RAQPAC Action Item Summary

RAQPAC Bylaws: Article 2: Section 4

4. Review and make recommendations to H-GAC’s Board of Directors on other mobile source emission control measures. Review and recommend comments to H-GAC’s Board of Directors on plans for reducing emissions from area and stationary sources.

Discussion:

Based on discussions with the TERP subcommittee and other interested stakeholders, H-GAC staff has developed several comment recommendations related to the TERP program that can be used by Committee members and other regional stakeholders during discussions related to the upcoming 86th Texas Legislature session. These comments are not intended to represent the views of H-GAC or the entire RAQPAC but are meant to guide regional stakeholders toward relevant topics of interest related to TERP.

1. Protect existing TERP funds to ensure that the already collected funds are used for their original purpose and increase the appropriation to allow for expansion of the existing program.
2. Pursue cost effective options but offer enough flexibility to offer more incentives for newer zero or near zero emission certified technologies.
3. When funding projects, TCEQ should take into consideration how a vehicle or piece of heavy-duty equipment is being used to determine appropriateness of engine fuel usage.
4. Allow TERP to fund technologies like the AMEC (Bonnet or Sock on a Stick) technology to allow more flexibility for capturing smoke stack emissions from ocean going vessels, tankers, etc.
5. A welcome addition from this past legislative session allowed TCEQ to move monies that were not being utilized in one program to another over-subscribed program. Commenters wanted some recognition that economic timing sometimes prohibited participation however there was concern that care must be taken to ensure that funding shifts not cause portions of the TERP program being permanently defunded.
6. Some larger projects that are very cost effective are stringently capped because the purchase of those engines does not contribute to TERP funds. There should be recognition that it would be worthwhile to address and fund those projects as they can be shown to offer greater emission reductions within Texas nonattainment and near nonattainment areas. Typically, these types of projects fall within the locomotive and marine sectors.
7. TCEQ should consider adopting the use of the U.S. DOE-developed AFLEET Program when appropriate to score on-road vehicles rather than the current methodology which does not take into account the actual uses of the vehicles.
8. The current Alt Fueling Facilities Program (AFFP) has expired; there is still a need for building out additional infrastructure. This program should be renewed with the expanded geographic area that the legislature agreed to last session.

9. There were several comments regarding the New Technology Research and Development Grants (NTRD) Program. Much of the feedback for this program was cautious and divergent as, because of other state legislative budgetary concerns, there was concern about taking funding away from core TERP Projects.
   o One suggestion was to treat this as a separate budget rider project so that it did not reduce the appropriations to the TERP program.
   o Treat the NTRD not as R&D, but rather as an implementation program for newer technology or near stage demonstration implementation for technology that:
     ▪ has already been certified as zero or near zero emission but is still quite cost prohibitive because the technology is so new or;
     ▪ is of the type of project that does not quite fit within the definitions of the traditional TERP projects such as the marine bonnet technology.

Summary:

H-GAC staff requests that RAQPAC membership review the results of the TERP subcommittee and approve for distribution to the H-GAC Board of Directors and other interested parties within the region.