

# **REGIONAL AIR QUALITY PLANNING ADVISORY COMMITTEE**

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## **MEETING SUMMARY**

Thursday, August 26, 2021 – 10:00 A. M.  
Houston-Galveston Area Council  
Virtual Teams Meeting

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### **MEMBER PRESENT**

City of Houston – Win Colbert  
Port Houston – Trae Camble  
City of LaPorte – Kristin Gauthier  
Fort Bend County – Joel Patterson  
Exxon – Sherman Hampton  
ECHMA – Mary Jane Mudd  
Harris County Pollution Control – Latrice Babin  
Harris County, Precinct 2 – Kristen Lee  
Houston Advance Research Center – Mustapha Beydoun  
American Lung Association – Charlie Gagen  
City of Texas City – Gary Scoggins

### **ALTERNATE PRESENT**

Air Alliance Houston – Harrison Humphreys  
Houston Advanced Research Center – Ebrahim Eslami  
METRO – Vincent Sanders  
TXDOT – Charles Airiohuodion  
Harris County Pollution Control – Stuart Mueller  
City of Houston – Darryl Tate

### **OTHERS PRESENT**

Yanzhi Zu

### **STAFF PRESENT**

Houston-Galveston Area Council – Andrew DeCandis  
Houston-Galveston Area Council – Ben Finley  
Houston-Galveston Area Council – Shixin Gao  
Houston-Galveston Area Council – Shirley Li  
Houston-Galveston Area Council – Carlene Mullins  
Houston-Galveston Area Council – Cassandra Marshall  
Houston-Galveston Area Council – Carlos Lugo  
Houston-Galveston Area Council – Jim Mahood  
Houston-Galveston Area Council – Sanford Klanfer  
Houston-Galveston Area Council – Cameron Stawicki  
Houston-Galveston Area Council – Althea Edwards  
Houston-Galveston Area Council – Carrie Evans  
Houston-Galveston Area Council – Deborah Mayfield  
Environmental Protection Agency – Carl Young  
Environmental Protection Agency – Melanie Magee  
TCEQ – Graham Bates  
TCEQ – Alison Stokes  
TERP – Nate Hickman

## **BRIEFING**

### **Overview**

- a. RAQPAC Members and Alternates were presented with agency reports (EPA update, TCEQ update, TERP update and Regional Air Quality Monitoring update); and the meeting concluded with no announcements.
- b. Go to <http://www.h-gac.com/board-of-directors/advisory-committees/regional-air-quality-planning-advisory-committee/meeting-material.aspx> to view the meeting materials for this meeting.

## **CALL TO ORDER**

### **ITEM 1A. Introductions**

Win Colbert called the meeting to order and members were introduced.

### **ITEM 1B. Approval of Meeting Summary ( 7-29-21)**

Meeting summary approved.

## **AGENCY REPORTS**

### **ITEM 2A. EPA Update (Carl Young)**

**A representative from the Environmental Protection Agency (EPA) briefed the committee:**

#### **Proposal and Plans to Revise Emissions Standards for Cars and Trucks**

On August 10 EPA published a proposal to revise federal greenhouse gas (GHG) emissions standards for passenger cars and light-duty trucks to secure pollution reductions through Model Year (MY) 2026. The proposal also outlines the Agency's plans to initiate a subsequent rulemaking to set standards for MY 2027 and beyond, to speed the transition of the light-duty vehicle fleet toward a zero emissions future. The comment period for the proposal closes September 27, 2021. For more information on the proposal, please visit:

<https://www.epa.gov/regulations-emissions-vehicles-and-engines/proposed-rule-revise-existing-national-ghg-emissions> .

EPA also announced plans to reduce air pollution from heavy-duty trucks with a series of major rulemakings over the next three years. By December 2022, EPA plans to finalize new stringent emissions standards to reduce nitrogen oxides (NOx) pollution from trucks starting in model year 2027. This action will include an update of current GHG standards. EPA is also working on new stringent GHG emissions standards for heavy-duty engines and vehicles starting as soon as model year 2030. For more information on the heavy-duty truck's announcement, please visit: <https://www.epa.gov/regulations-emissions-vehicles-and-engines/clean-trucks-plan>.

### **ITEM 2B. TCEQ Update (Graham Bates)**

**TCEQ staff gave an update to the members regarding the latest information:**

Staff gave a thank you to anyone who assisted with the reasonably available control measure ideas. In closing, it was discussed they are waiting for the end of ozone season and they will begin certifying all of their monitoring data.

## **ITEM 2C. TERP Update (Nate Hickman)**

### **TERP Staff gave an update to the members on the following information:**

We are closing in on the last week for the state fiscal biennium that ends August 31, 2021. We have finally close them all down and will be issuing all final contracts to spend all we have. We will start with a light duty vehicle purchase or least incentive program. As discussion continued, a lot of interest in the \$2500 dollar program for electric vehicles. Even some interest for the \$5000 rebates for the natural gas vehicles so that's something we like to get started early in the biennium.

