

AGENDA ITEM # 15February 24, 1998*

Open proposals for engineering on various County Roads: #143, 245, 122, 113, 110, 200, 214, 111, Northridge Acres, Morris Road and Meister Lane.

At 10:20 A.M. Commissioner Heiligenstein announced time open to receive proposals for engineering on various County Roads: #143, 245, 122, 113, 110, 200, 214, 111, Northridge Acres, Morris Road and Meister Lane.

At 10:25 A.M. Commissioner Heiligenstein announced time closed to receive proposals for engineering on various County Roads: #143, 245, 122, 113, 110, 200, 214, 111, Northridge Acres, Morris Road and Meister Lane.

Proposals were received from:

Steger & Bizzell Engineering, Inc.
 Gray Jansing & Associates
 L O C Consultants
 Maxium Technologies, Inc.
 H N T B Architects, Engineers & Planners
 Parsons, Brinkerhoff, Quade & Douglas, Inc.
 Carter Burgess
 Raymond Chan & Associates, Inc.
 Doucet & Associates, Inc.
 Freeze & Nickles, Inc.
 Gray Jansing & Associates
 S. D. Kallman, Inc.
 Martinez, Wright & Mendez, Inc.
 K C Engineering, Inc.
 Smith - Western Engineering, Inc.
 L O C Consultants
 Maxium Technologies
 M H A Technical Group

Moved: Commissioner Heiligenstein

Seconded: Commissioner Hays

Motion: To note receipt of proposals for engineering on various County Roads: #143, 245, 122, 113, 110, 200, 214, 111, Northridge Acres, Morris Road and Meister Lane.

Vote: Motion carried 4 - 0

AGENDA ITEM # 16February 24, 1998*

Hear presentation from City of Round Rock on their new proposed route for Highway 130.

City of Round Rock Traffic Engineer Tom Word addressed the court presenting a proposal on State Highway 130 the City of Round Rock is evaluating, which is a phased implementation of the state's preferred alternative route.

1. Construct SH 130 south of SH 45 on the states preferred alignment.
2. Construct SH 45 between IH 35 and SH 130.
3. Construct a local access roadway connection along the SH 130 preferred alignment between SH 45 and US Highway 79.
4. Protect a future option to construct the SH 130 preferred alignment to north of Georgetown by keeping the road in the transportation plan of the City of Round Rock.

Reasons:

1. Makes SH 45 a critical link and would expedite construction.
2. Allows Williamson County and City of Round Rock to have time and money on acquisition of right-of-way for SH 45.
3. Builds only high traffic volume sections making toll road financing feasible.
4. Defers construction cost for SH 130 north of SH 45 into the future.
5. Delays impact on homeowners along the route.
6. Allows more time for local participating governments to acquire right-of-way.

City of Round Rock Mayor Charlie Culpepper also addressed the court and answered all questions.

Commissioner Heiligenstein stated concern with delaying the county portion because it could effectively kill it, and by delaying, "Aren't we just waiting for more people to be affected in the future? State Highway 130 is important for the whole region and the county stands by its resolution."

AGENDA ITEM # 17


February 24, 1998

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Hear presentation from Clean Air Force.

Paul Helliker, Director of **Clean Air Force**, hired to help focus on ways to keep the county an attainment area addressed the court and answered all questions.


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**Air Pollution in Central Texas:
An Early Action Plan**

**Paul Helliker
Clean Air Force**

Williamson County Commissioners Court
February 24, 1998



Ozone NAAQS

- ☐ Previous standard was 0.12 ppm, 1-hour average, 1 exceedance per year
- ☐ New standard:
 - ◆ Primary: 0.08 ppm, 8-hour average, 4th maximum concentration
 - ◆ Secondary: either, equal to the primary or a seasonal average standard



Class Air Force

Health Effects of Ozone

- ☐ **Populations at Risk**
 - ◆ Children playing outdoors
 - ◆ Outdoor workers
 - ◆ Individuals with respiratory disease
 - ◆ Healthy persons sensitive to ozone
- ☐ **Health Effects**
 - ◆ Reduced lung function (difficulty breathing)
 - ◆ Moderate/severe coughs and chest pains
 - ◆ Increased respiratory problems requiring hospital admissions
 - ◆ Repeated exposure - irreversible damage



