CAF) Public Involvement and Outreach Activities & Meetings

May 1, 2010-April 30, 2011

- **Ozone Warning Alerts**
 - May 5, 2010 - Ozone Warning Alert Announced
 - May 27, 2010 – Ozone Watch Alert Announced
 - May 28, 2010 – Ozone Watch Alert Announced
 - August 26, 2010 – Ozone Watch Alert Announced
 - August 27, 2010 – Ozone Watch Alert Announced
 - September 4, 2010 – Ozone Watch Alert Announced
- **CAPP Activities**
 - July 1, 2010 – CAPP Reporting Begins
 - August 31, 2010 – CAPP Reporting Ends
 - December 17, 2010 – Clean Air Partners Evaluation Committee Meeting
 - April 27, 2011 – Clean Air Partners Meeting
- **Clean School Bus Meetings**
 - July 7, 2010 – Clean School Bus Meeting
 - September 16, 2010 – Clean School Bus Meeting
 - March 21, 2011 – Clean School Bus Meeting
- **Presentations**
 - June 15, 2010 – Deanna Altenhoff makes presentation to COA's RMC
 - August 10, 2010 – Board Member Nancy McDonald Presents at Travis County Commissioners Court
 - August 19, 2010 – Board Member Nancy McDonald & Sarah Holland Present at Leander City Council Meeting
 - August 26, 2010 – Deanna Altenhoff & Bill Gill Present to Loomis Partners
 - August 26, 2010 – Board Member Nancy McDonald & Sarah Holland Present at Cedar Park City Council Meeting
 - August 31, 2010 – Board Members Nancy McDonald & Chris Colemon Present at Hays County Commissioners Court
 - September 14, 2010 – Sarah Holland Presents at Bastrop City Council Meeting
 - September 15, 2010 – Board Member Nancy McDonald Presents to Westlake City Council
 - September 21, 2010 – Deanna Altenhoff Presents at Williamson County Commissioners Court
 - September 21, 2010 – Board Member Nancy McDonald Presents at Buda City Council Meeting
 - September 21, 2010 – Board Member Chris Colemon Presents at Martindale City Council Meeting
 - September 21, 2010 – Board Member Sarah Gibson Presents at Kyle City Council Meeting
 - September 21, 2010 – Sarah Holland Presents at Lockhart City Council Meeting
 - September 27, 2010 – Sarah Holland Presents at Bastrop Commissioners Court Meeting
 - September 27, 2010 - Board Members Nancy McDonald & Chris Colemon Present at Caldwell County Commissioners Court
 - September 28, 2010 – Board Member Nancy McDonald Presents at Sunset Valley City Council Meeting
 - October 5, 2010 – Board Member Mike Heiligenstein Comments at Elgin City Council Meeting
 - February 11, 2011 – Deanna Altenhoff & Candace Baker Present to Zephyr Environmental
- **Booths**
 - June 16, 2010 – CAF Booth at UT Health Fair
 - June 17, 2010 – CAF Booth at City of Georgetown Safety Expo
 - June 18, 2010 – CAF Booth at City of Austin Fresh Air Friday Event
 - July 30, 2010 – CAF Booth at City of Austin Fresh Air Friday Event

- August 13, 2010 – CAF Booth at City of Austin Fresh Air Friday Event
- September 8, 2010 – CAF Booth at Green Fair at Central Texas Medical Center
- September 21, 2010 – CAF Booth at Eugene Clark Public Library in Lockhart
- September 24, 2010 – CAF Booth at City of Austin Fresh Air Friday Event
- October 29, 2010 – CAF Booth at City of Austin Fresh Air Friday Event
- November 4, 2010 – CAF Booth at Flextronics Health & Wellness Fair
- April 30, 2011 – CAF Booth at Bastrop Public Library for YesterFest
- March 5, 2011 – CAF Booth at Sunset Valley Open House
- March 30, 2011 – CAF Booth at State DADS Annual Winters Health Fair
- April 20, 2011 – CAF Booth at Earth Day Event at Triangle Park

- **Other Activities**

- May 27, 2010 – High School PSA Winners presented with Proclamations at Austin City Hall
- June 1, 2010 – Ride-by! Shuttle Pilot Project Begins
- June 14, 2010 – Communications Committee Meeting
- June 16, 2010 – CAF Participates in Commute Solutions Coalition Workshop Follow-up Meeting
- June 18, 2010 – Filming of CAF PSA at Time Warner Cable
- August 31, 2010 – Ride-by! Shuttle Pilot Project Ends
- October 22, 2010 – CAPP Ad Runs in Austin Business Journal Recognizing Partners
- December 14, 2010 – TCEQ Outreach Meeting
- April 1, 2011 – Ozone Season Kick-off Event at Austin City Hall

5. LOOKING FORWARD

Legislative Developments

In the 82nd Texas Legislative Session, which concluded on May 30, 2011, there were several pieces of legislation that will affect regional air quality planning and implementation of the 8-O3 Flex. These included bills on vehicle idling, the LIRAP program, and the TERP program, as well as the state budget.

Vehicle Idling

Representative Donna Howard introduced House Bill 1906 in the 82nd Texas Legislature to provide for a specific penalty for idling in order to provide county law enforcement officials with a reasonable penalty with which to enforce idling restrictions. When certain provisions of statute expired on September 1, 2009, counties were forced to rely on general enforcement authority under the Texas Water Code, which would have required a minimum of a \$1,000 fine and up to \$10,000 plus jail time. These onerous penalties have proved to be an obstacle to effective enforcement of the rule since the penalties are so disproportionate to the offense. House Bill 1906 allows counties to enforce the rules as a Class C misdemeanor, which caps fines at \$500.

Another idling-related bill introduced in the 82nd Legislative Session was Senate Bill 493. The bill provides an exemption from idling restrictions for any vehicles that are certified by the California Air Resources Board to meet an idling standard of 30 grams per hour. This standard is lower than many auxiliary power units, but without this exemption, these vehicles would still be subject to idling rules. The bill also provided a weight exemption for auxiliary power units and other idle-reduction controls on trucks.

The legislature passed both HB 1906 and SB 493 and has sent them to the Governor for signature.

Budget Cuts

Cuts in the 2012-2013 state budget include an 87.5% cut in the LIRAP program, a 51% cut in the TERP program, and a 50% cut in the Rider 8 Near-Nonattainment Area program. These budget cuts will adversely affect the progress that has been made in reducing the emissions of ozone precursors and will limit the ability of local air quality staff to develop robust air quality data and information.

Local jurisdictions are also experiencing significant budget shortfalls and are having to cut back on activities that might otherwise have been funded in a more conducive budgetary environment. As economic conditions improve, these jurisdictions may be able to reinstate funding to programs that have been instrumental in improving regional air quality, such as the emissions certificate fraud programs in Travis and Williamson Counties. However, these jurisdictions also have many competing requests for funding and it is not yet clear to what extent they will be able to provide this funding.

TERP

For the 2012 – 2013 biennium, the legislature reduced funding for the TERP program from \$117,003,925 per year to \$57,165,047 per year, a 51% cut. Of this amount, \$2,239,902 will be spent each year on the Clean School Bus Initiative and \$2,799,759 will be spent each year on the Clean Fleet Program. The legislature also authorized any additional funds (up to \$8,000,000 for each fiscal year) that are deposited in to the TERP fund in excess of the Comptroller's Biennial Revenue Estimate.

In addition to these budget cuts, several bills this session otherwise modified the TERP program. Senate Bill 527, which has been signed by the Governor, eliminated the New Technology and Research and Development program and instead requires TCEQ to spend at least \$7 million in TERP funding in 2012 and 2013 on regional air monitoring in North Texas and otherwise specified amounts out of TERP spent on specific activities, with the remainder available for diesel emission reduction incentives.

- 1.5% of money is allocated to administrative costs incurred by the laboratory

- Not more than \$3,400,000 is allocated for administrative costs by the commission
- Not more than \$216,000 to Texas Engineering Experiment Station for annual computation of creditable emission reductions through wind and other renewable energy resources
- Up to \$500,000 for air quality planning activities in affected counties
- Not more than \$7 million to fund a regional air monitoring program
- 5% for clean fleet program

Another bill, SB 385, requires TCEQ to develop a new program that would require that at least 16% of TERP's Diesel Emission Reduction Incentive Grants are used to provide incentives for natural gas-fueled heavy-duty vehicles, 4% for natural gas fueling infrastructure, and 2% for the alternative fueling facilities program. This bill was approved by both houses of the legislature and has been sent to the governor for signature.

LIRAP

For the 2012 – 2013 biennium, the Legislature reduced appropriations for LIRAP from \$45,000,000 per year to \$5,625,000 per year (an 87.5% cut), of which \$625,000 can be used for county-implemented local initiative projects including the AirCheck Texas Repair and Replacement Assistance Program, remote sensing programs, the smoking vehicle program, enhancement of transportation system improvements, and coordination with local law enforcement to reduce counterfeit inspection stickers. Any additional revenues generated from additional counties participating in LIRAP can also be used for the LIRAP program.

House Bill 3272, sponsored by Lon Burnam and Warren Chisum, allows LIRAP funds to be used to purchase electric vehicles and natural gas-powered vehicles, increases the amount of funding per vehicle, limits the mileage of a vehicle that is replaced, and requires TCEQ to adopt rules to certify that emissions control equipment and vehicle engines replaced by LIRAP funds are scrapped. The legislature has passed this bill and sent it to the governor.

State and Federal Regulatory Developments

TCEQ Heavy Duty Idling Rule Revision

In February, TCEQ proposed to make some significant changes to its idling rule. Legislation exempting extended idling in a sleeper berth during government-mandated rest periods for long-haul truckers expired on September 1, 2009. The same legislation had specified, however, that any idling in school zones, hospital zones, and residential areas was prohibited regardless of the duration; this provision also expired on September 1, 2009. TCEQ's rules also referenced these dates as expiration dates for each provision. TCEQ proposed to reinstate the sleeper berth exemption indefinitely while eliminating the prohibition from idling in school zones, hospital zones, and residential areas. TCEQ also proposed to change the enforcement period from April 1 through October 31 to year-round and proposed to provide for an exemption for armored cars. The CAC submitted comments to the TCEQ regarding this rule proposal and gave oral testimony at a hearing on March 1. TCEQ plans to consider adoption of the rule change on July XX.

Prevention of Significant Deterioration (PSD) Permitting

During the last reporting period, TCEQ approved permits for several new, large point sources of NO_x to the south and southeast of Austin, including the Colleti Creek plant in the Victoria area, the White Stallion plant in Matagorda County, and the Las Brisas plant in Corpus Christi. The large Oak Grove power plant in Robertson County to the northeast of the MSA began operation in 2010. With the current ozone standard at 75 ppb, and the Austin area sitting right at the edge of the standard, these new point sources could interfere with the area's maintenance of the current standard and would likely slow the region's progress in attaining any new standard. The evidence of the impact of ozone transport on the Austin area is substantial, so there is little doubt that emissions from these sources will have some impact on the Austin area, especially since the predominant winds

during high-ozone days tend to be from the south-southeast or the northeast.

EPA Transport Rule

By June 30, EPA is expected to finalize its Transport Rule to address interstate transport of ozone and particulate matter for the 1997 eight-hour ozone standard and the 1997 and 2006 particulate matter standards. Since this rule will require emission reductions from power plants in Texas and in states that modeling indicates are impacting Texas ozone levels, this rule should provide for an additional control to ozone pollution in Central Texas. Emission reductions from this rule should begin in 2012.

Ozone Air Quality Standards

The Austin area ended the 2010 ozone season with an eight-hour ozone design value of 74 ppb, the second straight year the area was in attainment of the 2008 ozone standard of 75 ppb. However, in January 2010, the EPA proposed to revise the 2008 primary standard to a range of 60-70 ppb. Initially, EPA indicated that it expected to finalize the standards by August 31, 2010, but then delayed the decision to October 29, 2010, then again to December 31, 2010, and once more to July 29, 2011. As of the date of this report, the 8-hour ozone design value for 2011 is already 72 ppb. Even if EPA takes a full two years after finalizing the standard to issue designations, it is unlikely that the Austin area will be monitoring attainment of any ozone standard within that range by the time EPA issues attainment and nonattainment designations for the new standard.

EPA's January 2010 proposal also included a new secondary standard to protect vegetation, based on seasonal exposure to ozone. This standard was proposed to be set in a range of 7-15 ppm-hours, and the Austin area is monitoring a design value of 9 ppm-hours as of the end of 2010. If the Austin area is designated nonattainment for this standard, entirely new types of ozone analysis and control measures may be needed to bring the area into attainment for the standard.

Special monitoring analysis and mobile monitoring projects conducted by the University of Texas at Austin have shown that the local contribution to peak ozone levels is roughly 10-12 ppb, meaning that the ozone transported into the region is already exceeding the lower bound of EPA's proposed standard range on many days. Therefore, the ability of local jurisdictions to control local ozone levels through regulation of local emissions is becoming smaller and smaller. Central Texas communities will continue to do their share to control emissions, but increasingly, their pollution levels will be determined by broad regional emissions levels rather than urban emissions.

Local Developments

There are several important developments within the City of Austin and in Travis County that could have important impacts on air quality. These include a bond election for an urban rail system, a pilot clean construction program, a new biogas plant at a wastewater treatment plant, and the construction of the F-1 racetrack in Travis County.

Urban Rail

Austin Mayor Lee Leffingwell has indicated that he plans to hold a bond election this November to ask the city's voters to approve the construction of an urban light rail system that would service a large portion of the downtown area. The proposed system would operate mostly on city roads with "override" capabilities for the light rail trains under certain circumstances. If approved, this system could have a significant impact on congestion in downtown Austin.

Clean Construction Program

The City of Austin is also undertaking a program to incorporate "clean construction" practices into city construction projects. These practices will include a variety of items, such as reduced idling, use of newer and

cleaner equipment, and on-site refueling capabilities. Since construction equipment is one of the larger sources of emissions in the region, this should help provide a blueprint for other areas interested in adopting such measures.

Biogas Plant at Hornsby Bend Biosolids Plant

The City of Austin is also in the process of securing permits for a biogas plant at its Hornsby Bend biosolids wastewater treatment facility. As part of the wastewater treatment process, flammable gases are produced and flared. The Austin Water Utility partnered with Austin Energy and Chevron to use that heat to generate electricity rather than wasting it.

F-1 Racetrack

Construction of an F-1 Racetrack in Southeastern Travis County is underway and expected to be completed in 2012 in time for the track to hold its first race. The developers expect the race to attract some 250,000 fans for the three-day event. The track is likely also to be used for some other events, such as motorcycle races. Travis County Transportation planners estimate that without significant improvements to the road system, there could be very serious congestion (perhaps requiring as much as 12 hours total to drive to the track and back from Austin). It is quite difficult to estimate the emissions impact of a special event like this, but air quality monitoring data in Montreal, where a race is held every year, indicate that emissions from the race and related events can have some significant impacts.

