STATE OF TENNESSEE
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
Air Pollution Control Division
9th Floor, L & C Annex, 401 Church Street
Nashville, Tennessee 37243-1531

June 28, 2006

J.I. Palmer, Jr.
Regional Administrator
US EPA, Region IV
Atlanta Federal Center, 12th Floor
61 Forsyth Street, SW
Atlanta, GA 30303

RE: Submittal of June 30, 2006 Progress Report for Early Action Compact Areas

Dear Mr. Palmer:

Enclosed is a copy of the June 30, 2006 Progress Report in accordance with the Early Action Compact (EAC) requirements for Chattanooga, Nashville, and Tri-Cities EAC areas. This submittal includes an update of the EAC progress from each of the EAC areas in Tennessee and is being submitted by the Tennessee Division of Air Pollution Control to you on their behalf.

This submittal shows Tennessee's and local government's ongoing commitment to achieve the 8-hour ozone standard early and improve our air quality. If any additional information is needed, or if you have questions, please do not hesitate to contact me.

Sincerely,

Quincy N. Styles III

for Barry R. Stephens, P.E.
Director
Division of Air Pollution Control

Enclosures

cc: Kay Prince and Dick Schutt, EPA Region IV

electronic copies to: TN Air Pollution Control Board
TN Local Air Programs
EPA Region IV