Class Air Force

Welfare Effects of Ozone

- ☐ **Injury to vegetation - principal effect**
 - ◆ Leaf injury
 - ◆ Crop yield reductions
 - ◆ Growth/biomass reductions
 - ◆ Increased susceptibility to stress, pests and disease
- ☐ **Effects in commercial crops and forests, fruits and vegetables, ornamentals, and natural areas**
 - ◆ Effects observed at levels below the previous and current NAAQS
- ☐ **Effects are a function of cumulative exposures over the entire growing season**



Clean Air Force

Estimated Health Benefits of Ozone Standard

- ☐ For children
 - ◆ Reductions of 1.5 to 2.0 million fewer incidences of significant decreases in lung function
 - ◆ Reductions of 200,000 to 400,000 fewer incidences of moderate to severe coughs and chest pains
 - ◆ Significantly fewer incidences of lung inflammation
- ☐ Fewer hospitalizations and emergency room visits of asthmatics
- ☐ Net Benefits - \$50 - 120 billion/year



Clean Air Force

Welfare Benefits of Ozone Standard

- ☐ Reduced visible damage to national parks and forests
- ☐ Reduced yield loss of major agricultural crops (e.g. soybeans, wheat, cotton) and commercial forests by \$950 million per year ('96 \$)
- ☐ Reduced susceptibility of ecosystems and vegetation to disease, pests and other environmental stresses
- ☐ Reduce air pollution which contributes to fish kills and algae blooms in sensitive waterways (e.g. Chesapeake Bay, Potomac River)



Clean Air Force

Air Quality/Non-Attainment

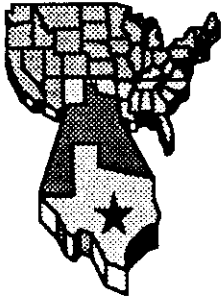
- ☐ EPA will make determination in 2000
- ☐ Use 1997-99 data
- ☐ Annual 4th highest 8-hour level, averaged over 3 years
- ☐ 1997 - reading in Central Texas was 0.087 ppm
- ☐ Other near non-attainment areas:
 - ☐ San Antonio - 0.084 ppm
 - ☐ Corpus Christi - 0.077 ppm