Continued Progress on 8-03 Flex

The region will continue making progress in improving air quality through voluntary emission reduction measures and collaboration between government, businesses, and citizens. While challenges, particularly the new ozone standards and the state budget cuts, loom large for the area, the region's commitment to air quality has not diminished. As always, the Austin area will continue to lead in finding innovative, cost-effective, and voluntary means to protect the region's air.

APPENDIX A: 8-HOUR OZONE FLEX TRANSPORTATION EMISSION REDUCTION MEASURES (TERMS)

Table A-1: Traffic Signal Improvements

| SPONSORING AGENCY | PROJECT NAME | PROJECT DESCRIPTION | PROJECT LOCATION | IMPLEMENTATION DATE | # SIGNALIZED INTERSECTIONS |
|--------------------|------------------------|---|------------------|---------------------|----------------------------|
| City of Austin | Signal Synchronization | * Annual synchronizations include an average of 250 signals, within 30 to 35 signalized segments or segment groups. | Various | 2008 | 250 |
| City of Austin | Signal Synchronization | * Annual synchronizations include an average of 250 signals, within 30 to 35 signalized segments or segment groups. | Various | 2009 | 250 |
| City of Austin | Signal Synchronization | * Annual synchronizations include an average of 250 signals, within 30 to 35 signalized segments or segment groups. | Various | 2010 | 250 |
| City of Round Rock | Signal Improvement | Install New Traffic Signals | Various | 2008 | 3 |
| TxDOT | Signal improvements | Install New Traffic Signals | Various | 2008 | 3 |

Table A-2: Intersection Improvements

| SPONSORING AGENCY | PROJECT NAME | PROJECT DESCRIPTION | PROJECT LOCATION | IMPLEMENTATION DATE | # SIGNALIZED INTERSECTIONS |
|--------------------|--------------|----------------------------------|----------------------|---------------------|----------------------------|
| City of Round Rock | Sam Bass Rd. | Construct new thru lane | At IH 35 SB frontage | 2008 | 1 |
| City of Round Rock | Sam Bass Rd. | Construct RT Lane and 2 LT lanes | At Chisolm Trail | 2008 | 1 |
| TxDOT | FM 973 | Construct continuous LT | From SH 71 to | 2008 | 2 |

| SPONSORING AGENCY | PROJECT NAME | PROJECT DESCRIPTION | PROJECT LOCATION | IMPLEMENTATION DATE | # SIGNALIZED INTERSECTIONS |
|-------------------|--------------|--|-------------------------------|---------------------|----------------------------|
| | | lane | Pearce Ln. | | |
| TxDOT | IH 35 | Frontage Road Improvements & Turn Arouds | At RM 620 to S of McNeil | 2008 | 1 |
| TxDOT | US 183 | Construct Grade Separation Structure | @ FM 672 in Caldwell County | 2008 | 1 |
| TxDOT | IH 35 | Construct Turn Arouds | At SH 29 in Williamson County | 2008 | 1 |

Table A-3: Bicycle and Pedestrian Projects

| SPONSORING AGENCY | PROJECT NAME | PROJECT DESCRIPTION | PROJECT LOCATION | IMPLEMENTATION DATE | # SIGNALIZED INTERSECTIONS |
|--------------------|---------------------|---------------------|---------------------------------|---------------------|----------------------------|
| City of Round Rock | CR 122/Red Bud Lane | Construct sidewalks | From US 79 to Gattis School Rd. | 2008 | 1.44 |

Table A-4: Intelligent Transportation Systems

| SPONSORING AGENCY | PROJECT NAME | PROJECT DESCRIPTION | PROJECT LOCATION | IMPLEMENTATION DATE | # SIGNALIZED INTERSECTIONS |
|-------------------|--------------|---|--|---------------------|----------------------------|
| TxDOT | US 290 | Install Conduit and Detection and Freeway Transportation Mgmt. System | From SPRR To US 183 | 2009 | 2.7 |
| TxDOT | US 183 | Complete Conduit and Detection and Freeway Transportation Mgmt System | From Lakeline Blvd to Travis County line | 2009 | 4.5 |

APPENDIX B: EARLY ACTION COMPACT TRANSPORTATION EMISSION REDUCTION MEASURES (TERMS)

| PROJECT TYPE | TERMs PROJECT STATUS* | | | | TERMs TOTALS | | Continued Attainment TERMs* | | TOTAL EMISSION REDUCTIONS | | | |
|-------------------------------------|-----------------------|---------|---------|----------------------|----------------------|----------------------------------|-----------------------------|----------------------------------|---|----------|-----------------|----------|
| | Complete | On Time | Delayed | Beyond 07 or Deleted | Total Eligible TERMs | Total Commitments | Total Projects | Total Commitments | Current Reductions | | 2007 Reductions | |
| | | | | | | | | | VOC | NOx | VOC | NOx |
| Intersection Improvements | 148 | 0 | 10 | 0 | 158 | 316 Intersections | 7 | 8 Intersections | 644.639 | 565.917 | 592.133 | 547.689 |
| Signal Improvements | 42 | 0 | 6 | 0 | 48 | ~ 1959 Signalized Intersections | 2 | 6 Signalized Intersections | 976.368 | 981.559 | 794.410 | 767.183 |
| Bicycle/Pedestrian Facilities | 159 | 0 | 30 | 0 | 189 | ~ 209.03 Miles (+Bike Hub/Racks) | 6 | 13.95 Miles of linear facilities | 82.740 | 82.739 | 64.272 | 62.850 |
| Grade Separations | 2 | 0 | 0 | 0 | 2 | 2 Grade Separations | 2 | 2 Separations | 6.764 | 5.774 | 0.000 | 0.000 |
| Transit Projects/Programs | 19 | 0 | 2 | 4 | 21 | 3447 Lot Spaces (+ 2 Buses) | 0 | 0 Spaces/Programs | 129.057 | 130.756 | 132.442 | 116.025 |
| Traffic Flow Improvements | 7 | 0 | 0 | 0 | 7 | 30.26 Miles of Roadway | 0 | 0 Miles of Roadway | 397.612 | 251.629 | 384.166 | 265.074 |
| Intelligent Transportation Systems* | 22 | 0 | 0 | 1 | 22 | > 42.51 Miles of Roadway | 4 | 16.958 Miles of Roadway | <i>specific reductions not quantified to date</i> | | | |
| TOTAL LBS PER DAY REDUCED | | | | | | | | | | | | |
| PROJECT STATUS TOTALS | 399 | 0 | 48 | 5 | 447 | Total Projects | 21 | Total Projects | 2237.181 | 2018.375 | 1967.423 | 1758.821 |

Notes:

- The EAC TERMs report shows the status of EAC TERM projects as of May 21, 2010.
- The “Complete” projects are complete and implemented within the region.
- The “On-Time” projects are those that will be completed by/sooner than the implementation date provided in the previous reporting period.
- The “Delayed” projects are those that have been pushed back by a year or more from the implementation date provided in the previous reporting period, due to various reasons.
- TERMs deleted or due beyond 2007 are excluded in the emission reduction totals for the 2007 Clean Air Action Plan (CAAP) attainment goal required by the State Implementation Plan (SIP).
- Deleted projects are required to be substituted with projects of similar emission reductions by the next reporting period.
- Each improvement has a different type of commitment. These commitments are units used to quantify emission reductions.
- Shaded rows indicate TERMs that provide continued attainment to the CAAP (due between 2008 and 2012) and are not included in the 2007 emission reduction totals.
- ITS projects are not quantified due to lack of specific quantification data for the project type/function. These projects are included in project status totals but not in reduction totals.
- Jonestown Park & Ride, Wells Branch HEB Park & Ride, Northwest (Interim) Park & Ride, and Kreig Softball Complex Park & Ride have all been closed.

APPENDIX C: LOCAL MEASURE STATUS SUMMARY

Entities reporting for May 1, 2010 through April 30, 2011:

- **Cities:**
 - City of Austin
 - City of Bastrop
 - City of Elgin
 - City of Lockhart
 - City of Luling
 - City of Round Rock
 - City of San Marcos
 - City of Sunset Valley
 - City of Taylor
- **Counties:**
 - Bastrop County
 - Caldwell County
 - Hays County
 - Travis County
- **Participating Organizations:**
 - Capital Area Council of Governments (CAPCOG)
 - Capital Area Metropolitan Planning Organization (CAMPO)
 - Capital Metro
 - Central Texas Regional Mobility Authority (CTRMA)
 - Lower Colorado River Authority (LCRA)
 - Texas Commission on Environmental Quality (TCEQ)
 - Texas Department of Transportation Headquarters (TxDOT-HQ)

Entities that did not submit reports for activity for May 1, 2010 – April 30, 2011:

- **Cities:**
 - City of Georgetown
 - Williamson County
 - Texas Department of Transportation Austin District (TxDOT-Austin)

APPENDIX D: LOCAL JURISDICTION FULFILLMENT OF 8-03 FLEX COMMITMENTS

| Measure | Austin | Bastrop | Elgin | Lockhart | Luling | Round Rock | San Marcos | Bastrop County | Caldwell County | Hays County | Travis County | Williamson County |
|---|--------|---------|-------|----------|--------|------------|------------|----------------|-----------------|-------------|---------------|-------------------|
| 5-minute limit on idling | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| ABIA Airside Incentives | Yes | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Access Management | n/a | Yes | n/a | Yes | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| AirCheck Texas LIP | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | Yes | n/a |
| Alternative Fuels for Shuttle Buses | Yes | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | Yes | n/a |
| ABIA Alternative Fuel Infrastructure | Yes | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Alternative Commute Infrastructure | NL | No | No | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Alternative Fuel Vehicles | Yes | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Business Evaluation of Fleet Usage, Including Operations | n/a | n/a | n/a | n/a | n/a | Yes | n/a | n/a | n/a | n/a | Yes | NL |
| Cleaner Diesel | n/a | Yes | No | n/a | n/a | Yes | n/a | Yes | n/a | Yes | Yes | NL |
| Commute Alternatives | Yes | n/a | n/a | No | No | Yes | n/a | Yes | n/a | n/a | Yes | n/a |
| Contractor Provisions for High Ozone Days | Yes | n/a | n/a | n/a | n/a | No | n/a | n/a | n/a | n/a | No | n/a |
| Direct Deposit | Yes | Yes | n/a | Yes | n/a | Yes | Yes | Yes | Yes | n/a | Yes | NL |
| Drive Thru Facilities on Ozone Action Days | n/a | n/a | n/a | Yes | n/a | n/a | n/a | n/a | n/a | n/a | No | n/a |
| E-Government and/or Available Locations | Yes | n/a | n/a | n/a | n/a | Yes | Yes | n/a | n/a | Yes | Yes | NL |
| Electric Utility Investments in Energy Demand Management Programs | Yes | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Environmental Dispatch of Power Plants | No | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |

| | | | | | | | | | | | | |
|--|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Expedited Permitting for Mixed-Use, Transit-Oriented or Fill-In Development | Yes | No | No | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Fueling Vehicles in the Evening | Yes | n/a | n/a | Yes | Yes | Yes | n/a | Yes | No | Yes | Yes | NL |
| Landscaping Voluntary Start at Noon on High Ozone Days (education program) | n/a | n/a | n/a | Yes | n/a | n/a | n/a | n/a | n/a | n/a | Yes | n/a |
| LIRAP | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | Yes | Yes |
| Low Emission Vehicles | Yes | n/a | n/a | Yes | n/a | No | n/a | n/a | No | n/a | Yes | NL |
| Low VOC Asphalt | n/a | n/a | n/a | Yes | n/a | Yes | n/a | n/a | n/a | n/a | Yes | NL |
| Low VOC Roadway Striping | Yes | Yes | n/a* | Yes | n/a | Yes | n/a | n/a | n/a | Yes | Yes | NL |
| Open Burning Restrictions | n/a | Yes | Yes | Yes | n/a | Yes | n/a | Yes | n/a | n/a | Yes | n/a |
| Ozone Action Day Employee Education | Yes | Yes | No | Yes | No | Yes | Yes | Yes | No | Yes | Yes | NL |
| Ozone Action Day Public Education Program | Yes | No | No | Yes | No | Yes | No | Yes | No | Yes | Yes | NL |
| Ozone Action Day Notification Program | Yes | Yes | Yes | Yes | No | Yes | n/a | Yes | No | Yes | Yes | NL |
| Ozone Action Day Response Programs | Yes | n/a | n/a | Yes | n/a | Yes | n/a | Yes | No | No | Yes | NL |
| Paving of Unpaved Roads | n/a | n/a | n/a | n/a | n/a | n/a | n/a | Yes | n/a | n/a | n/a | n/a |
| Resource Conservation | Yes | n/a | n/a | n/a | NL | Yes | n/a | n/a | n/a | Yes | Yes | NL |
| Shaded Parking | Yes | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | Yes | n/a |
| Shift the Electric Load Profile | Yes | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Texas Emission Reduction Program | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Texas Low Emission | Yes | n/a | n/a | n/a | n/a | No | n/a | n/a | n/a | n/a | Yes | n/a |

| | | | | | | | | | | | | |
|---|------------|------------|------------|------------|------------|------------|------------|-------------|------------|------------|------------|-----------|
| Diesel for Fleets | | | | | | | | | | | | |
| Transit-Oriented Development | Yes | n/a | n/a | n/a | n/a | No | n/a | n/a | n/a | n/a | No | n/a |
| Transportation Emission Reduction Measures | Yes | n/a | n/a | n/a | n/a | Yes | NL | n/a | n/a | n/a | Yes | n/a |
| Tree Planting | Yes | Yes | Yes | Yes | n/a | Yes | Yes | n/a | n/a | Yes | Yes | NL |
| Urban Heat Island/Cool Cities Program | Yes | n/a | n/a | n/a | n/a | No | n/a | n/a | n/a | n/a | No | n/a |
| Vapor Recovery on Pumps | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a | n/a |
| Vehicle Maintenance | Yes | n/a | n/a | n/a | n/a | Yes | Yes | Yes | Yes | Yes | Yes | NL |
| Total Commitments | 28 | 11 | 8 | 15 | 5 | 22 | 7 | 11 | 8 | 11 | 28 | 16 |
| Total Fulfilled 2010/2011 | 26 | 8 | 3 | 14 | 1 | 17 | 5 | 11 | 2 | 10 | 24 | 1 |
| Total Not Fulfilled 2010/2011 | 1 | 3 | 5 | 1 | 4 | 5 | 1 | 0 | 6 | 1 | 4 | 15 |
| No Response 2010/2011 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | | | | | 0 |
| % Fulfilled | 96% | 73% | 38% | 93% | 17% | 77% | 71% | 100% | 25% | 91% | 86% | 6% |