Progress Report Summary

for

Early Action Compact Areas

in

Chattanooga, Nashville and Tri-Cities
Tennessee

June 2006

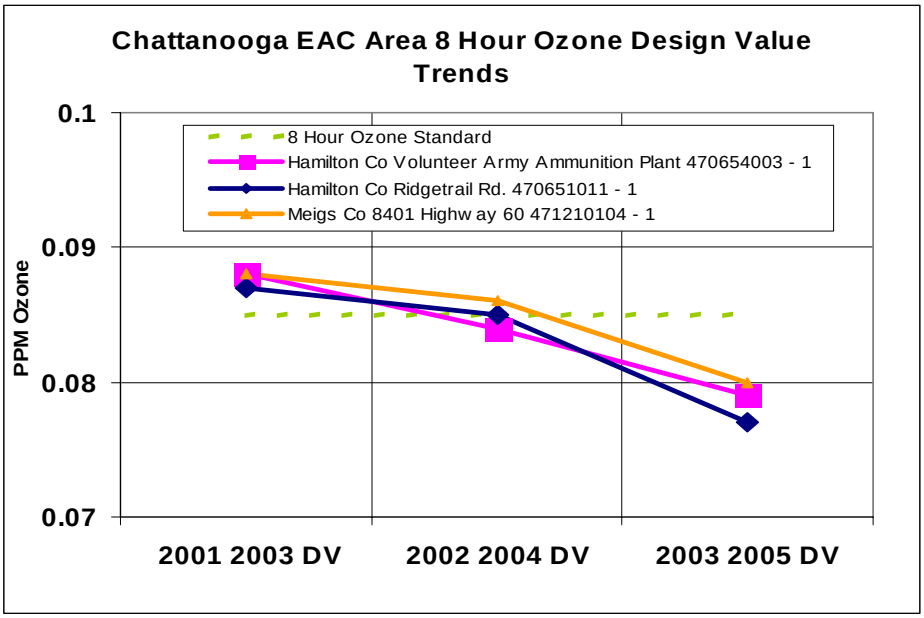
Air Quality Section

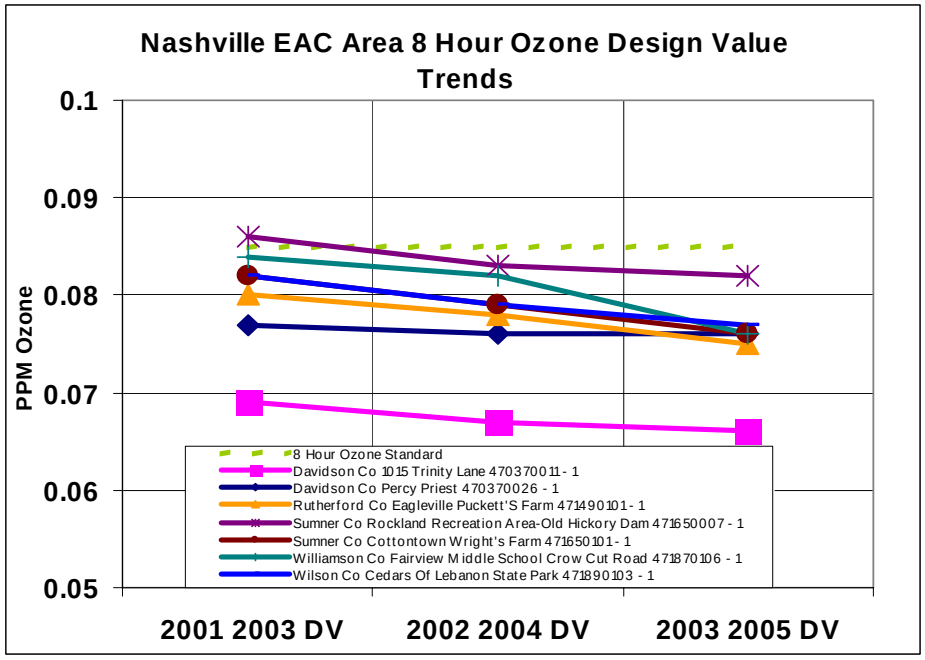
The preliminary ozone air quality data for 2006 continues to demonstrate progress towards meeting the goals outlined in the individual EAC agreements for Chattanooga, Nashville and Tri-Cities. Each of the EAC Areas should be able to show attainment with the 8-hour ozone NAAQS by December 31, 2007.

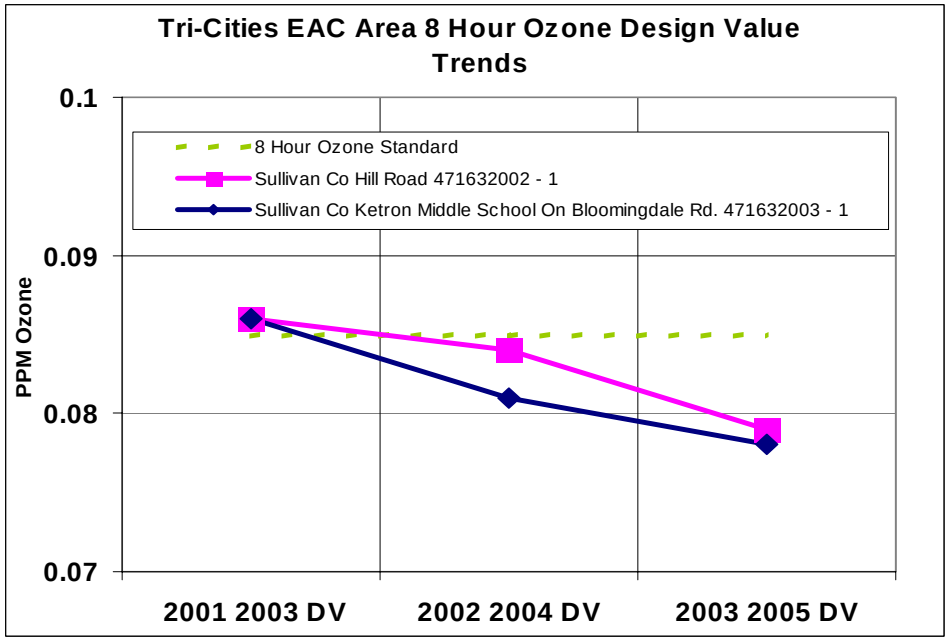
With preliminary data available through June 25, 2006, the highest 4th maximum values reported for all EAC areas in Tennessee are all less than the 8-hour ozone standard (0.085 ppm). The preliminary data reported for the Chattanooga area indicates that the 3 area ozone monitors are reporting from 0.075 to 0.081 ppm. The preliminary data reported for the Nashville area indicates that the 7 area ozone monitors are reporting from 0.068 to 0.076 ppm. The preliminary data reported for the Tri-Cities area indicates that the 2 area ozone monitors are reporting from 0.077 to 0.079 ppm. All EAC areas should successfully achieve attainment early due to the control measures that have been put into place to reduce ozone.