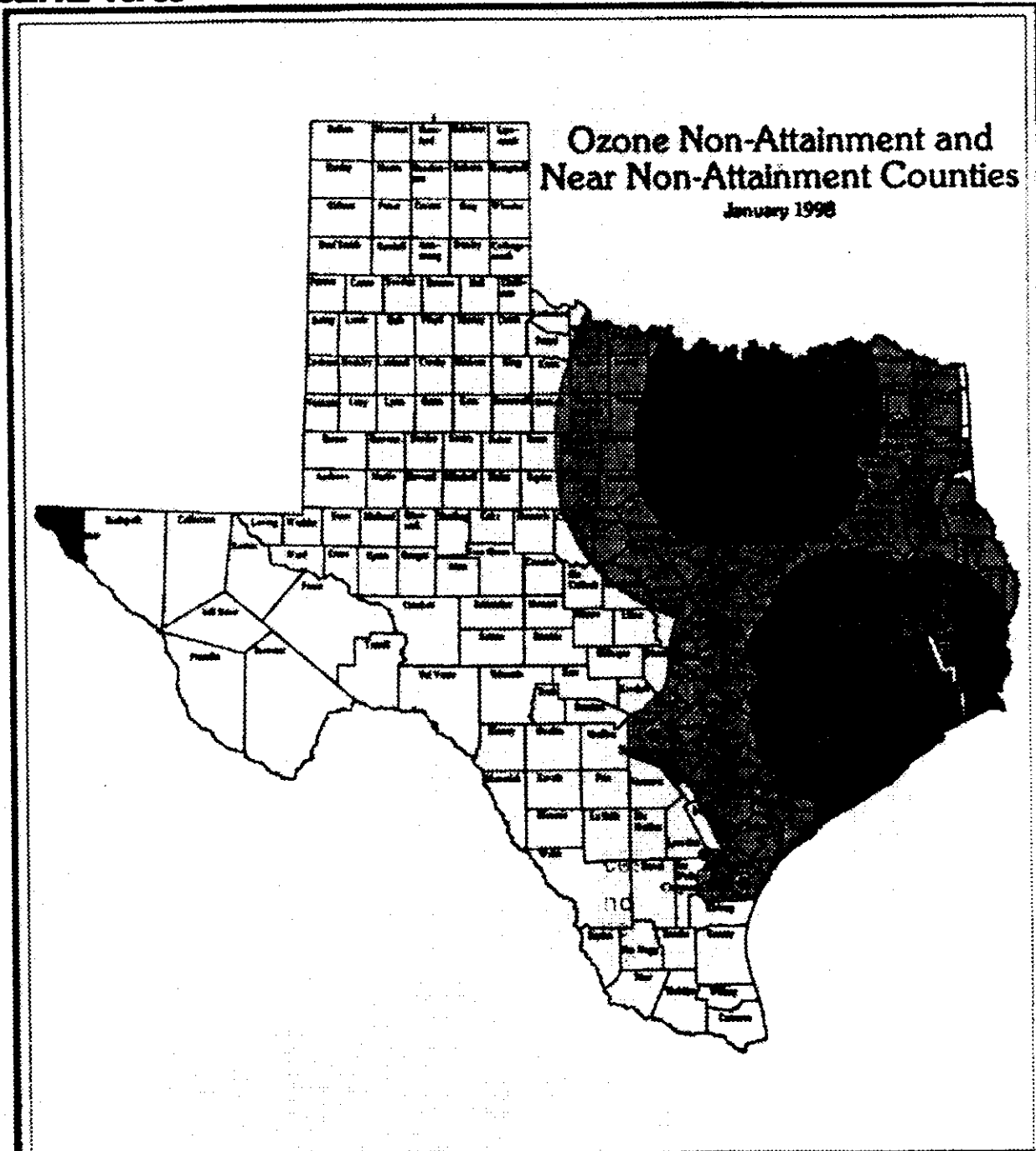
Clean Air Force

TNRCC Clean Air Strategy

- ☐ Cleaner Business and Industry
- ☐ Cleaner Gasoline
- ☐ Cleaner Gasoline Stations
- ☐ Cleaner New Vehicles
- ☐ Cleaner Older Industrial Facilities



Clean Air Force





Clean Air Force

Early Action Plan

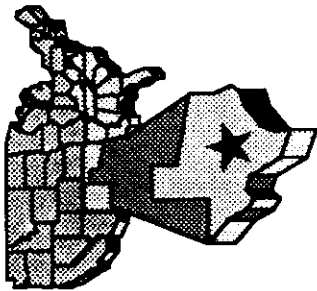
- ☐ Focus is on reducing emissions to maintain healthy air quality
- ☐ Addresses air pollution from all sources
- ☐ Characteristics:
 - ◆ Voluntary
 - ◆ Broad-based
 - ◆ Regional
 - ◆ Dynamic



Clean Air Force

Typical Control Measures

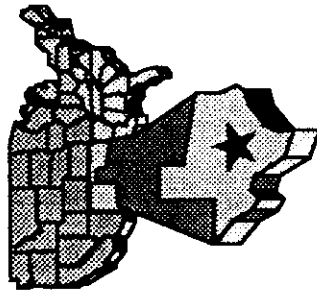
- ☐ Stage I and II Vapor Recovery Systems
- ☐ Low Reid Vapor Pressure Gasoline during Ozone Season
- ☐ Inspection and Maintenance Programs
- ☐ Reasonably Available Control Technology
- ☐ New Source Review Program/Offset Requirements for Sources > 100 TPY
- ☐ Conformity Analyses and Offsets: Transportation and General
- ☐ 15% Reductions in VOC Emissions
- ☐ Other Automatic Measures



