WASHINGTON COUNTY PLANNING COMMISSION
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

June 4, 2007

Ms. Judith M. Katz, Director
Air Protection Division (3AP00)
U.S. Environmental Protection Agency
1650 Arch Street
Philadelphia, Pennsylvania 19103

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

Dear Ms. Katz:

Please find attached the required June 2007 Progress Report for the Early Action Plan for Washington County, Maryland. This submittal documents progress being made to implement the County's Early Action Plan submitted to the U.S. Environmental Protection Agency (EPA) on March 25, 2004.

This submittal continues to report the joint effort between Washington County, the Maryland Department of the Environment (MDE), and the Maryland Department of Transportation (MDOT) in achieving the goal of early attainment of the 8-hour ozone standard in Washington County.

The June 2007 Progress report, consistent with EPA guidelines, documents progress being made regarding implementation of local control measures (including any changes or deletions to the measures since the March, 2004 submittal), assessment of improvements in air quality, assessment of reductions in VOC and NOx emissions, and updates to the summary chart provided in the last report.

In accordance with EPA Regulations and Guidance information, please accept the enclosed document as Washington County's June 30, 2007 progress report, for continuation of the implementation of an Early Action Compact.

If you have any questions or need additional information, please contact the Washington County Planning Department at 240-313-2430.

Sincerely,

Michael C. Thompson
Director, Planning and Community Development

MCT/jlb
Attachment: Washington County Early Action Plan, December 2006 progress report

cc: Randy Mosier, MDE (via e-mail)
Howard Simons, MDOT (via e-mail)
Jim Frazier, Michael Baker Jr., Inc. (via e-mail)
file

Washington County, Early Action Plan

June, 2007 Progress 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
100 W. Washington St.
Hagerstown, Maryland 21740

Maryland Department of the Environment
1800 Washington Boulevard
Baltimore, Maryland 21230

Maryland Department of Transportation
7201 Corporate Center Drive, PO Box 548
Hanover, MD 21076

Michael Baker Jr., Inc.
1304 Concourse Drive, Ste. 200
Linthicum, Maryland 21090

June 30, 2007

Early Action Plan Progress Demonstration

The Early Action Compact/Plan (EAC/EAP) Final Report to the EPA, due on March 31, 2004, and submitted on March 25, 2004, contained a final list of control measures that were chosen for the Action Plan. This correspondence is the required, semi-annual progress report, due on June 30, 2007, and includes any changes made to the above referenced list of final Action Plan Control Measures. It also provides status or updates for these control measures.

The EAC is a joint effort of Washington County (the County), the Maryland Department of the Environment (MDE) and the Maryland Department of Transportation (MDOT). On April 15, 2004, the EPA officially designated Washington County as an EAC area and deferred the 8-hour ozone nonattainment designation, provided that all EAC milestones are met and attainment can be demonstrated by December 31, 2007.

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

Early Action Plan Milestones

Date	Description	Complete?
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.	☑
June 30, 2004	Progress report for updates to the March 31st submittal	☑
December 31, 2004	Semi-annual EAC progress report identifying progress, schedules, and changes to EAP	☑
December 31, 2004	MDE in cooperation with Washington County will incorporate EAP into SIP and submit to EPA.	☑
February 28, 2005	Washington County EAC SIP Addendum submitted to EPA	☑
May 3, 2005	EPA's Approval and Promulgation of Air Quality Implementation Plans; Maryland; Attainment Demonstration for the Washington County Early Action Compact Area.	☑
May 17, 2005	Notice of Proposed Rulemaking was published in the Federal Register, officially starting the 30-day public comment period.	☑
June 16, 2005	Public comment period ends and pending comments, EPA expected to approve EAC in July 2005.	☑
June 30, 2005	Submit the semi-annual progress report.	☑
December 31, 2005	Washington County implements the local control measures that have been incorporated into the SIP. Submit the semi-annual progress report.	☑
June 30, 2006	Washington County certifies progress toward attainment since previous milestone, e.g., continued implementation and progress toward improvement in air quality and emissions reductions.	☑
December 31, 2006	Submit the semi-annual progress report.	☑
June 30, 2007	Submit the semi-annual progress report.	☑
December 31, 2007	Washington County attains the 8-hour ozone NAAQS.	☐

Summary of Progress Report for June 30, 2007

The June 30, 2007 progress report is an update on the status of the efforts that were planned for in the Final EAP submitted on March 31, 2004.

Stakeholder Process

The Washington County Department of Planning and Community Development, the lead County Department for the EAP effort, continues to make available to each stakeholder all EAC documents including the Final EAP Report and solicits input on all documents, along with encouraging stakeholder 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.

Meetings

A number of meetings regarding the Washington County EAC were conducted since the December 31, 2006 submittal. Below is a summary of the meetings.

Date	*Meetings/Actions*
January 24, 2007	Hagerstown/Eastern Panhandle Metropolitan Planning Organization (HEPMPO) Interstate Council (ISC) & Technical Advisory Committee (TAC) meeting
March 21, 2007	HEPMPO ISC & TAC meeting
March 29, 2007	First meeting of the HEPMPO Air Quality Advisory Committee
May 1, 2007	Clean Air Partners launched new website
May 9, 2007	Interagency consultation meeting
May 16, 2007	HEPMPO ISC & TAC meeting

Implementation Progress

With the exception of some Federal measures which have not yet come online, all state and local control measures were effectively implemented at the time of the December 31, 2005 Progress Report submittal.