Historical ozone data for the three EAC areas is provided for comparison below:

County	MONITOR ID	2002 4th Max.	2003 4th Max.	2004 4th Max.	2005 4th Max.	2001 2003 DV	2002 2004 DV	2003 2005 DV
Hamilton Co	470654003 - 1	0.094	0.083	0.075	0.08	**0.088**	**0.084**	**0.079**
Hamilton Co	470651011 - 1	0.099	0.08	0.076	0.077	**0.087**	**0.085**	**0.077**
Meigs Co	471210104 - 1	0.099	0.082	0.077	0.081	**0.088**	**0.086**	**0.080**
Davidson Co	470370011 - 1	0.073	0.064	0.064	0.07	**0.069**	**0.067**	**0.066**
Davidson Co	470370026 - 1	0.079	0.074	0.076	0.079	**0.077**	**0.076**	**0.076**
Rutherford Co	471490101 - 1	0.09	0.076	0.07	0.079	**0.080**	**0.078**	**0.075**
Sumner Co	471650007 - 1	0.086	0.086	0.078	0.083	**0.086**	**0.083**	**0.082**
Sumner Co	471650101 - 1	0.087	0.074	0.076	0.078	**0.082**	**0.079**	**0.076**
Williamson Co	471870106 - 1	0.094	0.08	0.072	0.076	**0.084**	**0.082**	**0.076**
Wilson Co	471890103 - 1	0.088	0.079	0.071	0.081	**0.082**	**0.079**	**0.077**
Sullivan Co	471632002 - 1	0.093	0.082	0.077	0.08	**0.086**	**0.084**	**0.079**
Sullivan Co	471632003 - 1	0.093	0.08	0.072	0.083	**0.086**	**0.081**	**0.078**





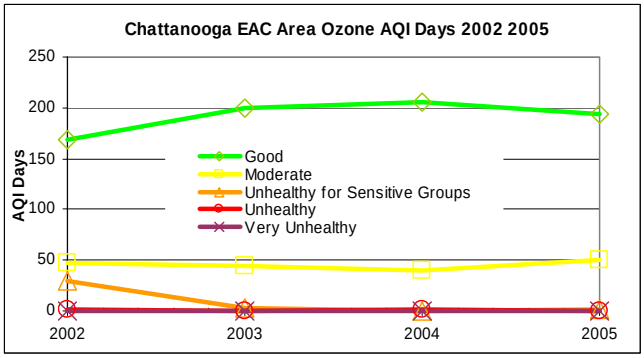


The design value trends for the three EAC areas all demonstrate declines and reductions in ozone levels with all of the there EAC areas reporting monitored compliance with the 8 hour ozone standard in the 2003 to 2005 time frame.

Additional data is presented below that describes the general ozone air quality as reported by the EAC areas AQI for the period fro 2002 through 2005. Note the decline in the number of USG days reported in 2005 as compared to 2002.

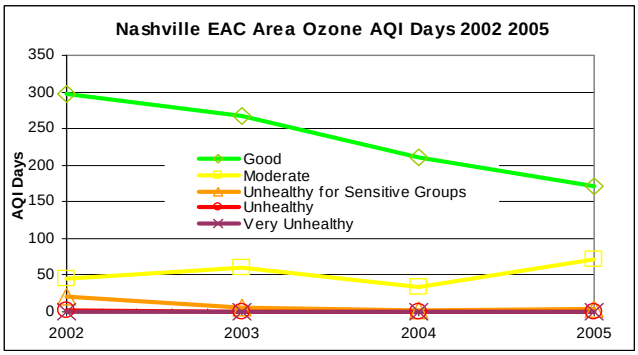
Chattanooga EAC Area AQI Days (Ozone)

AQI	2002	2003	2004	2005
Good	168	199	205	194
Moderate	47	44	40	50
Unhealthy for Sensitive Groups	29	3	0	2
Unhealthy	2	0	1	0
Very Unhealthy	0	0	0	0



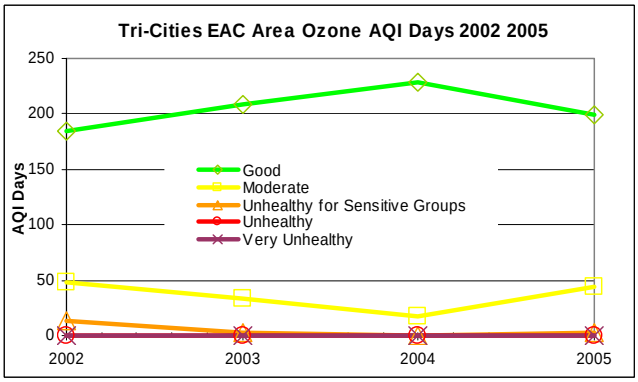
Nashville EAC Area AQI Days (Ozone)

