

US EPA ARCHIVE DOCUMENT



**WASHINGTON COUNTY DEPARTMENT OF
PLANNING AND COMMUNITY DEVELOPMENT**

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March 25, 2004

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MAR 30 2004

Air Protection Division (3AP21)

Ms. Judith M. Katz, Director
Air Protection Division (3AP00)
U.S. Environmental Protection Agency
1650 Arch Street
Philadelphia, Pennsylvania 17108-1086

RE: Washington County, Maryland - Early Action Plan Progress Report

Dear Ms. Katz:

Please find attached the required March 31st Final Report for the Early Action Plan for Washington County, Maryland. This submittal expands upon the County's June 2003 and December 2003 reports to U.S. Environmental Protection Agency (EPA) regarding the progress on the County's plan to achieve early attainment of the 8-hour ozone standard in Washington County. This plan was submitted to EPA Region 3 on March 26, 2004, meeting the March 31, 2004 schedule in EPA guidance.

This progress report is a joint effort between Washington County, the Maryland Department of the Environment (MDE), and the Maryland Department of Transportation (MDOT).

- Summary of EAP Final Report for March 31, 2004:

The March 2004 Final Report is a culmination of efforts that initially started in 2003. The following is a summary of the Final Report.

- **Background of EAC**
Summary of federal, state and County rules, guidance, actions
- **Description of the Program Area**
Geographic location, surrounding jurisdictions, and County demographics
- **Early Action Plan for Washington County**
Listing of the extensive Maryland control measures in existence or in the process, per federal requirements for areas in the Northeast Ozone Transport Region and state and local measures; summary of ozone transport issues.
- **Control Measures Under Consideration**
A listing of potential emissions control measures that can be implemented, if the Action Plan Control Measures do not meet the EAC requirements developed through the stakeholder process.



■ **Technical Efforts**

Status of emissions inventories, photochemical modeling, and meteorological modeling being conducted. Also included is the status of modeling activities and the components of the modeling process.

■ **Public Process**

Public participation description and documentation for events through March 31, 2004; listing of stakeholders and other participants, and the summary of the Maryland Attainment Planning Task Force (see Appendix A).

■ **Demonstrations of Progress**

Statement of milestones that have been completed and those required in the future.

■ **Geographic Area**

Geographic area(s) for potential application of additional control measures.

■ **Resource Constraints**

Resource constraints identified to date.

■ **Appendices**

Documentation of public meetings, Washington County EAC Control Measure Options, and Transportation Emissions Reduction Measures

- Anticipated Developments - Post March 31, 2004:

The following is the additional anticipated developments and information included within the report.

Stakeholder Process

- The Washington County Department of Planning and Community Development, the lead County Department for the EAP effort will continue to make available to each stakeholder all EAC documents and solicit input on the documents, along with encouraging their participation in future events.
- The County, in consultation with MDE and MDOT, will continue to develop a schedule of stakeholder activities, including public meetings, conference calls, and anticipated availability of technical and other information. If and as needed, stakeholders will be divided into sub-committees to address such issues as: public participation and information, inventory and modeling, review of named and potential emissions control measures by source, evaluation of emission control measures by source category or other sub-committees subsequently identified.

Public Outreach and Information

- Washington County will enter into a partnership with Clean Air Partners, a volunteer, nonprofit, public-private group chartered by the Metropolitan Washington Council of Governments.

The partnership will help enable Washington County to develop similar public education and outreach programs to those already effectively used in the Baltimore and Washington DC areas.

- Washington County will enter into the Ozone Action Days Program currently in place in the Baltimore and Washington DC areas. In the event of an Ozone Action Day, MDE and MWCOG will include Washington County in their notifications.

Ms. Judith M. Katz, Director
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- Washington County will continue to develop appropriate pages on its web-site at <http://www.washco-md.net>, with links or references to other relevant sites (County, state and federal). Relevant information from stakeholder meetings, technical efforts and County decisions will also be posted on the web-site.

The web-site is an excellent source of information regarding all aspects of county government and services. This includes information relevant to the EAP to solicit input on, including, but not limited to, transportation options, community development, economic development and County Commissioner meetings (agendas, summaries, minutes, and e-mail notification service).

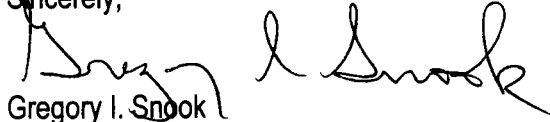
Status of Modeling and Related Technical Planning Activities

- Emissions inventory and photochemical modeling efforts continue, as described in this submittal.
- MDE, the lead Maryland agency for these modeling efforts in conjunction with Virginia and West Virginia, has briefed and will continue to brief EPA-Region 3 on relevant items, and seek and receive EPA concurrence, as necessary.

In accordance with EPA Regulations and Guidance information, please accept the enclosed document as Washington County's official submittal to address the March 31, 2004 deadline, for continuation of the implementation of an Early Action Compact. This submittal is the Final Report of Washington County's Early Action Plan. The Board of Commissioners approved this document for submittal on March 16, 2004.

If you have any questions or need additional information, please contact Stephen T. Goodrich, Interim Planning Director for Washington County at 240-313-2430.

Sincerely,



Gregory I. Snook
President, Board of County Commissioners
of Washington County

GIS/STG/JLB/sc

Attachment: Washington County Early Action Plan – Final Report

cc: Tad Abum, MDE
Howard Simons, MDOT
Jim Frazier, Michael Baker Jr., Inc.
file

Washington County, Early Action Plan

Final Report



Submitted to:

United States Environmental Protection Agency
Region 3, Air Protection Division
1650 Arch Street
Philadelphia, Pennsylvania 17108-1086

Prepared by:



Board of County Commissioners of Washington County, Maryland
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March 16, 2003

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I. Background of Early Action Compact/Plan

The Early Action Compact (EAC) for Washington County is an agreement with U.S. Environmental Protection Agency (EPA), in partnership with Maryland Department of the Environment (MDE) and Washington County to enter into a commitment to develop state implementation plans (SIP) that will achieve local reductions earlier than otherwise required to demonstrate attainment of the 8-hour ozone standard. The submittal date for the EAC programs was December 31, 2002, which was formally announced to states in the EPA Holmstead Memorandum, dated November 14, 2002. The goal of the program is to meet attainment of the 8-hour ozone NAAQS by December 31, 2007.

Washington County and MDE submitted "The Early Action Compact for Washington County, Maryland" on December 31, 2002, and EPA approved it on the same day. The first submittal of the EAC process required the local area to identify and describe the local control measures that will be considered during the local planning process by June 16, 2003 to remain eligible in the program. With cooperation of local stakeholders, Washington County submitted this document to EPA on June 11, 2003.

Semiannual progress reports were submitted to EPA in accordance with their guidance memorandum dated April 4, 2003. The first progress report due June 30, 2003, required local areas to assess and report the progress against milestones in a regular, public process. Washington County submitted the progress report to EPA on June 27, 2003. The next progress report due on December 31, 2003, required the list of control measures under consideration, likely implementation dates and estimated emissions reductions. Washington County submitted the progress report to EPA on December 23, 2003, which also included the stakeholder progress and public participation events.

The Attainment Demonstration included with this submittal shows that Washington County with the planned control measures implemented will be in attainment of the 8-hour ozone standard in 2007. The technical modeling was a joint effort between Maryland, Virginia, and West Virginia and modeled under one modeling domain. It includes a base case scenario using the 1999 National Emissions Inventory (NEI) and a future case that estimates the expected growth to 2007. The modeling exercise indicates that the desired result of reducing ozone concentrations to levels below the 8-hour ozone standard will be achieved by the implementation of the controls included in this EAP, and combined with the control strategies being implemented on the state and federal levels.

The EAC provides the opportunity to meet the 8-hour ozone standard expeditiously through local actions to reduce ozone precursor emissions. If successful, Washington County will avoid EPA designations as "non-attainment" and any requirements of the designation and classification.

II. Description of Program Area

Location Boundaries

Washington County is located in west-central Maryland, bounded by Pennsylvania, Virginia and West Virginia. The county extends east to South Mountain, south to the merging of the Shenandoah and Potomac Rivers, north to the Pennsylvania border and west to Sideling Hill Creek. It is bordered by the Appalachian Highlands, and situated at the center of the Cumberland Valley with low rolling hills, cultivated valleys, moderate woodlands and elevations of 500-800 feet above sea level. Hagerstown, the county seat, is located in the center of the county and approximately 75 miles west of Washington, DC, and Baltimore.

Washington County is part of the Washington DC – Baltimore Consolidated Metropolitan Statistical Area (CMSA), but is characteristically different from the core metropolitan areas of Baltimore and Washington DC with respect to the degree of urbanization, population density, growth, and commuting patterns. The CSMA boundaries are shown in Figure 1.

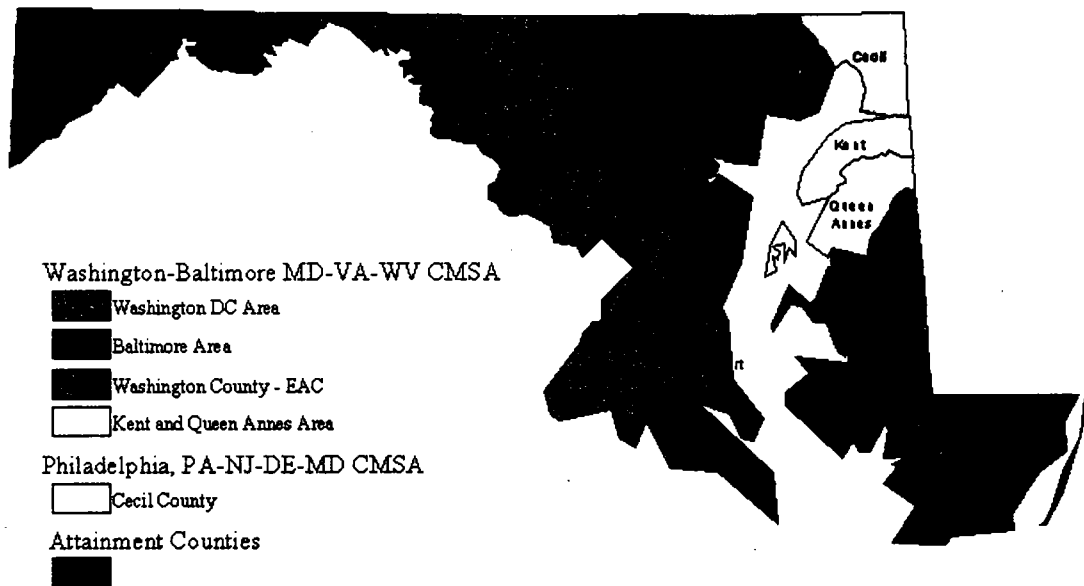


Figure 1: Maryland Consolidated Metropolitan Areas

The entire state of Maryland is part of the Northeast Ozone Transport Region (OTR). As part of the OTR, Washington County is already subject to New Source Review, Vehicle Emissions Inspection Program (VEIP), Reasonable Available Control Technology (RACT), and many other regional programs.

Ozone Transport into Washington County

High ozone levels in Washington County are significantly affected by ozone pollution floating in from distant upwind areas, like the Ohio River Valley, and closer neighboring areas like the Baltimore and Washington, DC metropolitan areas.

MDE has conducted significant research to estimate the role of ozone transport into Maryland. On most high ozone days in Washington County, the MDE research indicates that over 90% of the problem originates from sources outside of the county. Despite the overwhelming role of ozone transport, the early reductions to be achieved under this EAP will help bring cleaner air to the area more quickly.

Because Maryland's high ozone levels are so significantly affected by ozone transport, Maryland was the first state in EPA Region III to submit its transport regulations (called the NOx SIP Call) and has filed a petition under Section 126 of the Clean Air Act to compel ozone precursor emissions reductions in upwind states.

Efforts included in the EAP are under way to update regional transport modeling efforts as described in the Technical Efforts Section.

Demographics

Washington County enjoys a high employment rate and moderate incomes, with a lower cost of living than nearby metropolitan areas. From the 2000 Census and Maryland Department of Labor, Washington County's basic demographics are provided in the Table 1. The population is projected to grow to more than 145,000 by year 2020.

Table 1: Demographic Profile of Washington County for 2000

131,923	49,726	70,857

*SOURCE: Population & Households: U.S. Census Bureau (2000). Employment Force: MD Department of Labor, Licensing & Regulation, Office of Labor Market Analysis & Information (2003).

Washington County has extensive surface transportation grids relative to its population and economy. Interstate 81 bisects the County north/south, connecting New England to the southern states. U.S. Interstate 70 runs east/west, from Baltimore to California. U.S. Interstate 68 begins at the town of Hancock, taking commercial and public traffic to Morgantown, WV and other corridors West. Interstates 70 and 81 are major long distance routes for passengers and freight. U.S. Route 40 runs east/west through the City of Hagerstown, generally north of and parallel to I-70. Other prominent federal highways include U.S. Routes 11, Alternate 40, and 522.

The location provides access to over 50% of the nation's population by overnight truck. Suppliers, customers and freight relay operations are plentiful in or near Washington County.

Development of new business and industry has been continuing with new investments created and an estimated million square feet under construction.

Existing businesses have enjoyed growth, joining new companies in Washington County's commercial family. Both public and private sectors make up the top employers in the county. The top 10 employers are provided in Table 2.

Table 2: Top 10 Employers in Washington County

1	Washington County Health System	3,000
2	State of Maryland	2,591
3	Washington County Public Schools	2,563
4	Citicorp Credit Services, Inc.	2,500
5	First Data Merchants Services	2,081
6	Garden State Tanning	1,140
7	Mack Trucks, Inc.	1,133
8	Washington County Government	830
9	Phoenix Color Corporation	725
10	Federal Government	655

*Source: Economic Development Commission 2002 Annual Report, Hagerstown-Washington County.

Projected population growth in Washington County is expected to increase from the current 2000 levels, but not at the same rate from 1990 to 2000. The total land area in the county is 485 square miles. The population density is relatively small compared to the counties in the Baltimore and Washington DC areas, which have a population density over 1000 persons per square mile. The projected growth and population densities for Washington County are shown in Table 3.

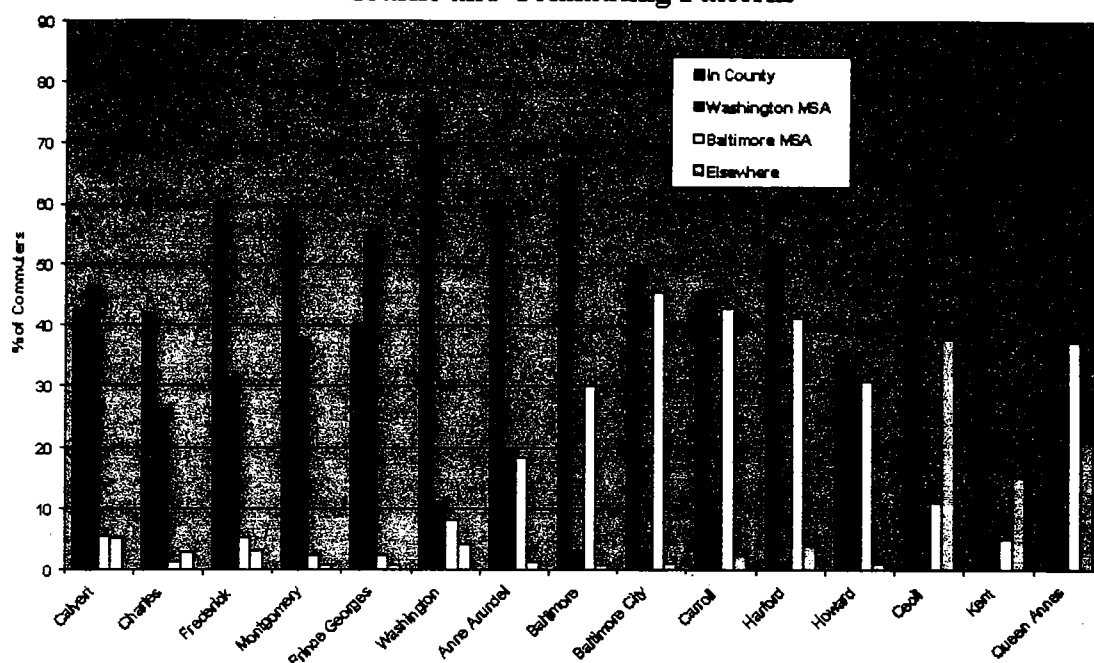
Table 3: Washington County Population Growth and Density

1990	121,393	265	
2000	131,923	288	+8.7%
2010	139,000	303	+5.4%

*Source: U.S Census Bureau.

The traffic and commuting patterns in Washington County show a high percentage (~76%) of the trips are performed within the county. Despite the high percentage of through traffic on Interstates I-81 and I-70, the majority of the work trips are local. As compared to the other counties in the state, the primary work trips are to the central business districts in Baltimore and Washington DC, which is expected. Figure 2 shows the county percentages of commuting patterns in county, to Washington, DC MSA, Baltimore MSA or elsewhere.

Traffic and Commuting Patterns



Source: US Census 2000 Transportation Planning Package (CTPP), County-to-County Work Flow

Figure 2: Traffic and Commuting Patterns for Maryland

Washington County Monitoring Data

The Washington County ozone monitor is located on Roxbury Road in Hagerstown at the Maryland Correctional Institute. The design value for the 8-hour ozone standard is based on the fourth highest ozone reading for each year and averaged over three years. Table 3 shows the monitor data between 2001 and 2003. The 8-hour ozone standard is 0.085 ppm.

Table 4: Washington County 8-Hour Ozone Monitor Data (2001-2003)

4 th MAX Ozone (ppm)	0.086	0.096	0.078	0.087
Days > Std	5	17	3	

*Source: U.S. Environmental Protection Agency: Air Data, Monitor Values Report.
<http://aospub.epa.gov/airsdata/adags>

A total of fifteen monitors are located throughout the state of Maryland. All of the monitors except the Washington County monitor are located in either the Washington DC or Baltimore Area. The design value for each monitor is provided in Figure 3. The values represent the fourth highest average over the last three years (2001-2003).

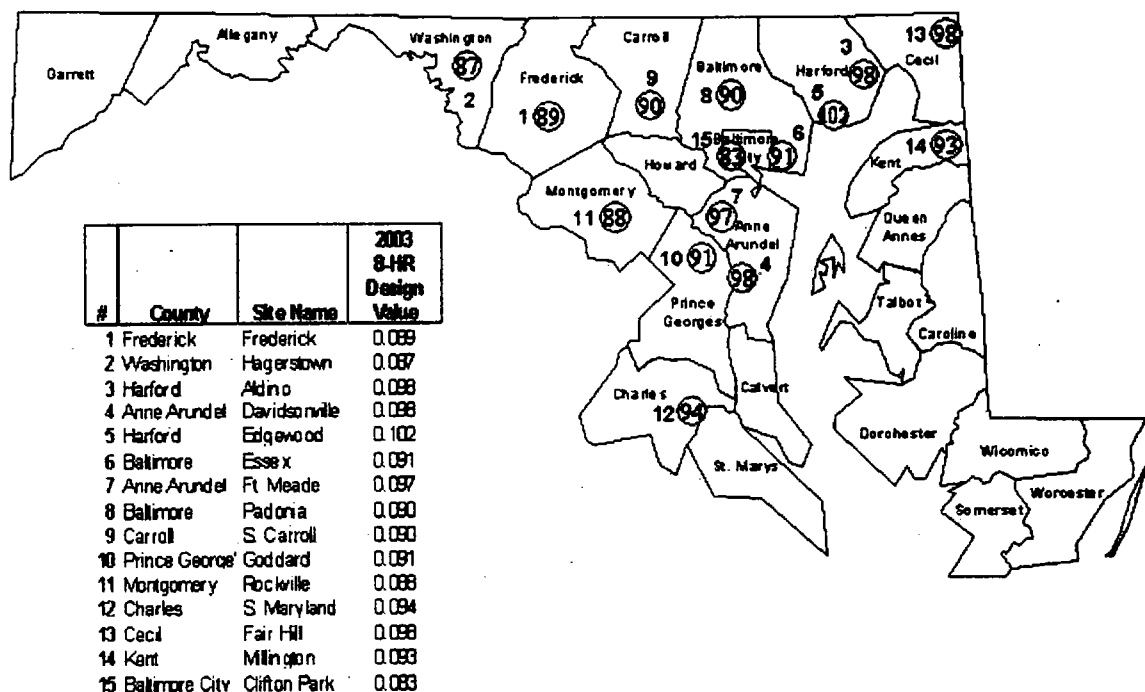


Figure 3: Maryland 8-Hour Ozone Monitor Design Values (2001-2003 Data)

Washington County 1999 Emissions Inventory

In the December 3, 2003 letter to Governor Ehrlich, EPA identified the proposed 8-hour ozone nonattainment areas for the state of Maryland. The letter also identifies Washington County as an EAC area and that EPA will defer its nonattainment designation. However, if the EAC milestones are not met, Washington County would be classified the same as the Washington DC area. The counties identified in Figure 4 are the counties that will likely be classified in April 2004 and are grouped by nonattainment area as proposed by EPA. The figure shows the emission levels based on the 1999 NEI maintained by EPA. This inventory is used for the base scenario for the technical modeling.

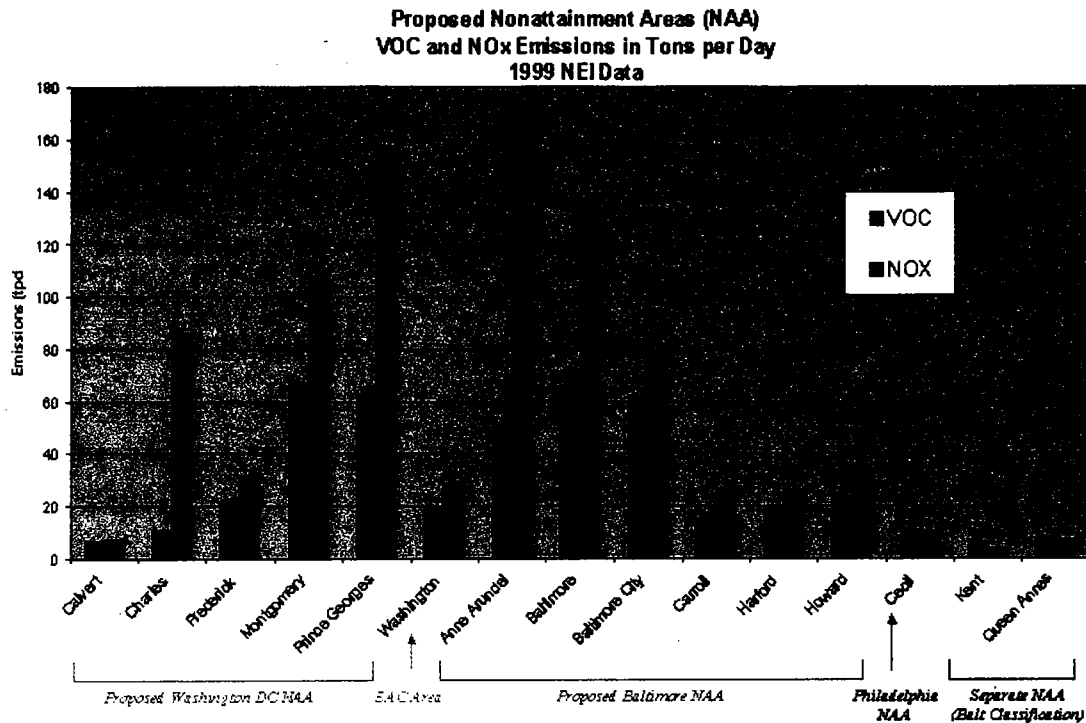


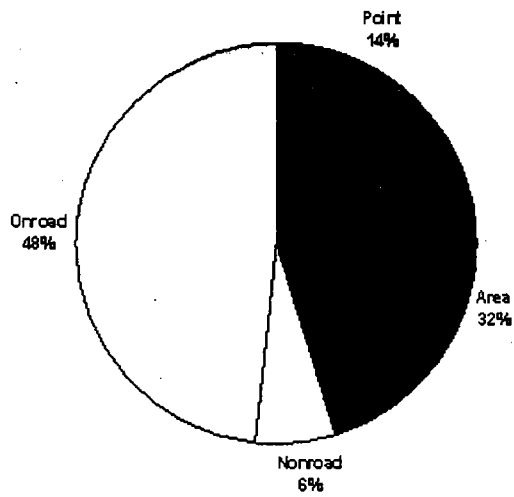
Figure 4: 1999 NEI for VOC and NOx by Proposed Nonattainment Areas

The NEI is submitted on a triennial basis and maintained by EPA. It includes a number of sources, but is grouped into four major source categories. The four major sources and their descriptions include:

- Point Sources – Large stationary sources like utility and industrial facilities
- Area Sources – Small individual sources like dry cleaners, solvents, and gasoline distribution
- Nonroad – Construction vehicles, marine vessels, lawn and garden vehicles, locomotives and aircraft that primarily operate off public roads.
- Highway – 28 motor vehicle classes that operate on interstates, arterials and collectors within the public road network.

For Washington County, the emissions from highway (onroad) sources make up 48% of the VOC and 44% of the NOx as reported in the 1999 NEI. Figure 5 shows the emission distribution between the major sources.

**1999 NEI VOC Emissions
19.02 Tons per Day**



**1999 NEI NOX Emissions
28.65 Tons per Day**

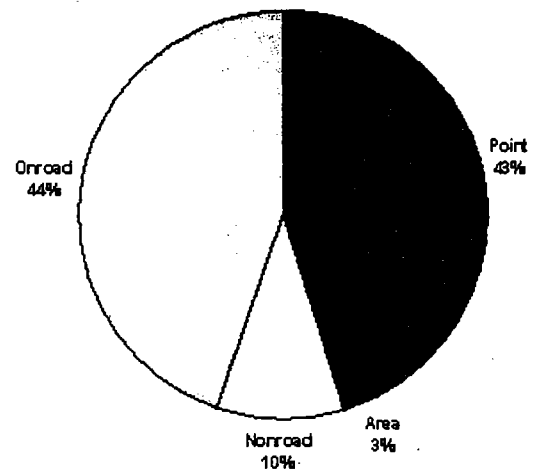


Figure 5: Washington County VOC and NOx Emissions by Major Source

III. Early Action Plan for Washington County

The existing air pollution controls being implemented in Washington County are already much more stringent than the existing pollution controls in neighboring states since Maryland is part of the OTR. As such, Washington County commences work on its Early Action Plan (EAP) from a much higher rate of controls. Through the EAC process, a number of control measures have been selected that provide air quality benefits and awareness for the county. The action plan provided is a detailed list of all of the control measures selected for Washington County and are grouped by the following.

- Highway Sources
 - VMT and Trip Reduction Measures
 - Traffic Flow Improvements
 - Vehicle Acquisitions
 - State Control Measures
 - Federal Control Measures
- Area Sources
- Off-Road Sources
- Stationary (Point) Sources

A summary table with all of the action plan measures with detailed descriptions, emission benefits, and current status for the following proposed control measures may be found in *Appendix B* of this document. *Appendix C* contains a comprehensive analysis of the transportation emissions reduction measures as well as references to the documentation used to support the analysis.

The 1999 NEI served as the starting point to the control measure selection process for the EAP. The Action Plan Control Measures will total an emissions reduction of 2.84 tons/day of VOC emissions and 7.94 tons/day of NO_x emissions. That is 15% VOC and 28% NO_x emissions reductions from the 1999 levels. A summary by major sources is provided in Table 5.

Point	2.61	12.2	-0.96	-3.82
Area	6.01	0.74	-0.31	0.0
Non-Road	1.2	2.91	0.0	0.0
On-Road	9.2	12.8	-1.57	-4.12
TOTALS	19.02	28.65	-2.84	-7.94

Table 5: Washington County Control Measures Emissions Reductions

Action Plan Control Measures

The Action Plan Control Measures are measures that have been programmed for implementation by 2005 in Washington County. The measures are divided into five categories: highway, federal control measures, area sources, off-road sources and stationary sources. Most of the measures listed below have quantifiable emissions benefits, which have been analyzed and included in Appendix C.

1. Highway Sources

VMT & Trip Reduction Measures

A number of individual measures were selected to reduce vehicle miles traveled (VMT) and vehicle trips, thus reducing mobile source ozone emissions:

PROJECT TITLE:	Ride-Matching/Commuter Connections
DESCRIPTION:	Incentives and support for Car & Vanpool Programs. There are approximately 30 commuters participating in these programs in Washington County.
EMISSIONS REDUCTION:	VOC = 0.33 kg/day NOx = 0.31 kg/day
RESPONSIBLE AGENCY:	MWCOG & MTA
IMPLEMENTATION DATE:	On-going

PROJECT TITLE:	Transit Programs in Washington County
DESCRIPTION:	1. County Commuter bus services (9 routes) 2. Turning Point transit services. 3. Commuter bus service from Hagerstown to Shady Grove Metro Station.
EMISSIONS REDUCTION:	1. VOC = 5.30 kg/day NOx = 4.19 kg/day 2. VOC = 0.43 kg/day NOx = 0.41 kg/day 3. VOC = 1.65 kg/day NOx = 1.75 kg/day
RESPONSIBLE AGENCY:	Washington County / MTA
IMPLEMENTATION DATE:	On-going

PROJECT TITLE:	Park & Ride Lots
DESCRIPTION:	Existing Park & Ride Lots in the county (8 PNR Lots with 717 total parking spaces. Utilization rates as per Spring 2003 Park Ride Inventory).
EMISSIONS REDUCTION:	VOC = 1.77 kg/day NOx = 1.80 kg/day
RESPONSIBLE AGENCY:	MDOT
IMPLEMENTATION DATE:	On-going

PROJECT TITLE:	Telework Center/Telecommuting
DESCRIPTION:	1. Telework center in Hagerstown (32 workspaces at 60% utilization) 2. Telecommuting Outreach Program (home-based teleworkers)
EMISSIONS REDUCTION:	1. VOC = 0.19 kg/day NOx = 0.22 kg/day 2. VOC = 2.87 kg/day NOx = 3.12 kg/day
RESPONSIBLE AGENCY:	1. State/Federal Government 2. MWCOG
IMPLEMENTATION DATE:	On-going

PROJECT TITLE:	Ozone Action Days
DESCRIPTION:	The Ozone Action Program currently in place in Baltimore and Washington DC will expand to Washington County. The Ozone Action Days program is a voluntary initiative by government, environmental groups, and business leaders working with the general public to take extra action to prevent air pollution when high ozone levels are predicted. Because ground level ozone forms under certain weather conditions, a regional team of meteorologists can predict days when ground-level ozone concentrations may exceed health standards. When the air quality is predicted to be poor in both the Baltimore and Washington areas, MDE will call for an Ozone Action Day. In the event of an Ozone Action Day, MDE and the Metropolitan Washington Council Of Governments will fax an air quality message to media outlets, government agencies and Ozone Action Day participants. In addition, daily forecasts and Ozone Action Day messages will be available on MDE's Ozone Forecast page and on the Air Quality Hotline. There are many simple actions that people and businesses can take to help reduce air pollution on Ozone Action Days. Example Air Quality CODE RED day volunteer programs include: • Refuel cars after dusk and limit driving. • Put off any painting until later. • Don't use aerosol consumer products. • Avoid mowing lawns with gasoline-powered mowers. • Start charcoal with an electric or chimney-type fire starter instead of lighter fluid. • Take public transportation. • Try telecommuting.
EMISSIONS REDUCTION:	Voluntary Program – no credit taken.
RESPONSIBLE AGENCY:	MDE & Washington County
IMPLEMENTATION DATE:	By July 2005

PROJECT TITLE:	Clean Air Partners/Public Education Outreach
DESCRIPTION:	Clean Air Partners is a volunteer, nonprofit, public-private partnership chartered by the Metropolitan Washington Council of Governments (MWCOG) and the Baltimore Metropolitan Council (BMC) and will be expanded to include Washington County. The Partnership seeks to improve health and the quality of life in the region by educating the public to take voluntary action to reduce ground-level ozone and to reduce exposure to ozone. It will build and broaden awareness of how individuals contribute to air pollution while informing them about the adverse effects of ground level ozone. Transportation grants from the District of Columbia, MDOT, VDOT, and grants from private sector partners and MWCOG fund the operation. BMC, MDE and private sector partners contribute large amounts of in-kind services.
EMISSIONS REDUCTION:	Voluntary Program – no credit taken.
RESPONSIBLE AGENCY:	MDE & Washington County
IMPLEMENTATION DATE:	On-going in other counties – expand program to Washington County.

PROJECT TITLE:	E-government/E-commerce Enhancements
DESCRIPTION:	
EMISSIONS REDUCTION:	VOC = 1.59 kg/day NOx = 0.31 kg/day
RESPONSIBLE AGENCY:	IVR/Permits Plus. Trips reduced or eliminated by using on-line and telecommunication services from MVA and Washington County's website. Washington County to implement services to assist permits and inspections.
IMPLEMENTATION DATE:	Website: On-going. Permits-Plus & Call-In: By Dec 2005

PROJECT TITLE:	New Jobs Tax Credit
DESCRIPTION:	Tax credit to eligible companies that expand or relocate operations within Washington Co. (Reduction in work trip length by employees included in this program).
EMISSIONS REDUCTION:	VOC = 1.59 kg/day NOx = 1.85 kg/day
RESPONSIBLE AGENCY:	Washington County
IMPLEMENTATION DATE:	On-going

PROJECT TITLE:	Growth Management Program
DESCRIPTION:	Hopewell Valley Promotion - policies that integrate transportation and land use decisions.
EMISSIONS REDUCTION:	VOC = 13.24 kg/day NOx = 15.42 kg/day
RESPONSIBLE AGENCY:	Washington County
IMPLEMENTATION DATE:	On-going

Traffic Flow Improvements

Projects included under this category are mainly focused on reducing idling emissions caused by congestion. These projects include any improvements made to roadway design, expansion or adding ITS to improve traffic conditions and traffic flow.

PROJECT TITLE:	Signal System Enhancements
DESCRIPTION:	State Highway Administration upgraded the signal systems on 2 corridors in Washington county which will improve traffic flow and reduce idling delay at intersections: 1. US-40: Cleveland Avenue to Edgewood Road. 2. MD-65: Doub way to Henry Douglas Drive.
EMISSIONS REDUCTION:	1. VOC = 6.00 kg/day NOx = 1.81 kg/day 2. VOC = 4.22 kg/day NOx = 1.27 kg/day
RESPONSIBLE AGENCY:	SHA
IMPLEMENTATION DATE:	1. Completed 2. FY 2004

PROJECT TITLE:	Incident Management/Intelligent Transportation Systems (ITS)
DESCRIPTION:	On-going and planned Incident Management programs by CHART in Washington County. 1. Highway Advisory Radio (3 locations) 2. CCTV (2 locations) and Dynamic Message Signs (1 location)
EMISSIONS REDUCTION:	1. VOC = 17.59 kg/day NOx = 7.99 kg/day 2. VOC = 19.86 kg/day NOx = 8.97 kg/day
RESPONSIBLE AGENCY:	MDOT – CHART
IMPLEMENTATION DATE:	1. On-going 2. By 2007

On-road Vehicle Acquisitions/Replacements

PROJECT TITLE:	On-Road Vehicle Acquisitions
DESCRIPTION:	The following on-road vehicle replacements are scheduled in Washington County: 1. Fleet Replacement (7 vehicles) 2. Transit fleet replacement (Bus replacement) a) Turning Point: one replacement. b) County Commuter: 12 scheduled replacement. 3. Transit engine re-built (Installation of Emissions Reduction Devices on Engine Re-build). County Commuter: 6 engine re-builds. The state highway fleet replacement will be implemented at no cost to the county.
EMISSIONS REDUCTION:	1. VOC = 0.09 kg/day NOx = 0.09 kg/day 2. VOC = 3.96 kg/day NOx = 31.07 kg/day 3. VOC = 1.49 kg/day NOx = 0 kg/day
RESPONSIBLE AGENCY:	SHA

IMPLEMENTATION DATE:	1. Two by 2005 & Five by 2007 2. a) By 2003; b) Two by 2004; Three by 2005; Three by 2006 & Four by 2007. 3. Three by 2003 & Three by 2004.
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State Control Measures

PROJECT TITLE:	Vehicle Emissions Inspection Program (VEIP)
DESCRIPTION:	The Vehicle Emissions Inspection Program, mandated in Maryland and enforced by MDOT and MDE, includes an OBD II and IM240 program.
EMISSIONS REDUCTION:	VOC = 480.81 kg/day NOx = 562.46 kg/day
RESPONSIBLE AGENCY:	MDE & MVA
IMPLEMENTATION DATE:	On-going

Federal Control Measures

PROJECT TITLE:	NLEV
DESCRIPTION:	Under the National Low Emission Vehicle program auto manufacturers have agreed to comply with tailpipe standards that are more stringent than EPA can mandate prior to model year 2004. The NLEV program was instituted by the OTC states in 2001. Maryland opted into the program in 1999, two years prior to the OTC adoption.
EMISSIONS REDUCTION:	VOC = 81.65 kg/day NOx = 99.79 kg/day
RESPONSIBLE AGENCY:	MDOT
IMPLEMENTATION DATE:	On-going

PROJECT TITLE:	TIER II
DESCRIPTION:	Tailpipe standards are set at an average standard of .07 grams per mile for Nox for all classes of passenger vehicles beginning in 2004. Vehicles weighing less than 6,000 pounds will be phased-in to this standard between 2004 and 2007. Beginning in 2004, the nation's refiners and importers of gasoline will have the flexibility to manufacture gasoline with a range of sulfur levels as long as all of their production is capped at 300 ppm. By 2006, refiners will meet a 30 ppm average sulfur level with a maximum cap of 80 ppm.
EMISSIONS REDUCTION:	VOC = 780.18 kg/day NOx = 2821.35 kg/day
RESPONSIBLE AGENCY:	MDOT
IMPLEMENTATION DATE:	On-going

PROJECT TITLE:	HDE Standard
DESCRIPTION:	A PM emissions standard of .01 grams per brake-horsepower-hour for new

	heavy-duty engines is scheduled to take full effect in the 2007 model year. In addition, refiners will be required to start producing diesel fuel for use in highway vehicles with a sulfur content of no more than 15 ppm beginning on June 1, 2006.
EMISSIONS REDUCTION:	VOC = 0 kg/day NOx = 172.37 kg/day
RESPONSIBLE AGENCY:	MDOT
IMPLEMENTATION DATE:	By 2007

2. Area Sources

Under the area sources are area-wide programs that affect the air quality in the entire region. The OTC programs and the Low Emissions Paint usage for line striping, affect only the VOC emissions in the region

DESCRIPTION:	1. Consumer Products (CP): Beginning in January 2005, the rule will establish limits, expressed as percent VOC by weight, upon the concentration of VOCs contained in approximately 80 categories and subcategories of consumer products. 2. Architectural and Industrial Maintenance (AIM): The rule sets specific VOC content limits (in grams/liter) for 46 AIM coating categories. It requires compliance with the limits by January 1, 2005. In most cases, these limits are more stringent than existing Federal AIM rules. 3. Portable Fuel Containers (PFC): The regulation applies to new gas cans and spouts sold in Maryland starting January 1, 2005. The rule applies to any person or entity that sells, supplies, offers for sale, or manufactures for sale gas cans and/or spouts; and is intended to reduce VOC emissions from storage, transport, and refueling activities.
RESPONSIBLE AGENCY:	MDE
DESCRIPTION:	Use low emissions yellow and white paint for markings on roadways in county.

RESPONSIBLE AGENCY:	MDOT/SHA
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3. Off-Road Sources

The off-road sources include federally regulated programs that have been implemented, at no cost to the county, between 1997 and 2002. They also include an off-road vehicle replacement project for landfill vehicles in the county. The emissions reductions are federal estimates and are not included in the overall summary sheets because they are not quantified.

DESCRIPTION:	Landfill vehicle replacements in Washington County include a Dump Truck Compactor in 2002 and a Tractor Mower in 2004.
RESPONSIBLE AGENCY:	Washington County

DESCRIPTION:	Phase I emission standards for nonroad, handheld and nonhandheld engines operating at or below 19 kW took effect in model year 1997. Phase II standards for nonroad, nonhandheld Class I and II engines operating at or below 19 kW will be phased in beginning in model year 2007 and will be complete by 2007.
RESPONSIBLE AGENCY:	Federal Rule

DESCRIPTION:	A three-tiered process, beginning in 1996 and continuing through 2007, will increase emissions standards for nonroad diesel-powered engines used for a variety of purposes such as construction & agriculture.
RESPONSIBLE AGENCY:	Federal Rule

DESCRIPTION:	Outboard engine standards began in 1998 and will be phased in through 2006. Inboard standards were set in 2000. Auxiliary Marine engines that operate at less than 25hp were subject to emission standards beginning in 1997. A
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	second phase of emission standards for these engines will be phased in between 2001 and 2005. Auxiliary engines that operate above 25hp will need to meet the requirements for the same size land-based nonroad spark-ignition engines.
RESPONSIBLE AGENCY:	Federal Rule

DESCRIPTION:	A two-tiered standard with Tier 1 beginning in 2004 and Tier 2 beginning in 2007. These standards will regulate nonroad gasoline powered engines rated over 19kW.
RESPONSIBLE AGENCY:	Federal Rule

DESCRIPTION:	A three-tiered emission standard for new or remanufactured locomotive engines.
RESPONSIBLE AGENCY:	Federal Rule

4. Stationary Sources

PROJECT TITLE:	RACT/RACM Controls
DESCRIPTION:	The entire state of Maryland is located in the Northeast Ozone Transport Region (OTR) and is subject to RACT controls for major stationary sources. The sources located in Washington County that are subject to RACT can be found in Table 3 below along with their tons per year emissions benefits.
EMISSIONS REDUCTION:	VOC = 869.9 kg/day NOx = 3464.7 kg/day
RESPONSIBLE AGENCY:	MDE
IMPLEMENTATION DATE:	On-going

Table 6: RACT Emissions Reductions for Washington County Sources

Amcor/Stevens	60	
Fil-Tec	60	
Fleetwood	10	
Garden State Tanning	45	
Engineered Polymer	30	
R. Paul Smith/Allegheny Energy		528
Rayloc	10	
Rust Oleum	5	
Mack Trucks, Inc.	30	20
St. Lawrence Cement		846
Xerxes Corporation	90	
Phoenix Color - Tandy Drive	40	

PROJECT TITLE:	NOx SIP Call
DESCRIPTION:	This federal rule and state regulation will be implemented to further reduce NOx emissions from major NOx sources. In Maryland these regulations affect

	electric generators, paper mills, cement plants, and large internal combustion engines located at natural gas pumping stations. Under these regulations, the NOx control systems are to be installed by 2003 to meet a NOx emissions budget established by EPA by 2007. This phase III NOx reduction program is projected to reduce NOx emissions by 23 percent from 1995 levels.
EMISSIONS REDUCTION:	NOx = 23% Reduction by 2007.
RESPONSIBLE AGENCY:	Federal Rule & State Regulation
IMPLEMENTATION DATE:	2003

IV. Contingency Control Measures

The Contingency Control Measures are measures that can be implemented in Washington County if the Action Plan Control Measures do not meet the EAC requirements. Research on emissions benefits and costs is currently being conducted. The contingency control measures are divided into two main categories: Highway and Area Sources.

Government Memo of Understanding

A government MOU can be used to encourage flextime work schedules for employees in the county. Incentives can also be offered to employers who agree to voluntarily adjust work schedules in order to reduce peak travel.

Fuel Programs

Fuel program options include reformulated gasoline (RFG) or low Reid vapor pressure (RVP) programs. Currently, both Washington DC and Baltimore areas mandate federal RFG and could be expanded to Washington County. A low RVP program would be state regulated and would mandate low RVP of 7.8 or 7.2 for the summer ozone season. Both fuel options have significant emissions benefits, VOC and NOx for RFG and VOC for low RVP. The state and county could only select one fuel program from the two options.

Diesel Vehicle Emissions Controls

Washington County will support state regulated diesel vehicle emissions controls. A large percentage of heavy-duty diesel trucks that operate on the interstates and to local businesses in Washington County are not registered in the county or in Maryland. Therefore, any diesel controls will have to be regulated at the state or regional level. Possible diesel emission controls include:

- Vehicle idling policies/restrictions (Maryland currently has a 5 minute idling limit)
- Voluntary public outreach programs

- Opacity Testing: Most of the recent activity is in the area of diesel emissions. Maryland has a diesel smoke inspection program that is conducted by the Maryland State Police. This random roadside smoke opacity test requires a failed vehicle to be repaired and retested within 30 days. The program is seeing about a 70 % improvement in smoke levels on failed vehicles that have been retested.

Gas can replacement

Old gas cans are exchanged for new CARB compliant cans that are designed to prevent spillage and decrease evaporative emissions. In addition to reducing VOC emissions, these exchange programs also create public awareness. Maryland has implemented this program successfully in the Baltimore and D.C. regions. For example, Montgomery County, MD exchanged 288 gas cans during their Household Hazardous Waste events held at county sites for an estimated .025 tpd VOC reduction. A similar program can be easily implemented in Washington County.

Lawnmower Replacement

Lawnmower exchanges have been a very popular and successful tool for raising public awareness as well as offering both VOC and NOx reductions. High polluting, old gasoline powered mowers are exchanged for electric mowers which have zero emissions. MDE has sponsored successful events in the past and can provide logistical support for implementation in Washington County.

V. Technical Efforts

The three states comprising Virginia (VA), West Virginia (WV), and Maryland (MD) are combining resources to complete the EAP modeling exercise. After numerous discussions with EPA Region 3 it was agreed by all three states to use the 1999 National Emissions Inventory (NEI) for the EAC base case modeling. This section represents VA modeling, but serves as a reasonable template, pending the completion of the final model, as agreed upon by MDE and EPA.

Photochemical Modeling for Attainment Demonstration

Maryland and Virginia have modelers on staff who will be responsible for running the SMOKE emissions preprocessor, MM5 meteorological model and the photochemical model MODELS3/CMAQ. The modeling domain will cover the EAP areas in VA, WV, and MD.