APPENDIX E: PARTICIPATING ORGANIZATIONS FULFILLMENT OF 8-03 FLEX COMMITMENTS

| Measure | CAPCOG | CAMPO | CapMetro | CTRMA | LCRA | TCEQ | TxDOT-HQ | TxDOT-Austin |
|---|--------|-------|----------|-------|------|------|----------|--------------|
| 5-minute limit on idling | n/a | n/a | No | n/a | No | n/a | n/a | NR |
| ABIA Airside Incentives | n/a | n/a | n/a | n/a | n/a | n/a | n/a | NR |
| Access Management | n/a | n/a | n/a | n/a | n/a | n/a | n/a | NR |
| AirCheck Texas LIP | n/a | n/a | n/a | n/a | n/a | n/a | n/a | NR |
| Alternative Fuels for Shuttle Buses | n/a | n/a | No | n/a | n/a | n/a | n/a | NR |
| ABIA Alternative Fuel Infrastructure | n/a | n/a | n/a | n/a | n/a | n/a | n/a | NR |
| Alternative Commute Infrastructure | n/a | n/a | n/a | n/a | n/a | n/a | n/a | NR |
| Alternative Fuel Vehicles | n/a | n/a | No | n/a | n/a | No | n/a | NR |
| Business Evaluation of Fleet Usage, Including Operations | n/a | n/a | No | n/a | n/a | n/a | n/a | NR |
| Cleaner Diesel | n/a | n/a | No | n/a | No | n/a | No | NR |
| Commute Alternatives | No | No | No | n/a | No | No | n/a | NR |
| Contractor Provisions for High Ozone Days | n/a | n/a | n/a | n/a | n/a | n/a | n/a | NR |
| Direct Deposit | No | No | No | No | No | No | n/a | NR |
| Drive Thru Facilities on Ozone Action Days | n/a | n/a | n/a | n/a | n/a | n/a | n/a | NR |
| E-Government and/or Available Locations | No | n/a | No | n/a | n/a | No | n/a | NR |
| Electric Utility Investments in Energy Demand Management Programs | n/a | n/a | n/a | n/a | n/a | n/a | n/a | NR |
| Environmental Dispatch of Power Plants | n/a | n/a | n/a | n/a | n/a | n/a | n/a | NR |
| Expedited Permitting for Mixed-Use, Transit-Oriented or Fill-In Development | n/a | n/a | n/a | n/a | n/a | n/a | n/a | NR |
| Fueling Vehicles in the Evening | n/a | n/a | No | No | n/a | n/a | n/a | NR |
| Landscaping Voluntary Start at Noon on High Ozone Days (education program) | n/a | n/a | n/a | n/a | n/a | n/a | n/a | NR |
| LIRAP | n/a | n/a | n/a | n/a | n/a | n/a | n/a | NR |

| Measure | CAPCOG | CAMPO | CapMetro | CTRMA | LCRA | TCEQ | TxDOT-HQ | TxDOT-Austin | |
|--|-------------|-------------|------------|------------|-------------|-------------|------------|--------------|-----------|
| Low Emission Vehicles | n/a | n/a | No | n/a | No | No | No | | NR |
| Low VOC Asphalt | n/a | n/a | No | n/a | n/a | n/a | n/a | | NR |
| Low VOC Roadway Striping | n/a | n/a | No | No | n/a | n/a | n/a | | NR |
| Open Burning Restrictions | n/a | n/a | n/a | n/a | n/a | n/a | n/a | | NR |
| Ozone Action Day Employee Education | No | No | No | No | No | No | | n/a | NR |
| Ozone Action Day Public Education Program | n/a | No | No | No | n/a | No | | n/a | NR |
| Ozone Action Day Notification Program | No | No | No | No | No | No | | n/a | NR |
| Ozone Action Day Response Programs | n/a | n/a | n/a | No | n/a | n/a | | n/a | NR |
| Paving of Unpaved Roads | n/a | n/a | n/a | n/a | n/a | n/a | | n/a | NR |
| Resource Conservation | No | No | No | No | No | No | | n/a | NR |
| Shaded Parking | n/a | n/a | n/a | No | n/a | No | | n/a | NR |
| Shift the Electric Load Profile | n/a | n/a | n/a | n/a | n/a | n/a | | n/a | NR |
| Texas Emission Reduction Program | n/a | n/a | No | n/a | n/a | n/a | | No | NR |
| Texas Low Emission Diesel for Fleets | n/a | n/a | n/a | n/a | n/a | n/a | | n/a | NR |
| Transit-Oriented Development | n/a | n/a | No | No | n/a | n/a | | n/a | NR |
| Transportation Emission Reduction Measures | n/a | n/a | n/a | n/a | n/a | n/a | | n/a | NR |
| Tree Planting | n/a | n/a | n/a | No | No | n/a | | n/a | NR |
| Urban Heat Island/Cool Cities Program | n/a | n/a | n/a | n/a | n/a | n/a | | n/a | NR |
| Vapor Recovery on Pumps | n/a | n/a | No | n/a | n/a | n/a | | n/a | NR |
| Vehicle Maintenance | n/a | n/a | No | n/a | No | No | | n/a | NR |
| Total Commitments | 6 | 6 | 19 | 11 | 9 | 11 | 3 | 13 | |
| Total Fulfilled 2010/2011 | 6 | 6 | 16 | 8 | 9 | 11 | 1 | 0 | |
| Total Not Fulfilled 2010/2011 | 0 | 0 | 3 | 3 | 0 | 0 | 2 | 0 | |
| No Response 2010/2011 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| % Fulfilled | 100% | 100% | 84% | 73% | 100% | 100% | 33% | 0% | |

APPENDIX F: CITY OF AUSTIN 8-03 FLEX FORM

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) | | | | |
|---|--|--|-------------------------------|--|--|--------------------|
| ABIA Airside Incentives Infrastructure in place at airport for use by airside tenants. <i>Describe status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | ABIA airlines use preconditioned air and 400 hz power at 24 of the 25 gates. This operational practice reduces the use of conventional auxiliary power units. One airline is using 2 electric belt loaders to load their aircraft. | | | | |
| Alternative fuels for shuttle buses <i>Provide the total number of shuttle buses in operation and the number of buses using alternative fuel.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | All of ABIA's shuttle buses are powered by propane, there is a total of 27. | | | | |
| Alternative Fuels available for Aviation Fleet landside users <i>Provide the total number of aviation fleet vehicles and the total fleet converted to alternative fuel.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | The Aviation Department operates approximately 92 light duty on-road vehicles of which 2 are dual fueled-propane and conventional gasoline. The Aviation Department does operate 14 hybrid vehicles. | | | | |
| ABIA Alternative Fuel Infrastructure <i>How many alternative fuel facilities have been installed?</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | The Aviation Department operates one propane fueling facility that is available to governmental entities. E85 is available at ABIA for City vehicle use. Offsite parking vendors are required to use alternative fuels (propane, CNG, and B100). | | | | |
| Alternative Commute Infrastructure <i>Describe the status of the program.</i> | Yes <input type="checkbox"/> No <input type="checkbox"/> | | | | | |
| Alternative Fuel Vehicles <i>Provide the percentage of fleet vehicles using alternative fuel.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 53% of COA fleet use Alternative fuels. | | | | |
| Commute Alternatives | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Compressed Work Week | Flexible Work Schedule | Carpool/ Alternative Transportation | Transit Pass subsidized by employer | Teleworking |
| <i>Provide the number of employees participating in each of the programs.</i> | - | N/A | N/A | | | N/A |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) | | | | |
|---|--|--|-----|-----|-----|-----|
| <i>Provide the average number of miles traveled while commuting.</i> | - | N/A | N/A | N/A | N/A | N/A |
| <i>Provide the number of days per week that the program is used.</i> | - | N/A | N/A | 5 | 5 | N/A |
| <i>Provide the total number of employees for the organization.</i> | - | | | | | |
| Contractor Provisions for High Ozone Days <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | | | | | |
| Direct Deposit <i>How many employees receive direct deposit?</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 12080 employees receive direct deposit 314,080 payments direct deposited per year per employee | | | | |
| e-Government and/or Available Locations <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Employees have access to a very robust intranet system | | | | |
| Electric Utility Investments in Energy Demand Management Programs <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Austin Energy offers financial incentives to commercial and residential customers for installation of energy efficient appliances and technologies and they report a good correlation between their demand programs and reduced emissions at their power plants. | | | | |
| Environmental Dispatch of Power Plants <i>Describe the status of the program.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | | | | | |
| Expedited Permitting for Mixed-use, Transit-oriented, or Fill-in Development <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | | | | | |
| Fueling Vehicles in the Evening <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Measurement period 2008-2010 Increase in fueling between the hours of 6pm-6am – 59% | | | | |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|---|--|--|
| | | Increase in fueling between 7am -5pm -58% We have seen an increase in fueling at night but the day fueling is keeping pace. Overall there is a 1% reduction, however the increase in fueling after 6pm over the 3 year period is substantial. |
| Low Emission Vehicles <i>Report the number of LEVs purchased and the percent of fleet vehicles that are categorized as LEVs.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 14.2% |
| Low VOC Roadway Striping <i>Report the type of low VOC material and the average amount used. Be sure to include the units of measurement.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | |
| Ozone Action Day Employee Education Program <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | This program is designed to educate employees on ground level ozone production, its hazards and ways to reduce their ozone production. |
| Ozone Action Day Public Education Program <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | This program works to incorporate an air quality curriculum in AISD middle school science work plan. We are also working with elementary school to promote the anti idling message near schools. |
| Ozone Action Day Notification Program <i>Describe the public notification program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | This program is designed to inform City of Austin employees of an upcoming ozone action day Watches, and Warnings so that they can take preventative actions on those days. |
| Ozone Action Day Response Program <i>Describe the public response program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | This program is designed to inform employees of an upcoming ozone action day and preventative actions to take on those days. |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|--|--|--|
| | | |
| Resource Conservation <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | |
| Shaded Parking <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | This is an on-going program. A minimum of 80% of the trees required for parking lots are to be large shade producing trees from the list of Native and Adapted Shade Trees. Also, ordinance requirements include a tree planted within 50-feet of a parking space. Additionally a minimum of 50% of the trees in non-parking lot areas are to be shade-providing trees. (Environmental Criteria Manual Section 2.4.2(C) Trees in Parking Lots, 2.4.1D) |
| Shift the Electric Load Profile | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | |
| Texas Low Emission Diesel (TxLED) for Fleets <i>Was a TxLED equivalency additive purchased for use in fueling diesel vehicles? If so, report the percentage of fleet vehicles that used the additive and the time period that the additive was used (i.e. ozone season or year-round)?</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | |
| Transit-Oriented Development (TOD) <i>Describe the program status.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | |
| Transportation Emission Reduction Measures (TERMs)*. Report on Primary TERMS found in Appendix D of the 8-Hour O3 Flex (See TERMS commitments below). | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | *Submit implementation status of each TERM to Cathy Stephens at Cathy.Stephens@campotexas.org . |
| Tree Planting <i>Provide number of trees planted during this reporting</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | There are many on-going tree planting programs. Over 6000 trees were planted or distributed this calendar year. This activity was promoted by Austin Energy, Watershed Protection, Parks and Recreation, and Planning and Development Review. |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|--|--|---|
| <i>period.</i> | | These plantings occurred in parks, right-of-ways, and on private property throughout Austin. In addition to these trees, there was over 18,000 caliper inches designated to be planted due to development requirements. |
| Urban Heat Island/Cool Cities Program Describe the status of the program. | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | <ul style="list-style-type: none"> -A new ordinance approved by City Council: stricter requirements to preserve the most valuable trees were established with the passing of a heritage tree ordinance. -Multiple on-going programs in progress: building code requirements for Light-Colored Roof Strategies and/or Green Roofs, Incentive/Enforcement of tree preservation Ordinance, Ordinance mandating 50% Canopy Coverage within 15 years for all new parking lots, Tree Mapping, and expanded City Tree Planting Program. -Street tree inventory was completed and is currently be analyzed as a tool to increase plantings in targeted high need areas. -Increased tree canopy programs including the Large Tree Contract for capital improvement projects, NeighborWoods, Keep Austin Beautiful tree grants, and Austin Community Trees planted approximately 6,000 shade trees. -The Urban Forest Grant Program was established in 2008 and currently has funding available for community projects associated with tree planting and preservation, education, public service announcements, disease control and management of invasive species. -Austin's Tree of the Year Award recognizes outstanding trees and informs citizens of tree benefits. -The Green Roof Advisory Group is working to support and increase the number of green roofs in Austin through policy and education. -The Oak Wilt Suppression Program identifies and specifies measures to prevent the spread of oak wilt. |
| Vehicle Maintenance <i>Report the average time between two scheduled maintenance services.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|--|---|---|
| Paving of Unpaved Roads <i>Report any candidate road projects or potential funding sources that have been identified.</i> | Yes <input type="checkbox"/> No <input type="checkbox"/> | |
| Additional Voluntary Local Measures Report on carpool matching system for employees | Yes <input type="checkbox"/> No <input type="checkbox"/> | |
| Energy Conservation Measures <i>Describe any efforts taken to reduce demand for electricity (e.g. alternative energy generation capacity, energy efficient appliance installation, weatherization projects, etc.).</i> | - | |
| Other measures <i>Report any additional air quality planning or emission reduction measures not included in this request.</i> | Yes <input type="checkbox"/> No <input type="checkbox"/> | |

APPENDIX G: CITY OF BASTROP 8-03 FLEX FORM

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|---|--|--|
| Access Management <i>How many roadway projects are employing this program?</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | All project reviews conducted by the city includes access management. |
| Alternative Commute Infrastructure <i>Describe the status of the program.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Cleaner Diesel <i>How many gallons of ultra-low sulfur diesel (ULSD) have been treated with a NOx reducing additive?</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 17,675 gallons purchased |
| Direct Deposit <i>How many employees receive direct deposit?</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 88employees receive direct deposit out of 119 employees. |
| Expedited Permitting for Mixed-use, Transit-oriented, or Fill-in Development <i>Describe the status of the program.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Low VOC Roadway Striping <i>Report the type of low VOC material and the average amount used. Be sure to include the units of measurement.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | We use low VOC paint for all striping |
| Open Burning Restrictions <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Must contact the Fire Department for any open burnings in the City limits. Also we follow all burn ban requirements. |
| Ozone Action Day Employee Education Program <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | |
| Ozone Action Day Public Education Program <i>Describe the status of the program.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|--|--|---|
| Ozone Action Day Notification Program <i>Describe the public notification program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Notice will be placed on City website. |
| Tree Planting <i>Provide number of trees planted during this reporting period.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 200 trees were given away for Arbor day and 175 planned. An additional 150 trees have been planted in ROW and parks. Trees are required in all new developments as part of landscaping. |
| Paving of Unpaved Roads <i>Report any candidate road projects or potential funding sources that have been identified.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Energy Conservation Measures <i>Describe any efforts taken to reduce demand for electricity (e.g. alternative energy generation capacity, energy efficient appliance installation, weatherization projects, etc.).</i> | - | |
| Other measures <i>Report any additional air quality planning or emission reduction measures not included in this request.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |

APPENDIX H: CITY OF ELGIN 8-03 FLEX FORM

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|---|--|---|
| Alternative Commute Infrastructure <i>Describe the status of the program.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | No development was constructed during this time period. |
| Cleaner Diesel <i>How many gallons of ultra-low sulfur diesel (ULSD) have been treated with a NOx reducing additive?</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | Don't have the ability locally to purchase such fuels |
| Expedited Permitting for Mixed-use, Transit-oriented, or Fill-in Development <i>Describe the status of the program.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Low VOC Roadway Striping <i>Report the type of low VOC material and the average amount used. Be sure to include the units of measurement.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | No roadway striping |
| Open Burning Restrictions <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | City has Ordinance, no burning within City Limits. County of Bastrop has a Burn Ban in place. |
| Ozone Action Day Employee Education Program <i>Describe the status of the program.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Ozone Action Day Public Education Program <i>Describe the status of the program.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Ozone Action Day Notification Program <i>Describe the public notification program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | |
| Tree Planting <i>Provide number of trees planted during this reporting</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | One in Elgin Memorial Park, Four in Morris Memorial Park |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|--|--|---|
| <i>period.</i> | | |
| Paving of Unpaved Roads <i>Report any candidate road projects or potential funding sources that have been identified.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Energy Conservation Measures <i>Describe any efforts taken to reduce demand for electricity (e.g. alternative energy generation capacity, energy efficient appliance installation, weatherization projects, etc.).</i> | - | |
| Other measures <i>Report any additional air quality planning or emission reduction measures not included in this request.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |

APPENDIX I: CITY OF GEORGETOWN 8-03 FLEX FORM

APPENDIX J: CITY OF LOCKHART 8-03 FLEX FORM

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) | | | | |
|--|--|--|-------------------------------|--|--|--------------------|
| Access Management <i>How many roadway projects are employing this program?</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 1 | | | | |
| Commute Alternatives | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | Compressed Work Week | Flexible Work Schedule | Carpool/ Alternative Transportation | Transit Pass subsidized by employer | Teleworking |
| <i>Provide the number of employees participating in each of the programs.</i> | - | | | | | |
| <i>Provide the average number of miles traveled while commuting.</i> | - | | | | | |
| <i>Provide the number of days per week that the program is used.</i> | - | | | | | |
| <i>Provide the total number of employees for the organization.</i> | - | | | | | |
| Direct Deposit <i>How many employees receive direct deposit?</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 120 | | | | |
| Drive-Thru Facilities on Ozone Action Days <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Notices sent to businesses via e-mail | | | | |
| Fueling Vehicles in the Evening <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Standard procedure all vehicles except emergency vehicles | | | | |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|---|--|---|
| Landscaping Voluntary Start at Noon on High Ozone Days (Education Program) Describe the status of the program. | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Utilized by City crews when possible |
| Low Emission Vehicles <i>Report the number of LEVs purchased and the percent of fleet vehicles that are categorized as LEVs.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 25% |
| Low VOC Asphalt Report the average amount used. Be sure to include units. | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 3000 tons of cold lay materials used in lieu of hot mix materials |
| Low VOC Roadway Striping <i>Report the type of low VOC material and the average amount used. Be sure to include the units of measurement.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Use of water base paints: 120 gallons |
| Open Burning Restrictions <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Not allowed in the City except with special permit and under certain conditions on properties of 10 acres or more |
| Ozone Action Day Employee Education Program <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | E-mails are sent to department heads for distribution |
| Ozone Action Day Public Education Program <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Notices placed on City TV Channel |
| Ozone Action Day Notification Program <i>Describe the public notification program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Marque sign at City Hall |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|--|--|---|
| Tree Planting <i>Provide number of trees planted during this reporting period.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 40 trees |
| Paving of Unpaved Roads <i>Report any candidate road projects or potential funding sources that have been identified.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | No funds available to pave 6 roads that are gravel |
| Energy Conservation Measures <i>Describe any efforts taken to reduce demand for electricity (e.g. alternative energy generation capacity, energy efficient appliance installation, weatherization projects, etc.).</i> | - | |
| Other measures <i>Report any additional air quality planning or emission reduction measures not included in this request.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |

APPENDIX K: CITY OF LULING 8-03 FLEX FORM

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|--|--|--|
| Commute Alternatives | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | Compressed Work Week |
| <i>Provide the number of employees participating in each of the programs.</i> | - | |
| <i>Provide the average number of miles traveled while commuting.</i> | - | |
| <i>Provide the number of days per week that the program is used.</i> | - | |
| <i>Provide the total number of employees for the organization.</i> | - | 80 |
| Fueling Vehicles in the Evening <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | |
| Ozone Action Day Employee Education Program <i>Describe the status of the program.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Ozone Action Day Public Education Program <i>Describe the status of the program.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Ozone Action Day Notification Program <i>Describe the public notification program.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Resource Conservation <i>Describe the status of the program.</i> | Yes <input type="checkbox"/> No <input type="checkbox"/> | |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|--|--|---|
| Paving of Unpaved Roads <i>Report any candidate road projects or potential funding sources that have been identified.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Energy Conservation Measures <i>Describe any efforts taken to reduce demand for electricity (e.g. alternative energy generation capacity, energy efficient appliance installation, weatherization projects, etc.).</i> | - | LED lights |
| Other measures <i>Report any additional air quality planning or emission reduction measures not included in this request.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |

APPENDIX L: CITY OF ROUND ROCK 8-03 FLEX FORM

| Emission Reduction Measure <small>(See attached table for definition of emission reduction measures)</small> | Has the program been implemented? | Reporting Information <small>(Please enter program status when applicable)</small> | | |
|--|--|--|---|--|
| Alternative Fuel Vehicles <i>Provide the percentage of fleet vehicles using alternative fuel.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | One electric vehicle | | |
| Business Evaluation of Fleet Usage, including Operations and Right Sizing <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | The City has a right-size committee which evaluates vehicle assignments to ensure that employees are driving the appropriate size and type of vehicle. | | |
| Cleaner Diesel <i>How many gallons of ultra-low sulfur diesel (ULSD) have been treated with a NOx reducing additive?</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 100,750.8 gallons of ULSD were purchased this year. | | |
| Commute Alternatives | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Compressed Work Week | Flexible Work Schedule | Carpool/ Alternative Transportation |
| <i>Provide the number of employees participating in each of the programs.</i> | - | 25 <small>(This is the number HR has on record. There are probably more employees using this schedule that are not reported w/HR.)</small> | 355 <small>(This number includes all staff for FD, police & regular staff that HR had record for.)</small> | |
| <i>Provide the average number of miles traveled while commuting.</i> | - | 22.6 <small>(this is simply a default number, we do not have records for this)</small> | | |
| <i>Provide the number of days per week that the program is used.</i> | - | | | |
| <i>Provide the total number of employees for the organization.</i> | - | 829 | | |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|---|--|---|
| Contractor Provisions for High Ozone Days <i>Describe the status of the program.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Direct Deposit <i>How many employees receive direct deposit?</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 100% of employees receive their paycheck through direct deposit. |
| e-Government and/or Available Locations <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | The utility billing office has a drop box on the building itself and a drive-thru lane with a drop-box only. Approximately 17% of customer pay their utility bill online. The library enables users to renew books online, which currently 78% are being handled in this manner. Court fines are able to be paid thru the mail (not yet online). Customers can also register for classes & camps online at the Clay Madsen Recreation Center. |
| Fueling Vehicles in the Evening <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Employees are encouraged to refuel in the evenings during ozone season. |
| Low Emission Vehicles <i>Report the number of LEVs purchased and the percent of fleet vehicles that are categorized as LEVs.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Low VOC Asphalt <i>Report the average amount used. Be sure to include units.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 2,800 tons |
| Low VOC Roadway Striping <i>Report the type of low VOC material and the average amount used. Be sure to include the units of measurement.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 4,000 pounds—this is a dry material that is mixed with water. |
| Open Burning Restrictions <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | The City of Round Rock does not permit residents to have open fires (i.e. burning trash) within city limits. |
| Ozone Action Day Employee Education Program <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | When an OZAD alert is received it is posted on the City's main website and an email is sent to all employees. |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|--|--|--|
| Ozone Action Day Public Education Program <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | When an OZAD alert is received it is posted on the City's main website and an email is sent to all employees. |
| Ozone Action Day Notification Program <i>Describe the public notification program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Ozone alert notifications are posted on the City's main website page. |
| Ozone Action Day Response Program <i>Describe the public response program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Notices are placed outside public facilities alerting the public of the OZAD. |
| Resource Conservation <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | All city facilities recycle paper, cardboard, plastics, metal and inkjet cartridges, which are picked up weekly. Facilities with irrigation systems are required to follow the City's voluntary watering schedule. |
| Texas Low Emission Diesel (TxLED) for Fleets <i>Was a TxLED equivalency additive purchased for use in fueling diesel vehicles? If so, report the percentage of fleet vehicles that used the additive and the time period that the additive was used (i.e. ozone season or year-round)?</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Transit-Oriented Development (TOD) <i>Describe the program status.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Transportation Emission Reduction Measures (TERMs)*. Report on Primary TERMS found in Appendix D of the 8-Hour O3 Flex (See TERMS commitments below). | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | *Submit implementation status of each TERM to Cathy Stephens at Cathy.Stephens@campotexas.org . |
| Tree Planting <i>Provide number of trees planted during this reporting period.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 945 |
| Vehicle Maintenance <i>Report the average time between two scheduled maintenance services.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | There is a wide range of time between scheduled maintenance, depending on the vehicle type and user. Police department has the shortest time between scheduled maintenance, which is 8-10 weeks. |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|--|--|---|
| Paving of Unpaved Roads <i>Report any candidate road projects or potential funding sources that have been identified.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | There are no unpaved roads in Round Rock. |
| Energy Conservation Measures <i>Describe any efforts taken to reduce demand for electricity (e.g. alternative energy generation capacity, energy efficient appliance installation, weatherization projects, etc.).</i> | - | Solar panels were installed on the roof of the City Hall parking garage. |
| Other measures <i>Report any additional air quality planning or emission reduction measures not included in this request.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |

APPENDIX M: CITY OF SAN MARCOS 8-03 FLEX FORM

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|---|--|---|
| Direct Deposit <i>How many employees receive direct deposit?</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 487 of 548 employees use direct deposit. |
| e-Government and/or Available Locations <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | The City has two locations for bill payments, and also accepts payments by phone or online. |
| Ozone Action Day Employee Education Program <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | The City notifies City employees of ozone action days. |
| Ozone Action Day Public Education Program <i>Describe the status of the program.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Transportation Emission Reduction Measures (TERMs)*. Report on Primary TERMS found in Appendix D of the 8-Hour O3 Flex. | Yes <input type="checkbox"/> No <input type="checkbox"/> | *Submit implementation status of each TERM to Cathy Stephens at Cathy.Stephens@campotexas.org . |
| Tree Planting <i>Provide number of trees planted during this reporting period.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 434 trees planted, based on landscaping requirements. City ordinance requires 2 trees per single family residential home and 1 tree per 1000 square feet of landscaped area for commercial and multi-family developments. The city requires mitigation for all protected trees at a rate of 2.5 trees per tree removed for trees 9" – 24" in caliper and inch per inch mitigation for any Heritage tree > 24" |
| Vehicle Maintenance <i>Report the average time between two scheduled maintenance services.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 3000 miles or 300 hours |
| Paving of Unpaved Roads <i>Report any candidate road projects or potential funding sources that have been identified.</i> | Yes <input type="checkbox"/> No <input type="checkbox"/> | |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|--|---|---|
| Energy Conservation Measures <i>Describe any efforts taken to reduce demand for electricity (e.g. alternative energy generation capacity, energy efficient appliance installation, weatherization projects, etc.).</i> | - | The City has conducted a detailed energy audit of City facilities, and has applied for the LoanStar program to implement recommended energy and water conservation measures. The City offers various energy conservation program to citizens, including public and school education, free energy audits, rebates for energy efficient heating/ac upgrades, and energy efficient appliance replacements. |
| Other measures <i>Report any additional air quality planning or emission reduction measures not included in this request.</i> | Yes <input type="checkbox"/> No <input type="checkbox"/> | |

APPENDIX N: CITY OF SUNSET VALLEY 8-03 FLEX FORM

| Emission Reduction Measure | Do you currently implement this measure or a similar measure? | Would you consider committing to implement this or a similar measure during the next reporting period (May 2010 – April 2011)? | Details of Program (Please provide details of the emission reduction measure being implemented. Or, if the measure has yet to be implemented please describe the proposed program and time frame for implementation) |
|--|---|---|---|
| <p>Access Management</p> <p><i>Access management includes managing roadway access by limiting the number and location of allowable curb cuts and driveways, consolidating access to multiple businesses through one main driveway, side road etc. Access management reduces congestion, vehicle delay and associated emissions.</i></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |
| <p>Alternative Commute Infrastructure</p> <p><i>Require all new non-residential developments of 25,000 sq. ft or more and developments that increase their square footage 25% or more and have/expect 100+ employees on the site to include bicycle commuting facilities (parking/racks and showers) and preferential carpool/vanpool parking spaces.</i></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |
| <p>Alternative Fuel Vehicles</p> <p><i>Participants to the O3 Flex Agreement are committed to encouraging the expanded use of alternative fuels and alternative fuel vehicles among the owners</i></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |

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| <p><i>and/or operators of fleets of 15 vehicles or more. To qualify as an alternative fuel vehicle, the vehicle must operate 75% of the time on one of the federal Energy Policy Act fuels. Approved alternative fuels are compressed natural gas (CNG), liquefied natural gas (LNG), liquefied petroleum gas (LPG), electricity, methanol, ethanol, and biodiesel (at a minimum 20% mix). Alternative fuels reduce NOx and VOCs at varying levels and are an appropriate strategy for reducing or even eliminating emissions. Credits are available under the federal Energy Policy Act (EPA) for use of alternative fuels.</i></p> | | | |
| <p>Business Evaluation of Fleet Usage, including Operations and Right Sizing</p> <p><i>Evaluate and improve the efficiency of fleet usage, including using alternative or clean fueled vehicles, using the cleanest vehicle appropriate for the job, consolidating and coordinating trips, etc.</i></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |
| <p>Cleaner Diesel</p> <p><i>Capital Metro, the cities of Austin, Bastrop and Elgin, Travis County and the Austin Independent School District have agreed to purchase a diesel product that is believed to reduce particulate matter and increase overall efficiency. Use of this fuel increases engine performance, with corresponding air quality benefits through fuel efficiency.</i></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |
| <p>Commute Solutions Program</p> <p><i>Encourage and provide tools to implement Commute VMT reduction programs (e.g. Teleworking, compressed work week, carpooling/vanpooling, bus fares, subsidized transit pass, flextime, carpool or alternative transportation incentives etc.). The Commute Solutions program provides information and tools to implement these programs. It could be</i></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |

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| <i>used to support a commute emission reduction regulation.</i> | | | |
| Contractor Provisions for High Ozone Days <i>Public contracts may include provisions to limit construction activities and equipment operation on high ozone days. A specified number of these high ozone days would be built into the contract.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | |
| Direct Deposit <i>Offer employees direct deposit potentially saving at least one vehicle errand per pay period.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | |
| Drive-Thru Facilities on Ozone Watch Days <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | |
| e-Government and/or Available Locations <i>Provides web-based services, both for information and transactions, and/or multiple locations for payments, etc.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | |
| Expedited Permitting for Mixed-use, Transit-oriented, or Fill-in Development <i>Provide an expedited permitting process and/or other incentives for mixed use, transit oriented or in-fill development. Developments would have to meet certain performance criteria in order to qualify for expedited permitting.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | |
| Fueling Vehicles in the Evening <i>Promote fueling vehicles after peak hot periods of the day have passed during ozone season. This does not reduce NOx emissions but moves the high emissions time frame to later hours.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | |

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| <p>Landscaping Voluntary Start at Noon on High Ozone Days (Education Program)</p> <p><i>Outreach to local stakeholders will include education and encourage voluntary implementation of delaying landscape work until noon on high ozone days.</i></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |
| <p>Low Emission Vehicles</p> <p><i>Encourage and/or provide incentives for the purchase and use of cleaner vehicles for fleets and private use.</i></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |
| <p>Low VOC Asphalt</p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |
| <p>Low VOC Roadway Striping</p> <p><i>Require use of reformulated striping material products (i.e., water-based paints or thermoplastic) to achieve VOC reductions. Traffic marking activities refer to the striping of center lines, edges, and directional markings on roads and parking lots. VOC emissions from traffic marking vary depending on the marking material used, and the frequency of application. Generally, there are six different types of traffic marking materials (EIIIP, 1997a): 1) solvent-based paint; 2) water-based paint; 3) thermoplastics; 4) field-reacted systems; 5) preformed tapes; and 6) permanent markers. Solvent-based paints typically are the least expensive among the material types, but produce the highest VOC emissions.</i></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |
| <p>Open Burning Restrictions</p> <p><i>Amend and/or adopt regulations to ban the open burning of such items as trees, shrubs, and brush from land clearing, trimmings from landscaping, and household or business trash, during the peak ozone season to reduce VOCs and NOx.</i></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |

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| <p>Ozone Watch Day Employee Education Program</p> <p><i>Implement an employee ozone education program to recommend actions to reduce ozone forming emissions. Notify employees of ozone watch days the day before and encourage employees to reduce emissions.</i></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |
| <p>Ozone Watch and Warning Day Public Education Program</p> <p><i>Implement a public ozone education program, including ozone watch and warning days and recommended actions.</i></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |
| <p>Ozone Watch and Warning Day Notification Program</p> <p><i>Send out notifications to employees on ozone watch and warning days.</i></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |
| <p>Ozone Watch Day Response Program</p> <p><i>Implement a program of specific emission reduction measures taken on ozone watch days.</i></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |
| <p>Resource Conservation</p> <p><i>Expand and quantify ongoing resource conservation programs (materials recycling, water and energy conservation, etc.).</i></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |
| <p>Shaded Parking</p> <p><i>Provide shaded parking for vehicles, to the extent possible, to reduce evaporative emissions when vehicles are not operating.</i></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |
| <p>Texas Low Emission Diesel (TxLED) for Fleets</p> <p><i>Purchase of TxLED equivalency additive for use in fleets.</i></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |

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| <p>Transit-Oriented Development (TOD)</p> <p><i>Require or provide incentives for sprawl reduction such as vertical zoning, mixed use zoning, enhanced mobility choices, reducing distances between home sites, work sites, and service sites. These types of development criteria will reduce the impacts of new development on air quality.</i></p> | <p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |
| <p>Transportation Emission Reduction Measures (TERMs)</p> <p><i>Implement transportation projects and programs that reduce emissions. Projects and programs include improved transit options and level of service, intersection improvements, grade separations, signal synchronizations and/or improvements, peak and/or off-peak traffic flow improvements, park and ride facilities, bike/ped facilities, high occupancy vehicle lanes, rail, demand management, intelligent transportation systems etc.</i></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |
| <p>Tree Planting</p> <p><i>Implement landscaping ordinances to require additional urban tree planting. Reforestation improves air quality and energy efficiency.</i></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |
| <p>Urban Heat Island/Cool Cities Program</p> <p><i>Develop and implement Urban Heat Island mitigation strategies. Since ozone forms at higher temperatures, the purpose of this strategy is to keep the city as cool as possible, through vegetation, cool roofing and light colored pavement.</i></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |
| <p>Vehicle Maintenance</p> <p><i>Incorporated regular maintenance into fleet operation policies to minimize emissions.</i></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |

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| Paving of Unpaved Roads | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | |
| Energy Conservation Measures <i>Describe any efforts taken to reduce demand for electricity (e.g. alternative energy generation capacity, energy efficient appliance installation, weatherization projects, etc.).</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | |
| Other measures <i>Detail any additional air quality planning or emission reduction measures not included in this request.</i> | - | - | |

APPENDIX O: CITY OF TAYLOR 8-03 FLEX FORM

| Emission Reduction Measure | Do you currently implement this measure or a similar measure? | Would you consider committing to implement this or a similar measure during the next reporting period (May 2010 – April 2011)? | Details of Program (Please provide details of the emission reduction measure being implemented. Or, if the measure has yet to be implemented please describe the proposed program and time frame for implementation) |
|---|--|---|---|
| Access Management <i>Access management includes managing roadway access by limiting the number and location of allowable curb cuts and driveways, consolidating access to multiple businesses through one main driveway, side road etc. Access management reduces congestion, vehicle delay and associated emissions.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Yes <input type="checkbox"/> No <input type="checkbox"/> | The city's development regularions require shared driveway access easements whenever practical. State driveway permits are enforced by city staff as well as state personnel. |
| Alternative Commute Infrastructure <i>Require all new non-residential developments of 25,000 sq. ft or more and developments that increase their square footage 25% or more and have/expect 100+ employees on the site to include bicycle commuting facilities (parking/racks and showers) and preferential carpool/vanpool parking spaces.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | Yes <input type="checkbox"/> No <input type="checkbox"/> | |
| Alternative Fuel Vehicles <i>Participants to the O3 Flex Agreement are committed to encouraging the expanded use of alternative fuels and alternative fuel vehicles among the owners</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | Yes <input type="checkbox"/> No <input type="checkbox"/> | |

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| <p><i>and/or operators of fleets of 15 vehicles or more. To qualify as an alternative fuel vehicle, the vehicle must operate 75% of the time on one of the federal Energy Policy Act fuels. Approved alternative fuels are compressed natural gas (CNG), liquefied natural gas (LNG), liquefied petroleum gas (LPG), electricity, methanol, ethanol, and biodiesel (at a minimum 20% mix). Alternative fuels reduce NOx and VOCs at varying levels and are an appropriate strategy for reducing or even eliminating emissions. Credits are available under the federal Energy Policy Act (EPA) for use of alternative fuels.</i></p> | | | |
| <p>Business Evaluation of Fleet Usage, including Operations and Right Sizing</p> <p><i>Evaluate and improve the efficiency of fleet usage, including using alternative or clean fueled vehicles, using the cleanest vehicle appropriate for the job, consolidating and coordinating trips, etc.</i></p> | <p>Yes <input type="checkbox"/></p> <p>No <input checked="" type="checkbox"/></p> | <p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Many vehicles can no longer be taken home by non-emergency personnel. idling is no longer allowed beyond a few minutes.</p> |
| <p>Cleaner Diesel</p> <p><i>Capital Metro, the cities of Austin, Bastrop and Elgin, Travis County and the Austin Independent School District have agreed to purchase a diesel product that is believed to reduce particulate matter and increase overall efficiency. Use of this fuel increases engine performance, with corresponding air quality benefits through fuel efficiency.</i></p> | <p>Yes <input type="checkbox"/></p> <p>No <input checked="" type="checkbox"/></p> | <p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |
| <p>Commute Solutions Program</p> <p><i>Encourage and provide tools to implement Commute VMT reduction programs (e.g. Teleworking, compressed work week, carpooling/vanpooling, bus fares, subsidized transit pass, flextime, carpool or alternative transportation incentives etc.). The Commute Solutions program provides information and tools to implement these programs. It could be</i></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Several senior staff are allowed to work from home when needed.</p> |

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| <i>used to support a commute emission reduction regulation.</i> | | | |
| Contractor Provisions for High Ozone Days <i>Public contracts may include provisions to limit construction activities and equipment operation on high ozone days. A specified number of these high ozone days would be built into the contract.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | Yes <input type="checkbox"/> No <input type="checkbox"/> | |
| Direct Deposit <i>Offer employees direct deposit potentially saving at least one vehicle errand per pay period.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Yes <input type="checkbox"/> No <input type="checkbox"/> | |
| Drive-Thru Facilities on Ozone Watch Days <i>Describe the status of the program.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | Yes <input type="checkbox"/> No <input type="checkbox"/> | |
| e-Government and/or Available Locations <i>Provides web-based services, both for information and transactions, and/or multiple locations for payments, etc.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Yes <input type="checkbox"/> No <input type="checkbox"/> | Many of the city's regular forms are on-line. Customers can pay by electronic funds transfer, and electronic payments can be accepted over the phone when paying for permits, etc. |
| Expedited Permitting for Mixed-use, Transit-oriented, or Fill-in Development <i>Provide an expedited permitting process and/or other incentives for mixed use, transit oriented or in-fill development. Developments would have to meet certain performance criteria in order to qualify for expedited permitting.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Yes <input type="checkbox"/> No <input type="checkbox"/> | In 2009, the city adopted the Downtown Neighborhood Zoning District which encourages mixed use high density development. |
| Fueling Vehicles in the Evening <i>Promote fueling vehicles after peak hot periods of the day have passed during ozone season. This does not reduce NOx emissions but moves the high emissions time frame to later hours.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Yes <input type="checkbox"/> No <input type="checkbox"/> | |

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| <p>Landscaping Voluntary Start at Noon on High Ozone Days (Education Program)</p> <p><i>Outreach to local stakeholders will include education and encourage voluntary implementation of delaying landscape work until noon on high ozone days.</i></p> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | Yes <input type="checkbox"/> No <input type="checkbox"/> | |
| <p>Low Emission Vehicles</p> <p><i>Encourage and/or provide incentives for the purchase and use of cleaner vehicles for fleets and private use.</i></p> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | Yes <input type="checkbox"/> No <input type="checkbox"/> | |
| <p>Low VOC Asphalt</p> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | Yes <input type="checkbox"/> No <input type="checkbox"/> | |
| <p>Low VOC Roadway Striping</p> <p><i>Require use of reformulated striping material products (i.e., water-based paints or thermoplastic) to achieve VOC reductions. Traffic marking activities refer to the striping of center lines, edges, and directional markings on roads and parking lots. VOC emissions from traffic marking vary depending on the marking material used, and the frequency of application. Generally, there are six different types of traffic marking materials (EIIIP, 1997a): 1) solvent-based paint; 2) water-based paint; 3) thermoplastics; 4) field-reacted systems; 5) preformed tapes; and 6) permanent markers. Solvent-based paints typically are the least expensive among the material types, but produce the highest VOC emissions.</i></p> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | Yes <input type="checkbox"/> No <input type="checkbox"/> | |
| <p>Open Burning Restrictions</p> <p><i>Amend and/or adopt regulations to ban the open burning of such items as trees, shrubs, and brush from land clearing, trimmings from landscaping, and household or business trash, during the peak ozone season to reduce VOCs and NOx.</i></p> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | Yes <input type="checkbox"/> No <input type="checkbox"/> | |

| | | | |
|---|---|--|--|
| <p>Ozone Watch Day Employee Education Program</p> <p><i>Implement an employee ozone education program to recommend actions to reduce ozone forming emissions. Notify employees of ozone watch days the day before and encourage employees to reduce emissions.</i></p> | <p>Yes <input type="checkbox"/></p> <p>No <input checked="" type="checkbox"/></p> | <p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |
| <p>Ozone Watch and Warning Day Public Education Program</p> <p><i>Implement a public ozone education program, including ozone watch and warning days and recommended actions.</i></p> | <p>Yes <input type="checkbox"/></p> <p>No <input checked="" type="checkbox"/></p> | <p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |
| <p>Ozone Watch and Warning Day Notification Program</p> <p><i>Send out notifications to employees on ozone watch and warning days.</i></p> | <p>Yes <input type="checkbox"/></p> <p>No <input checked="" type="checkbox"/></p> | <p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |
| <p>Ozone Watch Day Response Program</p> <p><i>Implement a program of specific emission reduction measures taken on ozone watch days.</i></p> | <p>Yes <input type="checkbox"/></p> <p>No <input checked="" type="checkbox"/></p> | <p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |
| <p>Resource Conservation</p> <p><i>Expand and quantify ongoing resource conservation programs (materials recycling, water and energy conservation, etc.).</i></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>The city received a grant from CAPCOG to expand the city's recycling drop off center from one day per week to 24/7365. the city also has a water cionservation ordinance.</p> |
| <p>Shaded Parking</p> <p><i>Provide shaded parking for vehicles, to the extent possible, to reduce evaporative emissions when vehicles are not operating.</i></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Shared parking is common in the downtown area</p> |
| <p>Texas Low Emission Diesel (TxLED) for Fleets</p> <p><i>Purchase of TxLED equivalency additive for use in fleets.</i></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |

| | | | |
|--|---|--|---|
| <p>Transit-Oriented Development (TOD)</p> <p><i>Require or provide incentives for sprawl reduction such as vertical zoning, mixed use zoning, enhanced mobility choices, reducing distances between home sites, work sites, and service sites. These types of development criteria will reduce the impacts of new development on air quality.</i></p> | <p>Yes <input type="checkbox"/></p> <p>No <input checked="" type="checkbox"/></p> | <p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |
| <p>Transportation Emission Reduction Measures (TERMs)</p> <p><i>Implement transportation projects and programs that reduce emissions. Projects and programs include improved transit options and level of service, intersection improvements, grade separations, signal synchronizations and/or improvements, peak and/or off-peak traffic flow improvements, park and ride facilities, bike/ped facilities, high occupancy vehicle lanes, rail, demand management, intelligent transportation systems etc.</i></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>The city enacted a fee inlieu of sidewalk policy when new development occurs if a new sidewalk is not built. Alternately, the city has implemented several 'safe routes to school' grants.</p> |
| <p>Tree Planting</p> <p><i>Implement landscaping ordinances to require additional urban tree planting. Reforestation improves air quality and energy efficiency.</i></p> | <p>Yes <input type="checkbox"/></p> <p>No <input checked="" type="checkbox"/></p> | <p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |
| <p>Urban Heat Island/Cool Cities Program</p> <p><i>Develop and implement Urban Heat Island mitigation strategies. Since ozone forms at higher temperatures, the purpose of this strategy is to keep the city as cool as possible, through vegetation, cool roofing and light colored pavement.</i></p> | <p>Yes <input type="checkbox"/></p> <p>No <input checked="" type="checkbox"/></p> | <p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |
| <p>Vehicle Maintenance</p> <p><i>Incorporated regular maintenance into fleet operation policies to minimize emissions.</i></p> | <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | <p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |

| | | | |
|--|--|---|---|
| Paving of Unpaved Roads | Yes <input type="checkbox"/> No <input type="checkbox"/> | Yes <input type="checkbox"/> No <input type="checkbox"/> | |
| Energy Conservation Measures <i>Describe any efforts taken to reduce demand for electricity (e.g. alternative energy generation capacity, energy efficient appliance installation, weatherization projects, etc.).</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Yes <input type="checkbox"/> No <input type="checkbox"/> | received a \$50K SECO grant to install energy efficient electric fixtures through out city hall. the city has also adopted the 2003 edition of the International Energy Conservation Code |
| Other measures <i>Detail any additional air quality planning or emission reduction measures not included in this request.</i> | - | - | |