AQI	2002	2003	2004	2005
Good	298	268	211	171
Moderate	46	60	34	71
Unhealthy for Sensitive Groups	20	6	1	4
Unhealthy	1	0	0	0
Very Unhealthy	0	0	0	0



Tri-Cities EAC Area AQI Days (Ozone)

AQI	2002	2003	2004	2005
Good	185	209	229	199
Moderate	48	34	17	44
Unhealthy for Sensitive Groups	13	3	0	3
Unhealthy	0	0	0	0
Very Unhealthy	0	0	0	0



8-HOUR OZONE EARLY ACTION COMPACT
FOR
TRI-CITIES AREA

PROGRESS REPORT
June 2006

The Tri-Cites Area Early Action Compact local plans continue to be implemented as proposed. During the 2006 ozone season Carter, Hawkins, Sullivan, Unicoi and Washington Counties will again be prohibiting open burning of wood wastes. Resolutions passed last year by these counties imposing a $50 fine for violators of the open burning regulation. Also, the Ozone Action Partnership is continuing its annual Ozone Action Day program as in previous years. Since 2002, the Partnership has been responsible for distributing ozone forecast data and public service information to the local Tri-Cites news media and others interested businesses and industries.

In May 2006, the Ozone Action Partnership again hosted its annual Media Day in Kingsport. The Media Day is designed as a "kick-off" to ozone season and to inform the news media of any changes in the ozone forecasting process over the past year. This year's event was attended by nearly every media outlet in the Tri-Cities, and most continue to participate in providing the daily forecast or Ozone Action Day notification to the general public.

In the Spring of 2006, the Sullivan County, Tennessee governing body approved a resolution requesting lowering truck speed limits by 10 mph on Interstates 81 and 26 in Sullivan County. Although not yet approved by the Tennessee Department of Transportation (TDOT), this control measure is documented to reduce NOx emissions by 1.65 tons per day. It is expected that once approved by TDOT, lower speed limits on I-81 and I-26 will be in effect for the 2007 ozone season.

Transportation Emission Reduction Control Measures – Bristol MPO

The Bristol Metropolitan Planning Organization, in cooperation with the Tennessee Department of Transportation and Virginia Department of Transportation, is responsible for transportation planning for the Bristol urbanized area under the directives and policies of the U.S. Department of Transportation. In addition to Bristol, Tennessee, the City of Bluff City Tennessee, the City of Bristol Virginia and portions of Sullivan County, Tennessee, and Washington County, Virginia, are member jurisdictions of the Bristol MPO.

Long-range transportation planning and traffic management to improve the performance of the local transportation network through preservation, operational and capacity enhancements are the emphasis of the MPO. In February 2006, the MPO adopted the *Bristol Urban Area Long Range Transportation Plan Year 2030*, which provides recommended improvement for highways, public transportation services, and bikeway/pedestrian facilities. A major focal point of the transportation plan was to forecast future traffic volumes and capacity constraints so that mitigating measures can be implemented to reduce traffic congestion. In addition to transportation improvements, congestion management strategies identified in the plan include appropriate timing of traffic signals to decrease congestion, improve air quality and reduce fuel

consumption; more efficient operation of the existing highway network; and limited access points in highway design.

Several current projects and planning activities in the MPO study area will assist in regional air quality goals. Annual transportation system management projects provide intersection analysis and modifications to signal phasing to reduce delay and traffic time, thus reducing vehicle idling time. Construction of the Anderson Street Bridge over the railroad mainline began in May 2006. This project provides an alternate route for a high volume at-grade railroad crossing, which results in substantial delay and vehicle idling time. Associated with the Anderson Street Bridge project, the Pennsylvania Avenue/State Street intersection was completed in June 2006 to add turning movements and signal synchronization to reduce traffic delay.