Air Quality Technical Support Activities

1. Background

Air Quality analyses are used to simulate the combination of meteorology, emissions, and atmospheric chemistry that promote ozone formation and higher ambient concentrations in a given area. Once a representative scenario, or episode conducive to ozone formation, based on an actual observed ozone event is selected and validated, various emission reduction strategies can be tested to predict whether they would succeed in reducing ozone and attaining the ozone standard. The major steps involved in photochemical modeling is as follows:

- Selection of type and geographic scale of photochemical model
- Selection of representative ozone episode(s)
- Base case episode modeling and validation
- Future year projection and attainment demonstration modeling

2. Model and Domain Selection

Due to the regional nature of ground level formation and transport that is prevalent in the Eastern United States, combined with the reasonable assumption the early action area is impacted by ozone transport, a regional photochemical modeling exercise has been selected for this project. This selection will allow for the evaluation of the impact of transport on the study area, as well as the impact of regional and national control strategies in reducing ozone transport into these areas.

The initial photochemical model selected for this purpose is EPA's MODELS3/CMAQ model that is EPA's latest modeling platform for such analyses. The meteorological inputs required to run the model will be developed using the MM5 meteorology model, and the emissions inputs will be developed using the SMOKE emissions preprocessor model. The purpose of these model data input preprocessors is to temporally and spatially allocate these inputs to a grid system used by the photochemical model to recreate the atmospheric interaction of all these factors in promoting ozone formation.

Due the need to model a larger region for ozone transport assessment, a regional domain that covers a large portion of the Mid-Atlantic States has been chosen to support the early action modeling. This domain has been used in previous analyses by the State to assess transport and the regional effect of emission reductions. The domain will consist of a series of descending grid cells from 36 kilometers (km) at the edges of the domain, to 12 km in the Mid-Atlantic area. A local 4 km exercise for the project area may be added later to provide further resolution. In this way the resolution of the model and modeling results will be the highest in and around the early action planning areas. This modeling domain is shown in Figure 6.

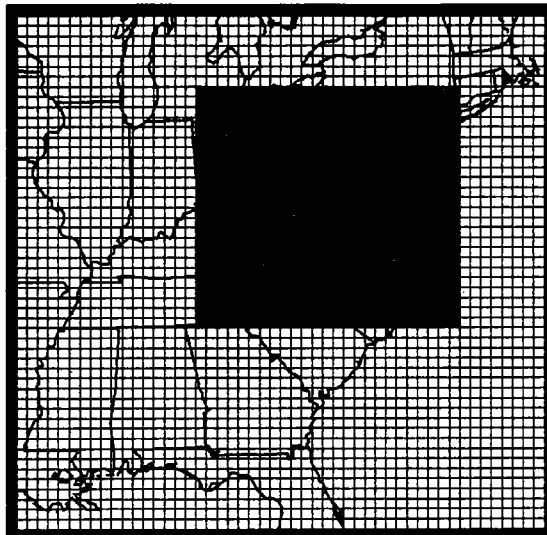


Figure 6: Early Action Modeling Domain of 36 km & 12 km Resolution

3. Episode Selection

One of the key aspects of a modeling analysis of a particular area and air pollution problem is to select one or more representative episodes to model. The selection process should reflect one or more of the prevailing meteorological and emissions conditions that produce higher levels of ozone in the subject area. An additional consideration for this project is that EPA guidance requires that the baseline emission inventory and subsequent episode(s) selected for an EAP are no older than 1999. Finally, since three states are developing plans in the same general area, an episode common to all three was selected.

The result of this process produced an ozone episode that occurred on August 12th and 13th in 1999. This episode was selected mainly because exceedences of the ozone standard were observed at all the area monitors involved in this effort (including Roanoke), during this period. This episode also involved the transport of ozone into Virginia from both the West and Southwest. To adequately simulate the events leading up and following this episode, a 10 day period from August 8th to the 18th will be modeled. After the completion of this modeling exercise, an additional episode, probably in 2002, will be selected and modeled to retest and confirm the results of the initial modeling and to begin the analysis of other nonattainment areas in Virginia. The EPA ozone maps of the August 12th & 13th, 1999 episode are shown in Figure 7.

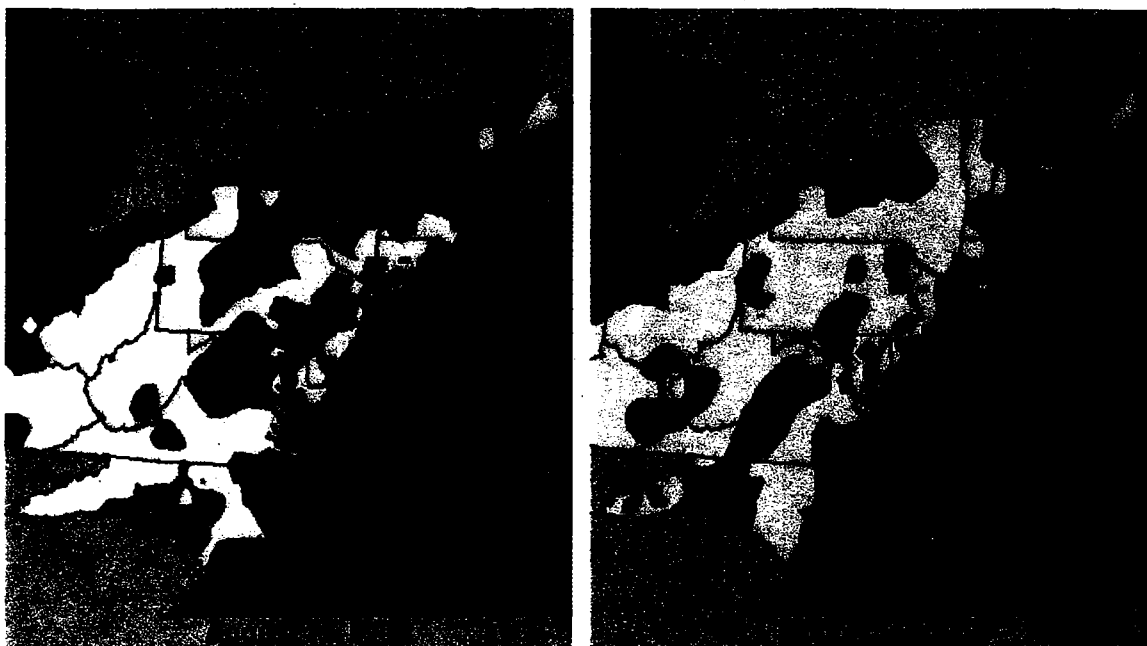


Figure 7: The Ozone Episode of August 12th & 13th, 1999

The episode meteorological conditions of August 12th and 13th in 1999 are listed below.

August 12th

The surface weather map on the morning of August 12th indicated a trough of low pressure extending from coastal New England, through the Delmarva region into central Virginia. South and east of the trough, surface winds were generally from the southeast and higher dew point temperatures, indicative of maritime air. West of the trough, surface winds were calm and variable with lower dew point temperatures, indicative of ozone-conducive continental air. Haze was reported over a large area from Maine into Tennessee and Georgia. Surface winds remained light into the afternoon. Surface and 1500 meter 48-hour back trajectories for Roanoke ending that afternoon indicated that air passed over the Ohio River Valley and West Virginia. The evening surface weather map indicated the trough of low pressure separating maritime from continental air persisted from New England southwestward through Maryland and Richmond, extending into central North Carolina. Maximum temperatures east of the trough were around 90 degrees. West of the trough, high temperatures reached into the low to mid 90s.

August 13th

The surface weather map on the morning of August 13th indicated the trough extended from Washington, D.C. through central Virginia into central North and South Carolina. Again, higher dew point temperatures and southerly winds east of the trough indicated maritime air. Lower dew points and calm winds west of the trough indicated the

presence of a continental air mass. Forty- eight hour surface and 1500 back trajectories for Roanoke ending that afternoon originated from the Great Smokey Mountains region of northeastern Tennessee and north central Tennessee, respectively. The surface trough separating the maritime air from the continental air persisted into the evening. High temperatures reached the mid-to-upper 90s in the region.

4. Base Case Modeling

A 1997 episode was originally selected to support the development of the early action plan since emissions and meteorological data were readily available and quality assured. However, subsequent to this decision, EPA EAP guidance required that inventories and episodes no older than 1999 had to be used in this effort. As a result, the episode described above as been selected to support the air quality planning effort. However, this change in the modeling plan and episode has resulted in a change to the modeling project schedule as well.

DEQ has obtained the necessary meteorological data for the 1999 episode and has successfully completed the processing of the data through the MM5 meteorological model. Several MM5 runs were required to adequately simulate the relatively complex meteorological conditions that existed during the selected ozone episode as previously described. Figures 8 and 9 provide selected results of the meteorological modeling used as input into the regional air quality model.

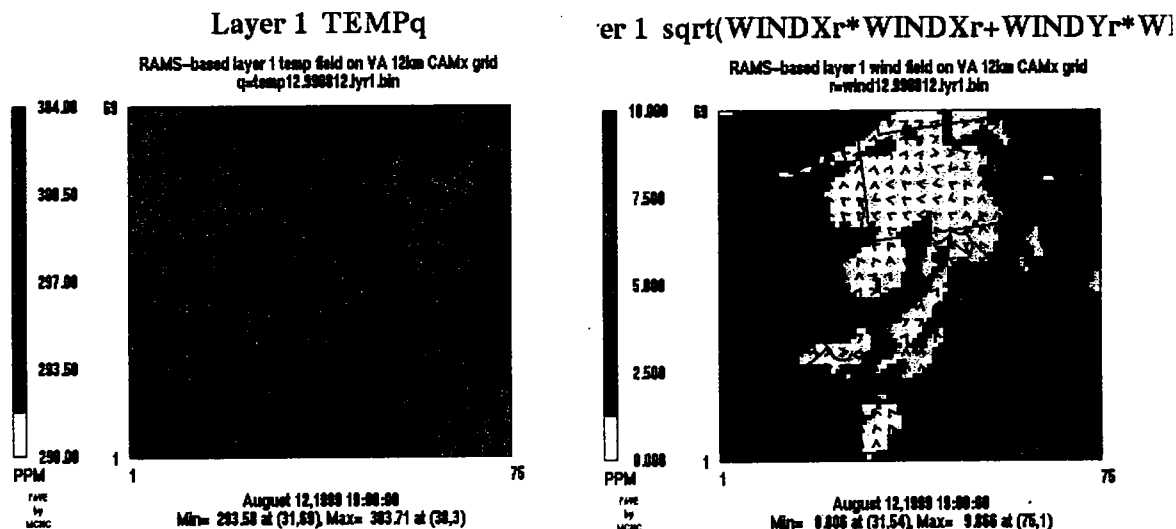


Figure 8: Meteorological Modeling – Selected Results for Temperature and Winds

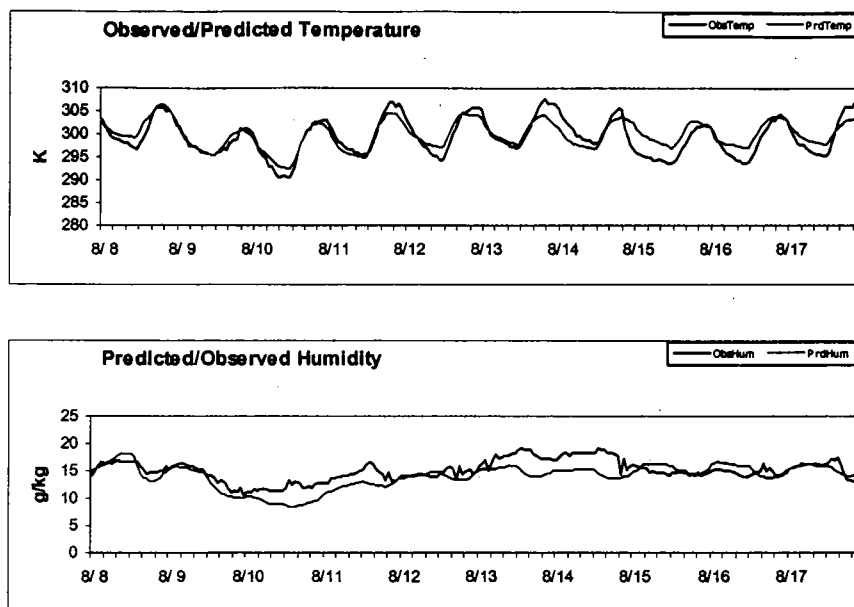


Figure 9: Meteorological Modeling – Observed and Predicted Temperatures and Winds

Emissions data for 1999 from all state in the modeling domain has also been obtained from the NEI. This emissions data has been supplemented with state specific data from Virginia and West Virginia. The conversion of this data to SMOKE input files and the preprocessing of this data through the SMOKE emission model has also been completed. Several problems were encountered during the processing of the emissions data that delayed the commencement of base case modeling efforts. The most difficult problem dealt with the EPA requirement that all EAC modeling efforts used MOBILE6-based emissions for mobile sources. To do this we had to use the latest draft version of the SMOKE emissions preprocessor (Version 1.5). Numerous problems were encountered in attempting to install and run the mobile emissions through this version of the emissions model. Ultimately, the DEQ contracted the developers of SMOKE (Carolina Environmental Program) to solve these problems and process the emissions data through this latest version of the emissions preprocessor. With this external assistance, the emissions preprocessing step has also been completed.

Once all the preprocessing steps were completed, the regional photochemical modeling exercise was begun. After several runs using the CMAQ model were completed, it became obvious that the performance of the model was not up to EPA standards using the selected episode. After internal consultations, it was decided to change photochemical models from CMAQ to the Comprehensive Air Quality Model with Extensions (CAMx). The modeling platform was thus changed to use this alternative air quality model. After several runs using CAMx, base case modeling results were produced that meet or exceed EPA's acceptance criteria for model performance. The base case results of the validated CAMx model are presented below in graphic form (Figure 10) showing the simulation of

the ozone episode days of August 12th and 13th, 1999. Also presented below are selected comparisons of observed and model predicted ozone concentrations at several area monitors (Figure 11).

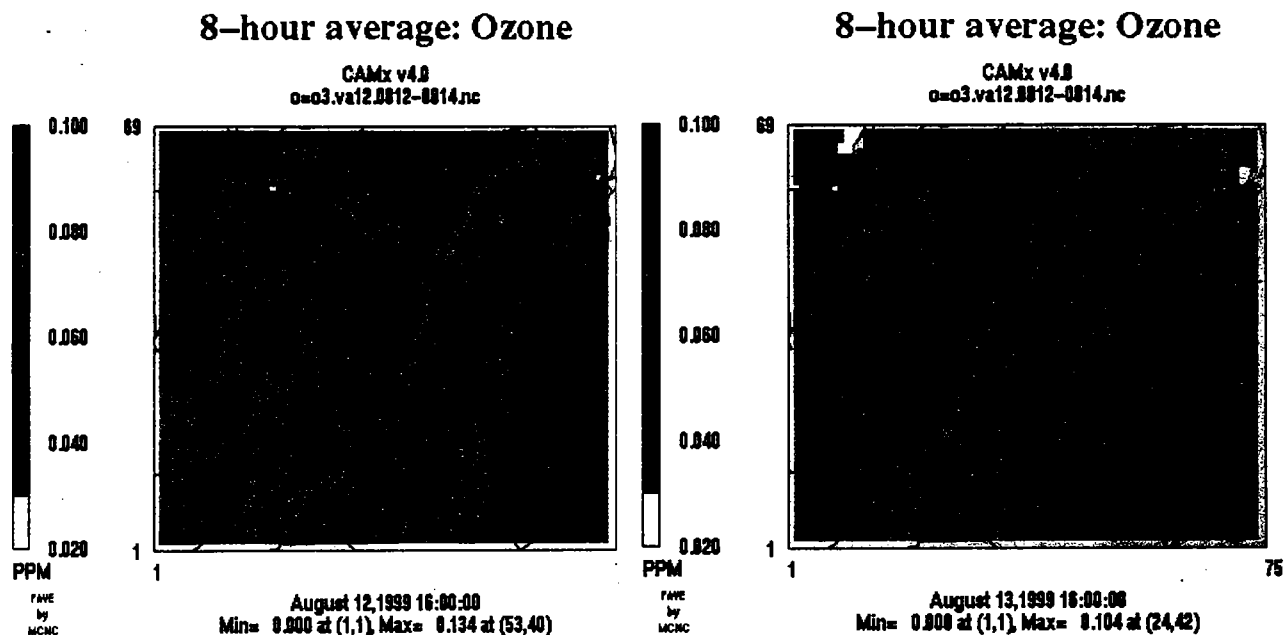


Figure 10: CAMx Photochemical Model Results – Base Case Modeling

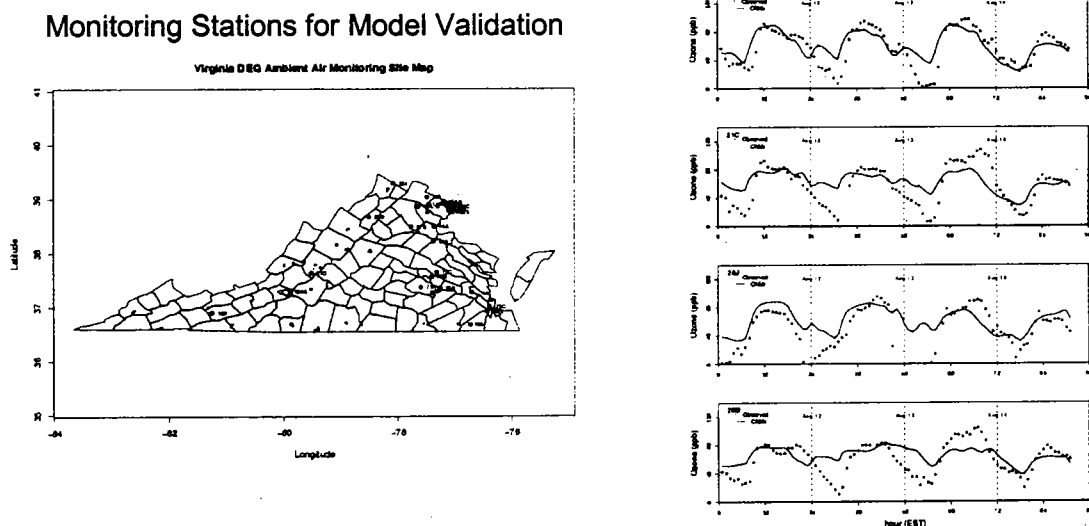


Figure 11: Air Quality Model Validation – Observed & Predicted Ozone Concentrations

In summary, the base case modeling has been completed for the selected ozone episode and the performance evaluation of the model indicates that:

- The EPA performance goals established for air quality models have been met for both episode days.
- The model performance is acceptable for use in future and control case modeling.

5. Future Case Modeling

Once the base case modeling and associated performance evaluation and validation was completed, work began on the future base and control case modeling scenarios. In order to do this, a future year modeling emissions inventory had to be developed to predict future ozone precursor emissions levels in the EAC areas and the overall modeling domain to account for both anticipated growth in unregulated emissions sources and reduction in emissions from sources subject to local, state, and federal control strategies. In developing these future year inventories, the DEQ worked with neighboring EAC states to ensure the consistency of these future estimates. Standard emissions projection and control techniques were used to develop the projected emissions inventories for this purpose.

First, the base case inventory was developed based on the assumption of emissions growth coming from unregulated or uncontrolled source categories, along with controlled estimates for source categories subject to State/Regional/National control strategies already promulgated for the control of ozone precursor emissions that were not directly relating to the controls to be implemented through the local EAP. The controls included in this base case inventory include all of those identified in Section 3 (C) of this document. The subsequent modeling conducted with this inventory produced substantial reductions in predicted ozone concentrations in the EAC areas and throughout the entire modeling domain. The results of the base case modeling scenario are presented in Figure 12 below.

The second future case inventory will involve the addition of the local control strategies contained in the EAP to serve as the control case inventory for this project.

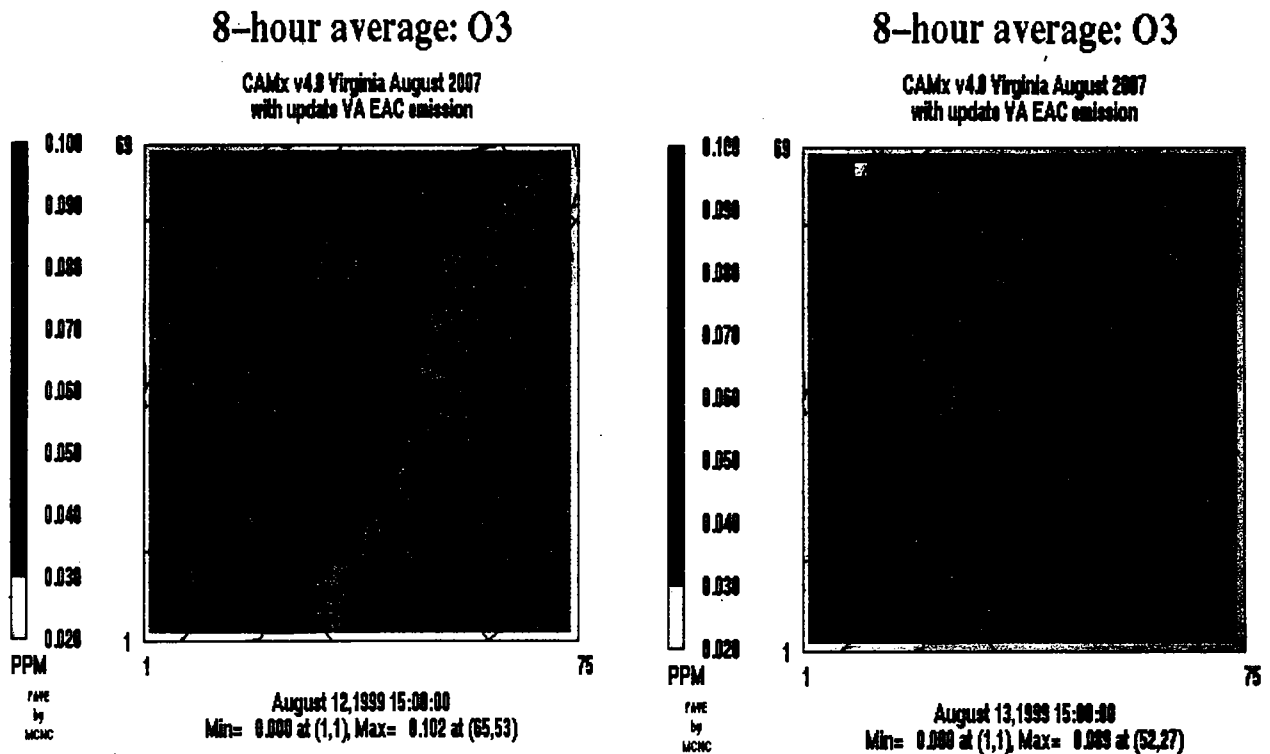


Figure 12: CAMx Photochemical Model Results – Future Case Modeling

The results of this modeling thus far shows that most areas within the modeling domain would be at or below the 8-hour ozone standard in 2007 under this episode scenario as a result of the control strategies to be implemented during this time period. Future ozone levels in the EAC areas are predicted to be in the 50 to 70 ppb range under these conditions. Therefore, the modeling exercise indicates that the desired result of reducing ozone concentrations to levels below the 8-hour ozone standard will be achieved by the implementation of the controls included in this EAP, and combined with the control strategies being implemented on the state and federal levels.

6. Maintenance for Growth

A. Background

Beyond the attainment demonstration provided above, the Early Action Compact also calls for a mechanism and demonstration that the area remains in attainment of the ozone standard after 2007. Although this demonstration of maintenance is not yet completed, the following supporting information is provided to support the assumption that the area will remain in attainment for a substantial time after the predicted attainment date of 2007.

B. Phase II Local Strategies

As part of the EAP, a second tier of strategies has been included in the plan for potential evaluation and implementation in the future. These strategies represent the contingency portion of the EAP. One or more of these strategies could be implemented after 2005, in response to continuing exceedances of the ozone standard or a shortfall in anticipated emission reductions from the action plan measures of the EAP. These strategies could also be implemented at any time after 2007 if the situations warranted or called for additional local emission reductions in response to worsening air quality or unexpected increases in local emissions. These measures would require more lead-time for implementation as well as additional work with expanded groups of stakeholders.

C. Other Air Quality Modeling Exercises

Although specific modeling of an additional future maintenance year has not been performed as part of this project, other recent modeling exercises performed by the EPA to support regional or national program provide some indication that many areas of the Country will attain the ozone standard in the near term. These same modeling exercises also indicate that most of these areas will remain in attainment for at least ten years after their projected attainment date. The latest of these EPA modeling projects, used to support the national "Clear Skies" legislation, indicates that most areas in Virginia will attain the ozone standard by 2010 and will remain in attainment at least out to 2020, even without the implementation of the Clear Skies program.

In addition, this modeling shows that predicted ozone concentrations will be trending downward during this period. The specific prediction of this modeling for the WFC area is that concentrations in 2010 will be at 71 parts per billion, and then will reduce down to 63 parts per billion in 2020.

VI. Public Process

EAP public involvement has been and will continue to be conducted by Washington County, with assistance from MDE. Outreach will include several of the following techniques: public meetings and presentations, stakeholders meetings, websites, print advertising, local television and radio. Public education programs will raise the awareness regarding air quality issues, opportunities for involvement in the planning process, implementation of emission reduction strategies, and any other issue important to Washington County.

The primary local organization responsible for the EAC activities is the Washington County Department of Planning and Community Development with assistance from MDE and Maryland Department of Transportation (MDOT). The lead contact is Mr. Stephen Goodrich, Interim Planning Director with the County Planning Department.

The EAC public hearings and background material will be linked to the Washington County and MDE websites.

Public Participation Effort to Date

Early Action Compact Public Process

Washington County, together with MDE and MDOT, has worked hard on developing a stakeholder process for the EAP through invitations, open public meetings and other on-going committees and groups. The EAP is discussed regularly at Hagerstown / Eastern Panhandle MPO meetings and the Attainment Plan Task Force Meetings.

On April 22, 2003, MDE presented the early action process to the county commissioners, along with a history of air pollution in Maryland, Washington County data, new EPA air quality standards and the stakeholders and public process involved with the EAC.

For the first EAP open public meeting, Washington County invited potential stakeholders to develop the initial list of potential control measures for the EAP. The objective is to include persons representing local businesses, economic development, environmental interests and local government. Other interested parties will be added as they are identified. Table 7 provides the list of invited stakeholders.

On December 16, 2003, staff members from MDE, MDOT, Baker, and Washington County government briefed the Washington County commissioners on the progress of the EAC and on the proposed local control measures. Minutes from this meeting and the accompanying presentation may be found in Appendix A.

Table 7: Invited stakeholders for Washington County EAC

Gregory I. Snook – President - William J. Wivell, VP - John C. Munson - James F. Kercheval - Doris J. Nipps	Washington County Board of County Commissioners County Administration Bldg 100 West Washington Street Hagerstown, MD 21740
Fred Teeter	Chamber of Commerce 111 W. Washington St. Hagerstown, MD 21704
Art Callaham	Greater Hagerstown Committee Inc. 5 Public Square Hagerstown, MD 21740
Tim Troxell – Director	Economic Development Commission County Administration Bldg 100 West Washington Street Hagerstown, MD 21740
Jim Laird	Citizens for the Protection of Washington Co. 1903 Maplewood Dr. Hagerstown, MD 21740
Charles “Skip” Kauffman – Mayor - Howard Long - Richard Hawkins	Boonsboro Town Hall 21 North Main St. Boonsboro, MD 21713

• Gene Smith • Richard Gross • Ray Grove • Kevin Chambers	
Paul D. Hose, Jr. – Mayor • Julianna Albowicz • Gary L. Grove • Terry Baker • Mason B. Munday	Clear Spring Town Hall P.O. Box 104 Clear Spring, MD 21722
Robert L. Kline – Mayor • Paul N. Crampton • Sharon Chirgott • Kim Ramer • Robert Rodgers, Jr. • Richard Nigh • John Phillips	Funkstown Town Hall P.O. Box 235 Funkstown, MD 21734
William M. Breichner – Mayor • Kristin B. Aleshire • N. Linn Hendershot • Lewis C. Metzner • Carol N. Moller • Penny May Nigh	Hagerstown City Hall One East Franklin St. Hagerstown, MD 21740
Daniel Murphy – Mayor • Randy Pittman • David B. Smith • W. Gregory Yost • Darwin Mills	Hancock Town Hall 126 West High St. Hancock, MD 21750
Lee Brandenburg – Mayor • Matt Hull • Jackie Stranathan • Richard Walton • Barry Levey	Keedysville Town Hall P.O. Box 359 Keedysville, MD 21756
Sidney Gale – Mayor • Hal Spielman • J.W. Eichelberger • Russell Weaver • Patti Hammond • Ralph Hammond • Marjorie Jamison	Sharpsburg Town Hall P.O. Box 368 Sharpsburg, MD 21782
Mildred “Mickey” Myers – Mayor • Ralph Regan • James LaFemina • Elizabeth “Peachy” Mann • Jerome Martin • Jake Johnson	Smithsburg Town Hall P.O. Box 237 Smithsburg, MD 21783
John W. Slayman – Mayor • Timothy Ammons • Walter W. Tracy • James McCleaf • Gloria Bitner • James C. Kalbfleisch • Roxanne Long	Williamsport Town Hall P.O. Box 307 Williamsport, MD 21795

Maryland APTF

The other effort lead by MDE is the Attainment Plan Task Force (APTF). The APTF organized in 1995 to develop strategies to meet the 15% rate of progress requirements. At the request of the Maryland General Assembly's Environmental Matters Committee, MDE established a task force consisting of representatives of the Maryland General Assembly, trade associations, chambers of commerce, health and environmental groups, local air quality planning associations and state executive agencies.

The Attainment Plan Task Force reconvened on several occasions during the spring of 2000 to provide input and guidance on the development of the Governor's recommendation for the 8-hour ozone boundary designations. Several court actions and additional EPA guidance required an update to the Governor's original recommendation by July 15, 2003. The Attainment Plan Task Force again met during February and May 2003 to provide guidance and comments for this process. Multiple comments (several specific to the EAC process) from stakeholders were incorporated into the Governor's recommendation letter for the designation of 8-hour ozone nonattainment areas. Presentations for both meetings are available on the Maryland Department of the Environment's Website at http://www.mde.state.md.us/Programs/AirPrograms/air_planning/index.asp

Most recently, the Attainment Plan Task Force met on December 9, 2003 to review data, technical reports, and EPA guidance to help in determining the recommendations for nonattainment boundaries for the fine particulate standards. During this meeting, stakeholders were once again briefed on Maryland's EAC efforts and encouraged to participate in the development of local control measures and the Early Action Plans to be submitted. Stakeholders were also apprised of EPA's December 3, 2003 response letter to the Governor's 8-hour ozone boundary recommendations.

Public Meetings

The first public meeting for the EAC was held on May 8, 2003 at 6:00 pm at the Washington County Administrative Annex at 80 Baltimore Street in Hagerstown. Advertisements were published in The Herald-Mail on April 29 and May 5, 2003. The meeting was held to discuss EPA's air quality standards and the Washington County EAC program. Details of the meeting, advertisements, news articles and meeting attendees are located in *Appendix A*.

A number of conference calls have been held between state and local agencies, EPA and with adjacent states within the modeling domain. Local strategy meetings/calls between Washington County, MDE and MDOT were held on Feb. 19 and 28, Aug. 28, Oct. 14 and December 4, 2003. Modeling calls between MD, VA and WVA were held on Feb. 10, Mar. 24 and 26, Apr. 11, May 16, June 24, July 18, and Dec. 12, 2003. EPA led conference calls for the EAP were held on Mar. 17 and Apr. 16, July 10, July 15, Aug. 14, Sep. 23, Sep. 25, Sep. 26, Nov. 4 and Dec. 17, 2003. The EAC was also discussed at the MPO meetings on December 19, 2002, October 15, November 18, 2003 and February 25, 2004.

Washington County government staff held a stakeholder meeting on January 14, 2004 and to receive input on proposed local control strategies. MDE, MDOT, and Washington County staff then met with the Washington County Commissioners on February 17, 2004. A Public Hearing was held on February 25, 2004 to gain further input about the EAP. Information pertaining to the EAC will be posted on the Washington County Government and MDE web sites during this time. The Washington County Commissioners will then meet on March 16, 2004 to finalize the local control measures to be included in the EAP.

Future meeting dates will be determined on a quarterly basis, unless the stakeholders request more frequent meetings.

VII. Demonstration of Progress

Based on EPA guidance for the Early Action Compacts dated, April 4, 2003, Washington County has met all milestones of the EAP. Table 8 provides a summary of the milestones that have been completed and are required in the future.

Table 8: Early Action Plan Milestones

December 31, 2002	Initial EAP	
June 16, 2003	Potential local emission reduction strategies identified and described.	
June 30, 2003	Six-month progress report submitted.	
December 31, 2003	Detailed discussion of local emission reductions strategies submitted.	
March 31, 2004	Washington County will complete proposed Ozone Action Plan and submit to AQCC for review.	
October 1, 2004	2004 monitoring data reviewed for compliance with the NAAQS.	
December 31, 2004	Washington County will complete public hearings, adopt Ozone Action Plan, including all adopted control measures and attainment demonstration for December 31, 2001, and submit to EPA for approval.	
December 31, 2005	Washington County must implement the local control measures that have been incorporated into the SIP.	

June 30, 2006 ┐	Washington County must certify progress toward attainment since previous milestone, e.g., continued implementation and progress toward improvement in air quality and emissions reductions.	
December 31, 2007 ┐	Washington County must attain the 8-hour ozone NAAQS. Failure to attain by this date will result in the nonattainment designation becoming effective.	

VIII. Geographic Area

The geographic coverage for the EAP includes Washington County, Maryland. For potential control measures, the coverage includes Washington County, but also upwind sources in adjacent EAP areas (Virginia and West Virginia).

IX. Resource Constraints

Resource constraints are under discussion. Any constraints identified will be included in future EAP progress reports.

Appendix A

Documentation of Public Meetings



**BOARD OF COUNTY COMMISSIONERS
OF WASHINGTON COUNTY, MARYLAND**

County Administration Building
100 West Washington Street, Room 226
Hagerstown, Maryland 21740-4727
Telephone/TDD: 240-313-2200
Fax: 240-313-2201

Gregory I. Snook, *President*
William J. Wivell, *Vice-President*
James F. Kercheval
John C. Munson
Doris J. Nipps

BOARD OF COUNTY COMMISSIONERS

***** A G E N D A *****

April 22, 2003

- 7:30 am EMPLOYEE SERVICE AWARDS BREAKFAST, 4 POINTS HOTEL
- 9:00 am CALL TO ORDER, Vice President *William J. Wivell*
INVOCATION and PLEDGE OF ALLEGIANCE
APPROVAL OF MINUTES
- 9:05 am PROCLAMATION *CITIZENS OF THE YEAR*
- 9:15 am COMMISSIONERS' REPORTS & COMMENTS
- 9:30 am PUBLIC HEARING – PROPOSED MODIFICATION TO ENVIRONMENTAL HEALTH
FEES – *Richard Douglas*
- 9:40 am REPORTS FROM COUNTY STAFF
- 9:55 am EMERGENCY SHELTER GRANT APPLICATION – *Dave Jordan and Sherry Neil*
- 10:00 am RAP (RENTAL ALLOWANCE PROGRAM) TO WORK FY 2003 – *Dave Jordan & Sherry Neil*
- 10:10 am EARLY ACTION COMPACT AIR QUALITY PROGRAM MITIGATION – *Bob Arch*
- 10:40 am CITIZENS PARTICIPATION
- 11:10 am OTHER BUSINESS:
County Attorney Issues - *Richard Douglas, John Martirano*
Appointments to County Boards & Commissions - *Joni Bittner (Reappointment Board of Zoning Appeals; Appointment Recreation & Parks Board; Reappointment Board of Examiners & Supervisors for Electricians)*
County Administrator's Comments - *Rod Shoop*
- 11:20 am REVISED BOARDS AND COMMISSIONS POLICY – *Richard Douglas*
- 11:30 am *Depart for Agriculture Center*
- 12:00 pm LUNCHEON AT WASHINGTON COUNTY RURAL HERITAGE MUSEUM
- 1:45 pm *Depart for 100 W. Washington Street*
- 2:15 pm COMMENTS REGARDING THE NEW COMPREHENSIVE PLAN AND THE REVISED
ZONING ORDINANCE - *Thomas Firey*
- 2:35 pm BID AWARD – BROADFORDING ROAD BRIDGE – *Terry McGee*

Individuals requiring special accommodations are requested to contact the Office of the County Commissioners, 240.313.2200 Voice/TDD, to make arrangements no later than ten (10) working days prior to the meeting. Notice is given that the Board of County Commissioners of Washington County, Maryland will meet in closed session to discuss personnel matters, to consult with counsel, to obtain legal advice, and to discuss businesses moving into the county from outside the state in accordance with Section 10-508 State Government Article, Annotated Code of Maryland.

2:45 pm BID AWARD – TENNIS COURTS REPAIR – *Terry McGee & Jim Sterling*

2:55 pm YOUTH OF THE MONTH *Eric Rollins*

3:05 pm PART TIME WEIGH CLERK POSITION – *Bob Davenport*

3:10 pm CONTRACT RENEWAL (PUR-721) ELECTRICAL MAINTENANCE SERVICES – *Karen Luther*

3:20 pm BID AWARD (PUR-858) UNIFORMS FOR SHERIFF'S OFFICE – *Karen Luther*

3:40 pm WASHINGTON COUNTY SHERIFF'S DEPARTMENT PROMOTIONS – *Sheriff Mades*

3:50 pm CLOSED SESSION (*Consult with staff, consultants, or other individuals about pending and potential litigation; consult with counsel to obtain legal advice; and discuss a personnel matter*)

April 22, 2003
Hagerstown, Maryland

SERVICE AWARDS BREAKFAST

The Commissioners met at 7:30 a.m. at the Four Points Hotel for the annual service/retirement awards program. Service pins were presented to County employees for their years of service to Washington County government, and the following retirees were honored: Lois McAllister, Terry W. Shives, Lucille Mowen, Ronald Karn, Ray Gruber, Carl R. Flowers, Carroll Keller, and Tyrone L. Houser. Vice President Wivell thanked the employees on behalf of all the Commissioners for their hard work and dedication to County government.

The regular meeting of the Board of County Commissioners of Washington County, Maryland, was called to order at 9:03 a.m. by Vice President William J. Wivell with the following members present: Commissioners James F. Kercheval, John C. Munson, and Doris J. Nipps.

INVOCATION AND PLEDGE OF ALLEGIANCE

The Invocation was delivered by Commissioner Kercheval, followed by the Pledge of Allegiance to the Flag by the full assemblage.

APPROVAL OF MINUTES - APRIL 15, 2003

Motion made by Commissioner Kercheval, seconded by Munson, to approve the minutes of April 15, 2003, as amended. Unanimously approved.

PROCLAMATION - CITIZENS OF THE YEAR

Vice President Wivell commended Gary Rohrer, Director of Public Works, for his remarks at the rally for the troops held last Saturday and sponsored by AMVETS Post 10. Commissioner Munson read a proclamation in support of all United States Soldiers, Sailors, Airmen, Marines, and Coast Guard personnel in the war against Iraq and honoring all who have served in the military as *Citizens of the Year*. At this time, Commissioner Wivell read a list of names of all County employees who have served in the armed forces and the names of those with immediate family members who are currently serving.

COMMISSIONERS' REPORTS AND COMMENTS

Commissioner Kercheval reported on the meeting of the Public Golf Corporation Board of Directors. He stated that he attended the rally in support of our troops and the conference on child abuse and neglect. Commissioner Kercheval also reported on

meetings with Stephanie Stone, Director of the Washington County Community Partnership for Children & Families regarding issues with Brothers United Who Dare to Care, and with Dr. Philip Dukes regarding concerns about State funding for the Mental Health Authority. He stated that the Planning Commission met with the Agricultural Land Preservation Advisory Board to discuss transfer development rights. John Martirano, Assistant County Attorney, provided an update on the status of the Right to Farm Ordinance. Commissioner Kercheval reviewed a letter from the Delegation to the General Assembly outlining the State funding cuts to the counties.

Commissioner Munson complimented the staff on the employee awards breakfast.

Commissioner Nipps stated that she attended the Economic Development Commission's (EDC) Business Recognition Dinner. She also congratulated the EDC staff on the award they received. Commissioner Nipps reported on the Airport Advisory Commission meeting. She stated that she participated with the employees in support of the troops by reciting the Pledge of Allegiance and singing patriotic songs last Thursday.

Commissioner Wivell reported on the meetings of the Water & Sewer Advisory Commission and the Economic Development Commission. He stated that he attended Salem Avenue Elementary's 50th anniversary open house and the Boonsboro Volunteer Fire Company banquet. Commissioner Wivell reported on the PenMar Development Corporation meeting, the Celebration of Business, and the Salute to Veterans.

APRIL 22, 2003

PAGE TWO

PUBLIC HEARING - PROPOSED MODIFICATION TO ENVIRONMENTAL HEALTH FEES

Motion made by Commissioner Kercheval, seconded by Munson, to convene as the Board of Health at 9:32 a.m. Unanimously approved. The Commissioners adjourned as the Board of Health at 9:45 a.m.

Sitting as the Board of Health, the Commissioners convened a public hearing at 9:32 a.m. in order to hear comments with regard to the proposed modification to Environmental Health Fees. William Christoffel, Health Officer, stated that the Health Department is recommending that the Environmental Health Service fee schedule include a one time per year fee for temporary food service in the amount of \$15. Laurie Bucher, Director of the Environmental Health Division, explained that when an individual wants to sell food at a one-time yard sale or other similar temporary event, a Temporary Food Service Permit must now be obtained for a fee of \$50. This fee would be reduced to \$15 for a one time per year event. The hearing was then opened for public testimony. There was no one present who wished to testify.

Motion made by Commissioner Nipps, seconded by Kercheval, to approve a modification to the Environmental Health Fees for Washington County to include a one time per year fee for temporary food service in the amount of \$15. Motion carried with Commissioners Nipps, Kercheval, and Wivell voting "AYE" and Commissioner Munson voting "NO."

REPORTS FROM COUNTY STAFF

Gary Rohrer, Director of Public Works, informed the Board that the sign at the entrance to Hopewell Valley has been installed. He stated that he met with developers who have projects underway in the Longmeadow Road/Maugans Avenue corridor in order to address the impacts on various roadways in the area and the requirements of the Adequate Public Facilities Ordinance. Mr. Rohrer also reviewed the stream bank restorations in the Beaver Creek and Hancock areas to be done this fiscal year.

Joe Kroboth, Emergency Services Director, informed the Commissioners that Joey Chojnacki received the "Dispatcher of the Year" award and David Pheil received "Shift Supervisor of the Year" award at the Tri-State Telecommunications Banquet. Mr. Kroboth stated that he is testing applicants for part-time

dispatcher positions this week. He also indicated that he would be meeting with FEMA regarding the reimbursement for the President's Day snowstorm. Mr. Kroboth explained that FEMA would pay 75% of the costs for a 48-hour period of the storm.

Robert Arch, Director of Planning & Community Development, reported that his office has been in contact with the National Park Service to explore regulations about the conversion of excess Federal property into park land. He stated that he has been working with Dennis McGee, Director of Facilities Management for the Board of Education, on the formula on funding for school capacity in the Adequate Public Facilities Ordinance. Mr. Arch indicated that he is also reviewing the methods used by other counties in the State.

EMERGENCY SHELTER GRANT APPLICATION

Motion made by Commissioner Kercheval, seconded by Munson, to approve the submission of a grant application to the Department of Housing & Community Development for an Emergency Shelter Grant in the amount of \$50,000 that would provide funding for the Community Action Council, CASA, St. John's Shelter, and REACH, Inc. Unanimously approved.

RENTAL ALLOWANCE PROGRAM (RAP) TO WORK - GRANT APPLICATION

David Jordan, Executive Director of Community Action Council (CAC), asked the Commissioners to approve the submission of the Rental Allowance Program (RAP) to Work application and grant agreement for FY 2003 to the Department of Community Services. He stated that Washington County's allocation for the program year is \$30,000.

Motion made by Commissioner Nipps, seconded by Munson, to submit an application to the Office of Rental Services Programs for the Rental

APRIL 22, 2003

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Allowance Program (RAP) to Work application for FY 2003 and Grant Agreement for an amount up to \$30,000. Unanimously approved.

EARLY ACTION COMPACT AIR QUALITY PROGRAM MITIGATION

Robert Arch, Director of Planning & Community Development, introduced Tad Abern from the Maryland Department of the Environment (MDE) who made an informational presentation on the Early Action Compact of the Air Quality Program Mitigation.

Mr. Abern provided information on the air pollution levels in Maryland and Washington County. He stated that the data shows that Washington County was above the eight-hour ozone standards for eight days in 2002. He also explained the new Environmental Protection Administration (EPA) standards and Early Action Compact (EAC) agreements. Mr. Abern stated that the first step in the process is to designate the areas that do not meet the new ozone standard as "nonattainment." He explained that the basic concept of an EAC is to allow an area to defer designation and certain requirements by enacting regulations to come into compliance early and thereby avoid certain regulatory requirements. Mr. Abern also outlined the process for establishing the non-attainment areas, the schedule for designating areas, the criteria, and the timelines for an EAC. Mr. Arch explained the benefits of implementing an EAC for Washington County. The meeting was then opened for questions from the Commissioners. They thanked Mr. Abern for the presentation and expressed interest in implementation of an EAC.

CITIZENS PARTICIPATION

T.S. Alphin stated that the hangar rent that he pays at the Hagerstown Regional Airport is too high for the facility. Commissioner Nipps explained that the Airport Commission is compiling information on fair market values. The Commissioners stated that they would have the Airport Commission respond to Mr. Alphin regarding his concerns.

Donald Allensworth spoke about State cuts in highway user revenues, the defeat of the legislation regarding slot machines, and his opposition to imposition of a County transfer tax.

GRANT AGREEMENT - MARYLAND TRANSIT ADMINISTRATION

Motion made by Commissioner Nipps, seconded by Munson, to approve a grant agreement with the State Transit Administration

in the amount of \$85,000 with the local share to be paid by the Department of Social Services for the JOBS Program. Unanimously approved.