Potential Actions

Clean Air Forces

Sector Description	Typical Organizations	Potential Early Actions	Target Pollutants
Vehicles	General Public	Avoid trips, Telecommute, Use transportation alternatives (bicycles, public transportation, carpooling)	NOx, VOCs
Vehicles	General Public, Fleet Operators	Perform voluntary inspection and maintenance, Scrap high-polluting vehicles, Refuel vehicles during evening hours or not at all on high ozone days	NOx, VOCs
Vehicle Fleets	State Agencies, City of Austin, Capital Metro	Deploy low emission and alternative fuel vehicles, Purchase and use cleaner-burning gasoline	NOx, VOCs
Gasoline Refining	Refiners, Gasoline Retailers	Refine and sell cleaner-burning gasoline	VOCs (NOx)



Potential Actions, Cont'

Clean Air Forces

Sector Description	Typical Organizations	Potential Early Actions	Target Pollutants
Gasoline Marketing	Gasoline Companies, Service Station Owners, Trucking Companies	Install and operate Stage I and Stage II vapor recovery equipment	VOCs
Power Plants/Boilers	City of Austin, LCRA, University of Texas	Install emission controls, Promote energy efficiency, Deploy renewable technologies	NOx
Small Off-Road Engines	Lawn Care/Landscaping Companies, Homeowners	Deploy low-emission equipment, Avoid using equipment during mornings/early afternoons of high ozone days	VOCs
Large Off-Road Sources	Construction Companies, Agriculture, Railroads	Replace engines with low-emission diesel or alternative fuel engines	NOx
Consumer Products	Groceries, Retailer Stores	Stock and promote reformulated products	VOCs

Central Texas Regional Clean Air Early Action Plan

Summary

Air pollution levels in Austin and the Central Texas region exceed the recently-revised health-based standard for ozone smog. Central Texas thus faces the prospect of becoming designated as a non-attainment area for ozone under the Clean Air Act. This early action plan is intended to provide healthy air quality conditions for the residents of this region, thereby avoiding the regulatory program required in non-attainment areas by the Clean Air Act.

This plan is based on a voluntary approach, but could also serve as the foundation of an air quality management plan for a transitional area, should the Austin metropolitan area continue to violate air quality standards for ozone in 1998 and 1999. This plan emphasizes flexibility, market incentive measures, and a high-visibility recognition program for entities taking early actions to reduce emissions of ozone-forming compounds. This plan will be continuously refined as new information is obtained about the relative magnitude of emissions of ozone-forming compounds from different sources, the impact of these emissions on ozone concentrations, and the costs of controlling these emissions.

Background

In July 1997, the Environmental Protection Agency revised the National Ambient Air Quality Standard for ozone and particulate matter, to reflect updated scientific information indicating that more protective standards were necessary to protect public health and the environment. The new requirement is that ambient concentrations of ozone must be below 0.08 parts per million (ppm). Areas in which the 3-year average of the fourth-highest ozone reading exceeds this level will be designated by the EPA as non-attainment areas for ozone, and will be required to implement measures to control the emissions of oxides of nitrogen (NOx) and volatile organic compounds (VOCs) – pollutants which cause ozone.

Measured air pollution levels for ozone “smog” in Central Texas already exceed these new, health-based standards established by the EPA. Ozone poses a serious threat to public health, especially to children. When inhaled, even at low levels, ozone can cause acute respiratory problems, aggravate asthma, decrease lung function, cause inflammation of lung tissue, lead to hospital admissions and emergency room visits, and impair the body’s immune system defenses.

Areas that met the previous standard for ozone, but that violate the new standard, have the option to seek a “transitional” classification, instead of being designated as non-attainment. The transitional classification promises more flexibility in developing plans to come into compliance with the new ozone standard. To be eligible for the transitional classification, areas must have developed and begun implementing an air pollution control plan by the time that EPA makes non-attainment determinations in mid-2000.

Central elements of any air pollution control plan include an inventory of emissions of NOx and VOCs from various sources, air quality monitoring data from sites throughout a metropolitan

region, and a model that integrates the emissions, chemistry and meteorology to predict ozone concentrations and the consequences of different control measures. In 1994, the City of Austin developed an emissions inventory for the Austin metropolitan area, based on information current through 1992. The Texas legislature has provided funding to update this information and develop an air quality model for the Austin area (as well as for other "near non-attainment" areas), which the University of Texas is conducting. This work will form the foundation of the baseline emissions inventory, which EPA requires states to submit by August of 1998.