APPENDIX P: BASTROP COUNTY 8-03 FLEX FORM

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|--|--|---|
| Cleaner Diesel <i>How many gallons of ultra-low sulfur diesel (ULSD) have been treated with a NOx reducing additive?</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 170,669 gallons |
| Commute Alternatives | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Compressed Work Week |
| <i>Provide the number of employees participating in each of the programs.</i> | - | 47 |
| <i>Provide the average number of miles traveled while commuting.</i> | - | 15 |
| <i>Provide the number of days per week that the program is used.</i> | - | 1 |
| <i>Provide the total number of employees for the organization.</i> | - | 487 |
| Direct Deposit <i>How many employees receive direct deposit?</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 416 |
| Fueling Vehicles in the Evening <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | All fleet vehicles fueled in the evening |
| Ozone Action Day Employee Education Program <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | County Judge's office forwards Ozone alerts to all County employees |
| Ozone Action Day Public Education Program <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Signs are posted at the County Courthouse on Ozone Action Days. Press releases are forwarded to local newspapers. |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|--|--|--|
| Ozone Action Day Notification Program <i>Describe the public notification program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Signs are posted at the County Courthouse on Ozone Action Days. |
| Ozone Action Day Response Program <i>Describe the public response program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Any materials provided by Air Quality partners are put out for public consumption at the Courthouse and Development Services buildings. |
| Vehicle Maintenance <i>Report the average time between two scheduled maintenance services.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | As per recommended maintenance schedule in maintenance manuals. |
| Paving of Unpaved Roads <i>Report any candidate road projects or potential funding sources that have been identified.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 27.9 |
| Additional Voluntary Local Measures <i>Report status of carpool matching system for employees</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | Employees currently self-direct carpool matching. If a need arises for a coordinated carpool matching system, the County will implement one. |
| Energy Conservation Measures <i>Describe any efforts taken to reduce demand for electricity (e.g. alternative energy generation capacity, energy efficient appliance installation, weatherization projects, etc.).</i> | - | Enrolled in the State Energy Conservation Office Preliminary Energy Assessment Service |
| Other measures <i>Report any additional air quality planning or emission reduction measures not included in this request.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Burn ban issued. |

APPENDIX Q: CALDWELL COUNTY 8-03 FLEX FORM

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|--|--|--|
| Direct Deposit <i>How many employees receive direct deposit?</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | will get back to me |
| Fueling Vehicles in the Evening <i>Describe the status of the program.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Low Emission Vehicles <i>Report the number of LEVs purchased and the percent of fleet vehicles that are categorized as LEVs.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Ozone Action Day Employee Education Program <i>Describe the status of the program.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Ozone Action Day Public Education Program <i>Describe the status of the program.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Ozone Action Day Notification Program <i>Describe the public notification program.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Ozone Action Day Response Program <i>Describe the public response program.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Vehicle Maintenance <i>Report the average time between two scheduled maintenance services.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | |
| Paving of Unpaved Roads <i>Report any candidate road projects or potential funding sources that have been identified.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|--|--|---|
| Energy Conservation Measures <i>Describe any efforts taken to reduce demand for electricity (e.g. alternative energy generation capacity, energy efficient appliance installation, weatherization projects, etc.).</i> | - | Installed energy-efficient air conditioning, active management of thermostats, new grant for weatherization |
| Other measures <i>Report any additional air quality planning or emission reduction measures not included in this request.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |

APPENDIX R: HAYS COUNTY 8-03 FLEX FORM

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|---|--|--|
| Cleaner Diesel <i>How many gallons of ultra-low sulfur diesel (ULSD) have been treated with a NOx reducing additive?</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 120,476 gallons |
| Direct Deposit <i>How many employees receive direct deposit?</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 89% of county employees utilize direct deposit. This is up from 85% at the last reporting period. |
| e-Government and/or Available Locations <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | E-filing for courts; on-line services for all applicable departments; court agenda and supporting documentation available on-line; tax payments and vehicle registration available in precinct substations. Tax payments also available on-line. |
| Fueling Vehicles in the Evening <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Fleet vehicles are fueled after 3:00 p.m. Employees are encouraged to fuel personal vehicles at non-peak hot periods during ozone season. |
| Low VOC Roadway Striping <i>Report the type of low VOC material and the average amount used. Be sure to include the units of measurement.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 10,000 lbs. White Thermoplastic 33,000 lbs. Yellow Thermoplastic 11,000 lbs. Glass Beads |
| Ozone Action Day Employee Education Program <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | E-mail notification of Ozone Action Day(s) sent to county employees one day prior to action day with a link to information regarding emission reduction measures and ways to reduce air pollution. |
| Ozone Action Day Public Education Program <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | E-mail notification of Ozone Action Day(s) sent to county employees one day prior to action day with a link to information regarding emission reduction measures and ways to reduce air pollution. |
| Ozone Action Day Notification Program <i>Describe the public notification program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Ozone Action Day(s) are posted to the county website in advance of the action day with a link to information on emission reduction measures and |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|--|--|--|
| | | ways to reduce air pollution. |
| Ozone Action Day Response Program <i>Describe the public response program.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Resource Conservation <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Two recycling centers open 5 days a week. Rainwater collection system at Pct. 4 building for irrigation. |
| Tree Planting <i>Provide number of trees planted during this reporting period.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Vehicle Maintenance <i>Report the average time between two scheduled maintenance services.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Heavy equipment every 250 hours; heavy trucks every 6,000 miles; small trucks every 3,000 miles. |
| Paving of Unpaved Roads <i>Report any candidate road projects or potential funding sources that have been identified.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Energy Conservation Measures <i>Describe any efforts taken to reduce demand for electricity (e.g. alternative energy generation capacity, energy efficient appliance installation, weatherization projects, etc.).</i> | - | |
| Other measures <i>Report any additional air quality planning or emission reduction measures not included in this request.</i> | Yes <input type="checkbox"/> No <input type="checkbox"/> | |

APPENDIX S: TRAVIS COUNTY 8-03 FLEX FORM

| Emission Reduction Measure <small>(See attached table for definition of emission reduction measures)</small> | Has the program been implemented? | Reporting Information <small>(Please enter program status when applicable)</small> | | |
|--|--|---|-------------------------------|--|
| Alternative Fuel Vehicles <i>Provide the percentage of fleet vehicles using alternative fuel.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 33% of our Fleet Vehicles are capable of utilizing Alt. Fuels | | |
| Business Evaluation of Fleet Usage, including Operations and Right Sizing <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Travis County Fleet Services performs Fleet Usage and Efficiency Evaluations throughout the year and makes recommendations for improvements to the fleet users. Guided through a Vehicle Users Committee, representatives of County departments implement recommendations aimed at trip reductions, trip consolidation, and right-sizing vehicle type to the work task. The use of propane fuel in the bi-fueled vehicles at least 75% of the time is encouraged and is on-going. | | |
| Cleaner Diesel <i>How many gallons of ultra-low sulfur diesel (ULSD) have been treated with a NOx reducing additive?</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 151 | | |
| Commute Alternatives | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Compressed Work Week | Flexible Work Schedule | Carpool/ Alternative Transportation |
| <i>Provide the number of employees participating in each of the programs.</i> | - | 795 | 1500 | 596 |
| <i>Provide the average number of miles traveled while commuting.</i> | - | 20 | 20 | 20 |
| <i>Provide the number of days per week that the program is used.</i> | - | 5 | 5 | 5 |
| <i>Provide the total number of employees for the organization.</i> | - | 4670 | | |
| Contractor Provisions for High Ozone Days <i>Describe the status of the program.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | | | |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|---|--|---|
| Direct Deposit <i>How many employees receive direct deposit?</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 4555 |
| Drive-Thru Facilities on Ozone Action Days <i>Describe the status of the program.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| e-Government and/or Available Locations <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | <p>Approximately (95%) Travis County jury assignments are made via Internet every 6 months, saving as many roundtrips to the county's downtown complex. Citizens can renew There were 99,195 motor vehicle renewals over the internet; 17,278 property tax payments over the internet; and 4,194 voter registration updates over the internet. These actions can also be performed by mail instead of in person. Travis County offers many client services through seven different intake offices located throughout the county, and operates a one-stop shop Subdivision Review office with the City of Austin so citizens needing review by both entities don't have to drive to different locations.</p> |
| Fueling Vehicles in the Evening <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Employees are encouraged to fuel vehicles before 7am or after 4pm on ozone watch and on high ozone days |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|---|--|--|
| Landscaping Voluntary Start at Noon on High Ozone Days (Education Program) Describe the status of the program. | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Employees are encouraged to postpone landscaping until noon on high ozone days. |
| Low Emission Vehicles <i>Report the number of LEVs purchased and the percent of fleet vehicles that are categorized as LEVs.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 55% of our Fleet Vehicles are LEV or Higher. Travis County purchased 42 LEV's during this reporting period. |
| Low VOC Asphalt Report the average amount used. Be sure to include units. | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | We only use an emulsion called HFRS-2P and SS-1 and neither contain VOCs. We used 56,535 gallons of SS-1 and 1003 tons of HFRS-2P. |
| Low VOC Roadway Striping <i>Report the type of low VOC material and the average amount used. Be sure to include the units of measurement.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | We used 206, 000 gallons of Low VOC Roadway Striping. |
| Open Burning Restrictions <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Burn bans as needed. |
| Ozone Action Day Employee Education Program <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | An e-mail and voice-mail is sent all employees describing what actions can be taken to reduce ozone creating activities and where to find additional information. |
| Ozone Action Day Public Education Program <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Signs around the Travis County downtown location that tomorrow/today is an ozone action day. If the action day falls on a Tuesday, an announcement is made before Commissioner's Court which is televised. |
| Ozone Action Day Notification Program <i>Describe the public notification program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | An e-mail and voice-mail is sent all employees describing what actions can be taken to reduce ozone creating activities and where to find additional information. |
| Ozone Action Day Response Program <i>Describe the public response program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | see above |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|--|--|---|
| Resource Conservation <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Paper was 441 tons --Car Batteries was 582 --Scrap Metal was 293,004 lbs for revenue of \$18,810 --Aluminum Cans was 480 lbs for revenue of \$283 --Used Oil was 4195 gallons for revenue of \$1608 --Tires was 4200 tires. --Hazardous Waste Program (interlocal with COA) serviced 1733 constituents used the facility. |
| Shaded Parking <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | |
| Texas Low Emission Diesel (TxLED) for Fleets <i>Was a TxLED equivalency additive purchased for use in fueling diesel vehicles? If so, report the percentage of fleet vehicles that used the additive and the time period that the additive was used (i.e. ozone season or year-round)?</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 151,999 --100% of our diesel fleet uses TXLed during ozone season. |
| Transit-Oriented Development (TOD) <i>Describe the program status.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Transportation Emission Reduction Measures (TERMs)*. Report on Primary TERMS found in Appendix D of the 8-Hour O3 Flex (See TERMS commitments below). | Yes <input type="checkbox"/> No <input type="checkbox"/> | *Submit implementation status of each TERM to Cathy Stephens at Cathy.Stephens@campotexas.org . |
| Tree Planting <i>Provide number of trees planted during this reporting period.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 502 |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|--|--|---|
| Urban Heat Island/Cool Cities Program Describe the status of the program. | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Vehicle Maintenance <i>Report the average time between two scheduled maintenance services.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Regular Service Average: 120 days between two scheduled maintenance services. Severe Service Average: 35 days between two scheduled maintenance services. |
| LIRAP Update | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Repairs - 376 Replacements - 684 |
| AirCheck Texas Local Initiative Projects Report on emission reduction measures developed and/or implemented using LIP funds. | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Travis County will be implemented a counterfeit motor vehicle inspection program this year. Over 4,000 citations have been issued for counterfeit, expired, or fake certificates. |
| Paving of Unpaved Roads <i>Report any candidate road projects or potential funding sources that have been identified.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | none have been identified. |
| Voluntary Local Measures Report on carpool parking incentive program and Ozone Action Day sign program for county drive through facilities | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | Not feasible to implement due to lack of parking spaces. |
| Energy Conservation Measures <i>Describe any efforts taken to reduce demand for electricity (e.g. alternative energy generation capacity, energy efficient appliance installation, weatherization projects, etc.).</i> | - | Travis County completed designs for two new facilities that will be submitted for U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) silver level. One facility was completed and occupied in April 2011, the second is expected to be complete in fall. Silver certification is the goal for construction/renovation projects with a budgeted cost of \$1M or more. Green building standards will be implemented on smaller projects as possible and cost effective. Eight of the County's Registered Architects have achieved LEED AP certification. <ul style="list-style-type: none"> Travis County is executing a formula grant under the Recovery Act - Energy Efficiency and Conservation Block Grants for Energy Efficient |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|---|---|--|
| | | <p>Facilities. The \$2.2M grant has been augmented with \$1.3M in County funds and are being used to install energy conservation measures at the newly acquired 315,000 SF County Administration building. Measures include installation of LED lighting with lighting controls, replacement of window glazing with more energy efficient window units, upgrade of HVAC controls from pneumatic to DDC, replacement of inefficient cooling coils in air handler units, additional roofing insulation plus installation of Energy Star rated coating, plus recommissioning of the entire building.</p> <ul style="list-style-type: none"> Travis County also replaced roof top air conditioning units on two facilities with more efficient units. Replacement of ten roof top units on a 24/7 treatment facility is in progress, which will replace the 15 year old inefficient units on this facility. |
| Other measures <i>Report any additional air quality planning or emission reduction measures not included in this request.</i> | Yes <input type="checkbox"/> No <input type="checkbox"/> | |