REAPPOINTMENT - BOARD OF ZONING APPEALS

Motion made by Commissioner Nipps , seconded by Kercheval , to reappoint Jan Wetterer to the Board of Zoning Appeals for a three-year term. Unanimously approved.

APPOINTMENT - RECREATION & PARKS BOARD

Motion made by Commissioner Nipps seconded by Kercheval, to appoint Deborah Murphy to the Recreation & Parks Board for a three-year term. Unanimously approved.

REAPPOINTMENT - BOARD OF EXAMINERS & SUPERVISORS FOR ELECTRICIANS

Motion made by Commissioner Munson, seconded by Nipps, to reappoint Daniel Shank to the Board of Examiners & Supervisors for Electricians for a three-year term. Unanimously approved.

COUNTY ADMINISTRATOR'S COMMENTS

Rodney Shoop, County Administrator, thanked Vicki Lumm, Legal Secretary; Tina Rupert, Office Associate; and Norman Bassett, Public Information Officer, for planning the activities in recognition of our armed forces. Mr. Shoop stated that the Sheriff's Department is monitoring the traffic situation near Clear Spring High School. He informed the Commissioners that they would be receiving the new Employee Handbook this week.

EMERGENCY FOOD ASSISTANCE PROGRAM (TEFAP) CONTRACT - MODIFICATION

Motion made by Commissioner Nipps, seconded by Kercheval, to approve the modification of the TEFAP contract to authorize Food Resources, Inc. to

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receive additional grant funding of \$10,000 for purchase of a mobile food pantry, with the remainder of the funding needed to be provided by private and corporate donations. Unanimously approved.

REVISED BOARDS AND COMMISSIONS POLICY (PR-22)

Richard Douglas, County Attorney, reviewed revisions to the Boards and Commissions Policy. Mr. Douglas stated that an exception to the residency requirement has been added for members of the Economic Development Commission (EDC). Applicants for the EDC would be considered who are employed by or affiliated with business entities with a substantial presence in Washington County. Certain other minor revisions were made for clarification and to otherwise update the policy.

Motion made by Commissioner Kercheval, seconded by Nipps, to adopt the proposed revisions to the Boards and Commissions Policy (PR-22), including an exception to the residency requirement for appointment to the Economic Development Commission. Unanimously approved.

RECESS - LUNCH AND TOUR OF WASHINGTON COUNTY RURAL HERITAGE MUSEUM

The Commissioners recessed at 11:34 a.m. for lunch and a tour of the Washington County Rural Heritage Museum.

AFTERNOON SESSION

The afternoon session was called to order at 2:20 p.m. by Vice President William J. Wivell with the following members present: Commissioners James F. Kercheval, John C. Munson, and Doris J. Nipps.

COMMENTS REGARDING THE NEW COMPREHENSIVE PLAN AND THE REVISED ZONING ORDINANCE

Thomas Firey appeared before the Commissioners to comment on the recently adopted Comprehensive Plan. Mr. Firey stated that private rural landowners whose property has been devalued by "downzoning" should be compensated. He indicated that because downzoning is intended to benefit all county residents by preserving the area, it seems appropriate that the landowners be compensated for the loss and the costs be equally distributed so that citizens would equally share the burden. Mr. Firey estimated that it would cost \$145 million to compensate the property owners. He provided data on the formula used to

determine the cost of agricultural land versus the development value and the cost of downzoning. Mr. Firey also stated that the county could offer an annual compensation reimbursement in the form of a tax credit on rural property. The meeting was then opened for questions and discussion.

BID AWARD - REHABILITATION OF BROADFORDING ROAD BRIDGE

Motion made by Commissioner Kercheval, seconded by Nipps, to award the contract for the rehabilitation of the Broadfording Road Bridge to BEKA Industries, Inc., which submitted the low responsive, responsible bid of \$693,000, conditional on SHA concurrence since it is a Federal Aid project. Unanimously approved.

BID AWARD - TENNIS COURTS REPAIR

Motion made by Commissioner Nipps, seconded by Kercheval, to award the bid for tennis courts repair and resurfacing to Craig Paving, Inc., which submitted the low responsive, responsible bid of \$245,000 for Option 1 (a total of 26 courts located at North Hagerstown, South Hagerstown, Williamsport, and Smithsburg High Schools). Unanimously approved.

YOUTH OF THE MONTH AWARDS - MARCH 2003

Commissioner Nipps presented a Certificate of Merit to Eric Rollins in recognition of his selection as the March 2003 Youth of the Month by the Washington County Community Partnership for Children & Families (WCCP). The Commissioners commended Eric for his leadership, academic and extra-curricular activities. Commissioner Nipps stated that Eric would also receive a \$50 savings bond from the WCCP.

PART-TIME WEIGHT CLERK POSITION - SOLID WASTE DEPARTMENT

Robert Davenport, Director of the Solid Waste Department, requested that the Commissioners approve his request to advertise to fill the Part-time

APRIL 22, 2003

PAGE FIVE

Weigh Clerk position (Grade 7) at the Forty West Landfill to fill an existing vacancy. Mr. Davenport stated that it is a budgeted position.

Motion made by Commissioner Munson, seconded by Nipps, to approve the request to fill the position of Part-time Weigh Clerk at the Forty West Landfill. Unanimously approved.

CONTRACT RENEWAL - ELECTRICAL MAINTENANCE SERVICES

Motion made by Commissioner Kercheval, seconded by Munson, to renew the contract for electrical maintenance services with Kube Electric Company, Inc. with the requested increases for an electrician and helper for a one-year period. Unanimously approved.

BID AWARD - UNIFORMS FOR SHERIFF'S DEPARTMENT PERSONNEL

Motion made by Commissioner Munson, seconded by Nipps, to award the bid for uniforms for the Sheriff's Office as follows: Section I (Sheriff's Patrol and Judicial) to Red the Uniform Tailor, Inc. in the total amount of \$14,130; and Section II (Correctional Officers) to Jimmie Muscatello's in the total amount of \$11,972, as based on estimated quantities, for a one-year period with an option by the County to renew the contract for up to two additional consecutive one year periods. Unanimously approved.

SHERIFF'S DEPARTMENT PROMOTIONS

A ceremony was held to promote Rodney D. Weicht to the Rank of First Sergeant, Chief of Security, Detention Center, at the Sheriff's Department. Sheriff Charles Mades reviewed First Sergeant Weicht's history with the Department, and he was then presented with his new badge by Capt. Douglas Mullendore. Sheriff Mades then promoted Corporal Terri L. Blair to the Rank of Sergeant, Programs Coordinator, Detention Center. Craig T. Rowe was promoted to the Rank of Corporal, Detention Center and presented with his badge by his daughter. Cpl. Peter A. Lazich was promoted to the Rank of Sergeant, Patrol Division, Narcotics Task Force, and presented with his Sergeant's badge by his son. The Commissioners congratulated them on their promotions and thanked them for their dedication and hard work.

DISTRIBUTION OF NEW EMPLOYEE HANDBOOKS

Dee Hawbaker, Assistant Human Resources Director, distributed the new edition of the Employee Handbook and reviewed the revisions.

CONVENE IN CLOSED SESSION

Motion made by Commissioner Munson, seconded by Kercheval, to convene in closed session at 2:55 p.m. to consider personnel issues, discuss collective bargaining negotiations, and consult with staff, consultants, or other individuals about pending and potential litigation, and consult with counsel to obtain legal advice, in accordance with Section 10-508 of the State Government Article of the Annotated Code of Maryland. Unanimously approved.

RECONVENE IN OPEN SESSION

Motion made by Commissioner Nipps, seconded by Munson, to reconvene in open session at 5:07 p.m. Unanimously approved.

In closed session, the Commissioners consulted with counsel to obtain legal advice on two (2) matters, considered two (2) personnel issues, discussed collective bargaining negotiations, and consulted with staff, consultants, or other individuals about pending and potential litigation. Present during closed session were Commissioners William J. Wivell, John C. Munson, James F. Kercheval, and Doris J. Nipps. Also present at various times were Rodney Shoop, County Administrator; Richard Douglas, County Attorney; John Martirano, Assistant County Attorney; Joni Bittner, County Clerk; Sheriff Charles Mades; Captain Douglas Mullendore; and Lt. Martin Van Evans.

ADJOURNMENT

Motion made by Commissioner Kercheval, seconded by Nipps, to adjourn at 5:07 p.m. Unanimously approved.

APRIL 22, 2003

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County Administrator

County Attorney

Clerk _____



**BOARD OF COUNTY COMMISSIONERS
OF WASHINGTON COUNTY, MARYLAND**

County Administration Building
100 West Washington Street, Room 226
Hagerstown, Maryland 21740-4727
Telephone/TDD: 240-313-2200
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Gregory I. Snook, *President*
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Doris J. Nipps

BOARD OF COUNTY COMMISSIONERS

***** A G E N D A *****

December 16, 2003

*December 18, 2003, 1:30 – 3:00 p.m., Meeting with Washington County Delegation to the General Assembly –
EDC Conference Room, 100 W. Washington Street*

- 8:00 am CALL TO ORDER, President *Gregory I. Snook*
INVOCATION and PLEDGE OF ALLEGIANCE
APPROVAL OF MINUTES
- 8:05 am COMMISSIONERS' REPORTS & COMMENTS
- 8:20 am REPORTS FROM COUNTY STAFF
- 8:35 am INTRODUCTION OF NEW EMPLOYEES – *Dee Hawbaker*
- 8:40 am TASK FORCE/COMMITTEE TO REVIEW RURAL AREA ZONING – *Rodney Shoop*
- 9:05 am MARYLAND EMERGENCY MANAGEMENT ASSISTANCE COMPACT RESOLUTION
– *Joe Kroboth*
- 9:15 am BID AWARD – FIRE & RESCUE INSURANCE – *Annajean McKnight*
- 9:25 am ADEQUATE PUBLIC FACILITIES ORDINANCE (APFO) ARTICLE V – SCHOOLS
(FINAL DRAFT) – *Gary Rohrer, P.E.*
- 9:40 am RENTAL ALLOWANCE PROGRAM (RAP) FISCAL YEAR 2004 APPLICATION - *Dave Jordan*
- 9:50 am *Break*
- 10:00 am SUBDIVISIONS EXEMPT FROM THE MORATORIUM DUE TO COMPLIANCE WITH
DENSITY REQUIREMENTS OF THE COMPREHENSIVE PLAN – *Steve Goodrich*
- 10:10 am EARLY ACTION COMPACT TO ATTAIN 8 HOUR OZONE STANDARD – *Steve Goodrich*
- 10:30 am CITIZENS PARTICIPATION
- 11:00 am IMPLEMENTATION OF CHANGE IN IRS REGULATIONS FOR HEALTH CARE
FLEXIBLE SPENDING ACCOUNTS – *Dave Hankinson*
- 11:10 am UPDATE ON THE CEMETERY RELOCATION AT THE 40 WEST LANDFILL SITE -
Terry McGee

11:30 am *EMPLOYEE HOLIDAY CAROLING*

11:50 am *Depart for 101 Summit Avenue*

12:00 pm ANNUAL LEGISLATIVE LUNCHEON WITH WASHINGTON COUNTY COMMUNITY ACTION COUNCIL (CAC)

1:15pm *Depart for 100 W. Washington Street*

1:30 pm AWARD BID (PUR-887) TRACK LOADER – LEASE/PURCHASE, WASHINGTON COUNTY SOLID WASTE DEPARTMENT - *Vicky McKenzie*

1:45 pm AWARD BID (PUR-889) HAULING OF SCRAP TIRES FROM THE FORTY WEST LANDFILL FOR RECYCLING – *Karen Luther*

2:00 pm CLOSED SESSION – *(Consult with staff, consultants, or other individuals about pending and potential litigation; consult with counsel to obtain legal advice; and consider matters that concern proposals for businesses or industrial organizations to locate, expand, or remain in the State)*



Welcome to Washington County, Maryland

December 16, 2003

Hagerstown, Maryland

The regular meeting of the Board of County Commissioners of Washington County, Maryland, was called to order at 8:00 a.m. by President Gregory I. Snook with the following members present: Vice President William J. Wivell and Commissioners James F. Kercheval, John C. Munson, and Doris J. Nipps.

INVOCATION AND PLEDGE OF ALLEGIANCE

The Invocation was delivered by Commissioner Snook, followed by the Pledge of Allegiance to the Flag by the full assemblage.

COMMISSIONERS' REPORTS AND COMMENTS

Commissioner Kercheval reported on the Maryland Association of Counties (MACo) Winter Conference and the meetings of the Economic Development Commission and the Public Golf Corporation. He also commented on Governor Ehrlich's visit to Mack Trucks last week.

Commissioner Wivell informed the Commissioners that he attended the dedication ceremony for the new fire truck at the Funkstown Volunteer Fire Company. He stated that he also attended the Antietam National Battlefield Illumination.

Commissioner Munson stated that he was present when the Governor visited Mack Trucks last week.

Commissioner Nipps also reported on the MACo Winter Conference. She informed the Commissioners that she attended the open house at the Rural Heritage Museum and the Christmas Party sponsored by the Parent/Child Center.

Commissioner Snook informed the Commissioners that Fountaindale Elementary School would hold its Christmas concert on December 17. He distributed a copy of the City of Hagerstown's 2004 legislative requests. Commissioner Snook commented on the MACo Winter Conference.

REPORTS FROM COUNTY STAFF

Steve Goodrich, Interim Director of Planning, made a correction to the school capacity evaluation chart for elementary schools. The Commissioners discussed how this change would affect the available capacity figures.

Joe Kroboth, Director of Emergency Services, informed the Commissioners that the State has appointed a new director of the Maryland Emergency Management Administration. Mr. Kroboth stated that the assessment has been completed for the department that releases \$140,000 of grant funding for the County.

Gary Rohrer, Director of Public Works, reviewed the plans for the natural gas recovery system at the old Re Road Landfill. Mr. Rohrer indicated that in the past, he has signed the supplemental letters of agreement for the master agreement to allow the County to receive State and Federal funding from the State Highway Administration (SHA). He stated that SHA has requested a letter from the Commissioners granting him the authority to sign on behalf of Washington County.

Motion made by Commissioner Nipps, seconded by Kercheval, to approve granting the Public Works Direct the authority to sign supplemental letters of agreement on behalf of Washington County for SHA projects. Unanimously approved.

INTRODUCTION OF NEW EMPLOYEE

Dee Hawbaker, Human Resources Administrator, introduced new County employee Raymond Palmer (Permits & Inspections Department). The Commissioners welcomed Mr. Palmer and wished him well in his new position.

TASK FORCE/COMMITTEE TO REVIEW RURAL AREA ZONING

The Commissioners continued discussions regarding the formation of a task force/committee to review rural area zoning. Rodney Shoop, County Administrator, reviewed the decisions made at last week's meeting about the composition of the group. He stated that the Commissioners agreed to appoint 13 members with one appointment to be made by each Commissioner and the remaining 8 members to be appointed by consensus. Mr. Shoop indicated that several organizations have requested representation on the committee. The Commissioners discussed the matter at length and decided to ask that each group send two recommendations for their consideration for appointment. The groups are as follows: 1) Farm Bureau/farmir community; 2) Citizens for the Protection of Rights; 3) Citizens for the Protection of Washington County; 5) Greater Hagerstown Committee; 6) Chamber of Commerce; 7) a land use attorney to be suggested by the Bar Association; 8) Home Builders Association; 9) Appraisers; 10) Banking/financial institutions; 11) Academia; 12) American Farmland Trust; 13) Cooperative Extension Service; 14) League of Women Voters and 15) Economic Development Commission. They tentatively agreed to schedule a discussion during the third week in January.

MARYLAND EMERGENCY MANAGEMENT ASSISTANCE COMPACT RESOLUTION

Motion made by Commissioner Kercheval, seconded by Wivell, to adopt a Resolution authorizing participation in the Maryland Emergency Management Assistance Compact in the event of an emergency or disaster in accordance with the Annotated Code of Maryland to provide personnel, equipment, materials and other form of assistance, to any participating political subdivision or with the State of Maryland, pursuant to the terms and conditions thereof. Unanimously approved.

BID AWARD – INSURANCE FOR VOLUNTER FIRE & RESCUE COMPANIES

Motion made by Commissioner Kercheval, seconded by Wivell, to award the contract for insurance for volunteer fire and rescue companies to Selective Insurance Company (Agent Stine Davis & Peck Insurance which submitted the only responsive, responsible quote for the package policy of \$418,668 and workers compensation for volunteers of \$152,531. Unanimously approved.

The Commissioners requested that staff evaluate the feasibility of utilizing self-insurance for volunteer fire and rescue companies.

ADOPTION OF ADEQUATE PUBLIC FACILITIES ORDINANCE ARTICLE V - SCHOOLS

Gary Rohrer, Director of Public Works, reviewed the final draft of the Adequate Public Facilities Ordinance (APFO) Article V – Schools. He reviewed the revisions made at the December 8 meeting. Article V of the APFO would become effective on January 1, 2004 and address inadequate capacity in schools due to residential growth and development. The Article addresses all residential development for which the Planning Commission has not granted final plat approval. Commissioner Kercheval emphasized that the Article applies to new subdivisions and not existing lots of record.

The Commissioners reviewed the draft and had several questions for Mr. Rohrer. After discussion, they agreed to make minor revisions in the final draft.

Motion made by Commissioner Wivell, seconded by Munson, to adopt Article V – Schools, with revisions to

Section 5.4.4, to the Adequate Public Facilities Ordinance, to become effective January 1, 2004. The Ordinance will be reviewed in six months. Unanimously approved.

RENTAL ALLOWANCE PROGRAM (RAP) APPLICATION FOR FY 2004

Motion made by Commissioner Nipps, seconded by Munson, to submit an application to the State Office of Rental Services Programs for the Rental Allowance Program (RAP) application for FY 2004 and Grant Agreement for an amount up to \$58,478. Unanimously approved.

SUBDIVISIONS EXEMPT FROM THE MORATORIUM DUE TO COMPLIANCE WITH DENSITY REQUIREMENTS OF THE COMPREHENSIVE PLAN

Steve Goodrich, Interim Planning Director, met with the Commissioners to review a subdivision plat titled Rocky Spring Enterprises, Inc., Lots 6, 7, and 8. Mr. Goodrich informed the Commissioners that the subdivision is consistent with the density guidelines of the adopted Comprehensive Plan. He stated that the Planning Commission has recommended approval of the plat. In combination with the lots approved prior to the moratorium, the subdivision would contain more than the five lots that are permitted. The Commissioner discussed the matter and approved the request.

Motion made by Commissioner Munson, seconded by Nipps, to approve the subdivision plat titled Rocky Spring Enterprises, Inc., Lots 6, 7, and 8, which is in compliance with the adopted Comprehensive Plan. Unanimously approved.

EARLY ACTION COMPACT TO ATTAIN EIGHT-HOUR OZONE STANDARD

Mr. Goodrich explained that the new Environmental Protection Administration (EPA) would include Washington County in the nonattainment area since it is located within the Washington, D.C. Consolidated Metropolitan Statistical Area. The County has committed to early action to reduce pollution levels and thereby avoid stricter regulatory requirements regarding transportation planning and air quality. He explained that the basic concept of an early action compact (EAC) is to allow an area to defer designation and certain requirements by enacting regulations to come into compliance early.

Mr. Goodrich introduced Jim Frazier from Baker Engineering, Randy Mosier from the Maryland Department Transportation (MDOT), and Mike Nixon from the Maryland Department of Environment (MDE), who were in attendance to provide information on the status of a report they are preparing on behalf of Washington County regarding the Early Action Compact. Mr. Mosier provided information on the milestones that the County is expected to accomplish in order to satisfy the requirements for the final report of the EAC and the possible consequences if it is not met. Mr. Nixon reviewed potential control measures that have been implemented or scheduled and possible measures that the County could enact. The meeting was opened for questions and discussion. The Commissioners acknowledged the support that State agencies have provided and thanked them for their assistance.

Motion made by Commissioner Nipps, seconded by Munson, to comply with the recommendations outlined today's presentation in order to meet future milestones of the EPA and to make the final report deadline of March 31, 2004, which is required for the Early Action Compact to meet the Eight-Hour Ozone Standards. Unanimously approved.

CITIZENS PARTICIPATION

Tom Berry had several questions about rezoning issues and the committee to be appointed to address rural zoning.

Pete Thomas, Executive Director of the Western Maryland Consortium, informed the Commissioners that he received notice that Western Maryland had the top performance record in the State and will be receiving bonus monies as a result of its performance.

Attorney John Urner, representing Todd and Michael Easterday, asked the Commissioners to approve a

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change to the Comprehensive Plan to extend the Town of Boonsboro's Town Growth Area boundary to cover the entire Stiles farm property. Mr. Urner stated that he discussed this with the chair of the Planning Commission before bringing it to the Commissioners. The Commissioners stated that they would take the matter under advisement and get an answer to them as soon as possible.

APPROVAL OF LOCAL LAW ENFORCEMENT GRANT – SHERIFF'S DEPARTMENT

Motion made by Commissioner Munson, seconded by Nipps, to accept a grant from The U.S. Department of Justice for a Local Law Enforcement Block Grant of \$28,926 with a County match of \$3,214, which was budgeted by the Sheriff's. Unanimously approved.

AMENDMENT TO FLEXIBLE SPENDING PLAN

David Hankinson, Director of Human Resources, met with the Commissioners to request their approval to amend the County Flexible Spending Plan. Mr. Hankinson informed the Commissioners that the Internal Revenue Service (IRS) has ruled that Health Care Flexible Spending Accounts may be used to reimburse the cost of certain over-the-counter (OTC) medicines. He explained that the rule covers only those OTC drugs used for a medical condition and not just for general health by the participant or their dependents. Mr. Hankinson provided examples of some items that are now eligible for reimbursement.

Motion made by Commissioner Wivell, seconded by Kercheval, to amend the Flexible Spending Plan to allow reimbursement for over-the-counter medicines now permitted in accordance with IRS Revenue Ruling 2003 102, to become effective January 1, 2004. Unanimously approved.

UPDATE - CEMETERY RELOCATION AT THE FORTY WEST LANDFILL SITE AND APPROVAL OF CHANGE ORDER AND BUDGET TRANSFER

Terry McGee, Chief Engineer, and Robert Slocum, Deputy Chief Engineer, provided an update on the cemetery relocation effort at the Forty West Landfill site. Mr. McGee explained that the discovery of twice as many burial sites as anticipated has increased the work effort and the costs of archeological services and reinterment. He reviewed the proposed Change Order No. 1 that reflects the increase based on unit cost items included in the original proposal. The Change Order requested is for \$247,093.05. Since the current budget balance is not adequate to fully cover the cost increase, Mr. McGee asked for a transfer of \$76,000 to fully fund the project. The meeting was then opened for questions and discussion.

Motion made by Commissioner Nipps, seconded by Kercheval, to approve Change Order No. 1 in the amount of \$247,093.05 and the requested budget transfer of \$76,000 (Account 498710-31-21010 LOI 007) to fund the Cemetery Relocation Project at the Forty West Landfill. Unanimously approved.

RECESS – COMMUNITY ACTION COUNCIL LUNCHEON AND CHRISTMAS CAROLING

The Commissioners recessed at 11:46 a.m. to join County employees in singing Christmas carols in front of the County Administration Building and to attend the annual legislative luncheon at the Community Action Council.

AFTERNOON SESSION

The afternoon session was called to order at 1:36 p.m. by President Gregory I. Snook, with the following members present: Vice President William J. Wivell and Commissioners James Kercheval, John Munson, and Doris Nipps.

APPROVAL OF MINUTES – DECEMBER 9, 2003

Motion made by Commissioner Kercheval, seconded by Nipps, to approve the minutes of December 9, 2003 as amended. Unanimously approved.

BID AWARD – TRACK LOADER – LEASE/PURCHASE – SOLID WASTE DEPARTMENT

Motion made by Commissioner Nipps, seconded by Munson, to award the contract for lease/purchase of a track loader for the Solid Waste Department to Alban Tractor Co., Inc., which submitted the lowest responsive, responsible annual lease payment of \$68,681.01 for five years. Unanimously approved.

BID AWARD – HAULING OF SCRAP TIRES FROM FORTY WEST LANDFILL FOR RECYCLING

Motion made by Commissioner Munson, seconded by Wivell, to award the contract for the hauling of scrap tires from the Forty West Landfill for recycling to The Dirt Express Company, based on estimated annual quantities at unit costs for the sum total of \$16,349. Unanimously approved.

APPOINTMENT OF PERMITS & INSPECTIONS

Motion made by Commissioner Kercheval, seconded by Nipps, to promote William Sprague to the position of Director of Permits & Inspections (Grade 16), and to promote Angela Smith to the position of Deputy Director (Grade 15). Unanimously approved.

CONVENE IN CLOSED SESSION

Motion made by Commissioner Munson, seconded by Nipps, to convene in closed session at 2:02 p.m. to consult with staff, consultants or other individuals about pending or potential litigation, consult with counsel to obtain legal advice, and consider matters that concern proposals for businesses or industrial organizations to locate, expand, or remain in the State, all in accordance with Section 10-508 of the State Government Article of the Annotated Code of Maryland. Unanimously approved.

RECONVENE IN OPEN SESSION

Motion made by Commissioner Kercheval, seconded by Wivell, to reconvene in open session at 4:08 p.m. Unanimously approved.

In closed session, the Commissioners consulted with counsel to obtain legal advice on three (3) matters, consulted with staff, consultants or other individuals about pending or potential litigation, and considered matters that concern proposals for businesses or industrial organizations to locate, expand, or remain in the State. Present during closed session were Commissioners Gregory I. Snook, William J. Wivell, James F. Kercheval, Doris J. Nipps, and John C. Munson. Also present at various times were Rodney Shoop, County Administrator; Richard Douglas; County Attorney; John Martirano, Assistant County Attorney; Duane Gigeous, Part-time Assistant County Attorney; Joni Bittner, County Clerk; Tim Troxell, Executive Director of the Economic Development Commission (EDC); Stephen Christian, EDC Business Development Specialist; EDC member Douglas Wright; Robert Garver, Regional Office of the Department of Business & Economic Development; Gary Rohrer, Director of Public Works, Terry McGee, Chief Engineer, and Greg Murray, Director of the Water Quality Department; and Water Quality Advisory Commission members Clarence Scheer, Scott Schubel, and Ed Renn.

APPROVAL TO ADVERTISE POSITION – BUDGET & FINANCE

Motion made by Commissioner Nipps, seconded by Kercheval, to authorize advertising to fill the Accounting Supervisor position in the Department of Budget and Finance. Unanimously approved.

ADJOURNMENT

Motion made by Commissioner Munson, seconded by Wivell, to adjourn at 4:09 p.m. Unanimously approved.

County Administrator

County Attorney

_____, County Clerk

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**BOARD OF COUNTY COMMISSIONERS
OF WASHINGTON COUNTY, MARYLAND**

County Administration Building
100 West Washington Street, Room 226
Hagerstown, Maryland 21740-4727
Telephone/TDD: 240-313-2200
Fax: 240-313-2201

Gregory I. Snook, *President*
William J. Wivell, *Vice-President*
James F. Kercheval
John C. Munson
Doris J. Nipps

BOARD OF COUNTY COMMISSIONERS

***** A G E N D A *****

February 17, 2004

- 7:30 am STATE OF THE COUNTY ADDRESS, FOUR POINTS HOTEL
- 9:30 am CALL TO ORDER, President *Gregory I. Snook*
INVOCATION and PLEDGE OF ALLEGIANCE
APPROVAL OF MINUTES
- 9:35 am INTRODUCTION OF NEW EMPLOYEES – *Dee Hawbaker*
- 9:40 am COMMISSIONERS' REPORTS & COMMENTS
- 10:00 am REPORTS FROM COUNTY STAFF
- 10:20 am PROPOSED 2004 COUNTY GOALS – *Rod Shoop*
- 10:30 am CITIZENS PARTICIPATION
- 10:40 am OTHER BUSINESS:
County Attorney Issues - *Richard Douglas, John Martirano*
Appointments to County Boards & Commissions - *Joni Bittner*
County Administrator's Comments - *Rod Shoop*
- 11:00 am CAPITAL IMPROVEMENT PROGRAM (CIP) FY2005-2010 BUDGET
PRESENTATION – *Debra Bastian*
- 12:00 noon *Depart for Museum, City Park*
- 12:15 pm *Lunch at Washington County Museum of Fine Arts, Board of Trustees*
- 1:15 pm *Depart for 100 W. Washington Street*
- 1:30 pm FINANCING OPTIONS AVAILABLE FOR EXTENSION OF RUNWAY 9-27 –
Debra Bastian and Lester Guthorn
- 2:30 pm PROPOSAL FOR ADEQUATE PUBLIC FACILITIES ORDINANCE (APFO)
TRANSITION POLICY – *Stephen T. Goodrich*
- 3:00 pm EARLY ACTION COMPACT TO ATTAIN 8 HOUR OZONE STANDARD – *Stephen
T. Goodrich*
- 3:35 pm CONTRACT AWARD (PUR-893) CONSTRUCTION/BUILDING INSPECTION
SERVICES – REQUIREMENTS CONTRACT – *Karen Luther & Rob Slocum*
- 3:45 pm *Depart for City Hall, One W. Franklin Street*
- 4:00 pm TAX SET-OFF MEETING WITH CITY OF HAGERSTOWN

Individuals requiring special accommodations are requested to contact the Office of the County Commissioners, 240.313.2200 Voice/240.313.2077 TDD, to make arrangements no later than ten (10) working days prior to the meeting. Notice is given that the Board of County Commissioners of Washington County, Maryland will meet in closed session to discuss personnel matters, to consult with counsel, to obtain legal advice, and to discuss businesses moving into the county from outside the state in accordance with Section 10-508 State Government Article, Annotated Code of Maryland.

WASHINGTON COUNTY



MARYLAND

**February 17, 2004
Hagerstown, Maryland**

The Commissioners participated in the State of the County forum sponsored by the Hagerstown/Washington County Chamber of Commerce at the Sheraton Four Points Hotel at 7:30 a.m.

The regular meeting of the Board of County Commissioners of Washington County, Maryland, was called to order at a.m. by President Gregory I. Snook with the following members present: Vice President William J. Wivell and Commissioners James F. Kercheval, John C. Munson, and Doris J. Nipps.

INVOCATION AND PLEDGE OF ALLEGIANCE

The Invocation was delivered by Commissioner Snook followed by the Pledge of Allegiance to the Flag by the full assemblage.

APPROVAL OF MINUTES – FEBRUARY 10, 2004

Motion made by Commissioner Wivell, seconded by Nipps, to approve the minutes of February 10, 2004, as amended. Unanimously approved.

INTRODUCTION OF NEW EMPLOYEES

Dee Hawbaker, Human Resources Administrator, introduced new County employees Joel Footen (Sheriff's Department), Michelle Rupp (State's Attorney's Office), Terri Shoemaker-Kreit (Budget & Finance), and Cynthia Langwell (State's Attorney's Office). The Commissioners welcomed the new employees and wished them well in their new positions.

COMMISSIONERS' REPORTS AND COMMENTS

Commissioner Kercheval reported on the Planning Commission meeting. He stated that the Planning Commission is reviewing the individual zoning requests and that their recommendations would be coming before the Commissioners' final decision. The Commissioners agreed to schedule public hearings for the 37 properties in question. They directed to make a recommendation on the best way to structure the hearings. Commissioner Kercheval stated that he attended Smithsburg Volunteer Fire Company banquet and the Miss Maryland Scholarship Foundation and Parent/Child Center fundraiser. He also reported on the Economic Development Commission (EDC) meeting and informed the Commissioners that the EDC would like the Commissioners to appoint its new members in May to allow them to be included in their strategic planning meeting which is held in June.

Commissioner Wivell informed the Commissioners that he attended last week's meeting of the Local Delegation to the General Assembly regarding proposed changes to the PenMar Development Corporation legislation. He also reported the MACo Legislative and Taxation Committee meeting and provided an update on several bills that they reviewed. Commissioner Wivell stated that he, Hagerstown Council member Penny Nigh, and Robert Brennan, Assistant Secretary for Financing Programs for the Department of Business & Economic Development (DBED) met with DBED Secretary, Al Melissaratos, regarding the loss of "blue collar" jobs in Hagerstown. He stated that he attended the Smithsburg Volunteer Fire Company banquet. Commissioner Wivell reported on the strategic planning session held by the PenMar Development Corporation Board.

Commissioner Munson suggested that the former Chief of Community Rescue be nominated as the Citizen of the Month. The Commissioners agreed and asked Commissioner Munson to supply the necessary information.

Commissioner Nipps reported that the Commission for Women would be holding a ceremony on March 10 to announce winners of their essay contest. She stated that she attended the Western Maryland Consortium meeting. Commissioner Nipps informed the Commissioners that she spoke to Delegate Shank regarding the options for funding school capital projects presented by the Task Force on School Construction. She stated that he hopes to schedule a meeting with Tom Kopp, State Treasurer, who chaired the Task Force to further discuss their concerns. Commissioner Nipps indicated she feels a County representative should be included on the new Board of Education task force being formed to review

fees being charged for groups using their facilities.

Commissioner Snook reported on the meeting of the Public Safety Interoperability Governance Working Group.

REPORTS FROM COUNTY STAFF

Motion made by Commissioner Nipps, seconded by Kercheval, to promote Sandy Schulte to fill the vacant Office Manager position in the Department of Permits and Inspections. Unanimously approved.

Steve Goodrich, Interim Director of the Planning Department, stated that the Planning Commission finalized its recommendations on the individual applications for changes to the comprehensive rezoning of rural areas and review process to bring the recommendations before the Commissioners.

ADOPTION OF 2004 COUNTY GOALS

The Commissioners discussed the goals reviewed at last week's meeting.

Motion made by Commissioner Nipps, seconded by Wivell, to adopt the following goals for 2004 as modified: 1) Develop and implement a Highway Pavement Management Plan, 2) Adopt Rural Area Zoning after consideration of the Task Force recommendations and begin implementation of Comprehensive Plan recommendations for Urban and Town Growth, 3) Enhance e-government services by developing procedures to post appropriate documents and data on the Internet intra-net and by developing a Frequently Asked Questions (FAQs) system on the County web page, 4) Develop and implement a rewards/recognition program for County employees that is linked to a suggestion program, 5) Work with municipalities to develop policies to increase urban tax base, 6) Develop a program to utilize the runway extension, increase the tax base, and promote the advantages of the Foreign Trade Zone at the Airport, and 7) Develop a master plan to ensure adequate emergency medical services for the citizens of Washington County. Unanimously approved.

CITIZEN'S PARTICIPATION

Raymond Tylicki distributed information on alternative biofuels and stated that he would like the County to consider using them in the County Commuter buses.

COUNTY ADMINISTRATOR'S COMMENTS

Rodney Shoop, County Administrator, informed the Commissioners that additional budget workshop meetings might be scheduled to finalize the Capital Improvements Program (CIP) budget.

CAPITAL IMPROVEMENT PROGRAM (CIP) FY 2005-2010 BUDGET PRESENTATION

The Commissioners continued their review of the projects submitted for the Capital Improvements Program (CIP) for Years 2005-2010. Debra Bastian, Director of Finance, and Gary Rohrer, Director of Public Works, attended the work-

The Commissioners reviewed projects proposed for railroad crossings, bridges, and parks and recreation. The Commissioners discussed the recommendations made by the Recreation & Parks Board regarding Program Open Space (POS) projects. It was the consensus of the Commissioners to include the projects recommended which utilize POS and to adjust the schedule for the remaining projects out to the following fiscal years. They also agreed to include the project to construct restrooms at the Doubs Woods Park maintenance facility using the \$40,000 that was received from the sale of land at the park. The Commissioners discussed the request for the construction of several new buildings at the Agricultural Education Center. They asked staff to make recommendations regarding future reductions and agreed that the Ag Center needs to generate revenue to cover the operating costs of its facilities.

Mr. Rohrer discussed the repairs needed to the dam located at Devil's Backbone Park. He stated that there was a prior appropriation of \$100,000 made for the project and asked to proceed with design of the project. Mr. Rohrer informed the Commissioners that the State has agreed to assist in finding grant funding for this project. It was the consensus of the Commissioners to transfer the prior appropriation funding to road repair projects.

RECESS – LUNCHEON AT MUSEUM OF FINE ARTS

The Commissioners recessed at 11:49 a.m. in order to attend a luncheon sponsored by the Board of Trustees of the Washington County Museum of Fine Arts.

AFTERNOON SESSION

The afternoon session was called to order at 1:27 p.m. by President Gregory I. Snook, with the following members present: Vice President William J. Wivell and Commissioners James F. Kercheval, John C. Munson, and Doris J. Nipps.

REQUEST FROM CITY OF HAGERSTOWN - FUNDING FOR ARTS & ENTERTAINMENT AREA PARKING DECK

The Commissioners discussed the request from the City of Hagerstown that the County match the City's grant of \$30 per year over the next two fiscal years to help construct a new parking deck on South Potomac Street. The deck would serve the Arts and Entertainment District as well as the new University System of Maryland Center. Commissioner Wivell stated that he would prefer to wait until the CIP budget is complete and consider alternative methods of financing the project. Commissioner Munson indicated that he was undecided at this time. Commissioners Kercheval and Nipps expressed their support for the program and asked that staff compile information on tax credit programs that are used in other jurisdictions.

Motion made by Commissioner Kercheval, seconded by Nipps, to support the City of Hagerstown's request for County funding of \$300,000 in FY 2005 and \$300,000 in FY 2006 for construction of a new parking deck on South Potomac Street, with the financing method to be determined at a later date. Motion carried with Commissioner Kercheval, Nipps, and voting "AYE" and Commissioners Wivell and Munson voting "NO."

FINANCING OPTIONS AVAILABLE FOR EXTENSION OF RUNWAY 9-27

Debra Bastian, Director of Finance, and Lester Guthorn, Financial Advisor, met with the Commissioners to review and discuss financing options available for the extension of Runway 9-27.

Mr. Guthorn and Ms. Bastian outlined the following scenarios for their consideration: 1) One - eight year bonds; 2) Twenty year bonds; 3) Three - twenty year bonds; 4) variable rate issue; and 5) grant anticipation notes. Ms. Bastian explained the scenario 1 (8-year bonds) would provide the lowest cost of financing, but would also have the most risk. Scenario 2 (20-year bonds) would provide for a small amount of flexibility but would cause the County additional interest costs. Scenario 3 (20-year bonds) would hold the highest cost for the County but would provide the most flexibility.

Ms. Bastian indicated that they had until the second quarter of 2005 to review the information and determine which plan is most appropriate in meeting the financing requirements of the project. She stated that the project would require capital financing of \$18,845,000 to fund the timing difference. Ms. Bastian reviewed a graph outlining debt service costs for various bond fund options. The meeting was opened for questions from the Commissioners.

PROPOSAL - ADEQUATE PUBLIC FACILITIES ORDINANCE (APFO) TRANSITION POLICY

Steve Goodrich, Interim Planning Director, met with the Commissioners to present a policy for their consideration regarding payment of the APFO school contribution. Mr. Goodrich stated that the proposal would permit payment of the contribution at some time other than before subdivision approval. The policy would apply only to minor subdivisions applications (five or fewer) that were submitted to the Planning Department but not approved before January 1, 2004. He recommended they be given the option to make the APFO payment at the building permit application stage. Angela Smith, Deputy Chief of Permits & Inspections, outlined the process that would be used by the Permits Department. The meeting was then opened for discussion and questions.

Motion made by Commissioner Munson, seconded by Nipps, to adopt a transition policy for the APFO fee as outlined: permit payment of the contribution at the building permit application stage for minor subdivisions of five lots or fewer. Unanimously approved.

 EARLY ACTION COMPACT TO ATTAIN EIGHT-HOUR OZONE STANDARD

Mr. Goodrich and Jill Baker, Planner, introduced Howard Simons and Mike Nixon from the Maryland Department of Transportation, Jim Frazier from Baker Consultants, and Brian Huff from the Maryland Department of the Environment. The group appeared before the Commissioners to present control measures to attain new 8-hour Ozone Standards.

Mr. Simon reviewed the list of measures that are currently in place in Washington County or which the County has agreed to institute in order to reach attainment status by 2007. He then reviewed the list of control measures that the County implement if attainment is not reached by 2007. Mr. Goodrich stated that the selected control measures were chosen on the most effective measures that had little fiscal impact to the County. The measures will be presented at public hearing on February 25 and, if approved, recommendations would be made to the Board by early March. The adopted recommendations would then be incorporated into the Early Action Plan that will be submitted to the EPA by March 3.

2004. The staff stated that they hope to present the recommendations to the Commissioners in early March for their consideration.

BID AWARD – CONSTRUCTION/BUILDING INSPECTION SERVICES

Motion made by Commissioner Munson, seconded by Nipps, to award the contract for construction/building inspectic services to Development Facilitators, Inc., which submitted the lowest responsive, responsible proposal in the amour \$60,750 and the hourly unit price for each class of inspector. This is a one-year contract with four consecutive one-ye renewals. Unanimously approved.

RECESS

The Commissioners recessed at 3:52 p.m.

JOINT MEETING WITH CITY OF HAGERSTOWN

The Commissioners met with Mayor William Breichner and City Council members Linn Hendershot, Kristin Aleshire, I Metzner, Penny Nigh, and Carol Moller at City Hall at 4:00 p.m.

Tax Setoff – City of Hagerstown

Commissioner Snook stated that, pursuant to Section 6-306 of the Tax-Property Article of the Annotated Code of Ma the Commissioners are required to meet with each municipality annually to discuss the tax setoff program. He then reviewed the calculations made for the services included in the program - parks, highways, and police. Commissione Snook stated that, for fiscal year 2004, the City is estimated to receive \$1,009,408. He indicated that the Joint Tax Se Committee meetings resumed meeting to discuss revising the formula. Once it is finalized, the recommendations wou brought before both bodies for approval.

Commissioner Snook reminded the Mayor and Council that City employees are invited to utilize the safety programs by the County. He stated that the City might also want to piggyback onto the County's overlay contract.

Commissioner Snook informed the Mayor and Council that the County had approved funding for construction of the A Entertainment District parking deck. He stated that the County would also like to work with them to develop incentive: the downtown area.

Council member Aleshire suggested that appropriate City and County staff meet to address the State shortfall in High User Revenues and to develop a response to the Governor's initiative to supplement the loss of funding.

ADJOURNMENT

Motion made by Commissioner Wivell, seconded by Nipps, to adjourn at 4:30 p.m. Unanimously approved.

County Administrator

County Attorney

_____, County Clerk

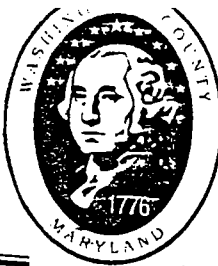
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**WASHINGTON COUNTY DEPARTMENT OF
PLANNING AND COMMUNITY DEVELOPMENT**

Washington County Administrative Annex

80 West Baltimore Street

Hagerstown, Maryland 21740-6003

Telephone: 240-313-2430

FAX: 240-313-2431

Deaf and Hard of Hearing call 7-1-1 for Maryland Relay

MEMO TO: *Potential Interested Parties*

FROM: *Robert C. Arch, Planning Director RCA*

DATE: *April 25, 2003*

SUBJECT: *Early Action Compact Public Meeting*

Please be advised a public meeting will be held on May 8, 2003 at 6:00 p.m. to discuss EPA Air Quality Standards and the Washington County Early Action Compact program. The meeting will be held in the Washington County Administrative Annex Conference Room, 80 West Baltimore Street, Hagerstown, Maryland.

If you have any questions or need directions, please contact the Washington County Department of Planning and Community Development at (240) 313-2430.

RCA/sac

INVITATIONS TO PUBLIC MEETING SENT TO THE FOLLOWING:

- MUNICIPALITIES (see attached listing)
- CITY OF HAGERSTOWN (")
- CHAMBER OF COMMERCE
111 W. Washington Street
Hagerstown, MD 21740
- GREATER HAGERSTOWN COMMITTEE, INC.
5 Public Square
Hagerstown, MD 21740 Attn: Art Callaham
- ECONOMIC DEVELOPMENT COMMISSION - Tim Troxell, Director
- JIM LAIRD
Citizens for the Protection of Wash. Co.
1903 Maplewood Drive
Hagerstown, MD 21740

Municipal Corporations

BOONSBORO (432-5141)

Town Hall
21 North Main Street
Boonsboro, MD 21713

Charles F. "Skip" Kauffman, MAYOR

Howard Long, Asst. Mayor
Richard E. Hawkins, Sr.
Gene Smith
Richard Gross
Ray Grove
Kevin Chambers

CLEAR SPRING (842-2252)

Town Hall
P. O. Box 104
Clear Spring, MD 21722

Paul D. Hose, Jr., MAYOR

Julianna Albowicz, Vice Mayor
Gary L. Grove
Terry Baker
Mason B. Munday

FUNKSTOWN (791-0948)

Town Hall
P. O. Box 235
Funkstown, MD 21734

Robert L. Kline, MAYOR

Paul N. Crampton, Jr., Asst. Mayor
Sharon Chirgott
Kim Ramer
Robert Rodgers, Jr.
Richard Nigh
John Phillips

HAGERSTOWN (790-3200)

City Hall
One East Franklin Street
Hagerstown, MD 21740

William M. Breichner, MAYOR

Kristin B. Aleshire
N. Linn Hendershot
Lewis C. Metzner
Carol N. Moller
Penny May Nigh

HANCOCK (678-5622)

Town Hall
126 West High Street
Hancock, MD 21750

Daniel Murphy, MAYOR

Randy Pittman
David B. Smith
W. Gregory Yost
Darwin Mills

KEEDYSVILLE (432-5795)

Town Hall
P. O. Box 359
Keedysville, MD 21756

Lee Brandenburg, MAYOR

Matt Hull, Asst. Mayor
Jackie Stranathan
Richard Walton
Barry Levey

SHARPSBURG (432-4428)

Town Hall

P.O. Box 368

Sharpsburg, MD 21782

Sidney Gale, MAYOR
Hal Spielman, Vice Mayor
J. W. Eichelberger
Russell Weaver
Patti Hammond
Ralph Hammond
Marjorie Jamison

SMITHSBURG (824-7234)

Town Hall

P. O. Box 237

Smithsburg, MD 21783

Mildred "Mickey" Myers, MAYOR

Ralph Regan
James LaFemina
Elizabeth "Peachy" Mann
Jerome Martin
Jake Johnson

WILLIAMSPORT (223-7711)

Town Hall

P. O. Box 307

Williamsport, MD 21795

John W. Slayman, MAYOR
Timothy Ammons
Walter W. Tracy, Asst. Mayor
James McCleaf.
Gloria Bitner
James C. Kalbfleisch
Roxanne Long

**WASHINGTON COUNTY - BOARD
OF COUNTY COMMISSIONERS**

County Administration Building
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WASHINGTON COUNTY DEPARTMENT OF
PLANNING AND COMMUNITY DEVELOPMENT

Washington County Administrative Annex
80 West Baltimore Street

Hagerstown, Maryland 21740-6003

Telephone: 240-313-2430

FAX: 240-313-2431

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TEXT OF BACK PAGE NEWSPAPER AD

(Larger Text and Bold) Washington County Early Action Compact Public Meeting

The Washington County Department of Planning and Community Development will hold a public meeting to discuss EPA Air Quality Standards and the Early Action Compact program in the Washington County Administrative Annex, 80 West Baltimore Street, Hagerstown, MD on Thursday, May 8, 2003 at 6:00 p.m. If you have any questions, please call (240) 313-2430.