Approach

This plan targets key sources that emit ozone precursors (NOx and VOCs) in the Austin metropolitan area, through a voluntary, pro-active and flexible approach. The inventory of emission sources developed by the City of Austin in 1994 will be the starting point, with new information added and the focus refined as the emissions inventory is updated in August, 1998. The 1994 inventory identified the following source categories of NOx and VOC emissions in the Austin metropolitan area:

Emission Category	Description	Major Contributors	NOx Emissions (tons/day)	VOC Emissions (tons/day)
On-Road Vehicles	Vehicles operated on public roadways	Cars, Trucks, Buses	68	52
Non-Road Vehicles	Vehicles not operated on public roadways	Boats, Construction/ Agricultural, Planes, Trains	22	16
Equipment Sources	All internal combustion equipment used by the private, public or residential sectors	Lawnmowers, Forklifts, Generators, Compressors	16	40
Area Sources	Miscellaneous residential, commercial and institutional sources of emissions	Gasoline distribution, Paint, Consumer Products (toiletries, cleaners, etc.)	5	45
Point Sources	Generally more than 25 tons/year emissions	Industrial sites, Power plants, Waste incinerators	13	5
Biogenic	Vegetation	Crops, Trees and bushes	NA	17

Because of the potential of Austin becoming a non-attainment area, the typical control strategies used in non-attainment areas will be used as guides for defining potential cost-effective measures that can be taken in the Austin area to reduce air pollution. Under the previous ozone standards, areas designated as "marginal" or "moderate" non-attainment areas (those with pollution levels similar to those projected for the Austin area) were required to implement the following pollution control measures:

- Stage 1 and Stage 2 Gasoline Vapor Recovery Systems
- Low Reid Vapor Pressure Gasoline during Ozone Season/State Option to Require Reformulated Gasoline
- Inspection and Maintenance Programs for Cars and Light-Duty Trucks
- Reasonably Available Control Technology (RACT)
- New Source Review Program and Offset Requirements for Major Sources (100 tons/year and higher)
- Transportation Conformity Analysis for all FHWA and FTA Actions
- General Conformity Analysis for all other Federal Actions
- 15% Rate of Progress Reduction in VOC Emissions
- Additional Contingency Measures (which automatically begin if standards are not met by required date)

Incentives and Trading

To provide motivation to participate in the Regional Clean Air Early Action Plan, organizations will be urged to take advantage of the emission reduction credit trading program operated by the Texas Natural Resources Conservation Commission (TNRCC). This program allows individuals or organizations to create, bank and sell credits for reducing air pollution emissions. These credits can be generated and sold anywhere in Texas either outside of non-attainment areas, or within specific non-attainment areas.

In addition, other incentives will be pursued for organizations taking early actions to reduce air pollution in the Austin area, such as longer duration for emission reduction credits than normally allowed, larger credits or lower discount levels for emission reductions, or reduced offset requirements for new sources under a non-attainment regulatory program.

Emissions Sectors

This Early Action Plan seeks participation from broad sectors of the Central Texas area community, including collections of businesses (e.g., microprocessor or electronics manufacturers), groups of sources (power plants, cement kilns, etc.), fleet owners (Capital Metro, City of Austin, etc.), geographical areas (e.g., organizations located in downtown Austin), and so on. The following sectors have been identified initially as high priority for analysis and recruitment:

Sector Description	Typical Organizations	Potential Early Actions	Target Pollutants
Vehicles	General Public	Avoid trips, Telecommute, Use transportation alternatives (bicycle, public transportation, carpooling)	NOx, VOCs