It was further discussed that there are no TERP programs open in the final week of August. There are still some Volkswagen mitigation programs open. It's the level two program, which allows us to provide rebate funding for the level two chargers across the State. A lot of these have been coming in. The program closes on September 9, so we are in the last week if any one is interested. There has been a lot of build out for the level two chargers in anything from hotel parking lots to across the state of Texas.

In closing, they discussed some of the biggest news for VW trust funds will be hosting webinars to discuss mitigation trust funds. The information on the funds that will be available for those in the state of Texas, please visit the website for instructions for joining the webinar. This will be held on TEAMS platform. We will be able to answer more questions at that time.

## **ITEM 2D. Regional Air Quality Monitoring Update (Andrew DeCandis)**

Since our last meeting in July, there has been one exceedance of both the 2008 75 ppb ground-level ozone standard or the 2015 70 ppb standard. Both of these exceedances occurred at the end of July and there have been none so far in August. So far this year, the region's maximum 4<sup>th</sup> highest value is 81 ppb at the Houston Croquet monitor and the design value for the 2019 through 2021 period has risen to 77 ppb as measured at the Bayland Park monitoring station.

Moving on to PM, the final PM<sub>2.5</sub> average at the Clinton Road monitor in July was 10.15 µg/m<sup>3</sup> and so far in August, we have seen an average of 10.43. Additionally, here are the charts of Annual PM<sub>2.5</sub> concentrations over the last 20 years for our regulatory monitors and the monthly average for each of those monitors over the past year. This set of charts as well as all of the materials from today's meeting can be found and downloaded from the RAQPAC website

### **ACTION ITEMS**

#### **ITEM 3A. (Andrew DeCandis)**

Nomination for Vice-Chair for the upcoming year will be held for the next upcoming meeting.

### **DISCUSSION ITEMS**

#### **ITEM 4A. Air Quality Impacts of Electric Vehicle Adoption (Dr. Ann Xu)**

Ann gave an overview about the health benefits and clean air benefits associated with EV adoption. Discussion continued that less near road exposure to pollutants NO<sub>x</sub>, and particulate matter. There are things about the ozone we don't know. One that was pointed out, particularly the community exposure to pollutants near certain power plants. But there are certain things we know by designing less ozone precursor emissions across mobile and stationary sources.

In further discussion, mobile source was discussed. These results will cover El Paso, Tx. A detailed analysis on brake wear and tire wear according to the emission analysis guidance from EPA. It was determined that reduction in brake wear because of regenerated braking that EV's have a slight increase in tire wear. A reduction in PM was noticed from the vehicles. In the Houston study, evidence of emission reduction was shown in the medium and heavy-duty trucks. As discussion continued with vehicle electrification, in order to support EV charging there will be a lot of increase in natural gas plants and decrease in coal plants and nuclear plants. The difference in increase and decrease depends upon how we design the future. The most charging that is done is at night and at home. Generation dispatch is different

depending on how the vehicle is charged. Even though, a lot of EV charging will be met with reduction across the archive grid with emissions. EV's reduce brake wear and slightly increase tire wear which add up to net reduction.

#### **ITEM 4B. H-GAC Commute Solution Month (Deborah Mayfield)**

Staff informed the committee members the program will be entirely virtual, and they will be able to access it through their website. Discussion continued that the overall goal is to improve air quality. The program is to promote shared and active transportation. As well as lessen peak period congestion and reduce miles traveled to improve air quality.

This will be done in three parts:

- Build awareness campaign
- Conduct transportation fairs on Zoom platform
- Offering a challenge -your participation

It was further discussed how these webinars are being set up through mass communication toolkits for partners, which provides Spotify, email blast, social media, and attend virtual fair events.

In closing, the common goal is to improve air quality. Staff challenges everyone to participate in commute solutions month this year.

#### **ITEM 4C. PM 2.5 Path Forward Report Andrew DeCandis)**

Staff gave an update for the PM 2.5 Path Forward report that is a voluntary EPA and local government collaboration. It works to reduce emissions and positionaries, who are in attainment for ozone. We are still in attainment for PM 2.5. Discussion continued that eight years ago our organization became involved with the EPA advanced program in order to help available resources towards action that are addressing the PM 2.5 issues that our region has. As a part of that report, we need to develop and send an annual advance progress report to the EPA. This time was established since 2013.

It was further discussed this year will be our eighth report. The report includes background on regional air quality, status of PM 2.5 within the region, and review most inventories voluntary action being undertaken by stakeholders within the region. It was pointed out this is a qualitative report, not specific details.

In closing, staff pointed out that we are just collecting information to foster additional efforts for PM 2.5 reduction activities within the region. We will discuss implementation and goals. If possible, we provide quantitative results. We intend to request RAQPAC to approve and submit as an action item to EPA.

#### **INFORMATION ITEMS**

##### **ITEM 5A. H-GAC Update (Andrew DeCandis)**

None

#### **ANNOUNCEMENTS**

##### **ITEM 6A.**

None

Next meeting: September 30, 2021

#### **ADJOURNMENT**

Meeting adjourned at 11:19A.M.