INSTRUCTIONS

Publish 1 time each - Morning Herald and Daily Mail
Dates of Publication - 04/29/03, 05/05/03

Please Bill -

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Planning & Community Development
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Hagerstown, MD 21740
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**WASHINGTON COUNTY DEPARTMENT OF
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I, Robin Birn

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The ad will be published on April 29, 2003 and May 5, 2003.

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EARLY ACTION COMPACT
PUBLIC MEETING
 The Washington County Department of
 Planning and Community Development will
 hold a public meeting to discuss EPA Air
 Quality Standards and the Early Action
 Compact program in the
Washington County
Administrative Annex,
80 West Baltimore Street,
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 A-Y-C-E Pot Luck Buffet
TUES: Beef Roast w/ Veg.
 A-Y-C-E Chicken Buffet Starts at 3.00
WED: A-Y-C-E Original Center Dipped Fish w/2 Veggies.
 (2) Hot Dogs w/Hot. Pot. & Krou
 A-Y-C-E Spaghetti w/ Sliced & Garlic Bread
THURS: French Dip w/ Fries
 Miter 4.00 PM Steamed Shrimp
FRI: 1/2 Fried Chicken w/2 Veggies.
 Butter Broiled Fish w/2 Veggies.
SAT: Prime Rib w/ Roasted Potatoes & Sliced
 Stuffed Potatoes w/ Fries & Saw
SUN: MOTHER'S DAY BUFFET Specials for Children
 Under 10 - Stomping Around, Raked Home,
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SEPT. 27TH - OCT. 3RD - OGDONQUIT, MAINE (all
for details - \$480/gp.
NOV. 7TH - Fri. - NEKSHY, PA. GATHER
HOME-COMING FRIENDS. Details later.
NOV. 11TH - 12TH - WHEELING, WV. - One Dinner,
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THURS: A-Y-C-E Chicken & Ribs Buffet!
FRI: Steak and Cheese Sides by Dery
SAT: Pork Chop w/2 Vegetables
SUN: Hot Roast Beef w/ Mashed Potatoes & Cole Slaw
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 Monday Night Bingo Every Friday 6-9 PM
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shell that struck a U.S. military
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**WASHINGTON COUNTY
EARLY ACTION COMPA
PUBLIC MEETING**
The Washington County Department
Planning and Community Development
hold a public meeting to discuss
Quality Standards and the Early Ac
Concept program in the
Washington County
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Washington County Administrative Annex

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A G E N D A

WASHINGTON COUNTY DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

EARLY ACTION COMPACT PUBLIC MEETING

Washington County Administrative Annex Conference Room

80 West Baltimore Street, Hagerstown, Maryland

May 8, 2003 at 6:00 p.m.

- I. Opening Comments - County**
- II. Presentation - MDE**
- III. Public Comment**
- IV. Adjournment**

WASHINGTON COUNTY DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
EARLY ACTION COMPACT PUBLIC MEETING
MAY 8, 2003

The Washington County Department of Planning and Community Development held a public meeting in the Washington County Administrative Annex Conference Room at 80 West Baltimore Street, Hagerstown, Maryland on May 8, 2003 at 6:00 p.m. The public meeting was scheduled to discuss the Early Action Compact process for Washington County and to take public comment on that process.

Present were: Howard Simons, Air Quality Programs Manager – MD DOT; Mike Nixon, Regional Planner- MD DOT; Randy Mosier and Beverly Goll, Maryland Department of the Environment; Robert C. Arch, Washington County Planning Director and MPO Coordinator; Jill Baker, Associate Planner and Sandy Coffman, Office Associate, Washington County Planning Commission. Tara Reilly of *The Herald Mail* was also present.

OPENING COMMENTS

Introductions were made and the Maryland Department of the Environment (MDE) provided a handout of the presentation and corresponding documents.

PRESENTATION – MDE

Mr. Mosier of MDE provided a PowerPoint presentation on the Early Action Compact process for Washington County. The presentation provided information on air pollution data for Maryland and Washington County, and the new EPA standards. Information was also provided on the Early Action Compact process, which provides an opportunity for the County to clean up the air early and avoid certain regulatory requirements.

- ***Air Pollution in Maryland***

Air pollution in Maryland is monitored across the State. Maryland's air pollution is due to very high ozone levels, high fine particulate levels, nitrogen deposition in the Bay, regional haze, and air toxics. Mr. Mosier provided a graph that showed the days above the 8-hour Ozone Standard in Maryland in comparison with other states in the Northeast. In 2002, Maryland had 16 days above the 8-hour Ozone Standard.

- ***Air Pollution in Washington County***

Air pollution in Washington County is mainly from transported pollution coming in from other areas. A graph depicted the days above the 1-hour Ozone Standard for 1999 through 2002 for Washington County. Washington County is currently in attainment for the 1-hour program, which is a part of the criteria for the Early Action Compact process. For the more stringent 8-hour standard, there were some exceeds. Washington County is a part of the Consolidated Metropolitan Statistical Area (CMSA), which is mainly the Baltimore and Washington region. The Environmental Protection Agency (EPA) is potentially basing their "nonattainment" designations for the new 8-hour standard in the CMSA area.

- ***New Air Quality Standards***

After years of litigation, the EPA has begun to implement new, tougher air quality standards for ground level ozone and fine particulate matter. The first step in this process is to designate the areas that do not meet the new ozone standard as "nonattainment."

- ***Schedule for Designating Nonattainment Areas***

- | | | |
|------------|------|--|
| - Fall | 2002 | - EPA releases draft guidance |
| - Spring | 2003 | - EPA proposes ozone implementation guidance |
| - Summer | 2003 | - State recommendations to EPA |
| - December | 2003 | - EPA finalizes 8-hour ozone implementation guidance |
| - April | 2004 | - EPA designates new ozone areas |
| - December | 2007 | - Attainment SIPs due |

- **EPA Criteria for Designations**

The criteria for designation is based upon ozone levels that are above the standard within a region, emissions that contribute to areas that exceed the standard, and the basic presumption is that all counties within the CMSA should be designated "nonattainment."

- **What Happens if Designated "Nonattainment"?**

If an area is in "nonattainment", transportation planning becomes subject to new requirements (conformity) and new pollution control programs may be needed. The "nonattainment" area must also participate in new air quality planning processes.

- **Early Action Compacts**

This Early Action Compact concept originated in Texas in 1996. Under their basic concept, areas can defer designation and certain requirements, if they commit to an Early Action Compact that leads to cleaner air more quickly.

- **Other Areas that Applied for EAC**

The Eastern Panhandle Region of Berkeley and Jefferson County and different jurisdictions in Virginia have applied for the Early Action Compact.

- **Basic Timeline for EAC's**

- December 31, 2002 - Washington County, MDE and EPA signed and submitted the original EAC agreement
- June 16, 2003 - Initial submittal of the EAC plan that identifies control options, documents coordination and stakeholder process
- June 30, 2003 - Submittal of June Progress Report (an overview of the entire planning process)
- August 31, 2003 - Base case modeling/emissions inventory due
- October 31, 2003 - Updated inventory/modeling submittal due
- March 31, 2004 - Final submittal of EAC plan and final inventory/modeling due
- December 31, 2004 - MDE adopts EAC as part of State Implementation Plan (State "SIP" or Clean Air Plan)

- **Potential Measures for the EAC Plan**

Mr. Mosier provided some examples of measures that the State has initiated and other regional initiatives such as voluntary idling restrictions, low emission gas cans, Ozone Action Day response programs, telecommuting and vanpool programs. Mr. Mosier explained that the Ozone Action Day program is a voluntary project that provides a daily forecast of the air quality conditions throughout the region to area businesses. At a minimum, an effort is made to involve those businesses in an educational process of informing their employees about the harmful nature of ozone air pollution. As a part of the program, the employees are informed to carpool, telecommute, ride the bus, or postpone activities such as painting and mowing the lawn, etc. on high ozone days, which averages 10-12 days each summer. He further stated that the use of a telecommuting center should be encouraged and that the County could go a step further by becoming an active partner of the Clean Air Partners program, which is the regional process between the Baltimore and Washington areas. MDE is working to create a memorandum of understanding among the counties of the Clean Air Partner program to encourage the use of "green contractors", those who use alternative equipment such as weed trimmers powered by electric rather than gas, particularly on the high ozone days. Mr. Simons stated that the Ozone Action Day program was being considered as a control option for Washington County and that at least one or two telecommuting centers are already in place within the County.

- **Next Steps**

Mr. Mosier stated that MDE is in the process of developing the inventory and modeling information and will meet the submittal timeframe. MDE is also expanding coordination and the planning processes to obtain input from stakeholders in Washington County. Submit the list of potential control measures on June 16, 2003. The status report will be submitted by June 30, 2003, and the first technical submittal is due by August 31, 2003.

- **Other Issues**

Mr. Mosier stated that MDE has been working closely and sharing information on the EAC process with counties in Virginia and West Virginia and they may assist each other with some of the development planning process. The new EPA guidance is potentially due at the end of the month and should provide assistance with the 8-hour designation process. An Attainment Plan Task Force meeting will be held on May 20, 2003 at 10:00 a.m. at MDE in Baltimore to develop the Governor's recommendations for the 8-hour Ozone Standard.

DISCUSSION ON THE EARLY ACTION COMPACT

Mr. Simons questioned the difference in the reports to be submitted on June 16, 2003 and on June 30, 2003 and who is responsible for each submittal. Mr. Mosier explained that each report is County driven. The components for the June 16 submittal are very basic and should outline the emission strategies being considered, based upon the input from the stakeholder process and the planning process. The June 30th progress report is more detailed and should show that the County is on track with the program. It should also include the documentation of the steps taken to meet the different milestones, including newspaper submissions and the different documents used in setting up the public hearing process. In the initial packet from EPA, a review checklist was provided for the June 30th progress report, which outlined the requirements for the report. Mr. Mosier stated that the listing of the existing controls in place in Washington County should be included as an attachment for both upcoming reports. Mr. Simons questioned how many additional measures should be a part of the EAC Plan given the amount of items that have already been implemented in the County. Mr. Mosier stated that Washington County's problem is hugely transport driven, which is understood and that a half dozen strategies would be impressive. Mr. Arch stated that the additional federal regulations proposed for diesel trucking standards in 2004 and 2007 will probably have a small impact on the air quality since 40% of the traffic on I-81 is truck traffic and there is a number of warehouse distribution centers in the area. Mr. Simons stated that the additional federal regulations on diesel trucks would probably have a bigger impact on the County's air quality and would likely allow the County to go into attainment. Mr. Mosier stated that Washington County could follow suit on the federal action by implementing complementary programs such as truck stop electrification, or an educational campaign for interstate traffic.

PUBLIC COMMENT

No residents attended the public meeting to offer comments on the Early Action Compact process.

FUTURE MEETING

Mr. Simons suggested that a meeting be scheduled to work out the basis for the submittals due on June 16, 2003 and June 30, 2003. Mr. Mosier stated that it would be in the County's best interest to meet every deadline and he did not believe there would be any leniency in missing a deadline nor would any request for an extension be granted. Mr. Mosier will review his calendar and contact Mr. Simons to schedule a meeting.

ADJOURNMENT

Mr. Arch thanked those present for attending the meeting. There being no further business, the meeting adjourned at 7:22 p.m.

NAME ORG PHONE# E-MAIL

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Jill Baker Wash. Co. Planning 240-313-2430 jlbaker@washco-md

Sandy Coffman WASH CO Planning 240-313-2430 scoffman@washco-md

Beryl Goll MDE 410-537-4180 Bgoll@glasgow.md

TARA REILLY THE HERALD-MAIL 301-733-5131 Tarare@herald-wa.

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Thursday April 24, 2003
Clean air strategies are sought
by TARA REILLY

tarar@herald-mail.com

Washington County residents soon may be urged to keep clean air in mind when purchasing products or conducting daily activities.

County and state officials are working on local strategies that residents can take to control ozone pollution, even though Washington County has some of the cleanest air in the state, Tad Aburn of the Maryland Department of the Environment told the County Commissioners on Tuesday.

The county would have to follow more stringent federal restrictions handed down by the U.S. Environmental Protection Agency if it did not have local strategies in place. Those local measures would be part of an Early Action Compact, in which the EPA allows counties to voluntarily create their own pollution-controlling steps through the reduction of chemical emissions.

Ozone is a toxic gas that, when inhaled, can cause respiratory problems, chest pain, sore throats and other breathing problems, according to the EPA.

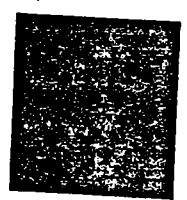
County Planning Director Robert Arch said Wednesday he did not yet know what those measures would be. He said he's working on setting up a public hearing on the matter within the next two weeks.

Some of the local steps might include promoting carpooling and the creation of Ozone Action Day Response programs.

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Aburn said.

The response programs would consist of ozone pollution reduction measures residents would be asked to follow on days when ozone levels are high.

Laurie Bucher, the Washington County Health Department's director of environmental health, said one option might be to ask residents to cut down on the use of volatile organic compounds, which are found in products including paint and hair spray.

Volatile organic compounds mix with sunlight to create ozone, Bucher said.

Aburn said that while Washington County's air is cleaner than other areas in the state, it sometimes has high ozone levels because of pollution floating in from upwind areas, such as the Ohio River valley, and the county's proximity to the Washington/Baltimore metropolitan area.

"Washington County is generally a cleaner county than a lot of the counties I'm used to working with," Aburn said.

Arch said the county usually has only a few high-level ozone days, which are typically muggy days in August.

He said that while the county can do some things that control ozone pollution, because much of it blows in from other areas, the county probably never will be able to get rid of it altogether.

"There's nothing we can really do about that that makes much of a difference," Arch said.

At least two Washington County Commissioners expressed concern over the EPA's regulations.

"I think it's a good idea to try to get out from the additional regulations," Commissioner William J. Wivell said of the Early Action Compact. "The question is: Are the additional regulations necessary?"

Wivell also questioned whether being known as a high-ozone area would hurt economic development.

"I don't really think we need it here," Commissioner John C. Munson said of the ozone pollution reduction measures.

Munson said he didn't think the measures would work because the county is close to other states that are having similar problems.

"It's probably going to float right over here anyway, and we're going to get blamed for having it," Munson said.

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Friday May 9, 2003

Public skips hearing on air quality

by TARA REILLY

No Washington County residents turned out for a public hearing Thursday night on state and county efforts to improve air quality.

The hearing was held at the Washington County Administrative Annex at 80 W. Baltimore St.

Maryland Department of the Environment and county officials are working to improve air quality by reducing ozone pollution through an Early Action Compact.

The compact would contain a list of steps Washington County would follow to clean the air. It would also free the county from following more stringent federal clean air requirements.

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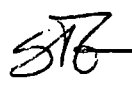
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**WASHINGTON COUNTY DEPARTMENT OF
PLANNING AND COMMUNITY DEVELOPMENT**

Washington County Administrative Annex
80 West Baltimore Street
Hagerstown, Maryland 21740-6003
Telephone: 240-313-2430
FAX: 240-313-2431
Deaf and Hard of Hearing call 7-1-1 for Maryland Relay

MEMO TO: *Potential Interested Parties*

FROM: *Stephen T. Goodrich, Interim Planning Director* 

DATE: *December 22, 2003*

SUBJECT: *Early Action Compact Update - Stakeholders Meeting*

*Please be advised a stakeholders meeting will be held on **Wednesday, January 14, 2004** at **6:00 p.m.** to discuss and obtain public input on the proposed Washington County Early Action Compact program in compliance with the EPA Air Quality Standards. The meeting will be held in the conference room of the Washington County Administrative Annex, 80 West Baltimore Street, Hagerstown, Maryland.*

If you have any questions or need directions, please contact the Washington County Department of Planning and Community Development at (240) 313-2430.

STG/sac



**INVITATIONS TO THE PUBLIC MEETING
SENT TO THE FOLLOWING:**

- MUNICIPALITIES (see attached listing)
- CITY OF HAGERSTOWN
- CHAMBER OF COMMERCE
111 W. Washington Street
Hagerstown, MD 21740
- GREATER HAGERSTOWN COMMITTEE, INC.
5 Public Square
Hagerstown, MD 21740 Attn: Art Callahan
- ECONOMIC DEVELOPMENT COMMISSION – Tim Troxell, Director
- JIM LAIRD
Citizens for the Protection of Wash. Co.
1903 Maplewood Drive
Hagerstown, MD 21740

Washington County
Municipal Corporations

BOONSBORO (432-5141)

Town Hall
21 North Main Street
Boonsboro, MD 21713

Charles F. "Skip" Kauffman, MAYOR

Howard Long, Asst. Mayor
Richard E. Hawkins, Sr.
Gene Smith
Richard Gross
Ray Grove
Kevin Chambers

HAGERSTOWN (790-3200)

City Hall
One East Franklin Street
Hagerstown, MD 21740

William M. Breichner, MAYOR

Kristin B. Aleshire
N. Linn Hendershot
Lewis C. Metzner
Carol N. Moller
Penny May Nigh

CLEAR SPRING (842-2252)

Town Hall
P. O. Box 104
Clear Spring, MD 21722

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Julianna Albowicz, Vice Mayor
Gary L. Grove
Terry Baker
Mason B. Munday

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Town Hall
126 West High Street
Hancock, MD 21750

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Randy Pittman
David B. Smith
W. Gregory Yost
Darwin Mills

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Town Hall
P. O. Box 235
Funkstown, MD 21734

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Kim Ramer
Robert Rodgers, Jr.
Richard Nigh
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P. O. Box 359
Keedysville, MD 21756

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Matt Hull, Asst. Mayor
Jackie Stranathan
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Hal Spielman, Vice Mayor
J. W. Eichelberger
Russell Weaver
Patti Hammond
Ralph Hammond
Marjorie Jamison

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Town Hall
P. O. Box 237
Smithsburg, MD 21783

Mildred "Mickey" Myers, MAYOR

Ralph Regan
James LaFemina
Elizabeth "Peachy" Mann
Jerome Martin
Jake Johnson

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Town Hall
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Williamsport, MD 21795

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James McCleaf.
Gloria Bitner
James C. Kalbfleisch
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TEXT OF BACK PAGE NEWSPAPER AD

(Larger Text and Bold) Washington County Early Action Compact Public Meeting

The Washington County Department of Planning and Community Development will hold a stakeholders meeting to discuss and obtain public input on the proposed Early Action Compact program in compliance with the EPA Air Quality Standards. The meeting will be held in the conference room at the Washington County Administrative Annex, 80 West Baltimore Street, Hagerstown, MD on **Wednesday, January 14, 2004 at 6:00 p.m.** If you have any questions, please call (240) 313-2430.

INSTRUCTIONS

Publish 1 time each - Morning Herald and Daily Mail
Dates of Publication – 1/05/04, 1/12/04

Please Bill - Washington County Department of
Planning & Community Development
80 West Baltimore Street
Hagerstown, MD 21740
(240) 313-2430





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CERTIFICATION OF NEWSPAPER AD

I, Ann Reynolds received prepared
back page ads from the Washington County Planning and Community Development for
Public Notice on 12/22/03 at 1:25.
(Date) (Time)

These ads will be published on January 5, 2004 and on January 12, 2004, both
papers.

Ann Reynolds
Signature
Herald Mail Company

cc: file



have done something different, and we don't lose the game. I could have thrown the ball away. I could have seen him."

Favre, as usual, thrived in the cold: 20 degrees, with a wind chill of 7.

ing a home playoff game for the first time ever, to Atlanta.

"I'm not surprised by anything," Favre said. "And if you're around long enough, you lose games that you're supposed to win and you win games that

Green Bay covered 60 yards in 12 plays. Green converted a fourth-and-1 from the 3 before surging into the end zone to tie it with 10:01 left.

Green later converted another fourth-and-1 at the Seattle

Eight plays later, Green scored for the lead.

But Hasselbeck brilliantly guided Seattle to the tying touchdown, hitting Bobby Engram on a 34-yard play before Alexander scored.

Ravens

Continued from D1

"I'm going to be the starting quarterback for the Baltimore Ravens," he said. "I've got a lot

to work on during the offseason; I want to go into next season on a full sprint. We accomplished a lot this year, but we have a lot more to accomplish."

That was the prevailing theme as the players packed their belongings into trash bags and went their separate ways.

Armed with the Defensive Player of the Year (Ray Lewis), the Offensive Player of the Year (Jamal Lewis) and six other Pro Bowlers, Billick intends to take the Ravens to the next level in 2004.

"It's exciting to think where we're at right now," he said.

DIXON-TROXELL AMERICAN LEGION POST #211 FUNKSTOWN, MD

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Tues.	Fried Chicken Dinner w/2 Veggies	\$4.95
Wed.	Shepherd's Pie w/1 Veg	\$4.95
Thurs.	Salmon Cakes w/2 Veggies	\$6.25
Fri.	Fried Haddock Sandwich w/Fries	\$3.95
	Fried Haddock Dinner w/2 Veggies	\$7.50
Sat.	Prime Rib w/2 Veggies	\$10.95
Sun.	Stuffed Chicken Breast w/2 Veggies	\$6.25
	Ladies' Auxiliary Meeting Weds. Bingo	
Thurs.	Age of Diamond Drawing	
Fri.	Prize Night	

Members and their guests

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WASHINGTON COUNTY EARLY ACTION COMPACT PUBLIC MEETING

The Washington County Department of Planning and Community Development will hold a stakeholders meeting to discuss and obtain public input on the proposed Early Action Compact program in compliance with the EPA Air Quality Standards. The meeting will be held in the conference room of the

WASHINGTON COUNTY ADMINISTRATIVE ANNEX

80 W. Baltimore St., Hagerstown, MD

on Wed., January 14, 2004 at 6:00 p.m.

If you have any questions, please call

240-313-2430

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Tues.	2 PC BBQ Chicken	\$5.75
	Low Carb Pork & Sauerkraut	\$4.95
Wed.	Winter Pk	\$4.95
	Swiss Steak	\$5.56
	Low Fat Salsa Chicken Salad	\$3.29
Thurs.	Spaghetti	\$5.25
	Low Fat Turkey Terrazini	\$5.25
Fri.	Baked Fish	\$5.25
	Tuna Casserole	\$4.95

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Cumberland Valley & Washington County

Health Department's Breast &

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For more information

Call 301-665-4671

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AMERICAN LEGION POST 202 MENU WEEK OF

Dec. 29th, 2003 thru Jan. 4th, 2004

Monday, Dec. 29th, 2003

FLASH BACK MENU - Starts at 11 a.m.

ATCC POST LOCK HIGHWAY - 4 p.m. - \$4.25

Tuesday, Dec. 30th, 2003

Steak & Cheese or Chicken Wrap w/F - \$4.50

Chicken Burger - 3 or 7:30 p.m. - \$5.75

Wednesday, Dec. 31st, 2003

ATCC Original Battered Dipped Fish w/2 Veggies - \$4.25

Stuffed Peppers w/2 Veggies - \$4.95

"HAPPY NEW YEAR"

Thursday, Jan. 1st, 2004

Roast Pork & Sauerkraut w/Mashed Potatoes - \$4.50

ATCC Spaghetti w/Tossed Salad & Garlic Bread - \$4.95

Friday, Jan. 2nd, 2004

Beef-Hall Chicken w/2 Veggies - \$5.25

Batter-Battered Fish w/2 Veggies - \$5.75

Saturday, Jan. 3rd, 2004

Prime Rib w/Potato Potatoes & Tossed Salad - \$10.95

Grilled Chicken Sandwich w/F & Cole Slaw - \$4.75

Club Cake Dinner w/2 Veggies - \$9.45

Sunday, Jan. 4th, 2004

Country Style Sausages w/2 Veggies - \$5.95

Deep Fried Haddock w/2 Veggies - \$5.95

Breakfast served daily - 7 a.m. till 11 a.m.

ATCC Breakfast Buffet on the weekend - \$5.75

Children under 10 - \$2.50

Upcoming Events:

Dec. 29 - Monday Night Football

Wed. Night - Dec. 31 - Steak Night - \$10.95

Get the Second Step for Ball Field

Remains Every Thursday Night w/2 Veggies

New Year's Eve Party - Tickets Available

If You Haven't Gotten Your Tickets, There is Still Time!

Feb. 1 - Super Bowl Party

Look For Events for the Upcoming Year

Members and Guests

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A G E N D A

WASHINGTON COUNTY DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT

EARLY ACTION COMPACT PUBLIC MEETING

Washington County Administrative Annex Conference Room

80 West Baltimore Street, Hagerstown, Maryland

January 14, 2004 at 6:00 p.m.

- I. Opening Comments - Washington County**
- II. Presentation - MDE**
- III. Public Comment**
- IV. Adjournment**





A Protocol for Voluntary Plans to Achieve
and Maintain the 8-Hr. Ozone Standard

Early Action Compact for Washington County

Presented by:

Randy Mosier – MDE

Mike Nixon – MDOT

Jim Frazier - Baker



Overview of the EAC

The Early Action Compact (EAC) is a way for local areas to take a proactive approach to meeting the 8-hour ozone standard faster than would otherwise be required.

In exchange for working to achieve cleaner air on an accelerated timeline, local areas are granted greater flexibility in **how** they control local emissions sources.



Areas Eligible for an EAC

For areas to be eligible to use an Early Action Plan, they must:

- Be in attainment of the 1-hour Ozone Standard with NO monitored violations, and
- Approach or monitor exceedances of the 8-hour Ozone Standard.



3

Principles of the EAC

- Early planning, implementation, and emission reductions leading to expeditious attainment and maintenance of the 8-hour ozone standard;
- Local control of the measure to be employed, with broad based public input;
- State support to endure technical integrity of the Early Action Plan;



4

Principles of the EAC (cont.)

- Formal incorporation of the Early Action Plan into the SIP;
- Deferral of effective date of nonattainment designation and related requirements so long as all Compact terms and milestones are met; and
- Safeguards to return areas to traditional SIP requirements if Compact terms and/or milestones are unfulfilled, with credit given for emission reduction measures implemented.



5

Stages of EAC

- Develop Compact.
 - ☒ December 31, 2002
- Submit initial list of local control measures.
 - ☒ June 16, 2003
- Biannual EAP progress reports.
 - ☒ June 30, 2003
- Perform technical modeling of local control measure options.
 - Joint effort with MD, VA(lead), and WV
 - ☐ August 31, 2003 (EPA granted extension)
- Biannual EAP progress reports.
 - ☐ December 31, 2003



6

Stages of EAC (cont.)

- Obtain Stakeholder input.
- Public Meeting
- Submit final EAP, with full descriptions, analysis, and modeling of local control measures.
 - ☐ March 31, 2004
- Incorporate EAP control measures into state SIP.
- Submit revised SIP to EPA.
 - ☐ December 31, 2004



7

Stages of EAC (cont.)

- EPA to take action on any SIP or TIP revisions submitted by Dec. 2004 deadline.
 - ☐ September 30, 2005
- Deadline to implement EAP control measures.
 - ☐ December 31, 2005
- Deadline to attain the 8-hour Ozone Standard.
 - ☐ December 31, 2007



8

Consequences of EAC

- If area **reaches** attainment in 2007:
 - EPA designates area as in attainment of 8-hour standard with no further requirements.
- If area **fails to reach** attainment in 2007:
 - Area reverts back to regular designation and implementation process,
 - Area receives credit for control measures implemented,
 - Area will not receive any special delays or extensions.



9

Failure of EAC

- Transportation planning becomes subject to new air quality related requirements
 - Non-attainment
 - Conformity
- New pollution control programs may need to be implemented
- Area must participate in new air quality planning processes (SIP process)



10

EPA 8-hr NA Designations

- EPA letter to Governor Ehrlich (Dec 3, 2003)
 - Identifies all areas in MD to be classified as NA for 8-hr ozone
 - Identifies Washington County as EAC
- IF EAC milestones or requirements NOT met:
 - Washington County separated from Wash. DC
 - BUT, classified the same as Washington DC in a higher classification
 - Likely Serious NA
 - May not be able to attain until Washington DC reaches attainment
 - Will be subject to additional control measures
 - OTR measures already subject to Wash Co.
 - New Source Review, VEIP, RACT

MDE



11

Possible New Controls

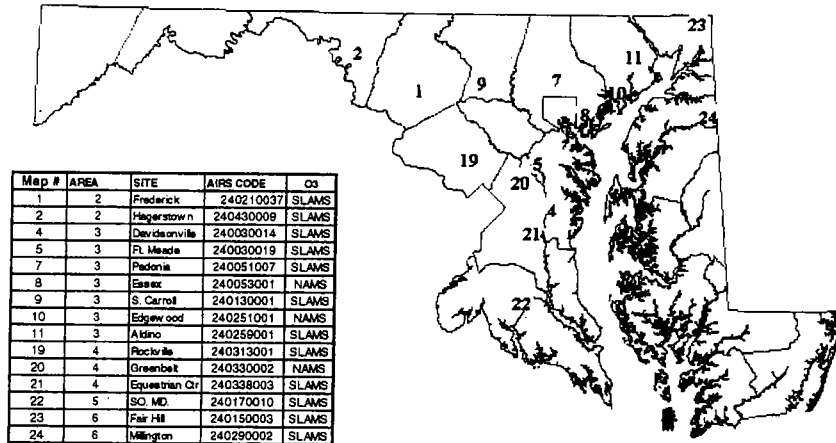
- EPA rules still pending
- Serious NA under 1990 CAA
 - Emissions offsets 1.2 to 1
 - Reformulated Gasoline (RFG)
 - Stage II controls
- Other controls already mandated in DC

MDE

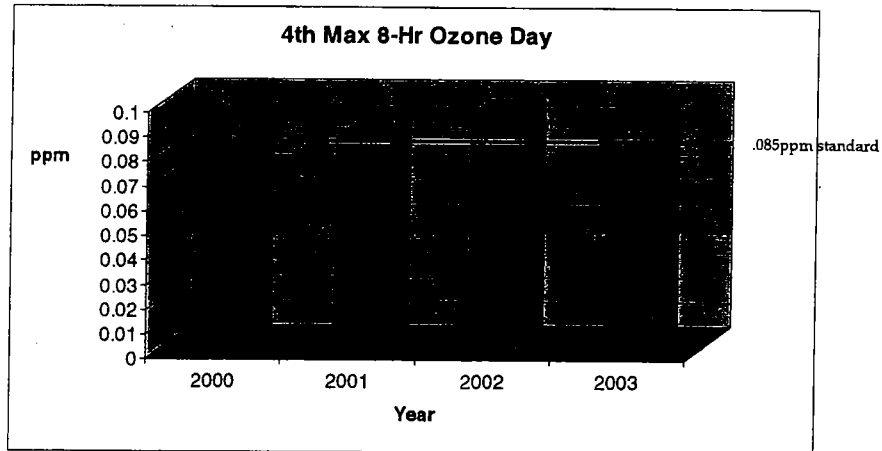


12

Ozone Monitors in Maryland

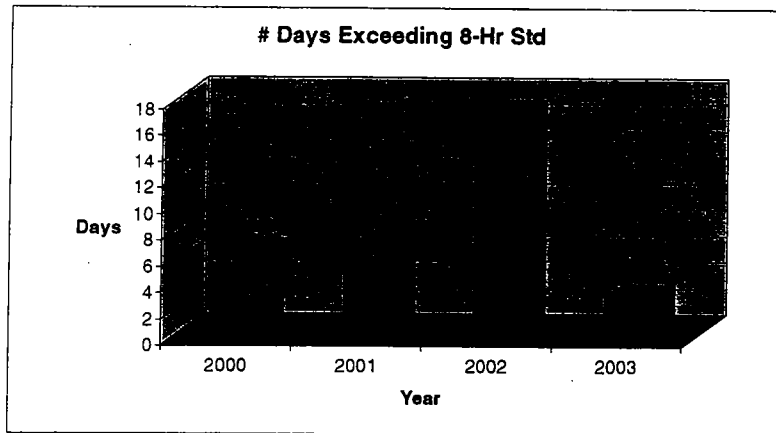


8-Hour Ozone Levels in Wash Co.



14

Wash Co. Days over Standard



15

Washington Co. Design Value

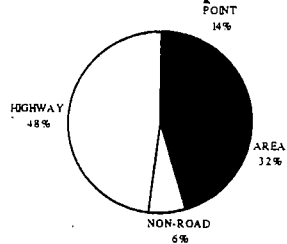
- 8-Hour Ozone Standard 0.085 ppm
- Design Value 2001-2003
 - Average of 4th MAX over 3-years
 - **0.087 ppm**



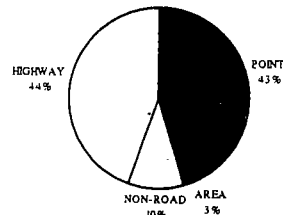
16

1999 Emissions Inventory

VOC: Total = 19.02 tpd



NOx: Total = 28.65 tpd



17

EAC Control Measures

- Measures already implemented or scheduled for implementation
 - Federal / State / Local
 - OTR controls
 - NOx SIP Call
 - “Clear Skies” – Administration proposed revision of NSR and transported pollution rules
 - may reduce NOx SIP Call effectiveness
- Possible control measures
- Others considered but not viable



18

Potential Control Measures

- VMT and Trip Reduction Measures
- Speed Flow and Delay Improvements
- Federal / State / OTR measures
- Vehicle Acquisitions / Retrofits
- Area Sources – CP/AIM/PFC
- Stationary Sources – RACT
- Fleet Operations – Idling restrictions



19

Washington Co Actions

- Present to County Commissioners
- Progress Report due December 31, 2003
- Invigorate stakeholder process
- Review and identify potential control measures
- County/MDE/MDOT active CM selection
- Hold public meeting
- County Commissioners CM approval
- Final EAC Submittal due March 31, 2004



20

Control Measures Implemented or Scheduled

DRAFT

SOURCE CATEGORY		Color Code	Description / Comments	Status	Emission Benefits	
Control Measure/ Description					VOC kg/day	NOx kg/day
HIGHWAY						
VMT and Trip Reduction Measures						
Ride-matching/Commuter Connections (Car and Vaupool Programs / Incentives / Employer Participation.			Ride-matching: 30 commuters from Washington County (COG/MTA info for ride-sharing).	1.- Used MAQONE for analysis.	-0.33	-0.31
Incentives and support for car and vaupool and promoting alternate transport methods.)						
Transit Programs (including bus pool) Incentives / Employer Participation.			1.- Received information for County Commuter bus services.	1.- Used MAQONE for analysis.	-5.30	-4.19
Busing/rail/transit incentive programs offered to employees by employers. (Use in combine with public transit/ infrastructure measure).			2.- Received information for Turning Point transit services.	2.- Used MAQONE for analysis.	-0.43	-0.41
Park and Ride Lots and Improvements			3.- Commuter bus service from Hagerstown to Shady Grove Metro Station.	3.- Used MAQONE for analysis.	-1.65	-1.75
1. Telework/			Existing PNR lots in the county.	1.- Used MAQONE for analysis.	-1.77	-1.80
2. Telecommuting (Incentives/support for telecommuting)			1.- Telework centers in Hagerstown, and Fredrick.	1.- Hagerstown TC done.	-0.19	-0.22
Public Education Efforts-(Institute ozone awareness and energy/ resource conservation programs for public, employers, school students, community groups, etc)			2. Telecommuter data.	2. Used MAQONE for analysis.	-2.87	-3.12
E-government / E-commerce Enhancements			Stage 1. Outreach program			
New Jobs Tax Credit Incentives			Expand existing programs to Wash Co - MDE Programs.			
Growth Management Program			Types reduced or eliminated by using on-line services from Washington County website.	Limited data. Used MAQONE for analysis.	-1.59	-0.31
			Reduction in work trip length by employees included in this program.	Used MAQONE for analysis.	-1.59	-1.85
			Hopewell Valley Promotion	Limited data. Used MAQONE for analysis.	-13.24	-15.42
Speed, Flow, and Delay Improvements						
Intersection Improvements (Dedicated turn lanes, improved signalization, etc. Some may already be a part of the TIP or Plan.)			Take credit for all 3 Intersection Improvement programs in the SHA Memorandum.	Awaiting data from MDOT.		
Interchanges			SHA memo - 1 program	Awaiting data from MDOT.		
Signalization Improvements- Signal coordination, other.			SHA memo - 3 programs	Used MAQONE for analysis.	-10.22	-3.08
Incident Management/ITS/ETC			Ongoing Incident Management programs with CHART	Awaiting data for 1 program.		
			FY 2007 Incident Management Programs with CHART	Used MAQONE for analysis.	-17.59	-7.99
				Used MAQONE for analysis.	-19.86	-8.97
Federal Control Measures						
NLEV			NLEV - MD opted in 1999	Calculated with MOBIL E6.	-81.65	-99.79
Tier II			Phase in 2004; vehicles and gasoline	Calculated with MOBIL E6.	-780.18	-2821.35
HDE Standard			2004 heavy duty engine standard	Calculated with MOBIL E6.	0.00	-172.37
State Control Measures (OTR Programs)						
IM programs (OBD, IM240)			MD VEIP (OBD II, IM240)	Calculated with MOBIL E6.	-480.81	-562.46
				Subtotal:	-1419.27	-3705.39

Possible Control Measures for Washington County

DRAFT

SOURCE CATEGORY	Control Measure/Description	Color Code	Description / Comments	Status	Emission Benefits	
					VOC kg/day	NOx kg/day
HIGHWAY <i>VMT and Trip Reduction Measures</i>	Busing/transit incentive programs offered to employees by employers. (Use in combine with public transit/ infrastructure measure).		Propose Free Code Red ride on the transit service.	No		
	Transit Service Expansions (geographic, service frequency, other).		Ask MTA. Initial expectation – not likely.	No		
	Public transit infrastructure		Government MOU for CWW/AWS.	No data received.		
	Flextime / Alternative Work Schedules (hours, days, or weeks).					
	(Employer voluntary adjustment of work schedules and/or credit for employer plans to adjust work schedules to reduce peak travel.)					
State Control Measures (OTR Programs)	1. Voluntary Clean Air Programs		1. Clean Air Partners/Ozone Action Days. Voluntary programs.			
	2. Public Education Efforts (Institute ozone awareness and energy/resource conservation programs for public, employers, school students, community groups, etc)		2. Stage 2. Outreach program. Expand existing programs to Wash Co – MDE Programs.			
	Mandate low RVP					
Fleet Operations	Expansion of Reformulated Gasoline to Washington County		Washington County does not have a RFG.	Calculated RVP with MOBILE6.	-671.32	-45.36
	Stage II Controls		Credit if already implemented.			
Vehicle Acquisitions ULEV and SULEV Vehicles as Replacements for Existing Standard Vehicles or Fleet Expansions Accelerated Fleet Replacement Cycles	Diesel Outreach Programs:		Gov MOU. Outreach efforts for voluntary reductions. Truck Gate Idling. Truck stop electrification, etc.	No programs.		
	-Vehicle Idling Policies/Restrictions: (HDDV)		Data required for Truck counts from I-81 study and SHA counts for Wash Co.	No programs.		
	-Restrictions on fleet and location of idling.		Public outreach.	No programs.		
	-Delivery Times Outside Peak Travel Time Periods		Gov MOU, Clean Air Partners, Episodic Control Measure.	No programs.		
	-Refueling in Evening Hours			No programs.		
OTHER MOBILE SOURCE (Off-Road)	Limits on Use of Construction Activities- Restrictions on days, hours, OAP, etc.		Tied in with Fleet replacement.			
	Fuels-		1. Check with Wash Co Gov for any fleet replacement programs. 2. Check MTA for transit fleet replacement			
	Programs to promote the use of lower polluting fuels for off road mobile equipment. These programs can be voluntary, mandatory, or incentive-based.		Percentage of Construction Activities taking place during off-peak hours (night time)			
	Engine Retrofits-		Impacts of new diesel rules on off-road model.			
	Replacement or reworking of older higher emitting engines with newer lower emitting parts.		Impacts diesel retrofits on off-road model.			
	Vehicle Replacement-		Impacts of low emission vehicles on off-road model.			
	Replacement of older higher emitting vehicles with newer lower emitting vehicles.					
	Locomotive Engine Replacement		Impacts of train engine replacement on off-road model.			

Possible Control Measures for Washington County

DRAFT

SOURCE CATEGORY		Color Code	Description / Comments	Status	Emission Benefits	
Control Measure/ Description	VOC kg/day				NOx kg/day	
AREA SOURCES						
	Lawn and Garden Equipment Scrappage / Replacement Programs- Encouraging accelerated turnover/replacement of older higher emitting devices with newer lower emitting models		Previous programs in Baltimore/D.C. Need funding source. If funding source available then implementable program.			
	Landside Conditioned Air / Idling Restrictions- Use of on-board auxiliary power units or ground power units in lieu of running aircraft engines.		Check along with Airport Expansion Plan.	Current Airport Expansion Plan does not address this control measure.		
STATIONARY SOURCES						
	NOx and/or VOC Reductions by Specific Permitted and Un-permitted Sources- Voluntary or mandatory reduction programs to achieve emissions reductions greater than existing emissions reduction requirements.					
	New Source Review					

Color Code Legend:

Measures Already Implemented

Measures Schedule for Implementation (by 2007)

New Measures

Measures Implemented in Baltimore or D.C., New to Washington County

The Washington County Department of Planning & Community Development

EARLY ACTION COMPACT PUBLIC MEETING

Wednesday, January 14, 2004 - 6:00 p.m.

SIGN-IN SHEET

Name / Organization / Address / Telephone Number	E-Mail Address
1. Vikki NELSON 301-733-1150	HVN21740@aol.com
2. Howard Simons 410-865-1296	
3. Jill Baker/Wash Co Planning/240-313-2430	jbaker@washco-md.net
4. Randy Mosier / MDE	
5. Michael Nixon /MDOT / 410-865-1295	mnixon@mdot.state-md.us
6. Sandy Coffman / W.Co.Planning / 240-313-2430	scoffman@washco-md.net
7. Jane Hershey	
8. Steve Goodrich / W.Co.Planning / 240-313-2430	SGoodrich@washco-md.net

**WASHINGTON COUNTY DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
EARLY ACTION COMPACT PUBLIC MEETING
JANUARY 14, 2003**

The Washington County Department of Planning and Community Development held a stakeholders public meeting in the Washington County Administrative Annex Conference Room located at 80 West Baltimore Street, Hagerstown, Maryland on January 14, 2003 at 6:00 p.m. The stakeholders public meeting was scheduled to discuss the Early Action Compact process for Washington County and to obtain input and answer any questions pertaining to the plan.

Present were: Howard Simons, Air Quality Programs Manager – MD DOT; Mike Nixon, Regional Planner-MD DOT; Randy Mosier, Maryland Department of the Environment; Stephen T. Goodrich, Washington County Interim Planning Director and MPO Coordinator; Jill Baker, Associate Planner and Sandy Coffman, Administrative Assistant, Washington County Planning and Community Development. Vikki Nelson and Jane Hershey, citizens of the County were also in attendance.

OPENING COMMENTS

Interim Planning Director, Steve Goodrich welcomed those in attendance. He explained that the stakeholders meeting was being held prior to preparing the final Early Action Compact (EAC). The EAC is a means for local areas, like Washington County, to be proactive about meeting new air quality standards. This stakeholders meeting is to inform the citizens of Washington County about the process and to also obtain input and recommendations on possible activities to be conducted in Washington County, to help reduce air pollution.

PRESENTATION – Maryland Department of the Environment (MDE)

Mr. Mosier of MDE provided a presentation on the updated process of the Early Action Compact for Washington County. He stated that the PowerPoint presentation would be informal and that he would welcome any questions regarding the information provided.

Overview

Washington County is working with the Maryland Department of Environment, the Environmental Protection Agency and the Maryland Department of Transportation, in entering into what is known as the Early Action Compact. Essentially, there are more stringent air quality requirements to address ground level ozone pollution for the State of Maryland. The State had been measuring the ground level ozone over a 1-hour period. In 1997, the Environmental Protection Agency (EPA) issued more stringent regulations to measure the ground level ozone, over an 8-hour period. There are a series of monitors to measure air quality setup throughout the State of Maryland. Whenever the EPA measures a pollutant value that exceeds the standard, that area is considered in non-attainment and is required to do a number of air quality controls. The monitor located in Hagerstown has been meeting the 1-hour standard, but it does not meet the 8-hour standard. The EPA has realized that, rather than considering regions collectively at a non-attainment status and subjecting the different regions to the same rules, the EAC has provided an opportunity for areas, such as Washington County, to be proactive to help the County achieve the clean air standard earlier. Washington County is the only county in Maryland that has officially entered into a compact with the EPA. The EPA is also working on an Early Action Compact with Kent and Queen Anne's Counties in Maryland, Berkeley and Jefferson Counties in West Virginia, and Frederick County in Virginia.

Areas Eligible for an EAC

For an area to be eligible to utilize an Early Action Plan, they must be:

- In attainment of the 1-hour Ozone Standard with no monitored violations, and
- Approach or monitor exceedances of the 8-hour Ozone Standard.