Sector Description	Typical Organizations	Potential Early Actions	Target Pollutants
Vehicles	General Public, Fleet Operators	Perform voluntary inspection and maintenance, Scrap high-polluting vehicles, Refuel vehicles during evening hours or not at all on high ozone days	NOx, VOCs
Vehicle Fleets	State Agencies, City of Austin, Capital Metro	Deploy low emission and alternative fuel vehicles, Purchase and use cleaner-burning gasoline	NOx, VOCs
Gasoline Refining	Refiners, Gasoline Retailers	Refine and sell cleaner-burning gasoline	VOCs (NOx)
Gasoline Marketing	Gasoline Companies, Service Station Owners, Trucking Companies	Install and operate Stage I and Stage II vapor recovery equipment	VOCs
Power Plants/Boilers	City of Austin, LCRA, University of Texas	Install emission controls, promote energy efficiency, deploy renewable technologies	NOx
Small Off-Road Engines	Lawn Care/Landscaping Companies, Homeowners	Deploy low-emission equipment, Avoid using equipment during mornings/early afternoons of high ozone days	VOCs
Large Off-Road Sources	Construction Companies, Agriculture, Railroads	Replace engines with low-emission diesel or alternative fuel engines	NOx
Consumer Products	Groceries, Retailer Stores	Stock and promote reformulated products	VOCs

Membership and its Benefits

A regional Clean Air Partners program will be created, to recognize entities that take early actions to reduce air pollution in the Austin metropolitan area, and to promote the patronage of these organizations by area residents. To become a Clean Air Partner, individuals or organizations must commit to implementing specific actions from a menu of options. Generally, these early actions will be defined to achieve emission reductions on the order of 15%.

Members of the partnership will receive recognition at an annual Clean Air Partners ceremony, and through regularly-scheduled publicity events. Partners will receive official recognition materials to use in advertising, organizational publications or to display at their sites.

February 16, 1998

Outreach, education and publicity events to promote and generate interest in the Early Action Plan will be conducted regularly by the Mayors of the Cities of Austin, Georgetown, Round Rock, San Marcos and other Communities, county commissioners and judges in the metropolitan area, the Greater Austin Chamber of Commerce and other members of the Board of Directors and staff of the Central Texas Clean Air Force. A media team has already been formed by members of the Technical Advisory Committee of the Clean Air Force, and their activities will be focused to provide maximum visibility to the Clean Air Partnership.

Support/Coordination

Support for this Early Action Plan will be sought in the form of formal resolutions from Travis, Williamson, Hays, Bastrop and Caldwell Counties, as well as from the City of Austin and other municipalities in the metropolitan area. Approval of the TNRCC and other state agencies will be requested. Support will also be sought from the area Chambers of Commerce, other business associations, community groups, environmental organizations and other public interest organizations.

Regional Effects

The poor air quality in Central Texas is part of a larger regional pollution problem. The best available science shows that air pollution in Central Texas includes a significant contribution from sources outside the area. Recent monitoring indicates that, on days of particularly high ozone levels, up to half of the air pollution in Central Texas is transported from upwind urban areas and rural stationary sources (such as power plants). An effective air pollution control strategy for Austin will thus have to address **both** local emissions and transported pollution.

The actions listed above in this plan represent the first component of a broader regional approach. In addition to these local efforts, the Clean Air Force will work with the TNRCC and other Texas cities to ensure that the regional NOx reductions contemplated in TNRCC's new Clean Air Strategy provide maximum benefits to air quality in Central Texas.

Additional Research

In 1995, the Texas Legislature approved funding for Austin and other near non-attainment areas in state, to conduct assessments of the nature and extent of the air pollution in their regions, and to identify the sources of that air pollution. In 1997, the legislature provided additional funding to continue this research. For the Austin metropolitan area, the University of Texas is currently in the process of preparing a grant proposal to the TNRCC for this second round of funding.

The University of Texas is in the process of developing an urban airshed model for Central Texas, and is working jointly with the Alamo Area Council of Governments to develop the baseline information to calibrate and verify this model. The model covers Austin, San Antonio and a region around these two cities that extends approximately 75 miles from their centers. UT is also improving the information in the emissions inventory for Central Texas, with a principal focus on emissions from the transportation and biogenic (plants and trees) sectors.

This early action plan will be refined as this research improves our understanding of the relative magnitude of the sources or ozone precursors in the Central Texas area, and the potential benefits to be achieved by reductions in these sources.

