

**Houston-Galveston Area Council of Governments Meeting with Texas
Commission on Environmental Quality and Construction Industry
Stakeholders concerning the Houston-Galveston-Brazoria Eight-Hour
Ozone State Implementation Plan**

MEETING SUMMARY

June 3, 2008

H-GAC Conference Room C
3555 Timmons Lane, 2nd Floor
Houston, Texas 77027

Persons Present:

Santos Olivarez (TCEQ), Lola Brown (TCEQ), Anusuya Iyer (TCEQ), Charles Airiohuodion (TxDOT), Charles Webb (JD Abrams LP), Jeff Nielsen (HCA), Terry Williamson (Texas Sterling Consultation), Bob Lanham (Williams Brothers Construction), Jeff Greene (Durwood Greene Construction), Dale Kornegay (BorTun Co.), Peck Boswell (BRH-Garvier Construction), Herb Young (Smith & Company), AP Boyd (AGC of Texas), Greg Webb (Hi-Way Equipment), Mike Wenske (Hi-Way Equipment), Jim Slack (Slack & Co.), Phillip Kong (Century Asphalt), Kyle Walker (Valero Marketing), Michael DeVita (McCarthy Building), Jerry Mayer (McCarthy Building), Dana Blume (Port of Houston), Jay Adams (PBS& J), Armando Jaramillo (Oldcastle Precast), David Boehm (NBG Constructions, Inc.)

Staff Present:

Shelley Whitworth, Andrew DeCandis, Kelli Angelone

TCEQ:

Emissions Inventory Update

A TCEQ representative explained a handout entitled, "Houston Area Construction Equipment Emissions as Reported in 2000, 2002 and 2005". The handout showed mostly increases in the Houston construction industry emissions over the years of 2000-2005. It also demonstrated some of TCEQ's methodology for estimating the emissions inventory for the construction industry. The TCEQ is currently working on non-road modeling using 2004 as the base year. Their growth factors are based on data from a variety of sources; for construction, the source is mainly a website called Economy.com (as listed in the TCEQ handout).

H-GAC Presentations :

Construction Mobile Control Strategies and Third Party TERP Grants

Shelley Whitworth mentioned that many of the strategy ideas on our master list came from the Dallas-Fort Worth list and that if the list is missing something or there is something that the stakeholders are already doing, then it should be added or mentioned. The baseline for this new implementation plan must be the commitments already made; those commitments already made cannot be counted again.

Shelley Whitworth noted that of the Memoranda of Understanding that were made before, every one of those was modified before the actions prescribed by the MOU were completed. However, those agreements were still very important because they enable H-GAC strategies to be federally enforceable.

H-GAC Presentation: Timeline for Planning Control Strategies and Draft Master

Bob Lanham asked if the whole Draft Master List of Non-Road Control Strategies (see handout on website) could work as a VMEP. He was told by H-GAC and TCEQ that there might be some questions about how the TERP program would be credited for reductions versus CMAQ or some other program.

H-GAC can assist with putting projects together for TERP as well as CMAQ, and H-GAC will provide estimated eligibility for TERP along with CMAQ eligibility upon request.

The issue of anti-idling policies was discussed along with other construction industry efforts to save money on diesel. According to TCEQ, the Dallas-Forth Worth region is somehow quantifying anti-idling policies to include in the SIP, but they would have to get back to the group on how that was done.

General consensus was that control strategies on the Draft Master List that were relevant to the construction industry included ID numbers (on the handout) five through sixteen and numbers 38 through 44. Comments made were that #6, “Aftermarket Technology and Fuel Additive Research Program” needed to be short-term research to get new technologies to the market quickly. Regarding #7, “Improve inventory of construction equipment; *Log hours of actual equipment operation*”, H-GAC was told that was not its business, but when asked whether being able to monitor hours of actual equipment operation (through GPS technology) would be useful and/or worthy of study, industry replied that the information would not be useful enough at this time to merit study by themselves or H-GAC because equipment idling was already being minimized due to pressure from diesel prices.

Industry also mentioned that #16, “Selective catalytic reduction (SCR)”, would be a long-term, economical solution, but that it was not really in the market at this time, that it “doesn’t hurt” to work on such solutions but that our control strategies should not do anything to exacerbate the price of fuel. And #19 and #20, “lower sulfur fuels” and “Texas Low Emission Diesel (TxLED)” were most likely not surplus since most industry equipment was already using ultra-low sulfur fuel because that was the majority of the fuel available.

ACTION ITEMS: TCEQ

1) It was decided that the Draft Master List of Control Strategies needed an introduction on the website to further clarify what was needed from industry.

2) It was decided that industry also needed to know that the strategies on the list were being proposed as voluntary, not mandatory, to be able to provide meaningful comments.

3) It was decided that TCEQ's updated emissions inventory information would be helpful to industry organizations that were interested in making commitments.