Principles of the EAC

By entering the EAC, the following principles apply and occur:

- Early planning implementation must occur earlier than other regions throughout Maryland and elsewhere throughout the Country;
- Local controls need to be established with the public input process, including advertised meetings, giving the general public the opportunity to provide comments and any suggestions;
- The Early Action Plan is being developed in a very detailed document, that will eventually be incorporated into what is known as a SIP (State Implementation Plan). The SIP is a document that essentially defines the goals and objectives to meet the air quality standards. Included are the demographics, economic factors, air quality information, and a list of controls that are in place and conceived to help meet the air quality goals;
- A deferral of the effective date of nonattainment designation (Being dubbed as a nonattainment area, can bring some additional economic and planning burdens on a region and makes the transportation and air quality planning process more complicated);
- Should Washington County not meet an EAC agreement with the EPA, it would have to return to a traditional SIP process and continue with the same timeframe as the rest of the region.

Stages/Timeline of EAC

Efforts to Date:

December 31, 2002:	Washington County, MDE, and EPA entered into an Early Action Compact
June 16, 2003:	Initial list of local control measures submitted
June 30, 2003:	Biannual EAP progress reports submitted
December 31, 2003:	Biannual (2 nd) progress report was submitted to EPA
Ongoing efforts:	Technical modeling with MD, VA, and WV
January 14, 2004:	(Tonight) – stakeholder public meeting

Future Efforts:

- Schedule public meeting
- Submit final EAP by March 31, 2004, outlining proposed measures
- Incorporate EAP control measures into State SIP
- Submit revised SIP to EPA by December 31, 2004
- EPA will take action on any SIP submitted by September 30, 2005
- The control measures will have to be implemented by December 31, 2005

**** *Deadline to attain the 8-hour Ozone Standard - December 31, 2007***

The Baltimore/Washington region does not have the option to enter into an Early Action Compact because that region did not meet the 1-hour or 8-hour Ozone Standard and their deadline to meet the standard is 2010.

Consequences of EAC

- If an area reaches attainment in 2007:
 - EPA will designate the area as “in attainment” with no further requirements
- If the area fails to reach attainment in 2007 (By either missing parts of the Early Action Compact, (i.e. failure to meet a submittal requirement, failing to implement control measures, or the air quality is still poor), the area would:
 - Revert back to its regular designation and implementation process (i.e. 2010 deadline, additional controls)
 - Area receives credit for the control measures implemented and those measures would be applied to the SIP,
 - Areas will not receive any special delays or extensions.

Failure of EAC

- Transportation planning becomes subject to new air quality related requirements, which is very burdensome to an area (Non-attainment, Conformity)
- Additional new pollution control programs may need to be implemented
- Area must participate in new air quality planning processes (SIP process)

Mr. Simon added that he would be more concerned about the economic implications to the county more so than the implications to transportation, particularly new businesses coming into the area.

EPA 8-hour Non-Attainment (NA) Designations

- **EPA letter to Governor Ehrlich (December 3, 2003):**
 - Identifies all areas in MD to be classified as NA for 8-hour Ozone Standard
 - Identifies Washington County for EAC in the letter from Governor Ehrlich
- **If EAC milestones or requirements are not met:**
 - Washington County separated from Washington, DC area, but classified the same as Washington, DC, in a higher classification
 - Likely "Moderate" or "Serious" NA. (Most likely follow the classification for Washington, DC)
 - Another classification between Moderate and Serious has also been recommended
 - OTR measures already subject to Washington County

Possible New Controls

- EPA rules still pending
- Serious NA under 1990 CAA
 - Emissions offsets 1.2 to 1
 - Reformulated Gasoline (RFG) may be required at gas stations (lower pollutant gasoline)
 - Stage II controls, which are vapor recovery systems on gasoline nozzles (already in place in the Baltimore and Washington areas)
 - Other controls already mandated in DC

Mr. Moser provided several visuals outlining the air-monitoring network in Maryland and Washington County for the ground level ozone. Ground level ozone is a pollutant that is very much driven by the weather. He also explained a visual showing the number of days that Washington County exceeded the 8-hour Ozone Standard.

Washington County Design Value

- EPA measures the 8-hour ozone level by averaging every three years, at the standard of **0.085 parts per million (ppm)**
- The Design Value of 2001-2003:
 - Washington County is just above the threshold at **0.087 ppm**

1999 Emissions Inventory

There are two types of pollutants that are analyzed to solve a ground level ozone problem. The two types are volatile organic compounds (VOC) and nitrogen-oxides (NOx). Mr. Moser provided an explanation of the graph showing the percentages of VOC and NOx in the 1999 Emissions Inventory.

EAC Control Measures

- Mr. Moser stated that there are already a number of existing controls or scheduled implementations on the Federal, State, and local levels. Enhanced vehicle emission stations are located in Washington County, which is a high level control already in place, as opposed to any other region throughout the nation applying for the EAC.
- Ozone Transport Region (OTR) is an area where a number of states throughout the northeast have agreed to enter into similar controls.
- "Clear Skies" is another means, by the Federal Administration, to limit the number of transported pollution that comes into a region from out of state.

Potential Control Measures

- VMT and Trip Reduction Measures
- Speed Flow and Delay Improvements on Roadways
- Federal / State / OTR Measures
- Retrofits for Vehicles
- Stationary Sources – "Reasonably Available Control Technology" (RACT)
- Fleet Operations – Idling Restrictions

Washington County Actions

- ✓ Present to County Commissioners - December 16, 2003
- ✓ Progress Report was submitted to EPA by December 31, 2003
- ✓ Stakeholder public meeting process (*occurring this date*)
- Review and identify potential control measures and fine-tune those for Washington County
- An active selection of the control measures
- Hold a public hearing to present the proposed control measures
- Meet again with County Commissioners for their approval of the control measures
- **** Final EAC submittal due by March 31, 2004**

PUBLIC DISCUSSION AND QUESTIONS

Mr. Moser encouraged those in attendance to convey the information provided to area organizations that would benefit from hearing this information, such as the Chamber of Commerce. He further stated that the presentation made during the stakeholders meeting could be made available on MDE's website and also on the Washington County website. He added that a reference was made, as a consideration in the progress report to EPA, to present the EAC information via the website(s) for public information purposes. A citizen in attendance, Ms. Nelson, requested that the presentation information be forwarded to the Chamber of Commerce. Mr. Goodrich stated that he would inquire about adding MDE's presentation on the EAC to the County's website.

Ms. Nelson questioned if the action (EAC) was a voluntary process. Mr. Moser explained that it was a voluntary process and that the Maryland Department of Transportation and the Department of the Environment are working together with Washington County to formulate a formal plan to pursue the EAC.

Mr. Goodrich questioned, if it was a choice, between having to comply with strict controls in the future, or deciding early on to do several things to reduce the pollution, so that the County does not have to comply with the stricter regulations. Mr. Moser stated that, depending on the classification that the Washington Metropolitan region is dubbed, which will be determined by the EPA in December 2004, and if Washington County was not of the elective process, it would be classified the same as the Washington Metro area. Mr. Simmon added that, if Washington County did nothing, it would be subject to the conformity requirements in 2005. By entering into the EAC, the County is delaying the selection to the end of 2007. At that time, after

the SIP is submitted and accepted, then the County would never have to follow the 8-hour standard. However, at that time, if the EPA determines the standard is not being met, then the County would be classified as being 8-hour nonattainment, which the EPA would have originally had the County enter into in 2005, if the EAC was not submitted. Therefore, entering into the EAC actually delays the process.

Ms. Nelson questioned if there were performance requirements, standards or steps to achieve in a timeframe to reach the quality standard. Mr. Moser replied that, it is a part of the requirement, to be dubbed "in attainment" the monitors would need to record levels that are below the standard. As a part of the plan and through a formal submission (SIP), the County will need to demonstrate that the control measures selected will help the County achieve the standard by limiting the amount of nitrogen oxide and VOC produced locally in the area. Mr. Moser stated that there is general awareness throughout the air quality and transportation communities that many of the problems that Washington County faces is not locally produced pollution, but transported from other states into this region. There are regional controls going into effect now and some controls will be phased in throughout 2005-2007 that will make a bigger impact on this area. To bring fairness and equity to the region, it was emphasized in each document submitted to EPA, that Washington County is in close proximity of nearby states that are not subject to same stringent measures as Maryland. The hope is that the regional controls implemented will make a considerable difference in the 8-hour Ozone Standard in Washington County, as well as, the additional local controls selected, along with the vast list of controls that Washington County is already performing.

FUTURE MEETINGS

Future meetings will be scheduled to continue the process for submitting the final EAP by March 31, 2004.

ADJOURNMENT

Mr. Moser thanked those in attendance. Mr. Goodrich also thanked Mr. Moser for the presentation. There being no further business, the meeting adjourned at 6:45 p.m.



**WASHINGTON COUNTY DEPARTMENT OF
PLANNING AND COMMUNITY DEVELOPMENT**

Washington County Administrative Annex
80 West Baltimore Street
Hagerstown, Maryland 21740-6003
Telephone: 240-313-2430
FAX: 240-313-2431
Deaf and Hard of Hearing call 7-1-1 for Maryland Relay

MEMO TO: Potential Interested Parties

FROM: Stephen T. Goodrich, Interim Planning Director 

DATE: February 13, 2004

SUBJECT: Early Action Compact Update - Public Meeting

*Please be advised a public meeting will be held on **Wednesday, February 25, 2004 at 6:00 p.m.** to discuss the proposed Washington County Early Action Compact program in compliance with the EPA Air Quality Standards. The public meeting will be held in the conference room of the Washington County Administrative Annex, 80 West Baltimore Street, Hagerstown, Maryland.*

If you have any questions or need directions, please contact the Washington County Department of Planning and Community Development at (240) 313-2430.

STG/sac



**INVITATIONS TO THE PUBLIC MEETING
SENT TO THE FOLLOWING:**

- MUNICIPALITIES (see attached listing)

- CITY OF HAGERSTOWN

- CHAMBER OF COMMERCE
111 W. Washington Street
Hagerstown, MD 21740

- GREATER HAGERSTOWN COMMITTEE, INC.
5 Public Square
Hagerstown, MD 21740 Attn: Art Callaham

- ECONOMIC DEVELOPMENT COMMISSION – Tim Troxell, Director

- JIM LAIRD
Citizens for the Protection of Wash. Co.
1903 Maplewood Drive
Hagerstown, MD 21740

Washington County
Municipal Corporations

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Town Hall
21 North Main Street
Boonsboro, MD 21713

Charles F. "Skip" Kauffman, MAYOR

Howard Long, Asst. Mayor
Richard E. Hawkins, Sr.
Gene Smith
Richard Gross
Ray Grove
Kevin Chambers

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Town Hall
P. O. Box 104
Clear Spring, MD 21722

Paul D. Hose, Jr., MAYOR

Julianna Albowicz, Vice Mayor
Gary L. Grove
Terry Baker
Mason B. Munday

FUNKSTOWN (791-0948)

Town Hall
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Funkstown, MD 21734

Robert L. Kline, MAYOR

Paul N. Crampton, Jr., Asst. Mayor
Sharon Chirgott
Kim Ramer
Robert Rodgers, Jr.
Richard Nigh
John Phillips

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City Hall
One East Franklin Street
Hagerstown, MD 21740

William M. Breichner, MAYOR

Kristin B. Aleshire
N. Linn Hendershot
Lewis C. Metzner
Carol N. Moller
Penny May Nigh

HANCOCK (678-5622)

Town Hall
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Hancock, MD 21750

Daniel Murphy, MAYOR

Randy Pittman
David B. Smith
W. Gregory Yost
Darwin Mills

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Keedysville, MD 21756

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Matt Hull, Asst. Mayor
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Russell Weaver
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Marjorie Jamison

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Town Hall
P. O. Box 237
Smithsburg, MD 21783

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Elizabeth "Peachy" Mann
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Town Hall
P. O. Box 307
Williamsport, MD 21795

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James McCleaf.
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Roxanne Long

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OF COUNTY COMMISSIONERS**

County Administration Building
100 West Washington Street
Hagerstown, MD 21740
(301) 791-3090

Gregory I. Snook
William J. Wivel
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John C. Munson



**WASHINGTON COUNTY DEPARTMENT OF
PLANNING AND COMMUNITY DEVELOPMENT**

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Hagerstown, Maryland 21740-6003
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TEXT OF BACK PAGE NEWSPAPER AD

(Larger Text and Bold) Washington County Early Action Compact Public Meeting

The Washington County Department of Planning and Community Development will hold a public meeting to discuss and obtain public input on the proposed Early Action Compact program in compliance with the EPA Air Quality Standards. The meeting will be held in the conference room at the Washington County Administrative Annex, 80 West Baltimore Street, Hagerstown, MD on **Wednesday, February 25, 2004 at 6:00 p.m.** If you have any questions, please call (240) 313-2430.

INSTRUCTIONS

Publish 1 time each - Morning Herald and Daily Mail
Dates of Publication – **2/20/04, 2/23/04**

Please Bill - Washington County Department of
Planning & Community Development
80 West Baltimore Street
Hagerstown, MD 21740
(240) 313-2430





**WASHINGTON COUNTY DEPARTMENT OF
PLANNING AND COMMUNITY DEVELOPMENT**

Washington County Administrative Annex

80 West Baltimore Street

Hagerstown, Maryland 21740-6003

Telephone: 240-313-2430

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CERTIFICATION OF NEWSPAPER AD

I, Herald Company received prepared
back page ads from the Washington County Planning and Community Development for
Public Notice on Feb. 18th, 04 at 8:25
(Date) (Time)

These ads will be published on February 20, 2004 and on February 23, 2004, both
papers.

Herald Company
Signature
Herald Mail Company

cc: file



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Mon. Creamed Chipped Beef
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Wed. Meat Loaf w/2 Vgs.
Thurs. Baked Ham w/2 Vgs.

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WASHINGTON COUNTY EARLY ACTION COMPACT PUBLIC MEETING

The Washington County Department of Planning and Community Development will hold a public meeting to discuss and obtain public input on the proposed Early Action Compact program in compliance with the EPA Air Quality Standards. The meeting will be held in the conference room at the:

Washington County Administrative Annex

20 West Baltimore Street, Hagerstown, MD

on Wednesday, February 25, 2004

at 6:00 p.m.

If you have any questions, please call
240-313-2430.

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8:30 a.m. & 10:45 a.m.

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Tuesday, February 24TH
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Fax Cover Sheet

Date: 2/23/04
Message To: Sandy 240-313-2431
Company Name: _____

From: Ann Reynolds
Inside Sales Consultant
1-301-733-5131 ext. 2040
annr@herald-mail.com

Fax Number: 301-733-7264

Number of Pages: _____

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Coffman, Sandy

From: Bassett, Norman
Sent: Friday, February 20, 2004 9:50 AM
To: Coffman, Sandy; 'Allen Swope'; 'Bill Christoffel'; 'Bill Wantz'; 'Debi Turpin'; 'Del. Shank'; 'James Laird'; 'Mark Cheshire'; 'Robert_McKee@house.state.md.us'; 'Rod MacRae'; 'Spring Ward'; 'Bob Dunkle'; 'Carol Mowen'; 'Chris Strovel'; 'Dave Dishneau'; 'Julie Greene'; 'Laura Ernde'; 'Lisa Kline'; 'liz thompson'; 'Mark Kraham'; 'Mike Krafthoffer'; 'N. Bassett'; 'Nathan the Editor'; 'Nikki Hess'; 'Rebecca Matthews'; 'Roger Keller'; 'Ron Krisulevich'; 'Scott Butki'; 'Tamela Baker'; 'Tara Reilly'; 'Terry Headlee'; 'Tom Bradley'; 'Will Kauffman'; 'Boonsboro Mayor/Council'; 'Bruce Zimmerman'; 'Clearspring Mayor/Council'; 'Karen Giffen'; 'Keedysville Mayor and Council'; 'Linn Hendershot'; 'Smithsburg Mayor/Council'; 'Town of Hancock'
Subject: News Release: Early Action Compact meeting



EAC.doc

FOR IMMEDIATE RELEASE

NEWS

CONTACT: NORMAN BASSETT

RELEASE

240-313-2077

Washington County Early Action Compact Public Meeting

The Washington County Department of Planning and Community Development will hold a public meeting to discuss and obtain public input on the proposed Early Action Compact program in compliance with federal Environmental Protection Agency Air Quality Standards.

The meeting is scheduled for Wednesday, February 25th at 6:00 p.m. in the conference room of the Washington County Administrative Annex, 80 West Baltimore Street, in Hagerstown.

For further information, please call (240) 313-2430.

###



**WASHINGTON COUNTY DEPARTMENT OF
PLANNING AND COMMUNITY DEVELOPMENT**

Washington County Administrative Annex

80 West Baltimore Street

Hagerstown, Maryland 21740-6003

Telephone: 240-313-2430

FAX: 240-313-2431

Deaf and Hard of Hearing call 7-1-1 for Maryland Relay

A G E N D A

WASHINGTON COUNTY DEPARTMENT OF PLANNING & COMMUNITY DEVELOPMENT

EARLY ACTION COMPACT PUBLIC MEETING

Washington County Administrative Annex Conference Room

80 West Baltimore Street, Hagerstown, Maryland

February 25, 2004 at 6:00 p.m.

- I. Opening Comments - Washington County**
- II. Presentation - MDE**
- III. Public Comment**
- IV. Adjournment**





A Protocol for Voluntary Plans to Achieve
and Maintain the 8-Hr. Ozone Standard

Early Action Compact for Washington County

Presented February 25, 2004 by:
Jill Baker / Steve Goodrich – Wash. Co.
Randy Mosier – MDE
Howard Simons / Mike Nixon – MDOT



Agenda

- Update since December 16, 2003 presentation to Commissioners
- Stages of EAC Process
- Consequences for Failure to Attain
- Ozone Monitor Data
- Control Measures for Action Plan
 - ✓ Implemented
 - Scheduled for Implementation
- Contingency Measures
- County Action Items



2

Stages of EAC Process

- Develop Compact.
 - ☑ December 31, 2002
- Submit initial list of local control measures.
 - ☑ June 16, 2003
- Biannual EAC progress reports.
 - ☑ June 30, 2003
- Perform technical modeling of local control measure options.
 - Joint effort with MD, VA(lead), and WV
 - August 31, 2003 (EPA granted extension)
- Biannual EAC progress reports.
 - ☑ December 31, 2003



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Stages of EAC Process (cont.)

- Obtain Stakeholder input & Public Meeting
 - ☑ January 14, 2004
 - ☑ February 25, 2004
- County Commissioner's Approval
 - Mid-March 2004
- Submit final EAP, with full descriptions, analysis, and modeling of local control measures.
 - NLT March 31, 2004
- Incorporate EAC control measures into state SIP.
- Submit revised SIP to EPA (MDE).
 - December 31, 2004



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Stages of EAC Process (cont.)

- EPA to take action on any SIP revisions submitted by Dec. 2004 deadline.
 - September 30, 2005
- Deadline to implement EAP control measures.
 - December 31, 2005
- Deadline to attain the 8-hour Ozone Standard.
 - December 31, 2007



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Failure to Attain by 2007

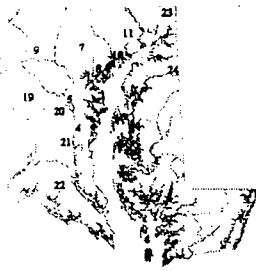
- Area classified as ozone non-attainment, classified same as Washington, DC (likely Serious)
- Subject to new air quality related requirements
 - SIP Planning
 - Transportation Conformity
 - Economic Development
 - Emissions Offsets
- New pollution control programs may be needed to reach attainment



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Ozone Monitors in Maryland

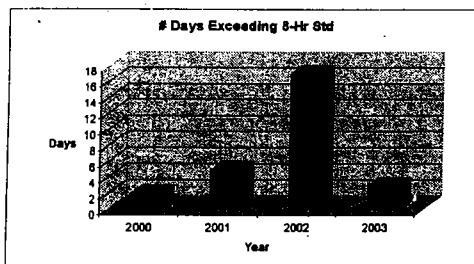
Mon. #	SITE
1	Fredrick
2	Hagerstown
4	Chesapeake
5	P. Mount
7	Potomac
8	Exton
9	S. Cent
10	Edgewood
11	Alam
19	Northville
20	Greenbelt
21	Exxon/Citi
22	RO MD
23	Parish
24	Wilmington



Washington Co. Design Value

- 8-Hour Ozone Standard 0.085 ppm
- Design Value 2001-2003
 - Average of 4th MAX over 3-years
 - 0.087 ppm

Wash Co. Days over Standard



Control Measures for Action Plan

- VMT and Trip Reduction Measures
 - ✓ Ride Matching / Commuter Connections
 - ✓ Transit Programs
 - ✓ Telework Center / Telecommuting
 - ✓ Park and Ride Lots
 - ✓ E-government / E-commerce Enhancements
 - ✓ New Jobs Tax Credits
 - ✓ Growth Management Programs
- Clean Air Partners / Public Education Outreach
- Ozone Action Days
- Air Quality Information Web-Site

Control Measures for Action Plan

- Traffic Flow Improvements
 - ✓ Incident Management / ITS
- SHA Programmed Projects
 - Intersection Improvements
 - Interchange Improvements
 - Signal System Enhancements

Control Measures for Action Plan

- State OTR Programs
 - ✓ Vehicle Emissions Inspection Program (VEIP)
 - ✓ Consumer Products (CP)
 - ✓ Architectural and Industrial Maintenance (AIM)
 - ✓ Portable Fuel Containers (PFC)
 - ✓ Major Stationary Sources – RACT

Control Measures for Action Plan

- Other State and Local Programs
 - ✓ *Low Emissions Highway Marking Paint*
 - ✓ *Landfill Vehicle Replacements*
 - ✓ *NLEV*
 - Fleet Replacements (7)
 - Bus Replacements (13)
 - Bus Engine Upgrades (6)



✓ Implemented
□ Scheduled for Implementation



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Control Measures for Action Plan

- Federal Control Programs
 - ✓ *TIER2 vehicles*
 - ✓ *HDE Standards*
 - ✓ *Off-road engine standards*
 - Low sulfur gasoline and diesel fuel
 - NOx SIP Call (upwind stationary sources)



✓ Implemented
□ Scheduled for Implementation



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Contingency Measures

- MDE / Government MOU for Alternate Work Schedules for Employees
- Low RVP or RFG Program
- State Sponsored - Diesel Vehicle Controls
 - Idling Restrictions
 - Opacity Testing
 - Voluntary Outreach programs
- Gas can and lawnmower replacements



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Washington Co Actions

- Review and identify any additional control measures
- Hold stakeholder / public meeting Feb. 25, 2004
- County Commissioners Approval of EAC Action Plan by mid-March, 2004
- Submit Final EAC by March 31, 2004
- Implement Plan



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The Washington County Department of Planning & Community Development

EARLY ACTION COMPACT PUBLIC MEETING

Wednesday, February 25, 2004 - 6:00 p.m.

SIGN-IN SHEET

	Name / Organization / Address / Telephone Number	E-Mail Address
1.	Victoria Mock St. Lawrence Cement 1260 Security Rd Hagerstown, MD 21742 301-739-1150 EXT 205	vmock@ stlawrencecement .com
2.	JOE SWIRE SIERRA CLUB 27 CHESTNUT AVE BOONSBORO, MD 21713 1-301-432-2186	JM7N BEAR @AOL.COM
3.	RON VITKUN Yogi Bear's Jellystone Resort 16519 Happans Rd. Williamsport, MD 21775 301-223-7117	RON@ Jellystonemaryland.com
4.	Jill Baker Wash Co. Planning 80 W. Balt. St. Hag. MD 21740	jbaker@washco-md.net
5.	Mike Nixon Maryland Dept. of Transportation 410-865-1295	mnixon@mdot.state.md.us
6.	HOWARD SIMMONS " " " " " " 410-865-1296	H.SIMMONS@MDOT.STATE, MD.US
7.	Jim Laird 1903 Maplewood Dr. Hagerstown, MD 21740 301-733-2365	JLaird@verizon.net
8.	Steve Goodrich Interim Planning Director for WASH Co. 240-313-2430	sgoodrich@washco-md.net

The Washington County Department of Planning & Community Development

EARLY ACTION COMPACT PUBLIC MEETING

Wednesday, February 25, 2004 - 6:00 p.m.

SIGN-IN SHEET

Name / Organization / Address / Telephone Number	E-Mail Address
9. (240) 313-2430 Sandy Coffman / Administ. Asst - Planning Dept.	
10. Terry Shrader 15529 Natural Well Rd. Williamsport Md. 301-223-6155	
11. Barbara Hoesemiller 16286 Spielman Rd. 301-223-7834 Williamsport - Md. 21795	
12. Randy Moser - MDE	
13. Victor Blackwell - NBC/25 News	
14.	
15.	
16.	

WASHINGTON COUNTY DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT
EARLY ACTION COMPACT STAKEHOLDER INPUT AND PUBLIC MEETING
FEBRUARY 25, 2004

The Washington County Department of Planning and Community Development held a stakeholders public meeting in the Washington County Administrative Annex Conference Room located at 80 West Baltimore Street, Hagerstown, Maryland on Wednesday, February 25, 2004 at 6:00 p.m. The stakeholder input and public meeting was scheduled to discuss the Early Action Compact process for Washington County and to obtain input and answer any questions pertaining to the Early Action Plan.

Present were: Howard Simons, Air Quality Programs Manager – MDOT; Mike Nixon, Regional Planner- MDOT; Randy Mosier, Maryland Department of the Environment; Stephen T. Goodrich, Washington County Interim Planning Director and MPO Coordinator; Jill Baker, Associate Planner and Sandy Coffman, Administrative Assistant, Washington County Planning and Community Development. Citizens of Washington County were also in attendance

OPENING COMMENTS

Mr. Howard Simons, Air Quality Programs Manager for the Maryland Department of Transportation, welcomed those in attendance and introduced the members of the panel. He explained that the Early Action Compact (EAC), led to the Early Action Plan, which is in the final stages of completion. If the Plan is approved by the Environmental Protection Agency (EPA), it will enable the County to remain in attainment for the 8-hour standard for air quality. This action will have a positive affect on the transportation improvements, as well as, economic development for the County. The County would not be encumbered by the requirements that are normally made for transportation and economic development in non-attainment areas. Tonight's meeting is a review of the basic points of the Early Action Compact process.

PRESENTATION

Mr. Simons provided the PowerPoint presentation on the Early Action Compact for Washington County.

Agenda

The meeting will provide an overview of what has taken place in the past. Stages of the Early Action Compact process and the consequences of being in non-attainment. Also, the ozone monitoring data, control measures in the Action Plan, control measures that have been implemented and those measures that are recommended for implementation in the County. The contingency measures by the EPA will also be discussed, in case the County does not reach attainment by 2007.

Stages of EAC Process

- **Develop Compact** - In December 2002, a letter was sent to the EPA, stating that Washington County would like to participate in the process, which would allow it to remain in attainment.
- **Submitted an initial list of local control measures** - (June 16, 2003)
- **Biannual EAC progress reports** - (June 30, 2003)
- **Perform technical emission modeling of local control measures** - This is a joint effort with MD, VA and WV to show the EPA that Washington County and some other counties in the region will be in attainment by the required deadline in 2007.
- **Biannual EAC progress reports** – (December 31, 2003)
- **Obtain Stakeholder Input and Public Meeting** – (January 14, 2004 & February 25, 2004)
- **County Commissioners' Approval** - Previously met with the Washington County Commissioners on two prior occasions. Anticipated approval by mid-March, 2004.

- **Submit final Early Action Plan to EAP - *** (Due March 31, 2004)
- **EPA to take action on any SIP revisions, by September 2005**
- **Deadline to Implement EAP control measures** - Measures identified in the EAP must be in place by December 31, 2005.
- **Deadline to attain the 8-hour Ozone Standard** – (Deadline - December 31, 2007)

Failure to Attain by 2007

- **First, the County would be classified as ozone non-attainment and would carry the same classification as Washington, DC**
- **The County would be subject to new air quality requirements, which would result in:**
 - Numerous Meetings, Delays in Projects
 - More Costs in Transportation/State Implementation Plan (SIP) Planning
 - Transportation Conformity Process
 - Economic Development Impacts (More difficult for businesses to expand or to locate in the County)
 - Emissions Offsets
- **New pollution control programs may be needed to reach attainment**

Ozone Monitors in Maryland

Mr. Simons explained a map showing the different locations of the air quality monitors throughout the State of Maryland. Washington County's monitor site is located at the Hagerstown Prison Complex off of Roxbury Road.

Washington County Design Value

- **EPA measures the 8-hour ozone level by averaging every 3 years, at the standard of 0.085 parts per million (ppm).**
Ozone is a gas caused mostly by the formation of volatile organic compounds (VOC) and nitrogen-oxides (NOx), combining in the atmosphere. Ozone is the substance that helps block ultraviolet rays, but on Earth it makes it harder to breathe, and helps to cause greenhouse effects.
- **The Design Value of 2001 - 2003**
Washington County - Average of 4th max over 3-years and is just above the threshold at **0.087 ppm**. The County is close to being in attainment now, with the 8-hour standard. Because the County is so close to the 8-hour standard, and the fact that the County was in attainment for the 1-hour standard, the EPA is providing a opportunity for the County to meet the 8-hour standard by 2007. Thereby avoiding the conformity requirements. If attainment is not met, the County would go into non-attainment. Washington County is the only county in the State of Maryland that is entering the Early Action Compact.

Washington County - Days over Standard

Mr. Simmons explained the graph that depicted the number of days that Washington County was over the 8-hour standard. It indicated that only 16 days were over the standard in 2002, which occurred during the summer months.

Control Measures for Action Plan

□ VMT and Trip Reduction Measures:

Measures Implemented:

- ✓ **Ride Matching/Commuter Connections** (Citizens in Washington Co. utilize this service)
- ✓ **Transit Programs** (i.e. County Commuter & Turning Point)

- ✓ **Telework Center/Telecommuting** (Center located in Hagerstown)
- ✓ **Park and Ride Lots** (State Highway Administration has 8 lots)
- ✓ **E-Government/E-Commerce Enhancements** (County utilizing Web-Site)
- ✓ **New Jobs Tax Credits** (Provides tax credits for businesses of a certain size who create jobs for residents of Washington County, which reduces the number of people commuting)
- ✓ **Growth Management Programs** (Consolidate development – i.e. Hopewell Valley)

Items to be Implemented:

These measures are low cost or no cost items that would be implemented by the County. The EPA is looking for the Counties to help themselves to achieve attainment.

- **Clean Air Partners / Public Education Outreach** - (Currently in place in Baltimore/Washington regions)
Clean Air Partners is a umbrella organization that involves the business sector and local governments to coordinate developing strategies. This measure would bring Washington County into that arena of helping to form voluntary strategies for educating the public.
- **Ozone Action Days**
Mr. Simons explained that on poor air quality days, notification will be given to Washington County to take certain actions, such as limit refueling cars until after 4:00 p.m., no roadway stripping, etc.) Mr. Moser added that a number of businesses in the Baltimore/Washington area have voluntarily agreed to participate with the Ozone Action Days. The EPA has a team of meteorologists that provides a daily forecast at 4:00 p.m. on the air quality for the next day. When a poor air quality day is forecasted, at a minimum, businesses would send out a notification via an E-mail to their employees and encourage them, if they have the option at their workplace, to telework or carpool, bring a packed lunch, etc. Additionally, Counties encourage their citizens to take additional actions, such as not mowing the lawn, combining trips, and postponing other activities. The MDE and MDOT will be working with the Washington County Planning Office to come up with recommendations on particular items that they would like to see implemented.
- **Air Quality Information Web-Site**
The County's web-site would provide information to the citizens on such diverse items as what the air quality is for that particular day, transit routes, where to access information on telecommuting, and ride sharing. Washington County would take a look at other web-sites and handpick those items that they would want to include as information for the businesses and citizens of Washington County.

□ **Traffic Flow Improvements:**

- ✓ **Incident Management/ ITS** - (VMS Boards which inform the public of traffic problems, SHA vehicles assist motorists and help move vehicles off the roadway to open lanes, which can help prevent congestion and air quality problems)
- ✓ **SHA Programmed Projects**
 - Intersection Improvements
 - Interchange Improvements (i.e. I-70 & I-81 interchange is being improved)
 - Signal System Enhancements (i.e. progression on traffic signals, particularly in Hagerstown)

□ **State OTR Programs:**

- ✓ **Vehicle Emissions Inspection Program (VEIP)**
- ✓ **Consumer Products (CP)** - (i.e. spray cans)
- ✓ **Architectural & Industrial Maintenance (AIM)** - (i.e. reformulating paint)
- ✓ **Portable Fuel Containers (PFC)** - (new containers designed to mitigate any spillage)
- ✓ **Major Stationary Sources (RACT)**

❑ **Other State & Local Programs:**

- ✓ **Low Emissions Highway Marking Paint** (SHA uses low emission paint that is even lower than the standards)
- ✓ **Landfill Vehicle Replacements** (County is replacing with cleaner vehicles)
- ✓ **NLEV Program** (Part of the Northeast Low Emission Vehicle program since 1999)
- ✓ **Fleet Replacements** (SHA is replacing 7 of their trucks for cleaner ones)
- ✓ **Bus Replacements** (County Commuter & Turning Point are replacing 13 buses for ones that meet a more stringent, cleaner standard)
- ✓ **Bus Engine Upgrades** (County Commuter is replacing 6 bus engines that will be cleaner)

❑ **Federal Control Programs:**

- ✓ **TIER2 Vehicles** – Supersedes the NLEV. Many 2004 vehicles will be at the TIER2 standards, which is more stringent.
- ✓ **HDE Standards** – More stringent rules for the heavy duty diesel trucks
- ✓ **Off-Road Engine Standards** – Engine standards in place or slowly implemented from lawn mowers to heavy duty off-road equipment.
- **Low Sulfur Gasoline & Diesel Fuel** - Provides cleaner emissions
- **NOx SIP Call** - One of the problems faced, particularly by Washington County, is the transport emissions that are coming in from points west blowing here from power plants and other sources.

Contingency Measures

Measures identified to be put in place in the future, if and when, Washington County does not reach attainment in 2007:

- **MDE/Gov't MOU-Alternate Work Schedules for Employees**
- **Low RVP or RFG Program** (Reformulated gasoline program)
- **State Sponsored Diesel Vehicle Controls:**
 - Idling Restrictions
 - Opacity Testing
 - Voluntary Outreach Programs
- **Gas Can & Lawnmower Replacements**

Washington County Actions

- *Currently reviewing/identifying any additional control measures for the County Commissioners to consider*
- *Hold stakeholder & public meeting (tonight) to obtain citizen input*
- *County Commissioners' approval of Early Action Plan*
- *Submit final Early Action Plan to EPA by March 31, 2004*
- *Implement the Plan*
- **GOAL: Attain the 8-hour Ozone Standard by December 31, 2007**

PUBLIC COMMENTS AND QUESTIONS

Several Washington County citizens were in attendance. The following is a summary of some of the issues discussed:

Q: Is there any natural reaction, or atmospheric movement that would remove the ozone?

Air currents carry ozone away, but on extremely hot days with no air movement, the ozone becomes stagnant and stays, however; it will dissipate when the air starts to move.

Q- On the Ozone Action Days, who is responsible for notifying the County government to then notify the general public, including the medical and elderly facilities, childcare centers, and the media?

The ozone season in Maryland is between May and the end of September. During that time period, at 3:00 p.m. each day, a team of meteorologists at MDE provides an ozone forecast for the next day, based on regional analysis. MDE would send this information to Washington County to be disseminated out to different organizations in the County. Typically, MDE gathers as many E-mails and fax numbers as possible for a given County to directly notify the different organizations and facilities and usually a plan is setup for each County. Once Washington County enters the EAP process, MDE will make site visits with different organizations throughout the County and will work with the County to further educate its citizens.

Q- Is it a good idea to have an additional monitoring site in the County or close by, as a backup system?

The monitor is owned and operated by the MDE under Federal guidelines for its placement. The monitors are consistent and run rather smoothly. Ozone is a regional problem and the information obtained by one monitor is reflective and encompasses a much larger area.

Q- Does the State of Maryland or EPA ever monitor the air quality along the I-81 corridor?

There is some odd phenomena's that take place when a monitor is placed close to a roadway, particularly for ground level ozone. For other pollution such as fine particulate matter you may at times see elevated spikes that are not necessarily reflective of what is going on and placing a monitor close to a roadway for ozone would not necessarily be reflective of that.

The heavy-duty engine rule and cleaner sulfur fuel will reduce the emissions in the heavy-duty trucks traveling on I-81. The low sulfur fuels will reduce the particulate matter even in the older engines to some extent. The national requirements will also help to reduce the amount of transported pollution.

Q- Referring to idling restrictions, is there any monitoring near truck terminals or truck stops?

By the combined efforts of the Maryland State Police, MDOT, and MDE "opacity testing" is currently being conducted on a voluntary basis. The diesel smoke from the stacks of the trucks is registered, and if the opacity is too high, the trucking company is notified to repair the engine. Idling restrictions are currently being examined, and restrictions will be less important as the engines get cleaner. Information on the opacity-testing program is on MDE's Web-Site.

Q- Since cars are required to participate in the VEIP, why isn't trucks required?

Vehicles are required to participate under Federal requirements and those requirements do not apply to diesel engines.

Q- A resident that lives close to I-81, expressed her concerns regarding a "black coating" on her house and the potential health hazards of breathing poor air and questioned if there is anything that can be done?

Mr. Simons explained that what she is noticing is not ozone, but it is the particulate matter (PM) and is the same matter that is causing the opacity, and he cannot say it is all coming from truck traffic, which is totally different from the ozone. It could also be fine dust from roadway projects, or other factors. Several items such as the low sulfur fuels, cleaner diesel trucks and the TIER2 program addressing the emissions on vehicles will lower the PM.

Particulate matter would be a more significant health hazard, particularly the PM-2.5 particulate, which are very small particles. Baltimore has a number of PM monitors that are above the standard for fine particulate, along with some outlying areas in Northern Anne Arundel and Montgomery counties, but MDE is not finding levels above the standard outside of that area that are being monitored. MDE will be placing a monitoring station at a high elevation site in Frostburg that will be looking at the fine particulate matter. It will be a intensive study area to get a better

understanding of what pollutants are being generated locally and what is being brought into our region. A "haze-cam" will also be utilized to provide an optical visual of air quality. There are several items that MDE is employing to take a more intensive look in the western area of Maryland.

Q- Does the Hagerstown monitor also monitor fine particulate matter? If not, could such a monitor be placed in Washington County?

The Hagerstown monitor is only for monitoring ozone levels. Recently a core study was performed and the problem areas were perceived to be in the urban centers. Some monitors around Baltimore will be moved out, redistributed, or disbanded, and more monitors throughout the State is being explored daily.

Q- IF PM-2.5 is worse, is there any particular urgency by the State to implement requirements?

MDE is waiting for the EPA to provide additional guidelines to address that issue. The Governor of Maryland recently sent a letter to EPA submitting what the MDE's recommendations were, based upon their data, as to what areas will be in non-attainment for PM-2.5.

Q- Since Washington County is an agricultural community , is there information on the impact of air pollution problems on agricultural crops or livestock?

The University of Maryland has completed many studies on the impact of ozone upon vegetation and would be a resource for additional information.

Q-Do trees remove ozone pollution?

Mr. Simmons stated that it is a "double-edged sword." It depends on the age, type of tree, and other factors. A large percentage of volatile organic compounds do come from isoprenes, which are released by vegetative matter, as a natural part of their chemistry system. Recently in New York City, a study was conducted on planting trees in urban environments to help reduce the amount of ozone and the urban heat island effect.

In closing, a citizen read he thoughts on the overall air pollution problems and the related health factors and he cited some ways to address it such as: land use, better transportation systems, and the need for incentives and disincentives to address the problem.

ADJOURNMENT

Mr. Simon thanked those in attendance for their comments. There being no further business, the meeting adjourned at 7:35 p.m.



**BOARD OF COUNTY COMMISSIONERS
OF WASHINGTON COUNTY, MARYLAND**

County Administration Building
100 West Washington Street, Room 226
Hagerstown, Maryland 21740-4727
Telephone/TDD: 240-313-2200
Fax: 240-313-2201

Gregory I. Snook, *President*
William J. Wivell, *Vice-President*
James F. Kercheval
John C. Munson
Doris J. Nipps

**BOARD OF COUNTY COMMISSIONERS
* * A G E N D A * * ***

March 16, 2004

- 7:30 am MARYLAND COOPERATIVE EXTENSION ADVISORY COUNCIL
BREAKFAST MEETING, 7303 Sharpsburg Pike, Boonsboro
- 8:30 am *Depart for 100 W. Washington Street, Rm 227*
- 9:00 am CALL TO ORDER, President *Gregory I. Snook*
INVOCATION and PLEDGE OF ALLEGIANCE
APPROVAL OF MINUTES
- 9:05 am PURCHASING MONTH AWARD WINNER ANNOUNCEMENT AND
PRESENTATION – *Karen Luther*
- 9:10 am COMMISSIONERS' REPORTS & COMMENTS
- 9:30 am WASHINGTON COUNTY DEPT. OF WATER QUALITY BUDGET
PRESENTATION AND RATE SETTING
- 10:30 am CITIZENS PARTICIPATION
- 10:40 am OTHER BUSINESS:
County Attorney Issues - *Richard Douglas, John Martirano*
Appointments to County Boards & Commissions - *Joni Bittner (Appointment Animal
Control Authority)*
County Administrator's Comments - *Rod Shoop*
- 11:00 am WASHINGTON COUNTY SOLID WASTE DEPARTMENT BUDGET
PRESENTATION
- 11:30 a.m. *Depart for Hagerstown Community College*
- 12:00 noon LUNCHEON AND BUDGET PRESENTATION WITH HAGERSTOWN
COMMUNITY COLLEGE BOARD OF TRUSTEES
- 2:00 pm *Depart for 100 W. Washington Street*
- 2:30 pm BID AWARD RUNWAY 9-27 IMPROVEMENT PROGRAM, PACKAGE 1,
HAGERSTOWN REGIONAL AIRPORT – *Karen R. Luther, Carolyn Motz and
Mahesh S. Kukata, P.E.*

Continued next page

Individuals requiring special accommodations are requested to contact the Office of the County Commissioners, 240.313.2200 Voice/240.313.2077 TDD, to make arrangements no later than ten (10) working days prior to the meeting. Notice is given that the Board of County Commissioners of Washington County, Maryland will meet in closed session to discuss personnel matters, to consult with counsel, to obtain legal advice, and to discuss businesses moving into the county from outside the state in accordance with Section 10-508 State Government Article, Annotated Code of Maryland.

- 2:45 pm CONTRACT RENEWAL (PUR-858) UNIFORMS FOR SHERIFF'S OFFICE – PATROL, JUDICIAL AND CORRECTIONAL OFFICERS – *Karen R. Luther*
- 2:55 pm SOLE SOURCE CONTRACT AWARD FOR GRINDER PUMPS FOR USE BY THE DEPARTMENT OF WATER QUALITY – *Karen Luther and Rocky L. Bishop*
- 3:05 pm CASA BUDGET PRESENTATION
- 3:25 pm GRANT AWARD – HAZARDOUS MATERIALS EMERGENCY PREPAREDNESS (HEMP) FUNDING – *Joe Kroboth*
- 3:35 pm GRANT AWARD – COMMUNITY EMERGENCY RESPONSE TRAINING AND CITIZEN'S CORP COUNCIL – *Joe Kroboth*
- 3:45 pm EARLY ACTION COMPACT TO ATTAIN 8 HOUR OZONE STANDARD– *Steve Goodrich*
- 4:00 pm CONSTRUCTION BID AWARD, HARPERS FERRY ROAD CULVERT REPLACEMENT 01/06, CONTRACT NO. DR-HF-138-12 – *Terry McGee*
- 4:15pm CLOSED SESSION – (*Consider matters that concern proposals for businesses or industrial organizations to locate, expand, or remain in the State; consult with staff or other individuals about pending or potential litigation; and consult with counsel to obtain legal advice*)

include terrorism activities, first aid, and CPR, fire suppression, light search and Rescue, and handling of animals in a disaster. The Citizens' Corps Council is a sub-committee of the Local Emergency Planning Committee. All costs are funded through federal government grants. The measure was approved by unanimous vote.

EMERGENCY MANAGEMENT PERFORMANCE GRANT

Kroboth requested approval of this grant, for \$32,712 from the Maryland Emergency Management Agency. This is an annual grant from MEMA to support activities statewide, and is used to supplement salary expenses, supplies and materials. 50% matching funds are required, and are included in the current DES budget. The measure was approved by unanimous vote.

EARLY ACTION COMPACT TO ATTAIN 8 HOUR OZONE STANDARD

Interim Planning Director Steve Goodrich brought this matter before the Boards, requesting approval of the Early Action Compact in order to meet then March 31 Environmental Protection Agency (EPA) deadline. The EAC is a document to show EPA that compliance activities are taking place in Washington County to meet the 8-Hour Ozone Standard. A public hearing on the matter was held on February 25th and received no negative response. Primary emphasis of the finalized plan is to demonstrate control measures already implemented, or which will be implemented by the County by 2007. If the effort is not continued, the County could have higher costs associated with transportation planning and stricter air quality standards. The measure was approved by unanimous vote.

CONSTRUCTION BID AWARD; HARPER'S FERRY ROAD CULVERT

County Chief Engineer Terry McGee requested approval of a low Construction Bid Award for \$158,820, with budget transfer of \$20,000 for the project, which involves removal and replacement of a drainage culvert on Harper's Ferry Road approximately 5 miles south of Sharpsburg. The award would go to the low bidder, Building Systems Inc., of Hagerstown. A 60-day calendar day contract, notice to proceed could be June 1, 2004, with expected completion date of July 30, 2004. Harper's Ferry Road would be closed during that period, and appropriate detour notices posted. A budgeted CIP project in the current fiscal year, the budget balance is \$146,580 and not adequate to cover then bid amount. The transfer would come from a miscellaneous drainage account. The measure was approved by unanimous vote, with Commissioner Kercheval abstaining for personal reasons.