FACT SHEET

TNRCC, Air Policy and Regulations Division • P.O. Box 13087 • Austin, TX 78753 • 512-239-4900 • Fax: 512-239-4808

New Texas Clean Air Strategy

CLEANER BUSINESS AND INDUSTRY: New Nitrogen Oxides (NOx) controls will focus on stationary sources, typically industrial-type facilities and power plants - based on scientific studies, the controls may be required not only in nonattainment areas, but could extend about 125 miles from an ozone nonattainment area.

We will also consider extending current controls on Volatile Organic Compounds (VOCs) now in place in the ozone nonattainment areas farther out. Studies also have shown that VOC sources as far as about 60 miles away can contribute to ozone formation.

CLEANER GASOLINE: Another option is the more widespread use of cleaner-burning gasoline, such as Reformulated Gasoline ("RFG"). We are looking at virtually all of the eastern half of Texas - all of the metropolitan areas in the state along and east of Interstate 35 to San Antonio, and south of San Antonio along and east of Interstate 37 to Corpus Christi.

CLEANER GASOLINE STATIONS: Another strategy that we are considering is expansion of gasoline vapor recovery controls, known as Stage I, within the 60-mile zone outside of the Houston-Galveston, Beaumont-Port Arthur and Dallas-Fort Worth metropolitan areas. This involves new equipment at gasoline service stations and on gasoline tanker trucks. This equipment prevents gasoline vapors from escaping into the atmosphere when a tanker truck delivers a load of gasoline.

CLEANER NEW VEHICLES: This month a major new clean vehicle initiative, the National Low Emission Vehicle, or "NLEV" program, is being negotiated between major automakers and states in the northeastern United States. The NLEV program would bring cleaner passenger cars and light trucks to Texas by model year 2001. Texas supports the NLEV program; we believe the automakers will notice the interest of a state with as many car and truck buyers as we have. Texas also would like to see automakers address emissions from sport utility vehicles, some of which currently are not covered by the NLEV program. A letter from Chairman McBee to the major players in the debate, making these points, will be sent this week.

CLEANER OLDER INDUSTRIAL FACILITIES: The TNRCC has an aggressive and impressive effort under way spearheaded by Commissioner Ralph Marquez - known as the Clean Air Responsibility Enterprise, or "CARE" - to draw older industrial facilities, commonly known as "grandfathered" facilities, into the agency's full permitting program. That program is still in development. This announcement in no way alters the CARE effort. Those facilities which want to take advantage of the CARE program will still be able to do so.

Note: There is no recommendation to expand I/M. This is a local issue and will be up to the region to ask for.

AGENDA ITEM # 18

February 24, 1998

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Consider authorizing advertising and setting date for a public hearing to consider annexing real property including 52.66 acres into Williamson County Development District #1.

Attorney Charles Crossfield requested this agenda item be tabled. He stated Don Martin is going to voluntarily ask for his property to be annexed with no strings attached, but the petition is not ready.

AGENDA ITEM # 19

February 24, 1998

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Consider correcting minutes of September 2, 1997 agenda item #13 to show vote of 4-1 on motion with Commissioner Heiligenstein voting no.

Commissioner Heiligenstein requested no action on this agenda item and due to the lapse of time from the original vote he did not want to cause any uncertainty on the issue.

AGENDA ITEM # 20

February 24, 1998

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Discuss and take appropriate action on phone contract for Showbarn.

Commissioner Boatright has received requests for a pay phone to be placed in the Showbarn.

Commissioner Mehevec requested it not be a private company because the rate of service is very high, and would not like for our children to have to pay a lot to call home.

Bob Space will contact Southwestern Bell for information.

This agenda item will be tabled until further notice.

AGENDA ITEM # 21

February 24, 1998

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Consider appointing board members for Williamson County Emergency Services District #2 and designate terms.

Moved: Commissioner Hays

Seconded: Commissioner Boatright

Motion: To re-appoint:	Gerry Cheney -	two year term
	Thomas Al Verell -	one year term
	Ryan Johnson -	two year term
To appoint:	Gwen King -	two year term
	Darryl Pool -	one year term

Vote: Motion carried 4 - 0

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