APPENDIX T: WILLIAMSON COUNTY 8-03 FLEX FORM

APPENDIX U: CAPITAL AREA COUNCIL OF GOVERNMENTS 8-03 FLEX FORM

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|---|--|---|
| Commute Alternatives | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Flexible Work Schedule |
| <i>Provide the number of employees participating in each of the programs.</i> | - | 34 |
| <i>Provide the average number of miles traveled while commuting.</i> | - | |
| <i>Provide the number of days per week that the program is used.</i> | - | 5 |
| <i>Provide the total number of employees for the organization.</i> | - | 59 |
| Direct Deposit <i>How many employees receive direct deposit?</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 58 |
| e-Government and/or Available Locations <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | CAPCOG has set up a SharePoint site that provides a central storage and collaboration space for documents and information that can be accessed by CAPCOG employees from any location. Also, some CAPCOG employees have VPN access that allows them to access documents and programs from other locations. |
| Resource Conservation <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | CAPCOG provides recycling service for paper, plastic, and aluminum cans to all employees |
| Ozone Action Day Employee Education Program <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|--|--|--|
| Ozone Action Day Notification Program <i>Describe the public notification program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | When an ozone watch or warning is issued, information/alert is posted on the CAPCOG website for public/employee notice, signs are posted at parking lot entrances, and an email is sent to all CAPCOG employees with information. |
| Energy Conservation Measures <i>Describe any efforts taken to reduce demand for electricity (e.g. alternative energy generation capacity, energy efficient appliance installation, weatherization projects, etc.).</i> | - | Instructions have been issued by agency management for employees to turn off lights when leaving the office |
| Other measures <i>Report any additional air quality planning or emission reduction measures not included in this request.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | During the 2010 ozone season, CAPCOG encouraged employees by providing incentives to pledge to undertake measures proven to be effective in reducing impacts on regional ozone levels. In addition CAPCOG's Regional Law Enforcement Academy has incorporated several measures which contribute to reduced emissions: The RLEA takes the simulator trailer to the users' location, and we train a local person to instruct the courses using the trailer, We hold classes in the surrounding counties so that they do not have to commute to Austin We shortened the week for the Basic Peace Officer course (which is 24 weeks long) by having them attend on a 4/10 schedule We provide a way for the cadets to bring, keep, and warm their lunches here instead of driving to lunch those 4 days a week. |

APPENDIX V: CAPITAL AREA METROPOLITAN PLANNING ORGANIZATION 8-03 FLEX FORM

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) | | | |
|--|--|--|-------------------------------|--|--------------------|
| Commute Alternatives | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Compressed Work Week | Flexible Work Schedule | Transit Pass subsidized by employer | Teleworking |
| <i>Provide the number of employees participating in each of the programs.</i> | - | 0 | 14 | 9 | 4 |
| <i>Provide the average number of miles traveled while commuting.</i> | - | | | | |
| <i>Provide the number of days per week that the program is used.</i> | - | | 5 | 2 | 1 |
| <i>Provide the total number of employees for the organization.</i> | - | 16 | | | |
| Direct Deposit <i>How many employees receive direct deposit?</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 16 | | | |
| e-Government and/or Available Locations <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | CAMPO uses websites (campotexas.org, commutesolutions.com, ozoneheroes.com, capitalareartcc.org), other web-based programs, surveymonkey, email, e-newsletters and other social media (facebook, twitter) to provide information to the public and member jurisdictions and solicit input from them. CAMPO also conducts meetings by conference call or web meeting when possible. | | | |
| Fueling Vehicles in the Evening <i>Describe the status of the program.</i> | Yes <input type="checkbox"/> No <input type="checkbox"/> | N/A CAMPO doesn't have any vehicles | | | |
| Resource Conservation <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | CAMPO follows City of Austin policies regarding office recycling, purchasing and energy conservation. We now have single-stream recycling at the office. CAMPO also has moved to paperless meetings, providing meeting materials and | | | |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|--|--|--|
| | | minimizing copies produced for meetings. |
| Ozone Action Day Employee Education Program <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | CAMPO Air Quality staff provide educational information on ozone and health effects to other CAMPO staff. |
| Ozone Action Day Public Education Program <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | CAMPO conducts the Ozone Action Heroes program, a public mediaoutreach campaign that provides ozone information and encourages everyone to do at least 3 things to reduce ozone-forming emissions. |
| Ozone Action Day Notification Program <i>Describe the public notification program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | CAMPO AQ staff post educational notices and alerts in the lobby of the building both the day before and the day of an ozone alert day, and notify CAMPO staff of ozone alert days. CAMPO also funded signs indicating when high ozone is occurring or likely to occur and partnered with Scott Johnson and COA Parks Dept to post the signs along the Town Lake trail when there are high ozone events |
| Energy Conservation Measures <i>Describe any efforts taken to reduce demand for electricity (e.g. alternative energy generation capacity, energy efficient appliance installation, weatherization projects, etc.).</i> | - | CAMPO is participating in our office building's climate protection plan, which calls for reduced energy demand. Staff is instructed to close window blinds to prevent heat transmission, turn off computers, monitors and other office equipment at the end of the day etc. The building has been retrofitted and is now an Energy Star building. |
| Other measures <i>Report any additional air quality planning or emission reduction measures not included in this request.</i> | Yes <input type="checkbox"/> No <input type="checkbox"/> | CAMPO also has several staff members that walk or ride their bikes to work and/or participate in the Car 2 Go carshare program. |

APPENDIX W: CAPITAL METRO 8-03 FLEX FORM

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) | | | |
|--|--|---|-------------------------------|--|--|
| Low VOC Striping Material <i>Report the type of low VOC material and the average amount used. Be sure to include the units of measurement.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | n/a | | | |
| Commute Alternatives | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Compressed Work Week | Flexible Work Schedule | Carpool/ Alternative Transportation | Transit Pass subsidized by employer |
| <i>Provide the number of employees participating in each of the programs.</i> | - | | | | 1232 |
| <i>Provide the average number of miles traveled while commuting.</i> | - | | | | |
| <i>Provide the number of days per week that the program is used.</i> | - | | | | |
| <i>Provide the total number of employees for the organization.</i> | - | 1232 | | | |
| Direct Deposit <i>How many employees receive direct deposit?</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 971 | | | |
| e-Government and/or Available Locations <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Customers are able to purchase bus passes online. | | | |
| Fueling Vehicles in the Evening <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | All fleet vehicles are fueled after 6pm. | | | |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|--|--|--|
| Resource Conservation <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Effort to continually reduce energy and fuel use in all areas. |
| Ozone Action Day Employee Education Program <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | We send alerts and updates to employees regarding ozone action days. |
| Ozone Action Day Public Education Program <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | We send emails to our public distribution lists to remind subscribers that it is an Ozone Action day reminding the public to use public transportation. |
| Ozone Action Day Notification Program <i>Describe the public notification program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Emails to our public distribution lists. |
| Alternative Fuel Vehicles <i>Provide the percentage of fleet vehicles using alternative fuel.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | <1%; 3 hybrid-electric vehicles |
| Business Evaluation of Fleet Usage, including Operations and Right Sizing <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Continual monitoring of ridership to ensure we have the most efficient vehicles in service to meet demand. Technology improvements have led to great efficiency improvements in our MetroAccess fleet. |
| 5-minute Limit on Diesel Idling <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | We have an anti-idling campaign in place, educating our employees to not let their vehicles idle for more than 5 minutes. |
| Cleaner Diesel How many gallons of ultra-low sulfur diesel (ULSD) have been treated with a NOx reducing additive? | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 3,122,897 gallons for StarTran Operated vehicles |
| Vehicle Maintenance Report the average time between two scheduled maintenance services. | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Large buses 6,000 Miles between PM's and smaller vehicles 3,000 miles between PM's |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|--|--|---|
| Vapor Recovery on Pumps Describe the status of the program. | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | |
| Low VOC Asphalt Report the average amount used. Be sure to include units. | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | n/a |
| Low Emission Vehicles Report the number of LEVs purchased and the percent of fleet vehicles that are categorized as LEVs. | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 8 LEVs purchased, 96% LEVs |
| Texas Emission Reduction Program (TERP) Provide information on TERP funds received during this reporting period. | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | \$0 |
| Transit-Oriented Development (TOD) Describe the program status. | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | We are not currently developing any projects. |
| Energy Conservation Measures <i>Describe any efforts taken to reduce demand for electricity (e.g. alternative energy generation capacity, energy efficient appliance installation, weatherization projects, etc.).</i> | - | Continual measures to increase energy efficiency and replace appliances, lighting and processes for efficiency when the budget allows. |
| Other measures <i>Report any additional air quality planning or emission reduction measures not included in this request.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Capital Metro is going through a year-long training program to implement an EMS (Environmental Management System) to improve environmental stewardship in all aspects of our business. Additionally, we are a signatory for the APTA Sustainability Commitment, committed to improving our environmental efficiency in all areas of our operations. |

APPENDIX X: CENTRAL TEXAS REGIONAL MOBILITY AUTHORITY 8-03 FLEX FORM

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|--|--|---|
| Low VOC Striping Material <i>Report the type of low VOC material and the average amount used. Be sure to include the units of measurement.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | Any use of low VOC striping material will be reported in future Program Annual Reports. |
| Tree Planting <i>Provide number of trees planted during this reporting period.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | No trees were planted during the current reporting period. For both the 183A Phase II and US290E construction projects, planting of trees will occur in later phases and will be reported in future Program Annual Reports. |
| Direct Deposit <i>How many employees receive direct deposit?</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 100% of the Mobility Authority's 16 employees receive direct deposit. |
| Fueling Vehicles in the Evening <i>Describe the status of the program.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | |
| Resource Conservation <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | <p>The Mobility Authority office has an in-office recycling program for paper and aluminum cans. The Agency also utilizes filtered water in lieu of bottled water.</p> <p>On the Mobility Authority's current construction projects, Contractors are required to use warm mix asphalt rather than hot mix asphalt and sustain weekly recycling services for paper, aluminum cans, and plastic bottles.</p> <p>In September 2010, the Mobility Authority Board of Directors adopted a Green Credits Program for all future projects. The Mobility Authority developed the program to promote and reward sustainable planning, design, construction, operations and maintenance practices by awarding credits to contractors for incorporating sustainable initiatives. The Green Credits Program, which will</p> |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|---|--|--|
| | | require the attainment of a minimum Green Credit score for each contract, will be implemented for the development and construction of all future Mobility Authority projects. Potential resource conservation activities could include use of energy-efficient LED lighting and solar-powered traffic control devices, implementation of a formal Site Recycling Plan, recycling demolished construction materials, use of recycled materials in pavement construction, and decreasing the emissions of construction vehicles and equipment. |
| Ozone Action Day Employee Education Program <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Mobility Authority staff receive and then distribute internally to all employees e-mail notifications from Clean Air Task Force alerting staff of ozone action days. |
| Ozone Action Day Public Education Program <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | |
| Ozone Action Day Notification Program <i>Describe the public notification program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Mobility Authority staff receive and then distribute internally to all employees e-mail notifications from Clean Air Task Force alerting staff of ozone action days. |
| Transit-Oriented Development (TOD) Describe the program status. | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | The Mobility Authority supports the development of TOD through opportunities to link transportation facilities to development centers. As an example, the 183A Shared Use Path, which is currently under construction, will connect to an area zoned as a TOD by the City of Leander. |
| Shaded Parking Describe the status of the program. | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | The Mobility Authority employees utilize the office building's parking garages. The Mobility Authority's 183A Shared Use Path project makes use of the available space under the 183A bridge over Brushy Creek for a conveniently located parking lot. |
| Energy Conservation Measures <i>Describe any efforts taken to reduce demand for electricity (e.g. alternative energy generation capacity, energy efficient appliance installation, weatherization projects,</i> | - | The Mobility Authority's Green Credits Program will require and/or encourage energy conservation measures, such as use of energy-efficient LED lighting and solar-powered traffic control devices, on future projects and will be reported in future Program Annual Reports. |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|---|--|---|
| <i>etc.).</i> | | |
| Other measures <i>Report any additional air quality planning or emission reduction measures not included in this request.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | <p>The Mobility Authority's office building owners have implemented conservation measures that include turning off air conditioning during weekends and utilizing motion sensors that automatically turn off lights during periods of inactivity.</p> <p>The 183A Shared Use Path project will provide a non-motorized transportation alternative.</p> <p>The Mobility Authority vehicles receive routine maintenance to minimize emissions.</p> <p>The Mobility Authority utilizes all electronic toll collection on their facilities; reducing emissions related to congestion and idling vehicles.</p> <p>Mobility Authority staff are currently working to hold a Sustainability Design Competition for the Oak Hill Expressway (US 290W / SH 71W) and the Manchaca Expressway (SH 45SW). The goal of the competition is to solicit innovative and cost-effective sustainable features not previously considered.</p> |

APPENDIX Y: LOWER COLORADO RIVER AUTHORITY 8-03 FLEX FORM

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) | |
|--|--|---|--|
| Tree Planting <i>Provide number of trees planted during this reporting period.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Distributed 4,678 trees. There were 3,250 bare-root seedlings, 200 1 gal. container grown and 1,228 5 gal. containerized trees | |
| Commute Alternatives | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Bicycle and Pedestrian Facilities | Carpool/ Alternative Transportation |
| <i>Provide the number of employees participating in each of the programs.</i> | - | 11 | 97 |
| <i>Provide the average number of miles traveled while commuting.</i> | - | 11 | 45 |
| <i>Provide the number of days per week that the program is used.</i> | - | 5 | 5 |
| <i>Provide the total number of employees for the organization.</i> | - | 2165 | |
| Direct Deposit <i>How many employees receive direct deposit?</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | LCRA has implemented environmentally preferable purchasing policies company wide and in all 'Request for Proposals'. | |
| Resource Conservation <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | LCRA has implemented environmentally preferable purchasing policies company wide and in all 'Request for Proposals'. | |
| Ozone Action Day Employee Education Program <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | LCRA has a website defining Ozone and the problems that it causes in the area. We also have periodic articles that are posted on the main page of our intranet. | |
| Ozone Action Day Notification Program <i>Describe the public notification program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | LCRA will be sending out emails on Ozone Action days to employees who have pledged avoid emissions on those days. There will also be signs placed in the parking lots and drives ways at both of our Austin facilities indicating that it is an | |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|--|--|--|
| | | Ozone Action Day |
| 5-minute Limit on Diesel Idling Describe the status of the program. | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Signs are posted in delivery areas that indicate that our facilities are no-idling zones. |
| Cleaner Diesel How many gallons of ultra-low sulfur diesel (ULSD) have been treated with a NOx reducing additive? | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 100% of the diesel purchased has NOx reducing additives. |
| Vehicle Maintenance Report the average time between two scheduled maintenance services. | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | At our service center we require that all vehicle go in for oil change services every 2-3months or every 5,000 miles. Detailed records are kept for each vehicle. Assertion that the proper scheduled maintenance has been performed is required before a vehicle can go back out on the road. |
| Low Emission Vehicles Report the number of LEVs purchased and the percent of fleet vehicles that are categorized as LEVs. | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 16% of the vehicles are LEVs |
| Energy Conservation Measures <i>Describe any efforts taken to reduce demand for electricity (e.g. alternative energy generation capacity, energy efficient appliance installation, weatherization projects, etc.).</i> | - | LCRA has a goal to perform energy audits and create energy efficiency implementation plans for all facilities. |
| Other measures <i>Report any additional air quality planning or emission reduction measures not included in this request.</i> | Yes <input type="checkbox"/> No <input type="checkbox"/> | |