PLEASE NOTE: THIS IS A SUMMARY NEWS RELEASE, NOT OFFICIAL MINUTES. FOR OFFICIAL COMMISSIONERS' MINUTES GO TO
www.washco-md.net/commissioners/minutes/minutes_table.htm

Appendix B

Washington County EAC Control Measure Options

Control Measures Selected for Action Plan

SOURCE CATEGORY	Control Measure	Responsible Agency	Implementation Date	Emission Benefits	
				VOC kg/day	NOx kg/day
HIGHWAY					
<i>VMT and Trip Reduction Measures</i>					
Ride-matching/Commuter Connections		MWCOG & MTA	On-going	-0.33	-0.31
Transit Programs:					
1) County Commuter bus services (9 routes)		1) Washington Co.	1) On-going	1) -5.30	1) -4.19
2) Turning Point transit services.		2) Washington Co.	2) On-going	2) -0.43	2) -0.41
3) Commuter bus service from Hagerstown to Shady Grove Metro Station.		3) Washington Co.	3) On-going	3) -1.65	3) -1.75
Park and Ride Lots		MIDOT	On-going	-1.77	-1.80
Telework Center/Telecommuting:					
1) Telework Center in Hagerstown (32 workspaces)		1) State/Fed Gov.	1) On-going	1) -0.19	1) -0.22
2) Telecommutin Outreach Program (homebased teleworkers)		2) MWCOG	2) On-going	2) -2.87	2) -3.12
Ozone Action Days		MDE & Washington Co.	By July 2005	---	---
Clean Air Partners/Public Education Outreach		MDE & Washington Co.	On-going in other counties of MD. Expand program to Washington Co.	---	---
E-government/E-commerce Enhancements		Washington Co. & MVA	Website: ongoing. Call-In: Dec 2005	-1.59	-0.31
New Jobs Tax Credit		Washington Co.	On-going	-1.59	-1.85
Growth Management Program		Washington Co.	On-going	-13.24	-15.42
				-28.96	-29.38

Control Measures Selected for Action Plan

SOURCE CATEGORY	Control Measure	Responsible Agency	Implementation Date	Emission Benefits	
				VOC kg/day	NOx kg/day
Traffic Flow Improvements					
Signal System Enhancements:					
	1) US-40: Cleveland Ave. to Edgewood Rd.	1) SHA	1) Summer '03	1) -6.00	1) -1.81
	2) MD-65: Doub Way to Henry Douglas Dr.	2) SHA	2) F'Y '04	2) -4.22	2) -1.27
Incident Management/Intelligent Transportation Systems:					
	1) Highway Advisory Radio (3 locations)	1) MDOT - CHART	1) On-going	1) -17.59	1) -7.99
	2) CCTV (2 locations) & Dynamic Message Signs (1 location)	2) MDOT - CHART	2) By 2007	2) -19.86	2) -8.97
State Control Measures					
	Vehicle Emissions Inspection Program (VEIP)	MDE & MDOT	On-going	-480.81	-562.46
Federal Control Measures					
	NLEV	MDOT	On-going	-81.65	-99.79
	Tier II	MDOT	On-going	-780.18	-2821.35
	HDE Standard	MDOT	By 2007	0.00	-172.37
Vehicle Acquisitions					
On-Road Vehicle Replacements					
	1) Fleet Replacement (7 vehicles)	1) SHA	1) Two by 2005 & Five by 2007	1) -0.09	-0.09
	2) Transit fleet replacement (Bus replacement).	2) SHA	2) a) By 2003; b) Two by 2004; Three by 2005; Three by 2006 & Four by 2007.	2) -3.96	-31.07
	a) Turning Point: one replacement.				
	b) County Commuter: 12 scheduled replacement.				
	3) Transit engine re-built (Installation of Emissions Reduction Devices on Engine Re-build - 6 engine re-builds).	3) SHA	3) Three by 2003 & Three by 2004.	3) -1.49	0.00
				-1395.85	-3707.17

Control Measures Selected for Action Plan

SOURCE CATEGORY	Control Measure	Responsible Agency	Implementation Date	Emission Benefits	
				VOC kg/day	NOx kg/day
AREA SOURCES					
OTC Programs	1) Consumer Products (CP)	1) MDE	1) On-going	1) -108.86	0.00
	2) Architectural and Industrial Maintenance (AIM)	2) MDE	2) On-going	2) -92.18	0.00
	3) Portable Fuel Containers (PFC)	3) MDE	3) On-going	3) -54.43	0.00
	Low Emissions Paint (Yellow & White Paint for Road markings)	MDOT - SHA	On-going	-26.28	0.00
OFF-ROAD SOURCES					
Off-Road Vehicle Replacements		Washington Co.	Two in 2002 and One in 2004	---	---
	Phase I & II engine standards	Federal rule	1997 & 2002	---	---
	Engine standards for diesel powered engines	Federal rule	2002	---	---
	Engine standards for gasoline powered marine engines	Federal rule	1998	---	---
	Engine standards for large gasoline-powered engines	Federal rule	2000	---	---
	Engine standards for locomotive engines	Federal rule	2001 to 2005	---	---
STATIONARY SOURCES					
RACT/RACM Controls. Washington County sources subject to RACT: - Amcor/Stevens, Fil-Tec, Fleetwood, Engineered Polymer, Mack Trucks, Inc., Pheonix Color - Tandy Drive, R. Paul Smith/Allegheny Energy, Rayloc, Rust Oleum, St. Lawrence Cement, Xerxes Corporation, Garden State Tanning.		MDE	On-going	-869.90	-3464.70
	NOx SIP Call	Federal rule & State regulation	2004	---	---
				-1151.65	-3464.70
TOTAL EMISSION BENEFITS (kg/day):				-2576.46	-7201.25
TOTAL EMISSION BENEFITS (Tons/day):				-2.84	-7.86

Appendix C

Transportation Emissions Reduction Measures

Index of Control Measures

	VOC (kg/day)	NOx (kg/day)
Rides-matching/Commuter Connections	-0.33	-0.31
County Commuter Bus Service	-5.30	-4.19
Turning Point Transit Services	-0.43	-0.41
Commuter Bus Service Hagerstown	-1.65	-1.75
Park & Ride Lots	-1.77	-1.80
Hagerstown Telework Center	-0.19	-0.22
Telecommuting Outreach Program	-2.87	-3.12
Ozone Action Days	---	---
Clean Air Partners	---	---
E-government / E-commerce Enhancements	-1.59	-0.31
New Job Tax Credit	-1.59	-1.85
Growth Management Program	-13.24	-15.42
Signal System Enhancements	-10.22	-3.08
Incident Managements - Highway Advisory Radio	-17.59	-7.99
Incident Management – CCTV & DMS	-19.86	-8.97
State Control Measures – VEIP	-480.81	-562.46
Federal Control Measures – NLEV, TIER II, HDE Standard	-861.83	-3093.51
Vehicle Acquisitions – Fleet Replacements	-0.09	-0.09
Vehicle Acquisitions – Bus Replacements	-3.96	-31.07
Vehicle Acquisitions – Engine Rebuilds	-1.49	0.00
OTC Programs – CP, AIM, PFC	-255.47	0.00
Low Emissions Paint	-26.28	0.00
Off-road vehicle replacements	---	---
Phase I & II Engine Standards	---	---
Engine Standards for diesel powered engines	---	---
Engine Standards for gasoline powered marine engines	---	---

Engine Standards for large gasoline-powered engines

Engine Standards for locomotive engines

RACM/RACT Controls

NOx SIP Call

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---	---
-869.90	-3464.70
---	---

References:

- Six-Year Capital Improvement Program, Fiscal Year 2004-2009, Washington County, Maryland.
- Census Transportation Planning Package 2000.
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- 2000 Journey to Work Commutation for Maryland, Maryland Department of Planning 2003.
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- Baltimore Region Telecommuting Baseline Survey, 1999 BMC.
- Analyzing the travel behavior of home-based workers in 1991, CALTRANS Statewide Travel Survey, Mokhtarian P.L. and Henderson D.K.
- Telework America 2000 research results.
- Impact Analysis and Improvement Study for Hagerstown Telework Center, Marketing Solutions Inc. 2000.
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- Marketing Strategy for Ozone Action Days, Pathway Strategic Communications in partnership with Beverly Silverberg Communications, Inc. PRSolutions Media Vision, 2003.
- Ozone Survey Report, 2002
- Area Workforce Report, Washington County, Maryland, August 2002, The Pathfinders.
- Comprehensive Plan for the County 2002, Washington County, Maryland
- Trip Generation, 6th Edition, Institute of Transportation Engineers (ITE).
- Highway Location Reference, Volume 2 – Harford Co. Through Worcester Co., December 31, 2002, Maryland Department of Transportation, State Highway Administration, Highway Information Services Division.
- Maryland State Highway Administration, HPMS reports.
- Regulatory Announcement: Final Rule for the National Low Emission Vehicle Program. EPA420-F-97-047, December 1997.
- Regulatory Announcement: EPA's Program for Cleaner Vehicles and Cleaner Gasoline. EPA420-F-99-051, December 1999.
- Regulatory Announcement: Heavy-Duty Engine and Vehicle Standards and Highway Diesel Fuel Sulfur Content Requirements. EPA420-F-00-057, December 2000.
- Facts About - COMAR 26.11.32: Control of Volatile Organic Compounds from Consumer Products, MDE
- Facts About - Draft - COMAR 26.11.XX: Control of Volatile Organic Compounds from Architectural Coatings, MDE
- Facts About - New Regulations for Portable Gas Cans and Gas Can Spouts, MDE.

- Control of Air Pollution; Emission For New Nonroad Spark-ignition Engines at or Below 19 Kilowatts; Final Rule. 40 CFR Parts 9 and 90.
- Phase 2 Emission Standards for New Nonroad Spark-Ignition Non hand held Engines At or Below 19 Kilowatts; Final Rule. 40 CFR Part 90.
- Regulatory Announcement: New Emission Standards for Nonroad Diesel Engines. EPA420-F-98-034.
- Technical Highlights: Organization of Gasoline and Diesel Marine Engine Emission Standards. EPA420-F-99-046.
- Regulatory Announcement: Final Emissions Standards for Locomotives. EPA420-F-97-048.
- Regulatory Announcement: Emission Standards for New Nonroad Engines. EPA420-F-02-037.
- MDE Technical Support Document: COMAR 26.11.29, NOx Reduction and Trading Program and COMAR 26.11.30, Policies and Procedures Relating to the NOx Reduction and Trading Program.

Washington County Early Action Compact

Review of Transportation Emissions Reduction Measures (TERMs)
HIGHWAY – VMT and Trip Reduction Measures

TERM: Rideshare

Description:

This measure refers to incentives and support for carpool and vanpool and promoting alternate transport methods.

Documentation:

- Maryland Department of Transportation
- Census Transportation Planning Package 2000.

Assumptions:

- Carpool occupancy in Washington County = 2.6
- Daily work person trips per employee = 1.8
- Average carpool work trip length = 16.45 miles
- Total commuters ridesharing = 30

Calculations:

- Commuters using carpool for ridesharing = 30
- Total work trips made before = $30 * 1.8 = 54$ trips
- Total carpools = $30 / 2.6 = 12$
- Total carpool trips made after = $12 * 2 = 24$ trips
- Total work trips reduced = $54 - 24 = 30$ trips
- Total VMT reduced due to carpool = $30 * 16.45 = 494$ miles

Summary of Results:

VT Benefit:	-30 trips
VMT Benefit:	-494 miles

Emission Benefits:

VOC	-0.33 kg/day
NOx	-0.31 kg/day

Transportation and Emissions Impacts: Projects ordered by Project Type

MAQONE Version 3.2



Report ID Number 1
 Report Title Washington County EAC
 Analysis Year 2,007
 Region Hagerstown
 Mobile Version Mobile 6

<u>Cat.</u>	<u>ID</u>	<u>County</u>	<u>Description</u>	<u>Yr. Compl.</u>	<u>VEHICLE</u>		<u>BUS</u>	<u>Vehicle Emissions kg/day</u>		
					<u>VT</u>	<u>YMT</u>		<u>VOC</u>	<u>NOx</u>	<u>CO</u>
EMO	12	Washington	Ridesharing	2003	-30	-494	0	-0.33	-0.31	-4.19
Total impacts for all projects in this scenario: (kg/day)					-30	-494	0	-0.33	-0.31	-4.19
(tons/day)								0.00	0.00	0.00

Emissions Only Analysis

Project ID County Area Type PPMS#
Option Completion Year

☐ Cost Benefit Analysis

Capital Cost: Service Life (in years): Annual Operating Cost:

Enter base transportation impact data for emissions analysis

Total Change in VMT

Total Change in work related VT

Total Change in non-work related VT

Distributions by time period (must equal 100%)

Time period

☐ Peak ☐ Off-Peak ☒ Daily

Trip Distributions

	VMT	Work	Non-work
AM			
Midday			
PM			
Night			
	100%	100%	100%

Washington County EAC Control Measures
Rideshare

Total Commuters Ridesharing =

30 (as per COG database)

Carpool Occupancy in Wash Co. =

2.6 (as per MAQONE def data)

Average Vanpool Occupancy =

9 (as per NJ rideshare data)

AVO in Wash Co. =

1.21 (as per MAQONE def data)

Mode Split for Wash Co:

(as per MAQONE def data)

DA	76.00%
CP	13.60%
VP	0.20%
Transit	0.20%
Bike	4.60%
Other	5.40%
	100%

Commuters using Carpool for rideshare =

30

Commuters using Vanpool for rideshare =

0

Daily Work Person Trips per employee =

1.8 (as per MAQONE def data)

Avg. Carpool work trip length (miles) =

16.45 (as per MAQONE def data)

Avg. Vanpool work trip length (miles) =

40 (as per NJ rideshare data)

Avg. SOV work trip length (miles) =

12.76 (as per MAQONE def data)

Total Work Trips made before =

54

Total Carpools =

12

Total Carpool Trips made after =

24

Total Work Trips reduced =

30

Total VMT reduced due to carpool (miles) =

494

Washington County Early Action Compact

Review of Transportation Emissions Reduction Measures (TERMs)
HIGHWAY – VMT and Trip Reduction Measures

TERM: County Commuter.

Description:

County Commuter operates nine fixed routes. Service is provided along the major corridors in the Hagerstown and surrounding areas.

Documentation:

- Washington County Transportation Development Plan, MTA, July 16, 2003.
- Census Transportation Planning Package 2000.
- Maryland Transit Administration.

Assumptions:

- Emissions are calculated using MAQONE.
- Analysis is made for each bus route separately.
- 80.6 % of the commuters are from SOV (CTPP 2000, Washington County)

Calculations:

See Attached spreadsheet.

Example: Valley Mall Route

$VT = 179 * 0.806 = 145$ trips

$VMT = 145 * 7 = 1,012$ miles

Summary of Results:

VT Benefit: -756 trips

VMT Benefit: -6,183 miles

Emission Benefits:

VOC -5.30 kg/day

NOx -4.19 kg/day

Transportation and Emissions Impacts: Projects ordered by Project Type

MAQONE Version 3.2



Report ID Number 1
 Report Title Washington County EAC
 Analysis Year 2,007
 Region Hagerstown
 Mobile Version Mobile 6

Cat.	ID	County	Description	Yr. Compl. 2003	VEHICLE		BUS VMT	Vehicle Emissions kg/day		
					VT	YMT		VOC	NOx	CO
EMO	11	Washington	County Commuter		-756	-6,183	0	-5.30	-4.19	-62.30
Total impacts for all projects in this scenario: (kg/day)					-756	-6,183	0	-5.30	-4.19	-62.30
								-0.01	0.00	-0.07

(tons/day)

Emissions Only Analysis

Project ID County Area Type PPMS#

Location Completion Year

☐ **Cost Benefit Analysis**

Capital Cost: Service Life (In years): Annual Operating Cost:

Enter base transportation impact data for emission analysis

Total Change in VMT

Total Change in work related VT

Total Change in non-work related VT

Distributions by time period (must equal 100%)

Time period

☐ Peak ☐ Off-Peak ☒ Daily

Trip Distributions

	VMT	Work	Non-work
AM			
Midday			
PM			
Night			
	100%	100%	100%

sov factor
0.806

TOTAL

Washington County Early Action Compact Review of Transportation Emissions Reduction Measures (TERMs) HIGHWAY – VMT and Trip Reduction Measures
--

TERM: Turning Point

Description:

Turning Point provides specialized curb to curb transportation for eligible persons with disabilities who are not able to access regular fixed route transit service.

Documentation:

- Washington County Coordination Plan, MTA, July 16, 2003.
- Washington County Transportation Department "County Commuter" web site.

Assumptions:

- When data is not available we are assuming a minimum of 4 riders /day /bus.
- By the nature of the service, one rider is making 1 trip.

Calculations:

From Table 2-3 Human Service Agency Vehicle Utilization Table, Washington County Coordination Plan, the usual number of trips / day are:

$$VT = 4+4+4+6+4+18+18 = 58 \text{ trips}$$

Multiplying trips by one-way trip length:

$$VMT = 4*17+4*7+4*5+6*14+4*49+18*12+18*4=684 \text{ VMT}$$

Summary of Results:

VT Benefit:	-58 trips
VMT Benefit:	-684 miles

Emission Benefits:

VOC	-0.43 kg/day
NOx	-0.41 kg/day

Transportation and Emissions Impacts: Projects ordered by Project Type

MAQONE Version 3.2



Report ID Number 1
 Report Title Washington County EAC
 Analysis Year 2,007
 Region Hagerstown
 Mobile Version Mobile 6

Cat.	ID	County	Description	Yr. Compl. 2003	VEHICLE		BUS VMT	Vehicle Emissions kg/day		
					VT	VT		VOC	NOx	CO
EMO	7	Washington	Turning Point - Transit		-58	-684	0	-0.43	-0.41	-4.92
Total impacts for all projects in this scenario: (kg/day)					-58	-684	0	-0.43	-0.41	-4.92
								0.00	0.00	-0.01

(tons/day)

Cost Effectiveness represents the \$ spent versus the Kg of emissions benefits (lower values represent higher levels of cost effectiveness; no benefit = N/A)

Emissions Only Analysis

Project ID County Area Type PPMS#
 Location Completion Year

☐ **Cost Benefit Analysis**

Capital Cost: Service Life (in years): Annual Operating Cost:

Enter base transportation impact data for emissions analysis

Total Change in VMT

Total Change in work related VT

Total Change in non-work related VT

Distributions by time period (must equal 100%)

Time period

☐ Peak ☐ Off-Peak ☒ Daily

Trip Distributions

	VMT	Work	Non-work
AM			
Midday			
PM			
Night			
	100%	100%	100%

Table 2-3 - HUMAN SERVICE AGENCY VEHICLE UTILIZATION

Agency	Usual Vehicle	Route Name or Number	Origin of Route	Geographic Areas Served	Destination of Route	Trip Purpose	Passenger/Client Group	One-Way Trip Length	Usual No. of Riders/Day	Days of Week	Hours of Day Operated	
											6 a.m.	7 8 9 10 11 12 p.m. 1 2 3 4 5 6 7
WCCOA	03	Hancock		varies	Senior Ctr. Meals	nutrition	seniors		2	M-F		
WCCOA	13	Williamsport		varies	Senior Ctr. Meals	nutrition	seniors		5	M-F		
WCCOA	14	Wash. Co.		varies	Client's homes	chore	seniors		0	M-F		
WCCOA	15	Keadyville	Southeastern Co.	varies	Senior Ctr.	nutrition	seniors		7	M-F		
WCCOA	16	Wash. Co.		varies	Doctor	medical	seniors		5	M-F		
WCCOA	17	Smithsburg		varies	Senior Ctr.	nutrition	seniors			M-F		
WCCOA	18	Wash. Co.	County	varies	nutrition medical		seniors			M-F		
WCCOA	19	Alex. House	City County	varies	Senior Ctr.	nutrition	seniors		8	M-Th		
WCCOA	20	Shopping	City County	varies	Senior Ctr.	nutrition	seniors		8	M-Th		
WCCOA	21	Alex. House	City County	varies	stores	shopping	seniors		12	W-Th		
WCCOA	22	Alex. House	City County	varies	Senior Ctr.	nutrition	seniors		8	Fri		
WCCOA	22	Wash. Co.	City County	varies	Senior Ctr.	nutrition	seniors		8	Fri		
WCCOA	22	Alex. House		varies	doctors	medical	seniors		4	Tu-W		
Turning Point	1	County & City	Hagerstown	Wash. Co.	Senior Ctr.	nutrition	seniors		9	Thu		
Turning Point	2	City			activity ctr, job sites, client appointments		elderly & disabled (MI)	17	4	M-F		
Turning Point	3	County & City	Hagerstown	Hagerstown	client residences community resources	client appointments, community integration	disabled (MI)	7	4	Sun-Sat		
Turning Point	3	County & City	Hagerstown	Wash. Co.	client residences	activity ctr, job sites, client appointments	elderly & disabled (MI)	5	4	M-F		
Turning Point	4	City	Hagerstown	Wash. Co.	client residences community resources	recreation client appointments, community integration	elderly & disabled (MI)	10	10	Sat		
Turning Point	5	County & City	Hagerstown	Wash. Co.	client residences	community integration activity center	disabled (MI)	14	6	Sun-Sat		
Turning Point	5	County & City	Hagerstown	Wash. Co.	client residences	recreation	disabled (MI)	10	4	M-F		
Turning Point	6	City	Hagerstown	Hagerstown	community resources	client appointments, community integration	disabled (MI)	12	18	Sun-Sat		
Turning Point	7	City	Hagerstown	Hagerstown	back-up for #6	back-up for #6	disabled (MI)	4	18	Sun-Sat		
Easter Seals	Atel	Atel	Hagerstown	Wash. Co.	Hagerstown	adult day care	seniors	25	10	M-F		
Easter Seals	Braun	Braun	Hagerstown	Hagerstown	Hagerstown	adult day care	seniors	17	7	M-F		
Easter Seals	ESV Van	ESV Van	Hagerstown	Hagerstown, Smithsburg	Hagerstown	adult day care	seniors	20	3	M-F		
The Mental He	17001	Hagerstown	Hagerstown	Wash. Co.	various local schools	medical, employment	clients	3-7	2-6	Sun-Sat		
The Mental He	17002	Hagerstown		Wash. Co.	schools		seniors	15	5	5		
The Mental He	17003	Hagerstown		Wash. Co.	schools		seniors	15	5	5		
The Mental He	17004	Hagerstown		Wash. Co.	schools		seniors	15	5	4		
The Mental He	17005	Hagerstown		Wash. Co.	schools		seniors	15	5	5		
The Mental He	170043	Hagerstown		Wash. Co.	schools		seniors	25	4	4		
The Mental He	170053	Hagerstown		Wash. Co.	schools		seniors	20	5	5		
The Mental He	170055	Hagerstown		Wash. Co.	schools		seniors	20	5	5		
The Mental He	170056	Hagerstown		Wash. Co.	schools		seniors	20	5	5		
The Mental He	170057	Hagerstown		Wash. Co.	schools		seniors	20	5	5		

? Turning Point routes may run later (fax looks truncated)

Washington County Early Action Compact Review of Transportation Emissions Reduction Measures (TERMs) HIGHWAY – VMT and Trip Reduction Measures
--

TERM: Commuter Bus Service

Description:

Commuter Bus Service from Hagerstown to the Shady Grove Metro Station.

Documentation:

- Maryland Transit Administration (Bus Route No. 991).
- Commuter Connections, State of the Commute 2001, LDA Consulting.

Assumptions:

- We will assume an average ridership of 20 passengers per bus per route-trip. This assumption is consistent with data received.
- The distance between Hagerstown (MVA) and Shady Grove Metro Station is 51 miles. We are using 20 miles traveled within Washington County to calculate the transportation and emission benefits for Washington County only.
- Distance from home to Park and Ride Lot is 5 miles.
- For transit riders, the mode split for alternative mode from home to meeting place is as follows:

Walk	39.3%
Pick up at home	16.4%
Drive SOV to meeting point	23.6%
Bus / transit	10.6%
Vanpool driver	9.0%
Other	1.1%

October 16, 2001, LDA Consulting.

- We are going to discount the transportation and emission benefits already calculated for MVA Park and Ride lot by considering only the walk access mode for total trips saved.

Calculations:

Total trips = 20 riders/bus/route-trip * 4 buses * 2 route-trips = 160 trips

Total trips saved = 160 * 0.393 = 63 trips

To calculate VMT:

VMT1 = 160 * (0.393 + 0.164 + 0.106 + 0.011) * 20 = 160 * 0.674 * 20 = 2157 miles

VMT2 = 160 * (0.236 + 0.09) * (20-5) = 160 * 0.326 * 15 = 782 miles

Total VMT saved = 2157 + 782 = 2,939 miles

Washington County Early Action Compact Review of Transportation Emissions Reduction Measures (TERMs) HIGHWAY – VMT and Trip Reduction Measures
--

Summary of Results:

VT Benefit:	-63 trips
VMT Benefit:	-2,939 miles

Emission Benefits:

VOC	-1.65 kg/day
NOx	-1.75 kg/day

Transportation and Emissions Impacts: Projects ordered by Project Type

MAQONE Version 3.2



Report ID Number 1
 Report Title Washington County EAC
 Analysis Year 2,007
 Region Hagerstown
 Mobile Version Mobile 6

Cat.	ID	County	Description	Yr. Compl. 2003	VEHICLE		BUS VMT	Vehicle Emissions kg/day		
					VT	VMT		VOC	NOx	CO
EMO	8	Washington	Commuter Bus Service		-63	-2,939	0	-1.65	-1.75	-21.96
Total impacts for all projects in this scenario: (kg/day)					-63	-2,939	0	-1.65	-1.75	-21.96
								0.00	0.00	-0.02

(tons/day)

Emissions Only Analysis

Project ID County Area Type PPMS#

Description Completion Year

☐ Cost Benefit Analysis

Capital Cost: Service Life (In years): Annual Operating Cost:

Enter base transportation impact data for emissions analysis

Total Change In VMT

Total Change In work related VT

Total Change In non-work related VT

Distributions by time period (must equal 100%)

Time period

☐ Peak ☐ Off-Peak ☒ Daily

Trip Distributions

	VMT	Work	Non-work
AM			
Midday			
PM			
Night			
	100%	100%	100%

Washington County Early Action Compact

Review of Transportation Emissions Reduction Measures (TERMs)

HIGHWAY – VMT and Trip Reduction Measures

TERM: Park and Ride

Description:

Eight park and ride lots in Washington County.

Documentation:

- 2000 Journey to Work Commutation for Maryland, Maryland Department of Planning 2003.
- Census Transportation Planning Package 2000.
- Maryland State Highway Administration.

Assumptions:

- Distance from home to lot is 5 miles.
- Market share for work trips are represented by Frederick County, Montgomery County, Baltimore City, and Washington D.C.
- We consider only the benefits along 20 miles traveled within Washington County.
- From historical data it is estimated 16% increase in Park and Ride lot occupancy from 2003 to 2007.

Calculations:

Transportation and emission benefits are calculated using MAQONE.

Summary of Results:

VT Benefit:	-206 trips
VMT Benefit:	-2,861 miles

Emission Benefits:

VOC	-1.77 kg/day
NOx	-1.80 kg/day

Transportation and Emissions Impacts: Projects ordered by Project Type

MAQONE Version 3.2



Report ID Number 1
 Report Title Washington County EAC
 Analysis Year 2,007
 Region Hagerstown
 Mobile Version Mobile 6

Cat.	ID	County	Description	Yr. Compl.	VEHICLE		BUS VMT	Vehicle Emissions kg/day		
					VT	VMT		VOC	NOx	CO
PR1	1	Washington	US 40 Alternate @ MD 67	2007	-14	-123	0	-0.09	-0.08	-1.14
PR1	2	Washington	I-70 @ US 40	2007	-15	-129	0	-0.09	-0.08	-1.20
PR1	3	Washington	I-70 @ MD 65 (SHA lot)	2007	-30	-256	0	-0.18	-0.17	-2.37
PR1	4	Washington	I-70 @ MD 65 (MVA lot)	2007	-51	-1,534	0	-0.82	-0.94	-12.46
PR1	5	Washington	I-70 @ MD 66	2007	-57	-490	0	-0.35	-0.32	-4.54
PR1	6	Washington	I-70 @ MD 632	2007	-10	-86	0	-0.06	-0.06	-0.80
PR1	7	Washington	MD 144 @ Center Street (Hancock)	2007	-21	-176	0	-0.13	-0.11	-1.63
PR1	8	Washington	I-81 @ MD 58	2007	-8	-67	0	-0.05	-0.04	-0.62
Total impacts for all projects in this scenario: (kg/day)					-206	-2,861	0	-1.77	-1.80	-24.77
								0.00	0.00	-0.03

(tons/day)

Cost Effectiveness represents the \$ spent versus the Kg of emissions benefits (lower values represent higher levels of cost effectiveness; no benefit = N/A)

11/17/2003

Park and Ride (Carpool, Transit, Fixed Guideway)

Project ID County Area Type PPMS#

Option Completion Year

☐ Cost Benefit Analysis

Capital Cost: Service Life (In years): Annual Operating Cost:

Without Transit Service, Carpool Only	With Transit Service
69	69
45%	45%
5	5

Park and Ride (Carpool, Transit, Fixed Guideway)

Project ID County Area Type PPMS#

Option Completion Year

☐ **Cost Benefit Analysis**

Capital Cost: Service Life (In years): Annual Operating Cost:

County	Service Life (In years)	Annual Operating Cost
☒ Washington Co	20	100%
☐		
☐		
☐		

Park and Ride (Carpool, Transit, Fixed Guideway)

Project ID County Area Type PMS#

Option Completion Year

☐ Cost Benefit Analysis

Capital Cost: Service Life (In years): Annual Operating Cost:

Item	Unit	Quantity	Unit Cost	Total Cost
1. Construction of Park and Ride Facility	Sq. Ft.	10,000	\$100.00	\$1,000,000
2. Construction of Access Road	Sq. Ft.	5,000	\$50.00	\$250,000
3. Construction of Parking Lot	Sq. Ft.	20,000	\$20.00	\$400,000
4. Construction of Landscaping	Sq. Ft.	10,000	\$10.00	\$100,000
5. Construction of Signage	Sq. Ft.	5,000	\$5.00	\$25,000
6. Construction of Lighting	Sq. Ft.	5,000	\$5.00	\$25,000
7. Construction of Security	Sq. Ft.	5,000	\$5.00	\$25,000
8. Construction of Maintenance	Sq. Ft.	5,000	\$5.00	\$25,000
9. Construction of Other	Sq. Ft.	5,000	\$5.00	\$25,000
Total				\$1,750,000

Park and Ride (Carpool, Transit, Fixed Guideway)

Project ID	2	County	Washington	Area Type	Rural	PPMS#	
Location	I-70 @ US 40			Completion Year	2007		

☐ **Cost Benefit Analysis**

Capital Cost: Service Life (In years): Annual Operating Cost:

Without Transit Service, Carpool Only

68

482

5

Park and Ride (Carpool, Transit, Fixed Guideway)

Project ID County Area Type PPM#

Location Completion Year

☐ Cost Benefit Analysis

Capital Cost: Service Life (in years): Annual Operating Cost:

Without Transit Service, Carpool Only

1122

79%

5

82

79%

5

Park and Ride (Carpool, Transit, Fixed Guideway)

Project ID	4	County	Washington	Area Type	Rural	PPMS#	
Location	I-70 @ MD 65 (MVA lot)			Completion Year	2007		

☐ Cost Benefit Analysis

Capital Cost: Service Life (In years): Annual Operating Cost:

John Doe	123456	123456789	1234567890	12345678901
----------	--------	-----------	------------	-------------

Park and Ride (Carpool, Transit, Fixed Guideway)

Project ID County Area Type PPMS#

Location Completion Year

☐ Cost Benefit Analysis

Capital Cost: Service Life (in years): Annual Operating Cost:

Without Transit Service, Carpool Only

155

80%

5

Park and Ride (Carpool, Transit, Fixed Guideway)

Project ID County Area Type PMS#

Location Completion Year

☐ Cost Benefit Analysis

Capital Cost: Service Life (in years): Annual Operating Cost:

Without Transit Service, Carpool Only

109

20%

5

Park and Ride (Carpool, Transit, Fixed Guideway)

Project ID County Area Type PPMS#

Location Completion Year

☐ Cost Benefit Analysis

Capital Cost: Service Life (In years): Annual Operating Cost:

Scenario	Value
Without Transit Service, Carpool Only	49
	91%
	5

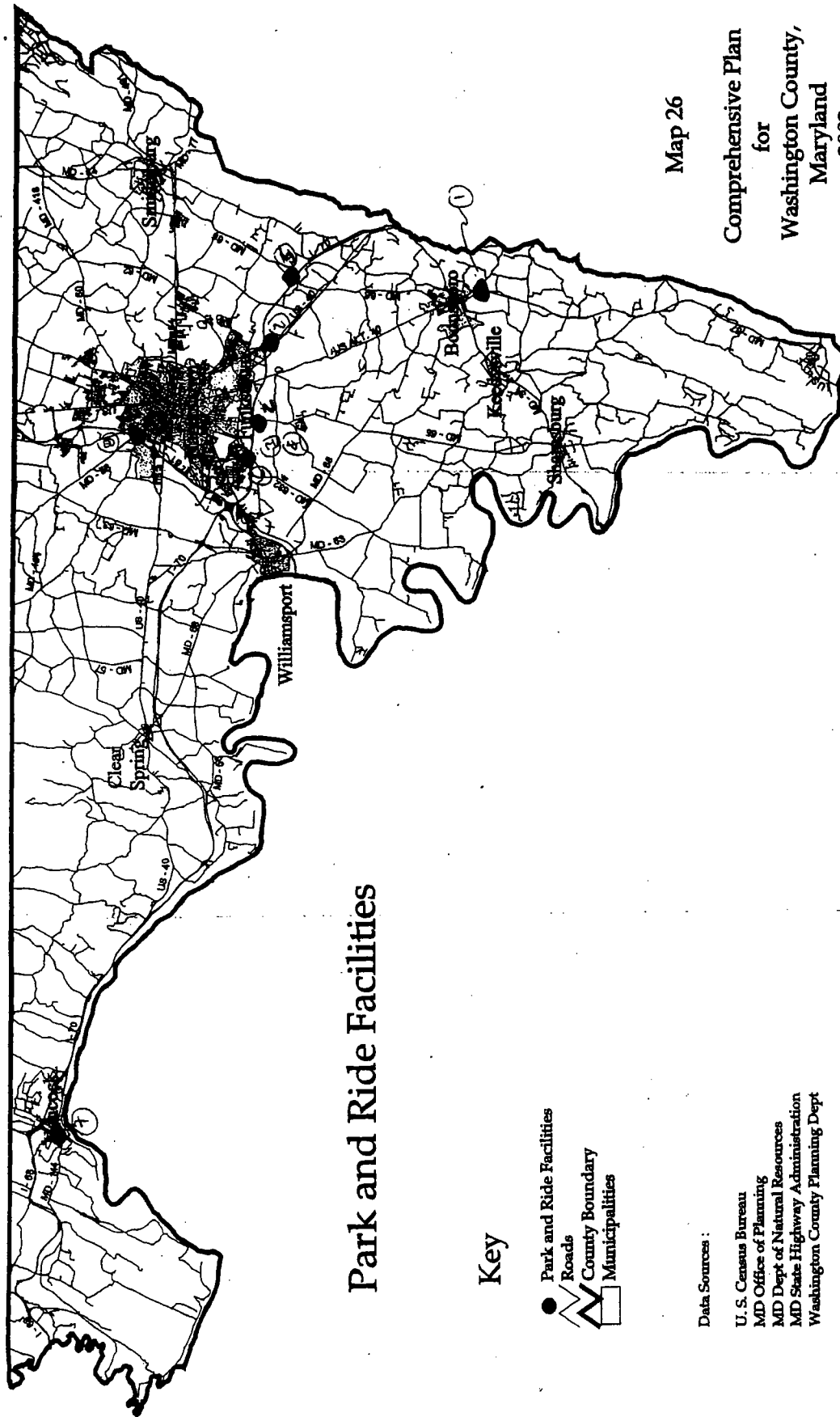
Park and Ride (Carpool, Transit, Fixed Guideway)

Project ID: County: Area Type: PPMS#:
 Location: Completion Year:

☐ Cost Benefit Analysis

Capital Cost: Service Life (In years): Annual Operating Cost:

Without Transit Service, Carpool Only		
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Park and Ride Facilities

Key

- Park and Ride Facilities
- ▬ Roads
- ▬ County Boundary
- ▭ Municipalities

Data Sources :

- U. S. Census Bureau
- MD Office of Planning
- MD Dept of Natural Resources
- MD State Highway Administration
- Washington County Planning Dept

Note : This map is prepared for the sole purpose of illustrating the Comprehensive Plan. It should not be used for other purposes. Information shown on this map was compiled from various original sources as listed and is subject to change as source data changes.

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Map 26
Comprehensive Plan
for
Washington County,
Maryland
2002

Prepared by the
Washington County
Planning Department
Geographic Information System



Adopted 8-27-2002



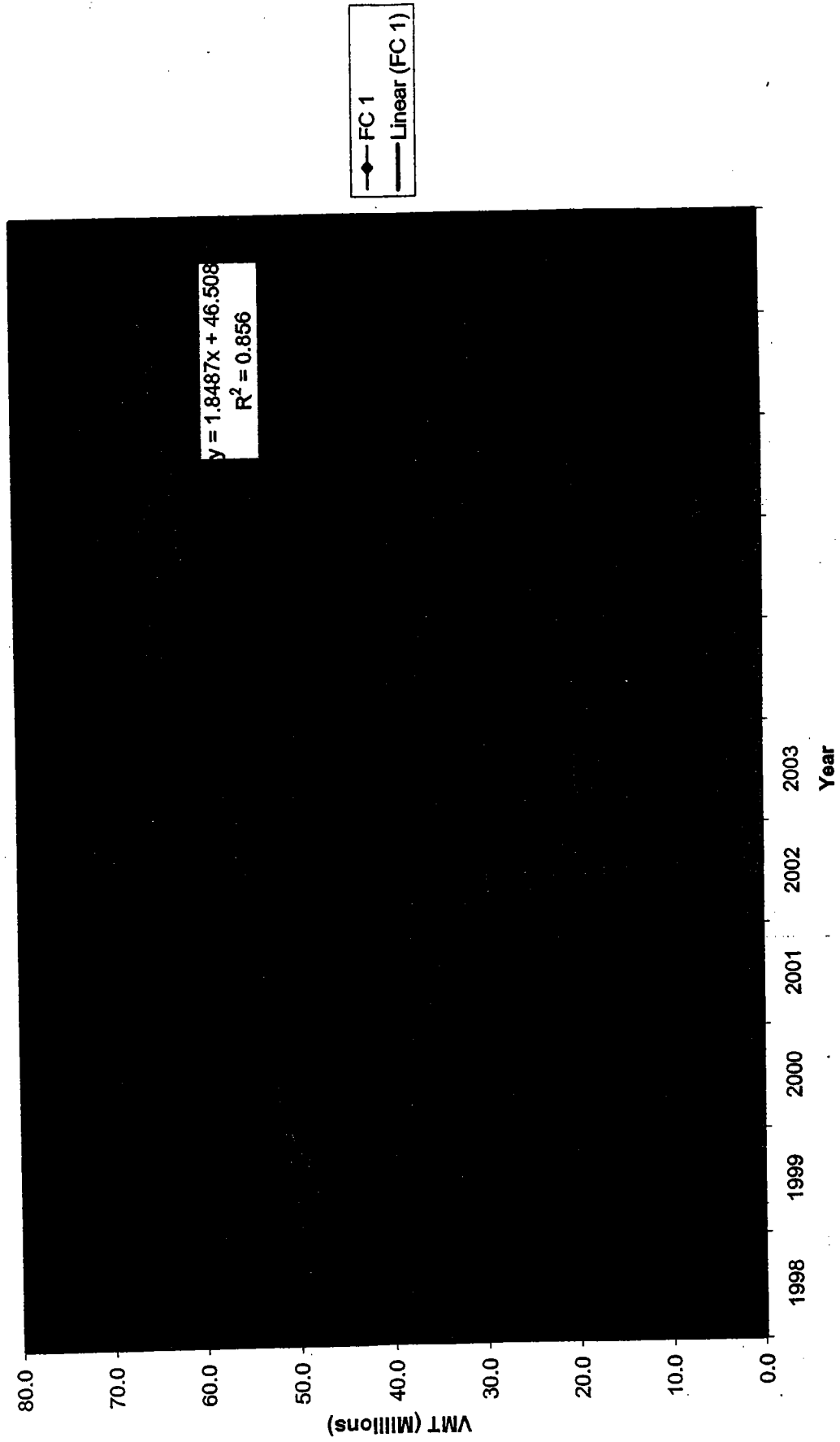
SPRING 2003 PARK RIDE INVENTORY

SITE	COUNTY	SITE NAME/LOCATION	SPACES	SPRING		FALL		YEAR AVERAGE	
				#	%	#	%	#	%
60	HO	I-70 @ MD 32	63	46	73%		0%	23	37%
61	HO	I-70 @ MD 97 (MD 144)	22	19	86%		0%	10	43%
62	HO	US 29 @ MD 108	99	10	10%		0%	5	5%
63	HO	US 29 @ MD 216	421	117	28%		0%	59	14%
64	HO	MD 32 @ Broken Land Parkway (east lot)	325	168	52%		0%	84	26%
65	HO	MD 32 @ Broken Land Parkway (west lot)	318	346	109%		0%	173	54%
66	HO	MD 100 @ Long Gate Parkway	302	56	19%		0%	28	9%
67	HO	MD 175 @ Snowden River Parkway	210	130	62%		0%	65	31%
68	K	US 301 @ MD 291	27	3	11%	4	15%	4	13%
69	M	MD 97 @ MD 28	248	24	10%		0%	12	5%
70	M	I-270 @ MD 124	511	543	106%		0%	272	53%
71	PG	I-95 @ I-495	147	108	73%		0%	54	37%
72	PG	MD 193 @ B/W Parkway (leased)	172	24	14%		0%	12	7%
73	PG	MD 198 @ Van Dusen Road	60	27	45%		0%	14	23%
74	PG	MD 210 @ MD 373	489	98	20%		0%	49	10%
75	Q	US 50 @ MD 8	266	198	74%	173	65%	186	70%
76	Q	US 50 @ MD 404	37	26	70%	49	132%	38	101%
77	Q	US 50 @ Castle Marina Road	82	32	39%	34	41%	33	40%
78	Q	US 301 @ MD 304	13	6	46%	5	38%	6	42%
79	SM	MD 5 @ MD 235	24	7	29%		0%	4	15%
80	SM	MD 234 @ MD 242	17	9	53%		0%	5	26%
81	S	US 13 @ MD 362	19	10	53%		0%	5	26%
82	S	US 13 @ MD 413	12	5	42%		0%	3	21%
83	T	MD 33 @ MD 370	9	2	22%		0%	1	11%
84	W	US 40 Alternate @ MD 67	69	27	39%	←	0%	14	20%
85	W	I-70 @ US 40	68	28	41%	←	0%	14	21%
86	W	I-70 @ MD 65 (SHA lot)	82	56	68%	←	0%	28	34%
87	W	I-70 @ MD 65 (MVA lot) (leased)	168	95	57%	←	0%	48	28%
88	W	I-70 @ MD 66	155	107	69%	←	0%	54	35%
89	W	I-70 @ MD 632 (leased)	109	19	17%	←	0%	10	9%
90	W	MD 144 @ Center Street (Hancock) (leased)	49	38	78%	←	0%	19	39%
91	W	I-81 @ MD 58	17	16	94%	←	0%	8	47%
92	WI	US 50 @ Phillip Morris Drive	16	1	6%		0%	1	3%
Total			10586	5934	56%	290	3%	3112	29%

Washington County EAC
Park and Ride Lots

Data Used	Percentage Occupancy Park and Ride Lots - Washington County													
	1998							2000						
	spring	fall	1999	spring	fall	2001	2002	spring	fall	2003	Linear Trend	R2	spring	fall
Year average Wash County	49.8	47.8	53.4	53.3	55.8	57.9	65.0	0.8560	16%					
Rate increase 2002 - 2007														
Site Name/Location	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
US 40 Alternate @ MD 67	41	38	32	29	43	29	33	32	28	25	39	na	na	na
I-70 @ US 40	53	49	44	47	81	84	68	74	46	47	41	na	na	na
I-70 @ MD 65 (SHA lot)	58	53	54	47	70	60	66	66	68	72	68	na	na	na
I-70 @ MD 65 (MVA lot)	31	30	29	29	34	30	27	40	50	54	57	na	na	na
I-70 @ MD 66	60	48	49	62	65	64	59	66	65	67	69	na	na	na
I-70 @ MD 632	—	—	—	—	10	8	7	10	16	17	17	na	na	na
MD 144 @ Center Street	—	—	49	69	78	57	73	73	71	73	78	na	na	na
I-81 @ MD 58	71	65	53	76	88	53	82	76	100	94	94	na	na	na
Average (spring/fall)	52.3	47.2	44.3	51.3	58.6	48.1	51.9	54.6	55.5	56.1	57.9			
Year average	49.8		47.8		53.4		53.3		55.8		57.9			
Site Name/Location														
US 40 Alternate @ MD 67														
I-70 @ US 40														
I-70 @ MD 65 (SHA lot)														
I-70 @ MD 65 (MVA lot)														
I-70 @ MD 66														
I-70 @ MD 632														
MD 144 @ Center Street														
I-81 @ MD 58														
2007 Projection														
% Occupancy														
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39.0														
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69.0														
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78.0														
94.0														
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91														
100														

VMT of Travel By Functional Classification



Washington County Early Action Compact Review of Transportation Emissions Reduction Measures (TERMs) HIGHWAY – VMT and Trip Reduction Measures
--

TERM: Hagerstown Telework Center

Description:

The Hagerstown Telework Center provides affordable office space and equipment, including computers and high speed internet access, to people who telecommute to work.

Documentation:

- Baltimore Region Telecommuting Baseline Study, 1999, BMC.
- Maryland Department of Transportation.
- Census Transportation Planning Package (CTPP 2000).
- Analyzing the Travel Behavior of Home-based workers in 1991 CALTRANS Statewide Travel Survey, Mokhtarian P.L. and Henderson D.K.
- Telework America 2000: Research Results.
- Commuter Connections: Transportation Emission Reduction Measure Analysis Report by LDA Consulting, 1999.
- Impact Analysis and Improvement Study for the Hagerstown Telework Center. Marketing Solutions, Inc., 2000.