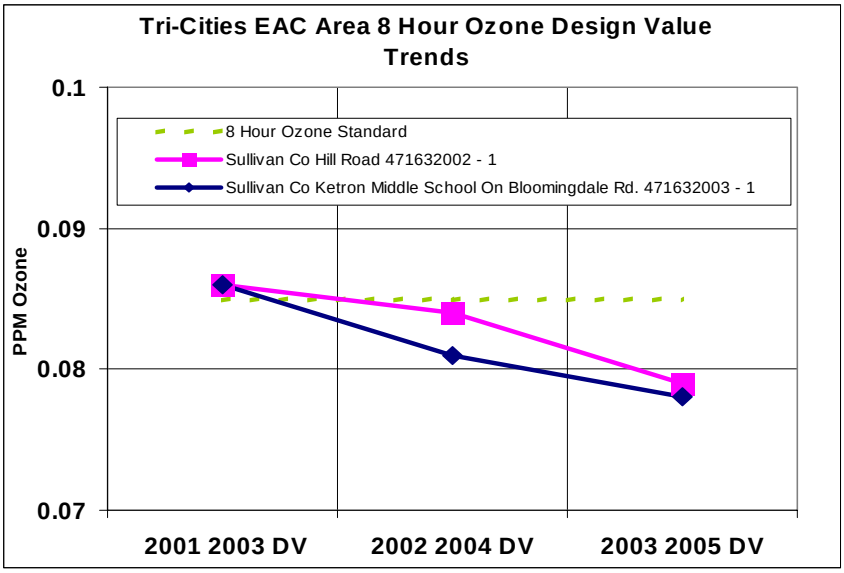
Certain strategies that deal with land use policies and growth management can be effective in managing congestion although they are somewhat beyond the control of the MPO since land use decisions are made by local jurisdictions. The City of Bristol Tennessee has completed a final draft of the Land Use and Transportation Plan. The plan evaluates the land use and transportation relationship within the City and the Urban Growth Boundary and provides recommendations for more efficient use of the transportation system and appropriate land uses. The plan is currently available for public comment prior to adoption by the City.

The City of Bristol Tennessee currently has 5.6 miles of continuous bicycle/pedestrian facilities that provides a non-motorized transportation mode for residential areas, shopping, recreational, as well as the Central Business District. In 2006 the City will be developing a citywide pedestrian and bicycle facilities plan. The long-range objective of the City is to provide a loop trail around the City as an alternate mode of transportation. Engineering has been completed and construction will began in 2006 on the pedestrian improvements in Bristol, Tennessee, along Volunteer Parkway and Highway 11E near the Bristol Motor Speedway. The pedestrian enhancements will include construction of 12,400 linear feet of sideway.

To support alternative modes of transportation, the Bristol Tennessee Transit system provides fixed-route and specialized transit services in cooperation with Bristol Virginia Transit. The fixed-route system provides public transportation services connecting residential areas within the City to commercial, educational, and medical facilities. In addition to the fixed-route service, the transit system operates a job access transportation program, which provides a coordinated transportation network between Bristol Tennessee Transit, the rural transportation provider N.E.T. Trans, and local human service agencies to make access to jobs, childcare services, and educational job training more accessible for welfare recipients and low-income individuals.

Air Quality Data

With preliminary data available through June 25, 2006, the highest 4th maximum values reported for all EAC areas in Tennessee are all less than the 8-hour ozone standard (0.085 ppm). The preliminary data reported for the Tri-Cities area indicates that the 2 area ozone monitors are reporting from 0.077 to 0.079 ppm. The Tri-Cities EAC Area should successfully achieve attainment early due to the control measures that have been put into place to reduce ozone.



The design value demonstrate declines and reductions in ozone levels for the Tri-Cities EAC area reporting monitored compliance with the 8 hour ozone standard in the 2003 to 2005 time frame.

Historical ozone data for the Tri-Cities area is provided for comparison below:

County	Monitor ID	2002 4th Max.	2003 4th Max.	2004 4th Max.	2005 4th Max.	2001 2003 DV	2002 2004 DV	2003 2005 DV
Sullivan Co.	471632002-1	0.093	0.082	0.077	0.08	0.086	0.084	0.079
Sullivan Co.	471632003-1	0.093	0.08	0.072	0.083	0.086	0.081	0.078

Additional data is presented below that describes the general ozone air quality as reported by the EAC areas AQI for the period fro 2002 through 2005. Note the decline in the number of USG days reported in 2005 (3) as compared to 2002 (13).

Tri-Cities EAC Area AQI Days (Ozone)

AQI	2002	2003	2004	2005
Good	185	209	229	199
Moderate	48	34	17	44
Unhealthy for Sensitive Groups	13	3	0	3
Unhealthy	0	0	0	0
Very Unhealthy	0	0	0	0