APPENDIX Z: TEXAS COMMISSION ON ENVIRONMENTAL QUALITY 8-03 FLEX FORM

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) | | | |
|--|--|--|------------------------|-------------------------------------|--|
| Commute Alternatives | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Compressed Work Week | Flexible Work Schedule | Carpool/ Alternative Transportation | Teleworking |
| <i>Provide the number of employees participating in each of the programs.</i> | - | compressed and flex work schedules are approved at the division level; the agency does not keep records of participating employees | | 97 (TCEQ carpool) 86 (Vanpool) | 118 |
| <i>Provide the average number of miles traveled while commuting.</i> | - | | | not available | total # miles traveled per day = 6,582 on average, commute 3 days per week, so # miles traveled over a three day period = 19,746 average # miles traveled per participant in one week = 168 thus, 2 days/week miles saved per |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) | | | |
|---|--|--|--|---|----------------------------|
| | | | | | participant = 112 |
| <i>Provide the number of days per week that the program is used.</i> | - | | | 5 | on average 2 days per week |
| <i>Provide the total number of employees for the organization.</i> | - | 2812 as of April 30, 2011 | | | |
| Direct Deposit <i>How many employees receive direct deposit?</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 2765 | | | |
| e-Government and/or Available Locations <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | e-Pay - online fee and assessment payments, citizens can apply for permits and petroleum storage tank certification through the TCEQ's e-Pay system; e-Report - submit discharge reports, emission inventories, and related reports through the TCEQ's e-Reporting system; e-Comments - submit comments on proposed rules and SIPs, pending permit applications, and TCEQ customer service; e-License Renewal - renew registration and occupational licenses; e-Filing - used to file documents with the Chief Clerk to be considered at commissioners' agenda and State Office of Administrative Hearings | | | |
| Resource Conservation <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | see attached | | | |
| Ozone Action Day Employee Education Program <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Meteorologists in the TCEQ's Field Operations Support Division manage two ozone notification programs designed to inform employees and the public about forecast high ozone conditions and currently monitored high ozone conditions in nine metropolitan areas across Texas. The purpose of these programs is to assist citizens, businesses, and industry in reducing pollutants that contribute to ozone formation. | | | |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|---|--|--|
| | | <p>An Air Pollution Watch is issued for the Austin area when 8-hour ozone levels are forecast to reach 76 parts per billion (ppb) (Watch Level Orange) or 96 ppb (Watch Level Red). There are currently 527 email addresses that receive the Air Pollution Watch notifications for Austin.</p> <p>An Air Pollution Warning is issued when any local Continuous Ambient Monitoring Station (CAMS) ozone monitor in the Austin area registers a 1-hour ozone level of 90 ppb (Warning Level Orange) or 115 ppb (Warning Level Red). There are currently 124 email addresses that receive the Air Pollution Warning notifications for Austin.</p> |
| Ozone Action Day Public Education Program <i>Describe the status of the program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | see Ozone Action Day Employee Education Program |
| Ozone Action Day Notification Program <i>Describe the public notification program.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | see Ozone Action Day Employee Education Program |
| Alternative Fuel Vehicles <i>Provide the percentage of fleet vehicles using alternative fuel.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 59%, 56 Hybrids |
| Vehicle Maintenance Report the average time between two scheduled maintenance services. | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | Routine maintenance is scheduled for every 5,000 miles. |
| Low Emission Vehicles Report the number of LEVs purchased and the percent of fleet vehicles that are categorized as LEVs. | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | 74 vehicles purchased during this period. Of those, 23 were LEV or approximately 31%. 59% of TCEQ fleet are deemed LEV when using their alternative fuels. |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|--|--|---|
| Shaded Parking Describe the status of the program. | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | One parking garage, one parking lot that is almost entirely shaded by trees, and 3 parking lots with treed medians. |
| Energy Conservation Measures <i>Describe any efforts taken to reduce demand for electricity (e.g. alternative energy generation capacity, energy efficient appliance installation, weatherization projects, etc.).</i> | - | see attached |
| Other measures <i>Report any additional air quality planning or emission reduction measures not included in this request.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | teleconferencing, webinars, VTC |

APPENDIX AA: TEXAS DEPARTMENT OF TRANSPORTATION-AUSTIN DISTRICT 8-03 FLEX FORM

APPENDIX BB: TEXAS DEPARTMENT OF TRANSPORTATION-HEADQUARTERS 8-03 FLEX FORM

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|--|--|--|
| Cleaner Diesel <i>How many gallons of ultra-low sulfur diesel (ULSD) have been treated with a NOx reducing additive?</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | TxDOT does not use diesel additives. |
| Low Emission Vehicles <i>Report the number of LEVs purchased and the percent of fleet vehicles that are categorized as LEVs.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | LEV vehicle purchases for the 5 county central Texas area during the time period: 13 |
| Texas Emission Reduction Program (TERP) <i>Provide information on TERP funds received during this reporting period.</i> | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> | TxDOT is currently not receiving TERP funds |
| Energy Conservation Measures <i>Describe any efforts taken to reduce demand for electricity (e.g. alternative energy generation capacity, energy efficient appliance installation, weatherization projects, etc.).</i> | - | 1) As the old R22 systems fail, they are being replaced by attrition with higher seer rating 410 systems. 2) The Greer bldg project includes new windows and new hvac systems and bringing in 480 to the building. 3) The boiler project in bldg 1 is more energy efficient than the previous method. 4) A boiler in bldg 42 that was 40 plus years old was replaced with a new efficient boiler. 5) We are replacing the 5 ton liebert unit in bldg 1, 3rd floor, with a 3 ton unit. This should be completed by end of summer. |

| Emission Reduction Measure (See attached table for definition of emission reduction measures) | Has the program been implemented? | Reporting Information (Please enter program status when applicable) |
|---|--|--|
| | | 6) On the Bldg 40 renovation, we went with smaller units, more zones, higher efficiency rated units. |
| Other measures <i>Report any additional air quality planning or emission reduction measures not included in this request.</i> | Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> | TxDOT has again renewed its Clean Air Program (CAP). This program is mostly a commute solutions program but it also incentivizes employees to use low emission vehicles and to perform routine vehicle maintenance. In the Austin district, CAP also promotes the district using TxLED, not refueling during mornings, and to have contractors not perform certain activities during ozone days. TxDOT also offers and promotes direct deposit as the primary alternative for paying employees. |

APPENDIX CC: EMISSION REDUCTION MEASURE DEFINITIONS

| Emission Reduction Measure | Summary Description of Measure |
|---|---|
| Access Management | Access management includes managing roadway access by limiting the number and location of allowable curb cuts and driveways, consolidating access to multiple businesses through one main driveway, side road etc. Access management reduces congestion, vehicle delay and associated emissions. |
| Airport Airside Incentives for Reduction of GSE Need | ABIA has begun and will complete the addition of building supplied power and preconditioned air for all aircraft parked at the gate. This will eliminate the need to run on-board auxiliary power units (APUs), and air-conditioning (ACUs) and ground power units (GPUs) by the air carriers if they will participate. It is not clear if we can mandate their use, or if it will need to be on a voluntary basis. Implementation might require creating incentives or use restrictions. Estimated 0.16 tpd NOx reduction. |
| Alternative Commute Infrastructure | Require all new non-residential developments of 25,000 sq. ft or more and developments that increase their square footage 25% or more and have/expect 100+ employees on the site to include bicycle commuting facilities (parking/racks and showers) and preferential carpool/vanpool parking spaces. |

| Emission Reduction Measure | Summary Description of Measure |
|--|--|
| Alternative Fuels for Aviation Fleet | Replacement of Aviation Fleet equipment with propane fuel starting FY2003. Purchase of 10 propane pro-turf mowers, and 4 propane non-road truck-alls. Planned purchases at this time. Future replacement is subject to budget provisions. |
| Alternative Fuels for Shuttle Buses | |
| Alternative Fuel Vehicles | A/SM MSA participants to the O3 Flex Agreement are committed to encouraging the expanded use of alternative fuels and alternative fuel vehicles among the owners and/or operators of fleets of 15 vehicles or more. To qualify as an alternative fuel vehicle, the vehicle must operate 75% of the time on one of the federal Energy Policy Act fuels. Approved alternative fuels are compressed natural gas (CNG), liquefied natural gas (LNG), liquefied petroleum gas (LPG), electricity, methanol, ethanol, and biodiesel (at a minimum 20% mix). Alternative fuels reduce NOx and VOCs at varying levels and are an appropriate strategy for reducing or even eliminating emissions. Credits are available under the federal Energy Policy Act (EPAAct) for use of alternative fuels. |
| Business Evaluation of Fleet Usage, Including Operations and Right Sizing | Evaluate and improve the efficiency of fleet usage, including using alternative or clean fueled vehicles, using the cleanest vehicle appropriate for the job, consolidating and coordinating trips, etc. |
| Cleaner Diesel for Fleets | Capital Metro, the cities of Austin, Bastrop and Elgin, Travis County and the Austin Independent School District have agreed to purchase a diesel product that is believed to reduce particulate matter and increase overall efficiency. Use of this fuel increases engine performance, with corresponding air quality benefits through fuel efficiency. While reductions of NOx emissions from this product are not quantifiable at this time, the commitment to this fuel represents a good-faith effort on the part of these entities to purchase the best currently available diesel fuels. |
| Commute Solutions Programs | Encourage and provide tools to implement Commute VMT reduction programs (e.g. Teleworking, compressed work week, carpooling/vanpooling, bus fares, subsidized transit pass, flextime, carpool or alternative transportation incentives etc.). The Commute Solutions program provides information and tools to implement these programs. It could be used to support a commute emission reduction regulation. |
| Construction Contract Provisions for High Ozone Days | Public contracts may include provisions to limit construction activities and equipment operation on high ozone days. A specified number of these high ozone days would be built into the contract. While controversial, it is one of the only ways to target non-road construction emissions. |
| Direct Deposit | Offer employees direct deposit potentially saving at least one vehicle errand per pay period. |
| Drive-Thru Facilities on Ozone Action Days | Requires or encourages businesses with drive-through facilities to post signs on Ozone Action Days asking customers to park and come inside instead of using the drive-through facilities. Encourage the public to comply. |
| e-Government and Multiple Locations | Provides web-based services, both for information and transactions, and/or multiple locations for payments, etc., Reduces VMT and associated emissions. |

| Emission Reduction Measure | Summary Description of Measure |
|---|--|
| Electric or Alternative Fuel for Airport GSE | This category includes new and in-use ground support equipment (GSE) used in airport operations. GSE perform a variety of functions, including: starting aircraft, aircraft maintenance, aircraft fueling, transporting cargo to and from aircraft, loading cargo, transporting passengers to and from aircraft, baggage handling, lavatory service, and food service. The Air Transportation industry has informed Central Texas that they will oppose any requirements on their industry. |
| Electric Utility Investments in Energy Demand Management | This measure involves the development of energy demand management programs in areas outside the Austin Energy service area. Austin Energy offers financial incentives to commercial and residential customers for installation of energy efficient appliances and technologies and they report a good correlation between their demand programs and reduced emissions at their power plants. This measure would encourage other utility providers in the region to develop similar programs. |
| Energy Conservation Measures | Measures to reduce energy use through efficiency and conservation programs also reduce NOx and other pollutants generated as a by-product of energy production. Senate Bill 12 includes a requirement for local governments to implement energy conservation measures which will reduce demand for new electric generating units. |
| Environmental Dispatch of Power Plants | Austin Energy is conducting environmental dispatch on their gas-fired facilities during the ozone action days. |
| Expedited Permitting for VMT-Reducing Development | Provide an expedited permitting process and/or other incentives for mixed use, transit oriented or in-fill development. Developments would have to meet certain performance criteria in order to qualify for expedited permitting. |
| Fueling Vehicles in the Evening | Promote fueling vehicles after peak hot periods of the day have passed during ozone season. This does not reduce NOx emissions but moves the high emissions time frame to later hours. |
| Landscaping Delay on High Ozone Days (Education Program) | Outreach to local stakeholders will include education and encourage voluntary implementation of delaying landscape work until noon on high ozone days. |
| Low Emission Vehicles | Encourage and/or provide incentives for the purchase and use of Tier 2 Bin 3 or cleaner vehicles for fleets and private use. |
| Low VOC Roadway Striping | Require use of reformulated striping material products (i.e., water-based paints or thermoplastic) to achieve VOC reductions. Traffic marking activities refer to the striping of center lines, edges, and directional markings on roads and parking lots. VOC emissions from traffic marking vary depending on the marking material used, and the frequency of application. Generally, there are six different types of traffic marking materials (EIIP, 1997a): 1) solvent-based paint; 2) water-based paint; 3) thermoplastics; 4) field-reacted systems; 5) preformed tapes; and 6) permanent markers. Solvent-based paints typically are the least expensive among the material types, but produce the highest VOC emissions. |

| Emission Reduction Measure | Summary Description of Measure |
|---|--|
| Open Burning Restrictions | Amend and/or adopt regulations to ban the open burning of such items as trees, shrubs, and brush from land clearing, trimmings from landscaping, and household or business trash, during the peak ozone season. It reduces VOCs and NOx. |
| Ozone Action Day Education Program | Implement a public ozone education program, including ozone action days and recommended actions. Entities will notify employees of ozone action days the day before and encourage employees to reduce emissions. |
| Ozone Action Day Response Program | Implement a program of specific emission reduction measures taken on ozone action days. |
| Resource Conservation | Expand and quantify ongoing resource conservation programs (materials recycling, water and energy conservation, etc.). |
| Shaded Parking | In addition to alternative fuels and alternative fuel vehicles, signatories and participants have incorporated shaded parking for fleet vehicles, to the extent possible, into their fleet operation policies. |
| Texas Low Emission Diesel (TxLED) for Fleets | Purchase of TxLED equivalency additive for use in fleets. |
| Transit-Oriented Development (TOD) | Local governments implement development criteria either requiring or providing incentives for sprawl reduction such as vertical zoning, mixed use zoning, enhanced mobility choices, reducing distances between home sites, work sites, and service sites. These types of development criteria will reduce the impacts of new development on air quality. |
| Transportation Emission Reduction Measures (TERMs) | Implement transportation projects and programs that reduce emissions. Projects and programs include improved transit options and level of service, intersection improvements, grade separations, signal synchronizations and/or improvements, peak and/or off-peak traffic flow improvements, park and ride facilities, bike/ped facilities, high occupancy vehicle lanes, rail, demand management, intelligent transportation systems etc. Many TERMS are already planned and funded. CAMPO has issued a call for projects that may provide funding for additional TERMS. |
| Tree Planting | Implement landscaping ordinances to require additional urban tree planting. Reforestation improves air quality and energy efficiency. |
| Urban Heat Island/Cool Cities Program | Develop and implement Urban Heat Island (UHI) mitigation strategies. Since ozone forms at higher temperatures, the purpose of this strategy is to keep the city as cool as possible, through vegetation, cool roofing and light colored pavement. |
| Vehicle Maintenance | In addition to alternative fuels and alternative fuel vehicles, signatories and participants have incorporated regular maintenance in a manner that will minimize emissions, into their fleet operation policies. |