Assumptions:

- The telework center provides 32 workspaces /day.
- The center is currently at 60% utilization= $32 * 0.60 = 19$ workspaces/day.
- Assuming half of Hagerstown telework center are government employees and the other half private-sector clients.
- We will assume an average commute distance of 70 miles for government-sector commutes. $(50+75+85)/3 = 70$ miles daily. We consider 20 miles traveled within Washington County.
- Average work trip distance for private sector telecommuters is 28 miles (from BMC survey – Baltimore Region Telecommuting Baseline Study). We consider 20 miles traveled within Washington County.
- For telecenter-based telecommuters (non-home based), the average VMT reduction per trip was calculated as the non-telecommute day trip distance minus 10 miles, an average distance to a telecenter: $(28 - 10 = 18$ miles, for private sector; $70-10 = 60$ miles, for government sector) (Commuter Connections: Transportation Emission Reduction Measure Analysis Report by LDA Consulting, 1999). Only 10 miles are traveled within Washington County.

Calculations:

- Workspaces = $32 * 0.60 = 19$ workspaces
- Private sector telecommuters = $19/2 = 9.5$
- Government sector telecommuters = $19/2 = 9.5$

Washington County Early Action Compact Review of Transportation Emissions Reduction Measures (TERMs) HIGHWAY – VMT and Trip Reduction Measures
--

Work trips:

Total work trips reduced = 0 trips

Total work VMT reduced = $(9.5 * 2 * 10 + 9.5 * 2 * 10) = 380$ miles

Summary of Results:

VT Benefit:	0 trips
VMT Benefit:	-380 miles

Emission Benefits:

VOC	-0.19 kg/day
NOx	-0.22 kg/day

Transportation and Emissions Impacts: Projects ordered by Project type

MAQONE Version 3.2



Report ID Number 1
 Report Title Washington County EAC
 Analysis Year 2,007
 Region Hagerstown
 Mobile Version Mobile 6

Cat.	ID	County	Description	Yr. Compl. 2003	VEHICLE		BUS VMT	Vehicle Emissions kg/day		
					VT	VMT		VOC	NOx	CO
EMO	4	Washington	Hagerstown Telework Center		0	-380	0	-0.19	-0.22	-2.63
Total impacts for all projects in this scenario: (kg/day)					0	-380	0	-0.19	-0.22	-2.63
								0.00	0.00	0.00

(tons/day)

Cost Effectiveness represents the \$ spent versus the Kg of emissions benefits (lower values represent higher levels of cost effectiveness; no benefit = N/A)

Emissions Only Analysis

Project ID County Area Type PPMS#

Description Completion Year

☐ Cost Benefit Analysis

Capital Cost: Service Life (In years): Annual Operating Cost:

Enter base transportation impact data for emissions analysis

Total Change in VMT

Total Change in work related VT

Total Change in non-work related VT

Distributions by time period (must equal 100%)

Time period

☐ Peak ☐ Off-Peak ☒ Daily

Trip Distributions

	VMT	Work	Non-work
AM		50%	50%
Midday		0%	0%
PM		50%	50%
Night		0%	0%
	100%	100%	100%

Washington County Early Action Compact
Review of Transportation Emissions Reduction Measures (TERMs)
HIGHWAY – VMT and Trip Reduction Measures

TERM: Telecommuting Outreach Program

Description:

This TERM looks into actively encouraging employers (government/private sector) to establish telecommuting programs for their employees, and provide planning assistance and other technical expertise towards successful implementation of telecommuting programs. Telecommuting employees avoid making a trip to work on one or more days per week.

Documentation:

- Baltimore Region Telecommuting Baseline Study, 1999, BMC.
- Maryland Department of Transportation.
- Census Transportation Planning Package (CTPP 2000).
- Analyzing the Travel Behavior of Home-based workers in 1991. CALTRANS Statewide Travel Survey, Mokhtarian P.L. and Henderson D.K.
- Telework America 2000: Research Results.
- Impact Analysis and Improvement Study for the Hagerstown Telework Center. Marketing Solutions, Inc., 2000.
- MAQONE Version 3.2, Telework Promotion methodology.

Assumptions:

- Assuming all telecommuters will be home base teleworkers.
- Telecommuters telecommute approximately 1.8 days a week. (Impact Analysis and Improvement Study for the Hagerstown Telework Center).
- The number of employers volunteering to offer a telecommuting option depends on the level of effort of the public agency promoting the program. It is assume low promotion level of effort.

Calculations:

Transportation and emission benefits are calculated using MAQONE's Telework Promotion module.

In the first step of the analysis, the employment base for the affected region is estimated from area business patterns and local information that is available. The calculated employment base is then corrected for the level of public agency effort (high, medium, or low) to estimate the number of employees eligible for telecommuting. The estimated number of telecommuters is multiplied by a daily factor to account for the fact that telecommuting is not available on all days of the week. This value is divided by the average car occupancy in the region to estimate the number of trips removed due to the telecommuting program. This methodology also takes into account the increase in midday non-work trips the telecommuter makes.

Washington County Early Action Compact Review of Transportation Emissions Reduction Measures (TERMs) HIGHWAY – VMT and Trip Reduction Measures
--

Summary of Results:

VT Benefit:	-82 trips
VMT Benefit:	-5,276 miles

Emission Benefits:

VOC	-2.87 kg/day
NOx	-3.12 kg/day

Transportation and Emissions Impacts: Projects ordered by Project Type

MAQONE Version 3.2



Report ID Number 1
 Report Title Washington County EAC
 Analysis Year 2,007
 Region Hagerstown
 Mobile Version Mobile 6

Cal. ID	TWK	ID	County	Description	Yr. Compl	VEHICLE		BUS	Vehicle Emissions kg/day		
						VT	VMT		VOC	NOx	CO
			Washington	Telecommuting Outreach Program	2007	-82	-5,276	0	-2.87	-3.12	-40.62
Total impacts for all projects in this scenario: (kg/day)						-82	-5,276	0	-2.87	-3.12	-40.62
									0.00	0.00	-0.04

(tons/day)

Cost Effectiveness represents the \$ spent versus the Kg of emissions benefits (lower values represent higher levels of cost effectiveness; no benefit = N/A)

11/19/2003

Telework Promotion - TWK

Project ID County Area Type PPMS#
 t ption Completion Year

☐ Cost Benefit Analysis

Capital Cost: Service Life (In years): Annual Operating Cost:

Group Type

Avg work trip length (In miles)

☒ Voluntary Employer Participation

Promotion level of effort

Time Period Distribution (must equal 100%)

Time period

- ☒ Peak
☐ Off-Peak
☐ Daily

AM
 Midday
 PM
 Night

100%

☐ Only NEW employers REQUIRED to offer TWK

Percent of all employers who are new to the program

☐ ALL employers REQUIRED to offer TWK

Percent employers actually participating

Percent of all employers able to offer TWK

Employment base.

Ratio of work trips to employees.

Mode split for trips

SOV	Carpool	Vanpool	Transit	Bike/ Walk	Other	Total
						100%

Market Share for tele-work trips

- ☒ Baltimore
☒ Washington,DC
☒ Other1
☐ Other2
☐ Other3

Dist to Dest.
(mi)% Trips to
DestMust equal
100%

100%

Washington County Early Action Compact Review of Transportation Emissions Reduction Measures (TERMs) HIGHWAY – VMT and Trip Reduction Measures
--

TERM: Ozone Action Days

Description:

The Ozone Action Program currently in place in Baltimore and Washington DC will expand to Washington County. The Ozone Action Days program is a voluntary initiative by government, environmental groups, and business leaders working with the general public to take extra action to prevent air pollution when high ozone levels are predicted. Because ground level ozone forms under certain weather conditions, a regional team of meteorologists can predict days when ground-level ozone concentrations may exceed health standards. When the air quality is predicted to be poor in both the Baltimore and Washington areas, MDE will call for an Ozone Action Day.

In the event of an Ozone Action Day, MDE and the Metropolitan Washington Council Of Governments will fax an air quality message to media outlets, government agencies and Ozone Action Day participants. In addition, daily forecasts and Ozone Action Day messages will be available on MDE's Ozone Forecast page and on the Air Quality Hotline.

There are many simple actions that people and businesses can take to help reduce air pollution on Ozone Action Days. Example Air Quality CODE RED day volunteer programs include:

- Refuel cars after dusk and limit driving.
- Put off any painting until later.
- Don't use aerosol consumer products.
- Avoid mowing lawns with gasoline-powered mowers.
- Start charcoal with an electric or chimney-type fire starter instead of lighter fluid.
- Take public transportation.
- Try telecommuting

Documentation:

- Work Program Book 2004, MDE
- Marketing Strategy for Ozone Action Days, Pathway Strategic Communications in partnership with Beverly Silverberg Communications, Inc. PRSolutions Media Vision, 2003.
- Ozone Survey Report, 2002

Summary of Results:

Voluntary Program – no credit taken.



**** Air Quality Forecast valid through sunset, May 1, 2003 ****

Sample Fax

Air Quality Forecast

Maryland Department of the Environment
1800 Washington Blvd, Suite 730,
Baltimore, MD 21230-1720

For Immediate Release
March 8, 2004

Contact: Robert Maddox (410) 537-3265

Air Quality "CODE RED" Forecast for May 1, 2003

Air Quality Expected to be UNHEALTHY

2:54 PM, Baltimore, MD

Tomorrow's Forecast: An Air Quality **CODE RED** forecast has been issued for the **Baltimore** metropolitan region. Air quality is expected to be **UNHEALTHY**.

Today's Conditions: As of 3:00 p.m. today, today's air quality in the Baltimore metropolitan region was moderate.

Health Warning: Ground-level ozone can cause lung damage, breathing difficulties, coughing, and chest pain. Should air quality exceed the federal health standard, an Air Quality **Code Red Health Advisory** will be issued advising the following precautions:

- Children should reduce outdoor activities.
- Healthy individuals should limit strenuous outdoor work or exercise.
- Individuals with respiratory and heart ailments, emphysema, asthma, or chronic bronchitis should limit their outdoor activities. If breathing becomes difficult, move indoors.

Prevention Tips: About 60-70% of pollutants that cause ground-level ozone are created from vehicles, lawnmowers, other garden equipment, and common household products. In order to prevent high levels of ozone from forming, residents are strongly urged to:

- Limit driving and, when possible, combine errands.
- Use area bus and rail lines, or share a ride to work.
- Avoid mowing lawns with gasoline-powered mowers.
- Refuel vehicles after dusk.

Forecast Updates: MDE provides the daily air quality conditions and next-day forecast at 3:30 p.m. during the summer ozone season. For more information, call the Air Quality Hotline at (410) 537-3247 or visit <http://www.mde.state.md.us/arma> on the Internet.



www.mde.state.md.us

CLEAN AIR PARTNERS™

www.cleanairpartners.net

Survey says....

By : Lizz Rogers, Northrop Grumman

This year, the Clean Air Partners piloted a new tool to use, the Ozone Action Day Employee Survey. The survey was designed by Northrop Grumman and hosted as a web page by Chesapeake Computer Technology. The purpose of the survey is to gather information from an employee's perspective on notification of a Code Red Ozone Action Day. The information could then be used by the employer to improve their Ozone Action Day plans. This information is also important to Clean Air Partners, as it provides a gauge in how our message is getting across.

The survey is e-mailed the day of a forecasted Code Red Ozone Action Day and this year it has been deployed 5 times. Nearly 1200 responses have been received and are currently being analyzed. From the first episode back of June 11 th, 2002, the following statistics have been learned:

- 94.69% reporting knowing it was a "Code Red, Bad Air Alert, or OAD" day.
- 87.97% reporting hearing the "Code Red, Bad Air Alert, or OAD" phrase from their employer.
- 69.38% reported that they had been asked by their employer to reduce ozone by change in activities.
- 42.03% had altered their normal routine to reduce air pollution.
- Less than 10% use mass transit, carpool, or telecommute on a regular basis.
- The most significant reason for change was because of the air quality.

The survey can be found at: <http://www.ccomt.com/OAD/oadsurvey.asp>.

Washington County Early Action Compact
Review of Transportation Emissions Reduction Measures (TERMs)
HIGHWAY – VMT and Trip Reduction Measures

TERM: Clean Air Partners

Description:

Clean Air Partners is a volunteer, nonprofit, public-private partnership chartered by the Metropolitan Washington Council of Governments (MWCOG) and the Baltimore Metropolitan Council (BMC) and will be expanded to include Washington County. The Partnership seeks to improve health and the quality of life in the region by educating the public to take voluntary action to reduce ground-level ozone and to reduce exposure to ozone. It will build and broaden awareness of how individuals contribute to air pollution while informing them about the adverse effects of ground level ozone.

Transportation grants from the District of Columbia, MDOT, VDOT, and grants from private sector partners and MWCOG fund the operation. BMC, MDE and private sector partners contribute large amounts of in kind services

Documentation:

- Work Program Book 2004, MDE

Summary of Results:

Voluntary Program – no credit taken.

Washington County Early Action Compact Review of Transportation Emissions Reduction Measures (TERMs) HIGHWAY – VMT and Trip Reduction Measures
--

TERM: E-government / E-commerce

Description:

Trips reduced or eliminated by using on-line services from MVA (Motor Vehicle Administration) website and Washington County's programs such as IVR (Interactive Voice Response) system and the proposed Permits Plus program which will allow the inspectors to work from their homes/trucks without the need for them to come into the office everyday.

Documentation:

- The MVA website offers a number of services online.
- Information received from Washington County's Information Technology Department.

Assumptions:

- The MVA website provides a number of services online such as registration renewal, VEIP extension, title replacements, driving records, change of address, etc. MVA has only one office location in Washington County. The website eliminates the need for trips to the MVA office and allows anyone with access to a computer to carry out these tasks from a computer.
- There is a web page for Washington County Government's On-line Services that includes real property data search, receive notification on job postings, subscribe to County E-mail lists, etc.
- Since December 1, 2003 the IVR system has been implemented to assist contractors/homeowners to schedule, cancel and check on status of inspections, check on the status of building permits and obtain information via fax from the County. This system will not only cut down on the number of phone calls made to the inquiry department but also will cut down many trips made for routine inquiries.
- Assuming average non-work trip length of 5 miles.

Calculations:

Without data available, we calculated benefits for 100 users/day by 2007.

For 100 users/day:

VT = $100 * 2 = 200$ trips

VMT = $200 * 5 = 1,000$ miles

Summary of Results:

VT Benefit:	-200 trips
VMT Benefit:	-1,000 miles

Washington County Early Action Compact

Review of Transportation Emissions Reduction Measures (TERMs)

HIGHWAY – VMT and Trip Reduction Measures

Emission Benefits:

VOC	-1.59 kg/day
NOx	-0.31 kg/day

Transportation and Emissions Impacts: Projects ordered by Project Type

MAQONE Version 3.2



Report ID Number 1
 Report Title Washington County EAC
 Analysis Year 2,007
 Region Hagerstown
 Mobile Version Mobile 6

Cat.	ID	County	Description	Yr. Compl. 2007	VEHICLE		BUS VMT	Vehicle Emissions kg/day		
					VT	VMT		VOC	NOx	CO
EMO	13	Washington	E-government / E-commerce		-1,000	-200	0	-1.59	-0.31	-4.68
Total impacts for all projects in this scenario: (kg/day)					-1,000	-200	0	-1.59	-0.31	-4.68
								0.00	0.00	-0.01

(tons/day)

Cost Effectiveness represents the \$ spent versus the Kg of emissions benefits (lower values represent higher levels of cost effectiveness; no benefit = N/A)

Emissions Only Analysis

Project ID County Area Type PPMS#
Description Completion Year

☐ Cost Benefit Analysis

Capital Cost: Service Life (In years): Annual Operating Cost:

Enter base transportation impact data for emissions analysis

Total Change in VMT

Total Change in work related VT

Total Change in non-work related VT

Distributions by time period (must equal 100%)

Time period

☐ Peak ☐ Off-Peak ☒ Daily

Trip Distributions

	VMT	Work	Non-work
AM			
Midday			
PM			
Night			
	100%	100%	100%

Washington County Early Action Compact Review of Transportation Emissions Reduction Measures (TERMs) HIGHWAY – VMT and Trip Reduction Measures
--

TERM: New Jobs Tax Credit

Description:

The new jobs tax credit program provides eligible companies with a six-year tax credit against County real and personal property taxes. The business must either expand or relocate its operations within Washington County. Transportation and emission benefits will be calculated by the reductions in trip length to work by employees working in Washington County instead of other county.

Documentation:

- Washington County website.
- Commuter Connections, State of the Commute 2001, LDA Consulting.

Assumptions:

- Assuming ranges of 10%, 20% and 30% of new jobs will be generated by the new jobs tax credit.
- These 10%, 20%, and 30% of employees will reduced their work trip length by 10 miles due to new jobs created in Washington County.
- 1600 jobs will be created in Washington County in 2004.

Calculations:

10% new jobs:

$$VT = 1600 * 0.10 * 2 = 320 \text{ trips}$$

$$VMT = 320 * 10 = 3,200 \text{ miles}$$

20% new jobs:

$$VT = 1600 * 0.20 * 2 = 640 \text{ trips}$$

$$VMT = 640 * 10 = 6,400 \text{ miles}$$

30% new jobs:

$$VT = 1600 * 0.30 * 2 = 960 \text{ trips}$$

$$VMT = 960 * 10 = 9,600 \text{ miles}$$

Summary of Results:

Reduction in trip length in 10% new jobs:

VT Benefit: 0 trips

VMT Benefit: -3,200 miles

Emission Benefits:

VOC -1.59 kg/day

NOx -1.85 kg/day

Washington County Early Action Compact
Review of Transportation Emissions Reduction Measures (TERMs)
HIGHWAY – VMT and Trip Reduction Measures

Reduction in trip length in 20% new jobs:

VT Benefit: 0 trips
VMT Benefit: -6,400 miles

Emission Benefits:

VOC -3.18 kg/day
NOx -3.70 kg/day

Reduction in trip length in 30% new jobs:

VT Benefit: 0 trips
VMT Benefit: -9,600 miles

Emission Benefits:

VOC -4.77 kg/day
NOx -5.55 kg/day

Transportation and Emissions Impacts: Projects ordered by Project Type

MAQONE Version 3.2



Report ID Number 1
 Report Title Washington County EAC
 Analysis Year 2,007
 Region Hagerstown
 Mobile Version Mobile 6

Cat.	ID	County	Description	Yr. Compl.	VEHICLE VT	YMT	BUS VMT	Vehicle Emissions kg/day			
								VOC	NOx	CO	
EMO	14	Washington	New jobs tax credit - 10%	2007	0	-3,200	0	-1.59	-1.85	-22.14	
EMO	15	Washington	New jobs tax credit - 20%	2007	0	-6,400	0	-3.18	-3.70	-44.29	
EMO	16	Washington	New jobs tax credit - 30%	2007	0	-9,600	0	-4.77	-5.55	-66.43	
Total impacts for all projects in this scenario: (kg/day)					0	-19,200	0	-9.54	-11.11	-132.86	
								-0.01	-0.01	-0.15	

(tons/day)

Cost Effectiveness represents the \$ spent versus the Kg of emissions benefits (lower values represent higher levels of cost effectiveness; no benefit = N/A)

12/10/2005

Emissions Only Analysis

Project ID County Area Type PPMS#
Description Completion Year

☐ Cost Benefit Analysis

Capital Cost: Service Life (In years): Annual Operating Cost:

Enter base transportation impact data for emissions analysis

Total Change in VMT

Total Change in work related VT

Total Change in non-work related VT

Distributions by time period (must equal 100%)

Time period

☐ Peak ☐ Off-Peak ☒ Daily

Trip Distributions

	VMT	Work	Non-work
AM			
Midday			
PM			
Night			
	100%	100%	100%

Emissions Only Analysis

Project ID County Area Type PPMS#
Description Completion Year

☐ Cost Benefit Analysis

Capital Cost: Service Life (in years): Annual Operating Cost:

Enter base transportation impact data for emissions analysis

Total Change in VMT

Total Change in work related VT

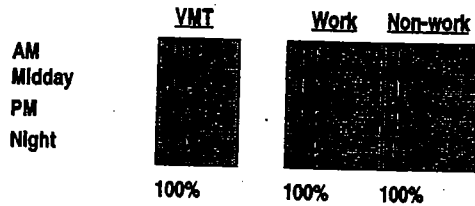
Total Change in non-work related VT

Distributions by time period (must equal 100%)

Time period

☐ Peak ☐ Off-Peak ☒ Daily

Trip Distributions



Emissions Only Analysis

Project ID County Area Type PPMS#
Description Completion Year

☐ Cost Benefit Analysis

Capital Cost: Service Life (in years): Annual Operating Cost:

Enter base transportation impact data for emissions analysis

Total Change in VMT

Total Change in work related VT

Total Change in non-work related VT

Distributions by time period (must equal 100%)

Time period

☐ Peak ☐ Off-Peak ☒ Daily

Trip Distributions

	VMT	Work	Non-work
AM			
Midday			
PM			
Night			
	100%	100%	100%

Washington County Early Action Compact
Review of Transportation Emissions Reduction Measures (TERMs)
HIGHWAY – VMT and Trip Reduction Measures

TERM: Growth Management Program – Hopewell Valley Promotion

Description:

Growth Management refers to policies that integrate transportation and land use decisions. Washington County has previously targeted investment to encourage economic development to occur in several primary areas within the Urban Growth Area, including Hopewell Valley, a moderate-heavy industrial area that has seen significant development, primarily low-tech in nature with emphasis on manufacturing, warehouse/distribution centers and freight transportation support facilities.

Documentation:

- Comprehensive Plan for the County 2002. Washington County, Maryland.
- Washington County website.
- Trip Generation, 6th edition. Institute of Transportation Engineers (ITE).

Assumptions:

- No data available.
- Trips length will be reduced by 10 miles due to growth management program.
- Ten percent of total trip generated/attracted by Hopewell Valley project will be considered to reduce trip length.
- Out of 912 acres of Hopewell Valley undeveloped land, 200 acres will be developed by 2007 using a growth management program.
- Weekday average vehicle trip ends is calculated using the weighted average trip generation rates from ITE. Number of Acres is the independent variable.
- A proposed scenario includes a mixed-used development consisting of 50 acres of offices, retail/commercial, 50 acres of housing, 50 acres of industrial park, 50 acres of general heavy Industrial.

Calculations:

T = average vehicle trip ends.

T offices, retail/commercial (business park) = $149.79 * 50 = 7,490$

T housing (residential planned unit development) = $46.78 * 50 = 2,339$

T industrial park = $63.11 * 50 = 3,156$

T general heavy industrial = $6.75 * 50 = 338$

T total = $7490 + 2339 + 3156 + 338 = 13,323$

VT = $13323 * 2 = 26,646$ trips

VT considered reducing trip length by growth management program
= $26646 * 0.10 = 2,665$

VMT = $2665 * 10 = 26,650$ miles

Transportation and Emissions Impacts: Projects ordered by Project Type

MAQONE Version 3.2



Report ID Number 1
 Report Title Washington County EAC
 Analysis Year 2,007
 Region Hagerstown
 Mobile Version Mobile 6

Cat.	ID	County	Description	Yr. Compl.	VEHICLE		BUS	Vehicle Emissions kg/day		
					VT	VMT		VOC	NOx	CO
EMO	17	Washington	Growth Management - Hopewell Valley	2007	0	-26,650	0	-13.24	-15.42	-184.41
Total impacts for all projects in this scenario: (kg/day)					0	-26,650	0	-13.24	-15.42	-184.41
								-0.01	-0.02	-0.20

Cost Effectiveness represents the \$ spent versus the Kg of emissions benefits (lower values represent higher levels of cost effectiveness; no benefit = N/A)

Washington County Early Action Compact
Review of Transportation Emissions Reduction Measures (TERMs)
HIGHWAY – VMT and Trip Reduction Measures

Summary of Results:

VT Benefit:	0 trips
VMT Benefit:	-26,650 miles

Emission Benefits:

VOC	-13.24 kg/day
NOx	-15.42 kg/day

Emissions Only Analysis

Project ID County Area Type PPMS#
Option Completion Year

☐ Cost Benefit Analysis

Capital Cost: Service Life (In years): Annual Operating Cost:

Enter base transportation impact data for emissions analysis

Total Change in VMT

Total Change in work related VT

Total Change in non-work related VT

Distributions by time period (must equal 100%)

Time period

☐ Peak ☐ Off-Peak ☒ Daily

Trip Distributions

	VMT	Work	Non-work
AM			
Midday			
PM			
Night			
	100%	100%	100%

Washington County Early Action Compact
Review of Transportation Emissions Reduction Measures (TERMs)
HIGHWAY – Traffic Flow Improvements

TERM: Signalization Improvements

Description:

This TERM includes computer-controlled system enhancement under construction and a signal re-optimization project.

Documentation:

- 2002 Highway Location Reference, Maryland State Highway Administration.

Assumptions:

- US 40 – Cleveland Av to Edgewood Dr computer controlled system, under construction, estimate completion 2003.
- MD 65 – Doub Way to Henry Douglas Dr, to be re-optimized in FY 2004.

Calculations:

Emission benefits are calculated using MAQONE's Arterial Improvement methodology.

Summary of Results:

VT Benefit:	0 trips
VMT Benefit:	0 miles

Emission Benefits:

VOC	-10.22 kg/day
NOx	-3.08 kg/day

Transportation and Emissions Impacts: Projects ordered by Project Type

MAQONE Version 3.2



Report ID Number 1
 Report Title Washington County EAC
 Analysis Year 2,007
 Region Hagerstown
 Mobile Version Mobile 6

Cat.	ID	County	Description	Yr. Compl.	VEHICLE		BUS		Vehicle Emissions kg/day		
HI1	1	Washington	US 40 / Cleveland Ave to Edgewood Dr.	2007	VT	VMT	VMT	VMT	VOC	NOx	CO
HI1	2	Washington	MD 65 / Doub Way to Henry Douglas Dr.	2007	0	0	0	0	-6.00	-1.81	-19.62
					0	0	0	0	-4.22	-1.27	-13.75
Total impacts for all projects in this scenario: (kg/day)											
					0	0	0	0	-10.22	-3.08	-33.37
									-0.01	0.00	-0.04

Total impacts for all projects in this scenario: (kg/day)
 (tons/day)

Cost Effectiveness represents the \$ spent versus the Kg of emissions benefits (lower values represent higher levels of cost effectiveness; no benefit = N/A)

11/14/2003

Location	US 40 / Cleveland Ave to Edgewood Dr.	Completion Year	2007
----------	---------------------------------------	-----------------	------

Capital Cost: Service Life (In years): Annual Operating Cost:

1. Name of the person or organization		2. Address		3. City		4. State		5. Zip	
[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]	
6. Date of birth		7. Sex		8. Race		9. Religion		10. Education	
[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]	
11. Occupation		12. Income		13. Assets		14. Liabilities		15. Other	
[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]		[REDACTED]	

[illegible]

Arterial Improvements

Project ID County Area type PPMS#

Description Completion Year

☐ Cost Benefit Analysis

Capital Cost: Service Life (in years): Annual Operating Cost:

8408

Favorable Progression

☒ ☐ ☐

☐ ☐ ☐

☒ ☐

☐ ☐

Back

Print

Clear

Cancel

OK

Arterial Improvements

Project ID County Area type PPMS#

Description Completion Year

☐ Cost Benefit Analysis

Capital Cost: Service Life (in years): Annual Operating Cost:

Item	Unit	Value
Initial Investment	\$	N
Annual Maintenance	\$	O
Annual Operating Cost	\$	O
Annual Benefit	\$	N
Annual Savings	\$	N
Annual Net Benefit	\$	N
Annual Net Savings	\$	N

Arterial Improvements

Project ID County Area type PPMS#

Description Completion Year

☐ Cost Benefit Analysis

Capital Cost: Service Life (in years): Annual Operating Cost:

Project Information		Financial Data	
Project ID	2	Project Cost	10675
Description	MD 65 / Doub Way to Henry Douglas Dr.	Annual Operating Cost	D
Completion Year	2007	Service Life (in years)	35
Capital Cost		Project ID	1

Arterial Improvements

Project ID County Area type PPMS#

Option Completion Year

☐ Cost Benefit Analysis

Capital Cost: Service Life (in years): Annual Operating Cost:

4 8 0 0 4 8		☐ ... ☐ ...	
Favorable Progression		☐ ... ☐ ...	

Arterial Improvements

Project ID County Area type PPMS#
Description Completion Year

☐ Cost Benefit Analysis

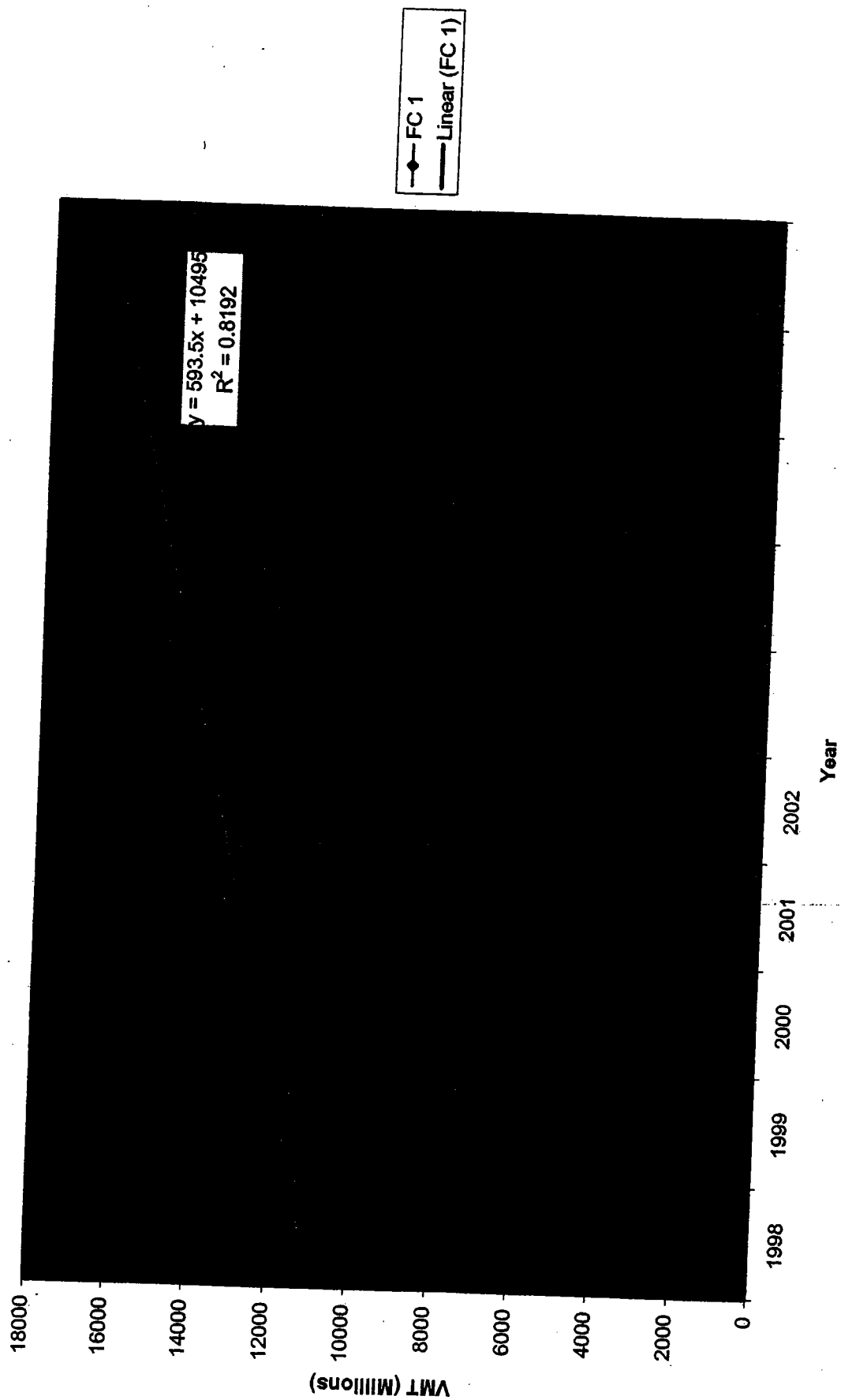
Capital Cost: Service Life (in years): Annual Operating Cost:

Item	Quantity	Unit	Cost
1. Labor	N		
2. Materials	O		
3. Equipment	O		
4. Subcontract	N		
5. Other	N		
6. Total	N		

Washington County EAC
Signalization Improvements

Data Used		AADT FOR ATR STATIONS: Station P0002						
Station\ Year	1998	1999	2000	2001	2002		Linear Trend 2007	R2
P0002	11284	11141	12418	13420	13112		16,429	0.8192
US 40 / Cleveland Ave at Edgewood Dr					18125	one way	22,711	
MD 65 / Doub Way to Henry Douglas Dr.					10675	one way	13,376	

VMT of Travel By Functional Classification



Maryland State Highway Administration
Highway Information Services Division
AADT For All ATR Stations

Station	Historical Data - 10 Years										Percent Change		
	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	1992/2002(%)	2001/2002(%)
P0001	7621	7880	7999	7979	8126	8202	8231	8111	8248	8364	8447	10.84	0.99
P0002	10063	10426	10752	10745	10899	10729	11284	11141	12418	13420	13112	30.30	-2.30
P0003	2414	2494	2497	2568	2615	2669	0	0	2753	3063	3183	31.86	3.92
P0004	64349	66712	68507	69834	71929	73417	75629	0	0	0	0	0.00	0.00
P0005	33827	35460	36801	37493	37103	37608	38138	38869	38637	41709	0	0.00	0.00
P0006	39390	40185	41195	41692	42026	42116	43967	43688	45228	46903	47920	21.66	2.17
P0007	37041	38591	40317	42339	42562	44061	47350	0	0	0	0	0.00	0.00
P0008	1856	1940	1978	2096	2099	2281	2404	2589	2613	2706	2834	0.00	0.00
P0009	30073	31033	31413	32592	33181	34002	34863	35802	36141	36632	37834	52.69	4.73
P0010	5629	5643	5750	5860	5913	6174	6288	6326	6633	6746	6929	25.81	3.28
P0011	20804	20639	20427	20378	24083	20770	21329	21563	21948	21505	21996	23.09	2.71
P0012	20319	20368	19659	19192	19356	19210	19610	17341	0	0	0	5.73	2.28
P0013	23579	24802	26051	26877	25503	25586	25269	26231	26534	27096	26939	0.00	0.00
P0014	12431	12954	13655	13694	13024	12502	13212	14055	14216	15176	15415	14.25	-0.58
P0015	5282	5257	5239	5208	5003	5206	5459	5352	5176	5228	5351	24.00	1.57
P0016	14838	15574	15656	15990	16550	16766	18691	16679	18001	18653	19035	1.31	2.35
P0017	18060	18805	19430	20380	20713	21308	22773	25215	23072	21760	23213	28.29	2.05
P0018	25364	24597	26660	25299	24911	25426	23856	24752	24374	24782	25652	28.53	6.68
P0019	14367	15068	15383	15874	15995	16542	14390	18010	19299	20867	21836	1.14	3.51
P0020	21136	21193	21166	21571	21164	19861	10413	0	0	0	0	51.99	4.64
P0021	42094	44123	44940	46728	47704	47569	52868	53539	54540	56120	0	0.00	0.00
P0022	23468	24180	25154	26015	25966	26380	27562	28276	29102	32846	0	0.00	0.00
P0023	23718	26066	27721	28630	30212	30150	31295	30017	0	0	0	0.00	0.00
P0024	52236	53850	0	0	84500	0	67497	74221	76256	79134	79880	0.00	0.00
P0025	61782	58951	57985	64045	65889	69533	67972	78946	81253	83955	0	52.92	0.94
P0026	13145	13563	13513	13828	13960	14172	14316	13736	13292	13562	13810	0.00	0.00
P0027	42213	43949	44402	46539	47584	48876	50352	50121	50219	56215	57156	5.06	1.83
P0028	10592	11272	11607	12436	12909	14179	15119	15250	15126	15899	16401	35.40	1.67
P0029	40087	46271	48014	52086	55719	54935	52137	57086	60009	59293	0	54.84	3.16
P0030	28941	29809	31850	32972	33897	35222	34627	36858	37742	39635	41176	0.00	0.00
P0031	168208	177023	178696	183134	188650	192555	196200	0	0	0	0	42.28	3.89
P0032	161429	166362	166226	0	0	0	0	187862	176305	175812	176007	0.00	0.00
P0033	13209	14136	14223	14611	14837	14867	15777	16236	17263	17458	18242	9.03	0.11
P0034	119717	115104	114306	118257	120680	123178	119540	117953	116441	121825	0	38.10	4.49
P0035	7300	7892	7972	8232	8693	8922	9008	9177	7590	9772	10500	0.00	0.00
P0036	12991	13649	13993	14288	14270	15151	15249	15800	16312	16793	17663	43.84	7.45
P0037	16306	16499	16780	17230	16730	17323	18209	18521	18792	19526	19996	35.96	5.18
P0038	42998	41525	41572	40260	43587	58479	61294	66996	66878	70273	72253	22.63	2.41
P0039	138257	149271	155654	158938	163279	179457	171139	175920	188440	194847	196895	68.04	2.82
P0040	177330	189266	195309	199996	200671	205559	205595	197537	203988	210162	211242	42.41	1.05
P0041	178164	186429	189702	196458	198839	199883	193642	194000	203999	198089	206841	19.12	0.51
P0042	57237	56977	56329	56482	60176	61421	48246	57046	57188	59500	59915	16.10	4.42
P0043	152366	157555	157423	167373	172324	165213	182167	178745	170891	0	0	4.68	0.70
												0.00	0.00

Page 1 of 3

Washington County Early Action Compact
Review of Transportation Emissions Reduction Measures (TERMs)
HIGHWAY – Traffic Flow Improvements

TERM: Incident Management / Intelligent Transportation Systems (ITS)
[Highway Advisory Radio – 3 locations]

Description:

From CHART ITS devices, only Highway Advisory Radio (HAR) is being used or will be used in Washington County before 2007.

Documentation:

- 2002 Highway Location Reference, Maryland State Highway Administration
- Atlantic City Expressway – DVRPC CMAQ Analysis, Feb 2003.

Assumptions:

- Locations with HAR are I-70 @ South Mountain Rest Area, US 522 @ I-70 (Hancock), and I-81 @ US 11 (Williamsport).
- Average Incidents per day in both directions of the 44 mile expressway = 20 (for Atlantic City Expressway – DVRPC CMAQ Analysis). For 10 miles it is used 5 incidents/day.
- Average accidents per day in both directions of the 44 mile expressway = 0.43 (for Atlantic City Expressway – DVRPC CMAQ Analysis). For 10 miles it is used 0.11 accidents/day.
- 2002 AADT were projected to year 2007 based on historical data.

Calculations:

Emission benefits are calculated using MAQONE's Incident Management methodology.

Summary of Results:

VT Benefit:	0 trips
VMT Benefit:	231 miles

Emission Benefits:

VOC	-17.59 kg/day
NOx	-7.99 kg/day

Transportation and Emissions Impacts: Projects ordered by Project Type

Report ID Number
Report Title
Analysis Year
Region
Mobile Version

1
Washington County EAC
2,007
Hagerstown
Mobile 6

MAQONE Version 3.2



Cat.	ID	County	Description	Yr. Compl	VEHICLE		BUS		Vehicle Emissions kg/day		
ITS	1	Washington	Highway Advisory Radio (HAR) 1	2007	VT	VMT	VT	VMT	VOC	NOx	CO
ITS	2	Washington	Highway Advisory Radio (HAR) 2	2007	0	98	0	0	-3.39	-0.90	-6.37
ITS	3	Washington	Highway Advisory Radio (HAR) 3	2007	0	52	0	0	-10.19	-5.01	-40.09
Total impacts for all projects in this scenario: (kg/day)					0	231	0	0	-17.59	-7.99	-61.24
(tons/day)									-0.02	-0.01	-0.07

Cost Effectiveness represents the \$ spent versus the Kg of emissions benefits (lower values represent higher levels of cost effectiveness; no benefit = N/A)

Incident Management

Project ID

1

County

Washington

Area Type

Rural

PPMS#

Option

Highway Advisory Radio (HAR) 1

Completion Year

2007

☐ Cost Benefit Analysis

Capital Cost:

Service Life (In years):

Annual Operating Cost:

I-70 @ South Mountain Rest Area

10

35813

2

60

D

Freeway

Incident Management

Project ID

1

County

Washington

Area Type

Rural

PPMS#

Description

Highway Advisory Radio (HAR) 1

Completion Year

2007

☐ Cost Benefit Analysis

Capital Cost:

Service Life (in years):

Annual Operating Cost:

/day

5

0.11

1 Lane

20%

Low

Low

Low

- ☐ Cost Benefit Analysis

Annual Operating Cost:

$\frac{d}{dt} \left(\frac{\partial L}{\partial \dot{x}} \right) = \frac{\partial L}{\partial x}$, $\frac{d}{dt} \left(\frac{\partial L}{\partial \dot{y}} \right) = \frac{\partial L}{\partial y}$, $\frac{d}{dt} \left(\frac{\partial L}{\partial \dot{z}} \right) = \frac{\partial L}{\partial z}$

Incident Management

Project ID County Area Type PMS#
Location Completion Year

☐ Cost Benefit Analysis

Capital Cost:

Service Life (in years):

Annual Operating Cost:

	I-70 @ US 522 (Hancock)
	10
	20765
	2
	60
	D
	Freeway

Incident Management

Project ID County Area Type PMS#

ation Completion Year

☐ Cost Benefit Analysis

Capital Cost: Service Life (In years): Annual Operating Cost:

I-81 @ US 11 (Williamsport)

10

28164

2

50

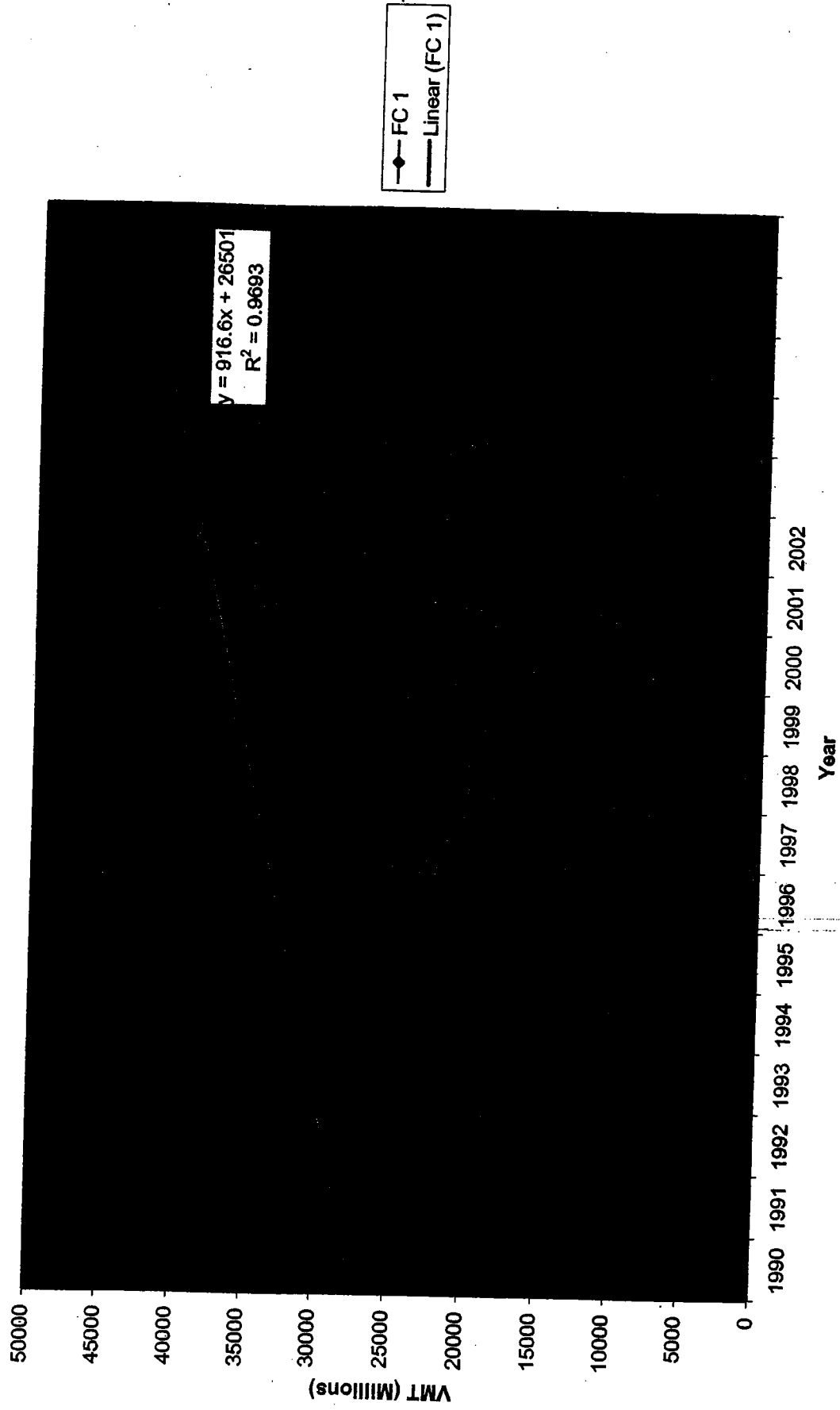
D

Arterial

Washington County EAC
Incident Management

Data Used	AADT FOR ATR STATIONS: Station P0045							
Station\ Year	1998	1999	2000	2001	2002		Linear Trend 2007	R2
P0045	34669	35895	36603	37107	38646		43,000	0.9693
I-70 @ South Mountain Rest Area					32187	one way	35,813	
I-70 @ US 522					18662	one way	20,765	
I-81 @ US 11					25312	one way	28,164	

VMT of Travel By Functional Classification



Washington County Early Action Compact
Review of Transportation Emissions Reduction Measures (TERMs)
HIGHWAY – Traffic Flow Improvements

TERM: Incident Management / Intelligent Transportation Systems [CCTV – 2 locations & Dynamic Message Signs – 1 location]

Description:

From CHART ITS list of proposed devices, CCTV Camera and Dynamic Message Sign (DMS) are considered in Washington County by 2007.

Documentation:

- 2002 Highway Location Reference, Maryland State Highway Administration
- Atlantic City Expressway – DVRPC CMAQ Analysis, Feb 2003.

Assumptions:

- CCTV Camera Locations are I-70 @ I-81, and I-68 @ I-70.
- DMS location is I-70 (WB) @ I-68.
- Average Incidents per day in both directions of the 44 mile expressway = 20 (for Atlantic City Expressway – DVRPC CMAQ Analysis). For 10 miles it is used 5 incidents/day.
- Average accidents per day in both directions of the 44 mile expressway = 0.43 (for Atlantic City Expressway – DVRPC CMAQ Analysis). For 10 miles it is used 0.11 accidents/day.
- 2002 AADT were projected to year 2007 based on historical data.

Calculations:

Emission benefits are calculated using MAQONE's Incident Management methodology.

Summary of Results:

VT Benefit:	0 trips
VMT Benefit:	155 miles

Emission Benefits:

VOC	-19.86 kg/day
NOx	-8.97 kg/day

Transportation and Emissions Impacts: Projects ordered by Project Type

MAQONE Version 3.2



Report ID Number 1
 Report Title Washington County EAC
 Analysis Year 2,007
 Region Hagerstown
 Mobile Version Mobile 6

Cat.	ID	County	Description	Yr. Compl.	VEHICLE		BUS		Vehicle Emissions kg/day		
					VT	VT	VT	VT	VOC	NOx	CO
ITS	4	Washington	CCTV Camera FY07 - 1/2	2007	0	0	0	0	-4.48	-2.16	-16.08
ITS	5	Washington	CCTV Camera FY07 - 2/2	2007	0	0	0	0	-3.58	-1.03	-11.31
ITS	6	Washington	Dynamic Message Sign FY07 - 1/1	2007	0	155	0	0	-11.79	-5.78	-47.18
Total impacts for all projects in this scenario: (kg/day)					0	155	0	0	-19.86	-8.97	-74.57
									-0.02	-0.01	-0.08

(tons/day)

Cost Effectiveness represents the \$ spent versus the Kg of emissions benefits (lower values represent higher levels of cost effectiveness; no benefit = N/A)

11/19/2003

Incident Management

Project ID County Area Type PMS#

Jon Completion Year

☐ Cost Benefit Analysis

Capital Cost: Service Life (In years): Annual Operating Cost:

I-70 @ I-81

10

27663

2

60

D

Freeway

Incident Management

Project ID County Area Type PPMS#

Description Completion Year

☐ Cost Benefit Analysis

Capital Cost: Service Life (In years): Annual Operating Cost:

/day		1 Lane	
5			
0.11		20%	
Low		Low	
Low		Low	

Incident Management

Project ID County Area Type PPMS#
on Completion Year

☐ Cost Benefit Analysis

Capital Cost: Service Life (In years): Annual Operating Cost:

☐
☐
☐
☐
☒

☐
☐
☐
☐
☐

Incident Management

Project ID County Area Type PMS#

Location Completion Year

☐ Cost Benefit Analysis

Capital Cost: Service Life (In years): Annual Operating Cost:

Project Name	I-68 @ I-70
Project ID	10
Project Type	1363
Project Status	1
Project Cost	35
Project Date	D
Project Location	Arterial

Incident Management

Project ID County Area Type PMS#

Description Completion Year

☐ Cost Benefit Analysis

Capital Cost:

Service Life (In years):

Annual Operating Cost:

/day		1 Lane	
5		20%	
0.11			
Low		Low	
Low		Low	

Incident Management

Project ID County Area Type PPMS#

Job Completion Year

☐ Cost Benefit Analysis

Capital Cost: Service Life (In years): Annual Operating Cost:

☐
☐
☐
☐
☒

☐
☐
☐
☐

Incident Management

Project ID County Area Type PMS#

Location Completion Year

☐ Cost Benefit Analysis

Capital Cost: Service Life (in years): Annual Operating Cost:

Project Name	I-70 (WB) @ I-68
Project Number	10
Project Description	17371
Project Location	2
Project Type	60
Project Status	D
Project Category	Freeway

Incident Management

Project ID County Area Type PPMS#

Location Completion Year

☐ Cost Benefit Analysis

Capital Cost: Service Life (in years): Annual Operating Cost:

/day 1 Lane 5 0.11 20% Low Low Low
--

Incident Management

Project ID	6	County	Washington	Area Type	Rural	PPMS#	
Location	Dynamic Message Sign FY07 - 1/1.			Completion Year	2007		

☐ **Cost Benefit Analysis**

Capital Cost:

Service Life (In years):

Annual Operating Cost:

[illegible]
$$E_{\text{eff}} = \frac{\sum_{j=1}^n E_j}{n}, \quad \sigma_{\text{eff}}^2 = \frac{\sum_{j=1}^n (\sigma_j^2 + E_j^2)}{n}$$

Washington County EAC
Incident Management

Data Used	AADT FOR ATR STATIONS: Station P0045							
Station\ Year	1998	1999	2000	2001	2002		Linear Trend 2007	R2
P0045	34,669	35,895	36,603	37,107	38,646		43,000	0.9693
I-70 @ South Mountain Rest Area					32,187	one way	35,813	
I-70 @ US 522					18,662	one way	20,765	
I-81 @ US 11					25,312	one way	28,164	
I-70 @ I-81					24,862	one way	27,663	
I-68 @ I-70					1,225	one way	1,363	
I-70 (WB) @ I-68					15,612	one way	17,371	

Washington County Early Action Compact
Review of Transportation Emissions Reduction Measures (TERMs)
HIGHWAY – State Control Measures

TERM: Vehicle Emissions Inspection Program (VEIP) [OBD, IM240]

Description:

This program requires inspection of vehicle emission systems every two years and repair of vehicles that fail to meet emissions standards.

Documentation:

- Maryland State Highway Administration, HPMS reports.

Assumptions:

- Highway Program Monitoring System data is used as input.

Calculations:

The emission benefits were calculated with MOBILE6 in tons/day (tpd).

I/M:

VOC = $-0.53 \text{ tpd} * 907.1858 = -480.81 \text{ kg/day}$

NOx = $-0.62 \text{ tpd} * 907.1858 = -562.46 \text{ kg/day}$

Summary of Results:

I/M Emission Benefits:

VOC -480.81 kg/day

NOx -562.46 kg/day

2007	VMT	Speed mph	Voc tpd	Nox tpd	Emissions Benefits	
Base	6,454,810	40.3	4.04	8.60		
RFG	6,454,810	40.3	4.78	8.65	-0.74	-0.05
NLEV	6,454,810	40.3	4.13	8.71	-0.09	-0.11
Tier2	6,454,810	40.3	4.90	11.71	-0.86	-3.11
HDE std	6,454,810	40.3	4.04	8.79	0.00	-0.19

Washington County Early Action Compact Review of Transportation Emissions Reduction Measures (TERMs) HIGHWAY – Federal Control Measures

TERM: NLEV, Tier II, HDE Standard

Description:

- Under the National Low Emission Vehicle (NLEV) program auto manufacturers have agreed to comply with tailpipe standards that are more stringent than EPA can mandate prior to model year 2004. The NLEV program was instituted by the OTC states in 2001. Maryland opted into the program in 1999, two years prior to the OTC adoption.
- Tier II program includes more protective tailpipe emissions standards for all passenger vehicles, and lower standards for sulfur in gasoline. Tailpipe standards are set at an average standard of .07 grams per mile for NOx for all classes of passenger vehicles beginning in 2004. Vehicles weighing less than 6,000 pounds will be phased-in to this standard between 2004 and 2007. Beginning in 2004, the nation's refiners and importers of gasoline will have the flexibility to manufacture gasoline with a range of sulfur levels as long as all of their production is capped at 300 ppm. By 2006, refiners will meet a 30 ppm average sulfur level with a maximum cap of 80 ppm.
- Heavy-Duty Engine and Vehicle Standards (HDE) is a comprehensive national control program that will regulate the heavy-duty vehicle and its fuel as a single system. A PM emissions standard of .01 grams per brake-horsepower-hour for new heavy-duty engines is scheduled to take full effect in the 2007 model year. In addition, refiners will be required to start producing diesel fuel for use in highway vehicles with a sulfur content of no more than 15 ppm, beginning on June 1, 2006.

Documentation:

- Maryland State Highway Administration, HPMS reports.
- Regulatory Announcement: Final Rule for the National Low Emission Vehicle Program. EPA420-F-97-047, December 1997.
- Regulatory Announcement: EPA's Program for Cleaner Vehicles and Cleaner Gasoline. EPA420-F-99-051, December 1999.
- Regulatory Announcement: Heavy-Duty Engine and Vehicle Standards and Highway Diesel Fuel Sulfur Content Requirements. EPA420-F-00-057, December 2000.

Assumptions:

- Highway Program Monitoring System data is used as input.

Calculations:

The emission benefits were calculated with MOBILE6 in tons/day (tpd).

Washington County Early Action Compact Review of Transportation Emissions Reduction Measures (TERMs) HIGHWAY – Federal Control Measures

NLEV:

VOC = $-0.09 \text{ tpd} * 907.1858 = -81.65 \text{ kg/day}$

NOx = $-0.11 \text{ tpd} * 907.1858 = -99.79 \text{ kg/day}$

Tier II:

VOC = $-0.86 \text{ tpd} * 907.1858 = -780.18 \text{ kg/day}$

NOx = $-3.11 \text{ tpd} * 907.1858 = -2821.35 \text{ kg/day}$

HDE Standard:

VOC = $0.00 \text{ tpd} * 907.1858 = 0.00 \text{ kg/day}$

NOx = $-0.19 \text{ tpd} * 907.1858 = -172.37 \text{ kg/day}$

Summary of Results:

NLEV Emission Benefits:

VOC -81.65 kg/day

NOx -99.79 kg/day

Tier II Emission Benefits:

VOC -780.18 kg/day

NOx -2,821.35 kg/day

HDE Standard Emission Benefits:

VOC 0.00 kg/day

NOx -172.37 kg/day

2007	VMT	Speed mph	Voc tpd	Nox tpd	Emissions Benefits	
Base	6,454,810	40.3	4.04	8.60		
RFG	6,454,810	40.3	4.78	8.65	-0.74	-0.05
I/M	6,454,810	40.3	4.57	9.22	-0.53	-0.62

Millions of Annual Vehicle Miles																			
Washington County - All Systems																			
FC Year	Rural									Urban									Grand Total
	1	2	6	7	8	9	Total Rural	11	12	14	16	17	19	Total Urban					
1997	645	19	141	131	32	88	1056	219	0	168	114	34	61	596	1652				
1998	656	18	146	139	33	91	1083	239	0	171	114	38	62	624	1707				
1999	678	21	158	148	40	91	1136	246	0	182	125	40	62	655	1791				
2000	680	22	162	152	55	96	1167	242	0	184	124	42	64	656	1823				
2001	694	23	162	155	56	100	1190	247	0	191	129	41	66	674	1864				
2002	689	24	167	156	59	104	1199	250	0	187	136	46	68	687	1886				
2007 Projection	746	30	195	185	93	119	1,367	278	0	214	157	55	74	779	2,146				
Seasonal Factor																			
(%AADT) 2007	115.07	105.6	105.6	105.6	105.6	105.6	—	108.12	107.85	107.85	107.85	107.85	107.85	—	—				
Average July Summer Weekday	858	32	206	195	98	126	1,514	301	0	231	169	60	80	840	2,355				

Hourly Percent of Traffic by Month - Weekday

[illegible]

Millions of Annual Vehicle Miles by Hour																			
2007 Average July Summer Weekday																			
FC Beginning Hour	Rural								Urban								Total		Grand Total
	1	2	3	4	5	6	7	8	9	Total Rural	11	12	13	14	15	16	17	18	
0	10	0	0	2	1	1	1	1	1	15	4	0	0	2	2	2	1	1	10
1	7	0	0	1	1	1	1	0	1	10	3	0	0	1	1	1	0	0	5
2	6	0	0	1	1	1	1	0	0	8	2	0	0	1	1	1	0	0	4
3	6	0	0	1	1	1	1	0	1	9	2	0	0	1	1	1	0	0	4
4	10	0	0	2	2	2	2	1	1	16	3	0	0	2	2	2	1	1	9
5	25	1	1	5	4	4	4	2	3	40	9	0	0	7	5	5	2	3	26
6	43	1	1	9	8	8	8	4	5	70	15	0	0	13	9	9	3	4	44
7	52	2	2	12	11	10	10	6	7	90	20	0	0	15	11	11	4	5	55
8	50	2	2	11	10	10	10	5	7	85	19	0	0	13	10	10	3	5	50
9	44	2	2	10	10	10	10	5	6	77	16	0	0	11	8	8	3	4	42
10	44	2	2	11	10	10	10	5	7	79	15	0	0	10	8	8	3	4	40
11	45	2	2	12	11	10	11	6	7	83	15	0	0	11	8	8	3	4	41
12	46	2	2	12	12	12	12	6	8	86	16	0	0	12	9	9	3	4	44
13	47	2	2	13	12	12	12	6	8	88	16	0	0	12	9	9	3	4	44
14	53	2	2	13	13	13	13	6	8	95	18	0	0	14	10	10	4	5	51
15	58	2	2	15	14	14	14	7	9	105	20	0	0	16	12	12	4	6	58
16	62	2	2	16	15	15	15	8	10	113	20	0	0	18	13	13	5	6	62
17	61	2	2	16	15	15	15	8	10	112	20	0	0	18	13	13	5	6	62
18	52	2	2	13	12	12	12	6	8	93	17	0	0	15	11	11	4	5	52
19	40	2	2	10	9	9	9	5	6	72	14	0	0	11	8	8	3	4	40
20	32	1	1	8	8	8	8	4	5	58	12	0	0	9	7	7	2	3	33
21	28	1	1	7	7	7	7	3	4	50	10	0	0	8	6	6	2	3	29
22	22	1	1	5	5	5	5	2	3	38	9	0	0	6	4	4	2	2	23
23	16	0	0	3	3	3	3	1	2	25	6	0	0	4	3	3	1	1	15
Total	859	31	31	208	195	195	195	97	127	1,517	301	0	0	230	171	171	61	80	843
																			2,360

Washington County Early Action Compact Review of Transportation Emissions Reduction Measures (TERMs) HIGHWAY – Vehicle Acquisitions

TERM: On-Road Vehicle Replacements – Fleet Replacement (7 vehicles)

Description:

Purchase of 6 Pickups and one SUV that are programmed and budgeted for Fiscal Years 2005 and 2007.

Documentation:

- Maryland State Highway Administration.

Assumptions:

- New Low Emission Vehicles (LEV) will replace old ones.
- MAQONE is used to calculate emission benefits.

Calculations:

In 2005, SHA will replace two pickups (1999,2000).

In 2007, SHA will replace one SUV (2001), three pickups (1998, 2001, 2002) and one utility pickup (1994).

Summary of Results:

VT Benefit:	-0 trips
VMT Benefit:	-0 miles

Emission Benefits:

VOC	-0.09 kg/day
NOx	-0.09 kg/day
CO	-0.99 kg/day

Transportation and Emissions Impacts: Projects ordered by Project Type

MAQONE Version 3.2



Report ID Number 1
 Report Title Washington County EAC
 Analysis Year 2,007
 Region Hagerstown
 Mobile Version Mobile 6

Cat.	ID	County	Description	Yr. Compl.	VEHICLE		BUS VMT	Vehicle Emissions kg/day			
					VT	VT		VOC	NOx	CO	CO
ATV	1	Washington	Fleet Replacement 2005	2005	0	0	0	-0.01	-0.01	-0.18	-0.18
ATV	2	Washington	Fleet Replacement 2007	2007	0	0	0	-0.08	-0.07	-0.81	-0.81
Total impacts for all projects in this scenario: (kg/day)											
					0	0	0	-0.09	-0.09	-0.99	-0.99
					(tons/day)			0.00	0.00	0.00	0.00

Cost Effectiveness represents the \$ spent versus the Kg of emissions benefits (lower values represent higher levels of cost effectiveness; no benefit = N/A)

11/04/2003

Advanced Technology Vehicles

Project ID County Area Type PPMS#

Location Completion Year (Purchase Year)

☐ Cost Benefit Analysis

Capital Cost: Service Life (In years): Annual Operating Cost:

Retired Fleet Information:

☐ Check box to use default ages.

Age of Retired Veh	# of Passenger Cars Retired	# of Light Trucks Retired	# of Medium Trucks Retired
3	0	0	0
4	0	0	0
5	0	1	0
6	0	1	0
7	0	0	0
Total =	0	2	2

Annualization Factor (days)

Annual Average Miles/Veh

Average Speed (mph)

Total Daily Current Fleet miles/day

Replacement Fleet Information:

Type	Replaced # of Vehicles
LEV Type Vehicles	2
	0
	0
Total	2

Annualization Factor (days)

Annual Average Miles/Veh

Average Speed (mph)

Total Daily Future Fleet miles/day

Advanced Technology Vehicles

Project ID County Area Type PPMS#

Location Completion Year (Purchase Year)

☐ Cost Benefit Analysis

Capital Cost: Service Life (in years): Annual Operating Cost:

Retired Fleet Information:

☐ Check box to use default ages.

Age of Retired Veh	# of Passenger Cars Retired	# of Light Duty Trucks Retired
4	0	0
5	0	1
6	1	1
7	0	0
8	0	0
Total =	1	4

Annualization Factor (days)

Annual Average Miles/Veh

Average Speed (mph)

Total Daily Current Fleet miles/day

15000

300

Replacement Fleet Information:

Type Replaced # of Vehicles

LEV Type Vehicles

Annual Average Miles/Veh

Annual Average Speed (mph)

Total Daily Future Fleet miles/day

Advanced Technology Vehicles

Project ID County Area Type PPMS#

Location Completion Year (Purchase Year)

☐ Cost Benefit Analysis

Capital Cost: Service Life (in years): Annual Operating Cost:

Retired Fleet Information:

☐ Check box to use default ages.

Age of Retired Veh	# of Passenger Cars Retired	# of Light Trucks Retired
9	0	1
10	0	0
11	0	0
12	0	0
13	0	1
Total =	1	4

+

Annualization Factor (days)

Annual Average Miles/Veh

Average Speed (mph)

Total Daily Current Fleet miles/day

Replacement Fleet Information:

Type	Replaced # of Vehicles
LEV Type Vehicles	5
	0
	0
Total =	5

Annualization Factor (days)

Annual Average Miles/Veh

Average Speed (mph)

Total Daily Future Fleet miles/day

Washington County Early Action Compact Review of Transportation Emissions Reduction Measures (TERMs) HIGHWAY – Vehicle Acquisitions

TERM: On-Road Vehicle Replacements – Bus Replacement (13 vehicles)

Description:

Purchase of 13 buses programmed and budgeted for Fiscal Years 2003 through 2007.

Documentation:

- Washington County Transportation Development Plan, MTA, July 16, 2003.
- Maryland Transit Administration.

Assumptions:

- New diesel buses will replace old ones.
- MAQONE will be used to calculate the emissions benefits.

Calculations:

Turning Point:

In 2003, Turning Point received one replacement vehicle.

County Commuter:

In 2004, two replacement vehicles; 2005, and 2006, three replacements each year; and in 2007, four replacement vehicles.

Summary of Results:

VT Benefit:	0 trips
VMT Benefit:	0 miles

Emission Benefits:

VOC	-3.96 kg/day
NOx	-31.07 kg/day
CO	-18.64 kg /day

Transportation and Emissions Impacts: Projects ordered by Project Type

MAQONE Version 3.2



Report ID Number 1
 Report Title Washington County EAC
 Analysis Year 2,007
 Region Hagerstown
 Mobile Version Mobile 6

Cat.	ID	County	Description	Yr. Compl.	VEHICLE		BUS VMT	Vehicle Emissions kg/day			
					VT	VMT		VOC	NOx	CO	CO
TR7	1	Washington	Bus Replacement 2003	2003	0	0	0	0.00	-1.21	0.00	0.00
TR7	2	Washington	Bus Replacement 2004	2004	0	0	0	-0.66	-3.79	-3.11	-3.11
TR7	3	Washington	Bus Replacement 2005	2005	0	0	0	-0.99	-6.80	-4.66	-4.66
TR7	5	Washington	Bus Replacement 2006	2006	0	0	0	-0.99	-8.26	-4.66	-4.66
TR7	6	Washington	Bus Replacement 2007	2007	0	0	0	-1.32	-11.01	-6.21	-6.21
Total impacts for all projects in this scenario: (kg/day)											
							0	-3.96	-31.07	-18.64	
								0.00	-0.03	-0.02	

(tons/day)

Cost Effectiveness represents the \$ spent versus the Kg of emissions benefits (lower values represent higher levels of cost effectiveness; no benefit = N/A)

Bus Replacements

Project ID County Area Type PPMS#
Location Completion Year (Purchase Year)

☐ Cost Benefit Analysis

Capital Cost: Service Life (In years): Annual Operating Cost:

Annualization Factor (days) =

Retired Buses

Bus Model Year
Number of Buses
Fuel Type - Assume Diesel
Annual Vehicle Revenue Miles per Bus
Average Bus Speed (mph)
Deadhead Factor

Replacement Buses

Bus Model Year
Number of Buses
Fuel Type
Annual Vehicle Revenue Miles per Bus
Average Bus Speed (mph)
Deadhead Factor

Bus Replacements

Project ID County Area Type PMS#
Option Completion Year
(Release Year)

☐ Cost Benefit Analysis

Capital Cost: Service Life (in years): Annual Operating Cost:

Annualization Factor (days) =

Retired Buses

Bus Model Year

Number of Buses

Fuel Type - Assume Diesel

Annual Vehicle Revenue Miles
per Bus

Average Bus Speed (mph)

Deadhead Factor

Replacement Buses

Bus Model Year

Number of Buses

Fuel Type

Annual Vehicle Revenue Miles
per Bus

Average Bus Speed (mph)

Deadhead Factor

Bus Replacements

Project ID County Area Type PPMS#

Description Completion Year (Base Year)

☐ Cost Benefit Analysis

Capital Cost: Service Life (in years): Annual Operating Cost:

Annualization Factor (days) =

Retired Buses

Bus Model Year

Number of Buses

Fuel Type -- Assume Diesel

Annual Vehicle Revenue Miles per Bus

Average Bus Speed (mph)

Deadhead Factor

Replacement Buses

Bus Model Year

Number of Buses

Fuel Type

Annual Vehicle Revenue Miles per Bus

Average Bus Speed (mph)

Deadhead Factor

Bus Replacements

Project ID County Area Type PPMS#

Option Completion Year (Purchase Year)

☐ Cost Benefit Analysis

Capital Cost: Service Life (In years): Annual Operating Cost:

Annualization Factor (days) =

Retired Buses

Bus Model Year

Number of Buses

Fuel Type - Assume Diesel

Annual Vehicle Revenue Miles per Bus

Average Bus Speed (mph)

Deadhead Factor

Associated Transit Agency:

Replacement Buses

Bus Model Year

Number of Buses

Fuel Type

Annual Vehicle Revenue Miles per Bus

Average Bus Speed (mph)

Deadhead Factor

Bus Replacements

Project ID County Area Type PPMS#

Description Completion Year (Purchase Year)

☐ Cost Benefit Analysis

Capital Cost: Service Life (in years): Annual Operating Cost:

Annualization Factor (days) =

Retired Buses

Bus Model Year

Number of Buses

Fuel Type - Assume Diesel

Annual Vehicle Revenue Miles per Bus

Average Bus Speed (mph)

Deadhead Factor

Replacement Buses

Bus Model Year

Number of Buses

Fuel Type

Annual Vehicle Revenue Miles per Bus

Average Bus Speed (mph)

Deadhead Factor

From County commuter - Operating data - FY01

Service Name	Vehicle Revenue Miles
1 Valley Mall	104,303
2 Long Meadow	39,732
3 Robinwood	43,146
4 Smithsburg	32,235
5 Funkstown	29,152
6 Salem Ave./West End	23,245
7 Williamsport	69,378
8 Maugansville	62,152
9 Prime Outlets	9,855
Total	413,198
Average	45,911

Table 2-2 - COUNTY COMMUTER - OPERATING DATA - FY01

Service Name	Service Descriptor	Vehicle Revenue Hours	Vehicle Revenue Miles	Operating Cost	Revenue (Farebox)	Net Operating Deficit	Total Boardings
1) Valley Mall via Rose Hill via Summit evening run	FR - - -	6,752 2,763 3,273 716	104,303 41,445 49,749 13,109	\$243,072 \$99,468 \$117,828 \$25,776	\$66,202 \$28,625 \$29,548 \$8,030	\$176,870 \$70,843 \$88,280 \$17,746	85,001 36,753 37,938 10,310
South Ead Shopping Center (discontinued)	FR	85	1,020	\$3,057	\$607	\$2,449	780
Oak Ridge Loop (discontinued)	FR	383	4,845	\$13,770	\$965	\$12,805	1,239
2) Long Meadow via Locust via Northern	FR - -	3,479 1,816 1,663	39,732 21,112 18,620	\$125,226 \$65,376 \$59,850	\$27,520 \$16,205 \$11,314	\$97,706 \$49,171 \$48,536	35,334 20,807 14,527
3) Robinwood	FR	3,060	43,146	\$110,160	\$24,927	\$85,233	31,367
4) Smithsburg	FR	1,483	32,235	\$53,388	\$5,030	\$48,358	6,329
5) Funkstown	FR	1,944	29,152	\$69,966	\$25,854	\$44,112	32,739
6) Salem Ave./West End	FR	1,816	23,245	\$65,376	\$26,829	\$38,547	33,974
7) Williamsport	FR	3,632	69,378	\$130,752	\$22,145	\$108,607	31,190
8) Maugansville	FR	3,448	62,152	\$124,110	\$18,493	\$105,617	26,047
9) Prime Outlets	FR	768	9,855	\$27,630	\$7,993	\$19,638	3,197
Shopper Shuttle	FR	510	1,071	\$18,360	\$1,216	\$17,144	1,495
→ ADA Paratransit	DR	10,829	36,096	\$149,595	\$14,263	\$135,332	8,435
→ JOBS	DR	1,955	10,859	\$121,840	\$1,511	\$120,329	6,379
SSTAP	DR	n/a	n/a	\$138,593	\$12,060	\$126,533	7,180

Table 2-4 - COUNTY COMMUTER VEHICLE INVENTORY

Agency Fleet Number	Model Year	Vehicle Identification Number (VIN)	Manufacturer	Vehicle Type (minivan, bus, etc)	No. of Seats	W/C Lift/Ramp	# of Tie Downs	Mobile Radio	Owned or Leased?	Funding Source	Condition (excellent, good, fair, poor)	Current Odometer Reading	Miles Operated in Past 12 Months	Backup or Regular Service
432	1994	2B1519778R6031988	Orion	Bus	26	Yes	2	Yes	Owned	Local, State, Fed.	Fair	242,000	34,000	Regular
433	1994	2B151077XR6031989	Orion	Bus	26	Yes	2	Yes	Owned	Local, State, Fed.	Fair	240,000	38,000	Regular
434	1994	2B1519776R6031990	Orion	Bus	26	Yes	2	Yes	Owned	Local, State, Fed.	Fair	256,000	37,000	Regular
435	1994	2B1519771R6031993	Orion	Bus	26	Yes	2	Yes	Owned	Local, State, Fed.	Fair	252,000	35,000	Regular
436	1994	2B1519775R6031995	Orion	Bus	26	Yes	2	Yes	Owned	Local, State, Fed.	Fair	245,000	31,000	Regular
437	1994	2B1519770R6031998	Orion	Bus	26	Yes	2	Yes	Owned	Local, State, Fed.	Fair	243,000	38,000	Regular
438	1994	2B1519772R6031999	Orion	Bus	26	Yes	2	Yes	Owned	Local, State, Fed.	Poor	236,000	39,000	Regular
439	1994	2B1519773R6032000	Orion	Bus	26	Yes	2	Yes	Owned	Local, State, Fed.	Fair	238,000	36,000	Regular
440	1994	2B1519775R6032001	Orion	Bus	26	Yes	2	Yes	Owned	Local, State, Fed.	Poor	248,000	37,000	Regular
541	1994	1FDKE30M8RHB2588	Ford	Van	10	Yes	2	Yes	Owned	Local, State, Fed.	Poor	88,000	17,000	Backup
542	1996	1FDLE407THB34807	Ford	Van	10	Yes	2	Yes	Owned	State, Federal	Fair	90,000	23,000	Regular
543	1998	1GBJG31F921104529	Chevrolet	Van	10	Yes	2	Yes	Owned	State, Federal	Fair	73,000	21,000	Regular
544	1998	1GBJG31F4W1106379	Chevrolet	Van	10	Yes	2	Yes	Owned	State, Federal	Fair	70,000	22,000	Regular
651	1998	4UZABFADXXWC99202	Goshen	Cutaway	16	Yes	2	Yes	Owned	Local, State, Fed.	Poor	101,000	33,000	Regular
652	1998	4UZABFAD1WC99202	Goshen	Cutaway	16	Yes	2	Yes	Owned	Local, State, Fed.	Poor	95,000	27,000	Regular
653	1998	4UZABFAD6WC98370	Goshen	Cutaway	16	Yes	2	Yes	Owned	Local, State, Fed.	Poor	88,000	27,000	Regular
S-1	1999	1FTSS34LXXHA95106	Ford	Van		Yes		Yes	Leased	Local	Good			
S-2	2001	1FTSS34L61HA25609	Ford	Van		Yes		Yes	Leased	Local	Good			

Washington County Early Action Compact Review of Transportation Emissions Reduction Measures (TERMs) HIGHWAY – Vehicle Acquisitions

TERM: On-Road Vehicle Replacements – Installation of Emissions Reduction Devices on Engine Re-build Buses.

Description:

This project seeks to help fund the installation of emissions reduction devices on 6 engine re-build buses that are programmed and budgeted for Fiscal Years 2003 through 2005.

Documentation:

- Washington County Transportation Development Plan, MTA, July 16, 2003.
- Maryland Transit Administration.
- Environmental Protection Agency.

Assumptions:

- The EPA has certified the proposed Englehard DPX system to eliminate 60% of HC's and CO emissions, with no benefit to NOX emissions. Using MAQONE, the emissions of the buses without the system installed were calculated, and 60% of the VOC emissions recorded as the benefit.

Calculations:

In 2003, County Commuter had three engines re-built.

In 2004, County Commuter has three engines re-build scheduled.

Calculated emissions without the devices:

VOC=2.49 kg/day

NOx=26.93 kg/day

Benefits of installing the emission reduction devices:

VOC=2.49 * 0.60 = -1.49 kg/day

NOx= 26.93 * 0 = 0.00 kg/day

Summary of Results:

VT Benefit:	0 trips
VMT Benefit:	0 miles

Emission Benefits:

VOC	-1.49 kg/day
NOx	0.00 kg/day
CO	-13.98 kg/day

Transportation and Emissions Impacts: Projects ordered by Project Type

MAQONE Version 3.2



Report ID Number 1
 Report Title Washington County EAC
 Analysis Year 2,007
 Region Hagerstown
 Mobile Version Mobile 6

Cat.	ID	County	Description	Yr. Compl. 2004	VEHICLE		Vehicle Emissions kg/day		
					VT	VMT	VOC	NOx	CO
TR7	4	Washington	Engine re-build 2003/2004	2004	0	0	2.49	26.93	13.98
Total impacts for all projects in this scenario: (kg/day)									
					0	0	2.49	26.93	13.98
							0.00	0.03	0.02

(tons/day)

Cost Effectiveness represents the \$ spent versus the Kg of emissions benefits (lower values represent higher levels of cost effectiveness; no benefit = N/A)

10/28/2003

Bus Replacements

Project ID County Area Type PPMS#

Location Completion Year
(Purchase Year)

☐ Cost Benefit Analysis

Capital Cost: Service Life (in years): Annual Operating Cost:

Annualization Factor (days) =

Retired Buses

Bus Model Year

Number of Buses

Fuel Type - Assume Diesel

Annual Vehicle Revenue Miles per Bus

Average Bus Speed (mph)

Deadhead Factor

Replacement Buses

Bus Model Year

Number of Buses

Fuel Type

Annual Vehicle Revenue Miles per Bus

Average Bus Speed (mph)

Deadhead Factor

Print Report

Default

Print to Disk

Log on-line

Return to Main

Washington County Early Action Compact Review of Transportation Emissions Reduction Measures (TERMs) AREA SOURCES – OTC Programs
--

TERM: OTC Programs [CP, AIM & PFC]

Description:

Ozone Transport Commission programs to achieve emission reductions of VOC includes Consumer Products (CP), Architectural & Industrial Maintenance (AIM), and Portable Fuel Containers (PFC).

1. Consumer Products (CP): Beginning in January 2005, the rule will establish limits, expressed as percent VOC by weight, upon the concentration of VOCs contained in approximately 80 categories and subcategories of consumer products.
2. Architectural and Industrial Maintenance (AIM): The rule sets specific VOC content limits (in grams/liter) for 46 AIM coating categories. It requires compliance with the limits by January 1, 2005. In most cases, these limits are more stringent than existing Federal AIM rules.
3. Portable Fuel Containers (PFC): The regulation applies to new gas cans and spouts sold in Maryland starting January 1, 2003. The rule applies to any person or entity that sells, supplies, offers for sale, or manufactures for sale gas cans and/or spouts; and is intended to reduce VOC emissions from storage, transport, and refueling activities.

Documentation:

- Table IV-4: "County Assignments for Analyzing Emission Reduction Benefits from within 100 km of NAA" (p.45), Pechan.
- "Other OTC Counties Emission Reduction", data spreadsheet from Pechan.
- "OTC_PFC", data spreadsheet from Pechan.
- MDE, Facts About - COMAR 26.11.32: Control of Volatile Organic Compounds from Consumer Products.
- MDE, Facts About - Draft - COMAR 26.11.XX: Control of Volatile Organic Compounds from Architectural Coatings
- MDE, Facts About - New Regulations for Portable Gas Cans and Gas Can Spouts

Assumptions:

- Data received from Pechan & MDE.

Calculations:

CP:

VOC = $-0.12 \text{ tpd} * 907.1858 = -108.86 \text{ kg/day}$

NOx = 0.00

Washington County Early Action Compact Review of Transportation Emissions Reduction Measures (TERMs) AREA SOURCES – OTC Programs
--

AIM:

VOC = -92.1793 kg/day

NOx = 0.00

PFC:

VOC = 0.06 tpd * 907.1858 = -54.43 kg/day

NOx = 0.00

Summary of Results:

CP Emission Benefits:

VOC -108.86 kg/day

NOx 0.00 kg/day

AIM Emission Benefits:

VOC -92.18 kg/day

NOx 0.00 kg/day

PFC Emission Benefits:

VOC -54.43 kg/day

NOx 0.00 kg/day

County Name	State/County FIPs	SCC	SCC Description	2002 Emissions (tpd)	2002 Emissions (kg/day)	Reductions (kg/day)	% Control
Kent	24029	2401002000	AIM (solvent based)	0.047887091	43.44243629	13.4672	31.00%
Queen Annes	24035	2401002000	AIM (solvent based)	0.104585915	94.87874157	29.4124	31.00%
Washington	24043	2401002000	AIM (solvent based)	0.327774967	297.3524347	92.1793	31.00%
Kent	24029	2465000000	Commercial & Consumer Products	0.18968189	172.0765088	27.2152	15.82%
Queen Annes	24035	2465000000	Commercial & Consumer Products	0.41426726	375.8169202	54.4305	14.48%
Washington	24043	2465000000	Commercial & Consumer Products	1.298324329	1177.819967	<u>108.8600</u>	9.24%
Kent	24029	2401008000	Traffic Markings	0.020214603	18.33837838		
Queen Annes	24035	2401008000	Traffic Markings	0.021910134	19.87653865		
Washington	24043	2401008000	Traffic Markings	0.038021028	34.49209491	26.2800	76.19%

Washington County Early Action Compact
Review of Transportation Emissions Reduction Measures (TERMs)
AREA SOURCES – Low Emissions Paint

TERM: Low Emissions Paint

Description:

Use of low emissions paint will reduce VOC emissions for all line-striping paint used in Washington County.

Assumptions:

- Line-striping paint used for Washington County on an average:
 - White Paint usage/year = 19,450 gallons
 - Yellow Paint usage/year = 13,225 gallons
- Emissions benefits per liter of pavement marking paint:
 - White Paint = 82 grams of VOC per liter
 - Yellow Paint = 71 grams of VOC per liter

Calculations:

VOC emissions reduced due to usage of low emissions white paint = 19,450 gallons * 3.785 liters * 82 grams = 6,036,697 grams of VOC reduced

VOC emissions reduced due to usage of low emissions yellow paint = 13,225 gallons * 3.785 liters * 71 grams = 3,554,020 grams of VOC reduced

Total annual VOC benefit = 9,590,717 gms/year

Total daily VOC benefit = 26,276 gms/day = 26.28 kg/day

Summary of Results:

Emission Benefits:

VOC	- 26.28 kg/day
NOx	- 0 kg/day

Washington County Early Action Compact
Review of Transportation Emissions Reduction Measures (TERMs)
OFF-ROAD SOURCES – Vehicle Acquisitions

TERM: Off-Road Vehicle Replacements - Landfill Vehicle Replacement

Description:

Two off-road heavy-duty vehicle replacements were replaced by Washington County in 2002 and one is scheduled to be replaced in 2004.

Documentation:

- Air Quality Control Report 2003-2004, Washington County Solid Waste Department.
- A 1998 Dozer was replaced by a 2002 model year.
- A 1994 Compactor was replaced by a 2002 model year Compactor Series 2.
- A Tractor Mower is scheduled to be replaced in 2004. Replacement vehicle is not yet chosen.

Assumptions:

- The Dozer usage will be approximately 9235 hours/year and will cost \$254,631.
- The Compactor usage will be approximately 9607 hours/year and will cost \$447,685.
- The Tractor mower usage will be approximately 138 hours/year and will cost \$35,272.

Calculations:

It is difficult to calculate the emissions difference between the old vehicle and the new vehicle. The benefits will be very low due to the small number of vehicles replaced and the low usage of the vehicles per day.

Summary of Results:

Emission Benefits:

Credit not taken, as it is unquantifiable

[illegible]

Transportation and Emissions Impacts: Projects ordered by Project Type

MAQONE Version 3.2



Report ID Number 1
 Report Title Washington County EAC
 Analysis Year 2,007
 Region Hagerstown
 Mobile Version Mobile 6

Cat.	ID	County	Description	Yr. Compl.	VEHICLE		BUS	Vehicle Emissions kg/day		
					VT	VMT		VOC	NOx	CO
TR7	1	Washington	Bus Replacement 2003	2003	0	0	0	0.00	-1.21	0.00
TR7	2	Washington	Bus Replacement 2004	2004	0	0	0	-0.66	-3.79	-3.11
TR7	3	Washington	Bus Replacement 2005	2005	0	0	0	-0.99	-6.80	-4.66
TR7	5	Washington	Bus Replacement 2006	2006	0	0	0	-0.99	-8.26	-4.66
TR7	6	Washington	Bus Replacement 2007	2007	0	0	0	-1.32	-11.01	-6.21
Total impacts for all projects in this scenario: (kg/day)					0	0	0	-3.96	-31.07	-18.64
								0.00	-0.03	-0.02

(tons/day)

Cost Effectiveness represents the \$ spent versus the Kg of emissions benefits (lower values represent higher levels of cost effectiveness; no benefit = N/A)

Washington County Early Action Compact
Review of Transportation Emissions Reduction Measures (TERMs)
OFF-ROAD SOURCES – PHASE I & II ENGINE STANDARDS

TERM: Phase I & II Engine Standards

Description:

Phase I emission standards for nonroad, handheld and nonhandheld engines operating at or below 19 kW took effect in model year 1997. Phase II standards for nonroad, nonhandheld Class I and II engines operating at or below 19 kW will be phased in beginning in model year 2002 and will be complete by 2007. A 30% reduction in VOC emissions is expected by 2005.

Documentation:

- Control of Air Pollution; Emission For New Nonroad Spark-ignition Engines at or Below 19 Kilowatts; Final Rule. 40 CFR Parts 9 and 90.
- Phase 2 Emission Standards for New Nonroad Spark-Ignition Nonhandheld Engines At or Below 19 Kilowatts; Final Rule. 40 CFR Part 90.

Calculations:

Calculations were not performed, as benefits were difficult to quantify.

Summary of Results:

Emission Benefits:

Credit is not taken.

Washington County Early Action Compact Review of Transportation Emissions Reduction Measures (TERMs) OFF-ROAD SOURCES – ENGINE STANDARDS FOR DIESEL POWERED ENGINES
--

TERM: Engine Standards for Diesel Powered Engines

Description:

A three-tiered process, beginning in 1996 and continuing through 2008, will increase emissions standards for nonroad diesel powered engines used for a variety of purposes such as construction & agriculture. A 25% reduction in NOx emissions is expected by 2005.

Documentation:

- Regulatory Announcement: New Emission Standards for Nonroad Diesel Engines. EPA420-F-98-034.

Calculations:

Calculations were not performed, as benefits were difficult to quantify.

Summary of Results:

Emission Benefits:

Credit is not taken.

Washington County Early Action Compact Review of Transportation Emissions Reduction Measures (TERMs) OFF-ROAD SOURCES – Engine Standards for Gasoline Powered Marine Engines
--

TERM: Engine Standards for Gasoline Powered Marine Engines

Description:

Outboard engine standards began in 1998 and will be phased in through 2006. Inboard standards were set in 2000. Auxiliary Marine engines that operate at less than 25hp were subject to emission standards beginning in 1997. A second phase of emission standards for these engines will be phased in between 2001 and 2005. Auxiliary engines that operate above 25hp will need to meet the requirements for the same size land-based nonroad spark-ignition engines. A 25% reduction in VOC emissions is expected by 2005.

Documentation:

- Technical Highlights: Organization of Gasoline and Diesel Marine Engine Emission Standards. EPA420-F-99-046.

Calculations:

Calculations were not performed, as benefits were difficult to quantify.

Summary of Results:

Emission Benefits:

Credit is not taken.

Washington County Early Action Compact
Review of Transportation Emissions Reduction Measures (TERMs)
OFF-ROAD SOURCES – Engine Standards for Large Gasoline Powered Engines

TERM: Engine Standards for Large Gasoline Powered Engines

Description:

A two-tiered standard with Tier 1 beginning in 2004 and Tier 2 beginning in 2007. These standards will regulate nonroad gasoline powered engines rated over 19kW. A 20% reduction in both VOC and NOx emissions is expected by 2005.

Documentation:

- Regulatory Announcement: Emission Standards for New Nonroad Engines. EPA420-F-02-037.

Calculations:

Calculations were not performed, as benefits were difficult to quantify.

Summary of Results:

Emission Benefits:

Credit is not taken.

Washington County Early Action Compact
Review of Transportation Emissions Reduction Measures (TERMs)
OFF-ROAD SOURCES – ENGINE STANDARDS FOR LOCOMOTIVE ENGINES

TERM: Engine Standards for Locomotive Engines

Description:

A three-tiered emission standard for new or remanufactured locomotive engines. A 30% reduction of both VOC and NOx emissions is expected by 2005.

Documentation:

- Regulatory Announcement: Final Emissions Standards for Locomotives. EPA420-F-97-048.

Calculations:

Calculations were not performed, as benefits were difficult to quantify.

Summary of Results:

Emission Benefits:

Credit is not taken.

Washington County Early Action Compact Review of Transportation Emissions Reduction Measures (TERMs) STATIONARY SOURCES – RACM/RACT

TERM: RACT Controls

Description:

Washington County sources subject to RACT:

- Amcor/Stevens
- Fil-Tec
- Fleetwood
- Engineered Polymer
- Mack Trucks
- Pheonix Color - Tandy Drive
- R. Paul Smith/Allegheny Energy
- Rayloc
- Rust Oleum
- St. Lawrence Cement
- Xerxes Corporation
- Garden State Tanning

Documentation:

- Data received from MDE.

Calculations:

VOC Reduction kg/day = - ((60+60+10+30+40+10+5+90+45)/365) * 907.185
= -869.90 kg/day
NOx Reduction kg/day = - ((20+528+846)/365) * 907.185
= -3464.70 kg/day

Summary of Results:

Emission Benefits:

VOC -869.90 kg/day
NOx -3464.70 kg/day

WASHINGTON COUNTY SOURCE REDUCTIONS

Name	Emission Reductions Tons /Year		Applicable Regulations
	VOC	NOx	
Amcor/Stevens	60		Installed oxidizer on plastic flexographic printing
Cushwa Brick			No applicable regulation
Fil-Tec	60		Oxidizer on fabric coating
Fleetwood	10		Miscellaneous metal coating
Garden State Tanning	45		
Engineered Polymer	30		Scrubber on resin manufacturing
Mack Truck	30	20	Miscellaneous metal coating
Phoenix Color	40		Complied with sheet fed lithographic printing
R. Paul Smith		528	Low NOx Burner and Over Fire Air
Rayloc	10		Complied with brake shoe VOC limit
Rust Oleum	5		Paint regulations
St. Lawrence Cement		846	Automated temperature control and tire injection
Xerexes	90		Fiberglass manufacturing- reduced styrene content

Washington County Early Action Compact
Review of Transportation Emissions Reduction Measures (TERMs)
STATIONARY SOURCES – NOx SIP Call

TERM: NOx SIP Call

Description:

This federal rule and state regulation will be implemented to further reduce NOx emissions from major NOx sources. In Maryland these regulations affect electric generators, paper mills, cement plants, and large internal combustion engines located at natural gas pumping stations. Under these regulations, the NOx control systems are to be installed by 2003 to meet a NOx emissions budget established by EPA by 2007. This phase III NOx reduction program is projected to reduce NOx emissions by 23 percent from 1995 levels.

Documentation:

- MDE Technical Support Document: COMAR 26.11.29, NOx Reduction and Trading Program and COMAR 26.11.30, Policies and Procedures Relating to the NOx Reduction and Trading Program.

Calculations:

Calculations were not performed, as benefits were difficult to quantify.

Summary of Results:

Emission Benefits:

Credit is not taken.