Anticipated Obstacles & Reasonable Solutions

Washington County does not anticipate any obstacles to reaching attainment of the 8-hour Ozone Standard at this time. Please see the air quality improvements section below for further evidence.

Additional Controls Impacting Washington County

This section describes some additional measures that are anticipated to help Washington County further its air quality goals, though credit for these measures has not been taken.

The Maryland Healthy Air Act

The Maryland Healthy Air Act (HAA) was developed with the purpose of bringing Maryland into attainment with the National Ambient Air Quality Standards (NAAQS) for ozone and fine particulate matter by the federal deadline of 2010. The HAA and the subsequent regulations also require the reduction of mercury emissions from coal-fired electric generating units and significantly reduce atmospheric deposition of nitrogen to the Chesapeake Bay and other waters of the State.

The Maryland General Assembly began development of the Maryland Healthy Air Act during the 2006 legislative session. The Healthy Air Act (Senate Bill 154) was signed into law on April 6, 2006.

The Healthy Air Act is the toughest power plant emission law on the east coast. The HAA requires reductions in nitrogen oxide (NOx), sulfur dioxide (SO2), and mercury emissions from large coal burning power plants. The HAA also requires that Maryland become involved in the Regional Greenhouse Gas Initiative (RGGI) which is aimed at reducing greenhouse gas emissions.

NOx is the most important pollutant contributing to Maryland's ground-level ozone or "smog" problem and also contributes significantly to nitrogen pollution in the Chesapeake Bay. SO2 is the most important contributor to Maryland's fine particulate air pollution problem and also has a significant role in creating regional haze that degrades visibility.

The Maryland Department of the Environment (MDE) is charged with implementing the HAA through regulations. Once enacted, these regulations will constitute the most sweeping air pollution emission reduction measure proposed in Maryland history. On January 18, 2007 the General Assembly's Joint Committee of Administrative, Executive, and Legislative Review (AELR) approved emergency regulations implementing the Maryland Healthy Air Act. These emergency regulations were introduced in order to put the law into effect as soon as possible. Permanent regulations must be in place within six months of the effective date of the emergency regulations, which is when the emergency regulations expire. MDE is in the process of ensuring that the permanent regulations will be in place soon.

Overview of Expected Emission Reductions

Over 95% of the air pollution emitted from Maryland's power plants comes from the largest and oldest coal burning plants. The emission reductions from the HAA come in two phases. The first phase requires reductions in the 2009/2010 timeframe and, compared to a 2002 emissions baseline, reduce NOx emissions by almost 70%, SO2 emissions by 80%, and mercury emissions by 80%. The second phase of emission controls occurs in the 2012/ 2013 timeframe. At full implementation, the HAA will reduce NOx emissions by approximately 75% from 2002 levels, SO2 emissions will be

reduced by approximately 85% from 2002 levels, and mercury emissions will be reduced by 90%.

Maryland Clean Cars Act of 2007
The Clean Cars Act requires the Maryland Department of the Environment, in conjunction with the Maryland Motor Vehicles Administration, to adopt low emissions vehicle standards and compliance requirements (applicable to vehicles beginning with model year 2011) that were derived from the California Clean Car Program (CA LEV 2). Regulations are required to be adopted by Dec. 31, 2007. The regulations will strengthen emissions standards for smog, air toxics, nitrogen oxide, and carbon dioxide, as well as requiring 10% of the fleet to be zero emissions vehicles.

The Maryland Clean Car Program will provide significant reductions of multiple pollutants which will further benefit the health of Maryland's citizens and help restore the Chesapeake Bay. The Clean Car Program will help Maryland achieve emission reductions from nitrogen oxides (NOx), volatile organic compounds (VOC), greenhouse gases (carbon dioxide or CO2), benzene, acetaldehyde and other air toxics.

The clean cars program, coupled with other mobile source strategies will reduce NOx by about 90% by 2025. Mobile sources are the number one contributor to air toxics in major cities like Baltimore and Washington. While existing programs are gradually reducing exposure to these pollutants the deeper and quicker reductions under the Clean Cars Program will bring healthier air to Maryland's citizens sooner.

Clean Air Teleworking Initiative – The state of Maryland, on occasion, experiences unhealthful levels of the air pollutants ground level ozone and fine particles. When air quality elevates to unhealthful levels it poses significant health and economic impacts to the citizens of the state of Maryland. To address air pollution concerns and requirements, the State of Maryland has implemented over 100 pollution control programs affecting industries, small businesses, mobile sources, and the general public since 1990, when the modern-day Clean Air Act was passed. These programs have prevented nearly 800 tons of ozone-forming pollutants from entering the air each day. In order to inform the public about daily air pollution levels the Maryland Department of the Environment has been accurately forecasting and reporting air quality information since 1993.

Traffic congestion is a major problem in Maryland's metropolitan areas where individuals waste hundreds of hours every year stuck in traffic due to congested roadways. Numerous studies have demonstrated that telework programs are advantageous in addressing major environmental, transportation, productivity, quality of life, and employment issues.

Reduced commuter road miles decreases air polluting vehicle emissions, gasoline consumption, traffic congestion, and highway maintenance costs for the citizens of Maryland. It has been proven that telework provides economic and organizational benefits to employers, resulting in increased employee productivity, enhanced employee morale, improved recruitment and retention of employees, reduced office space and

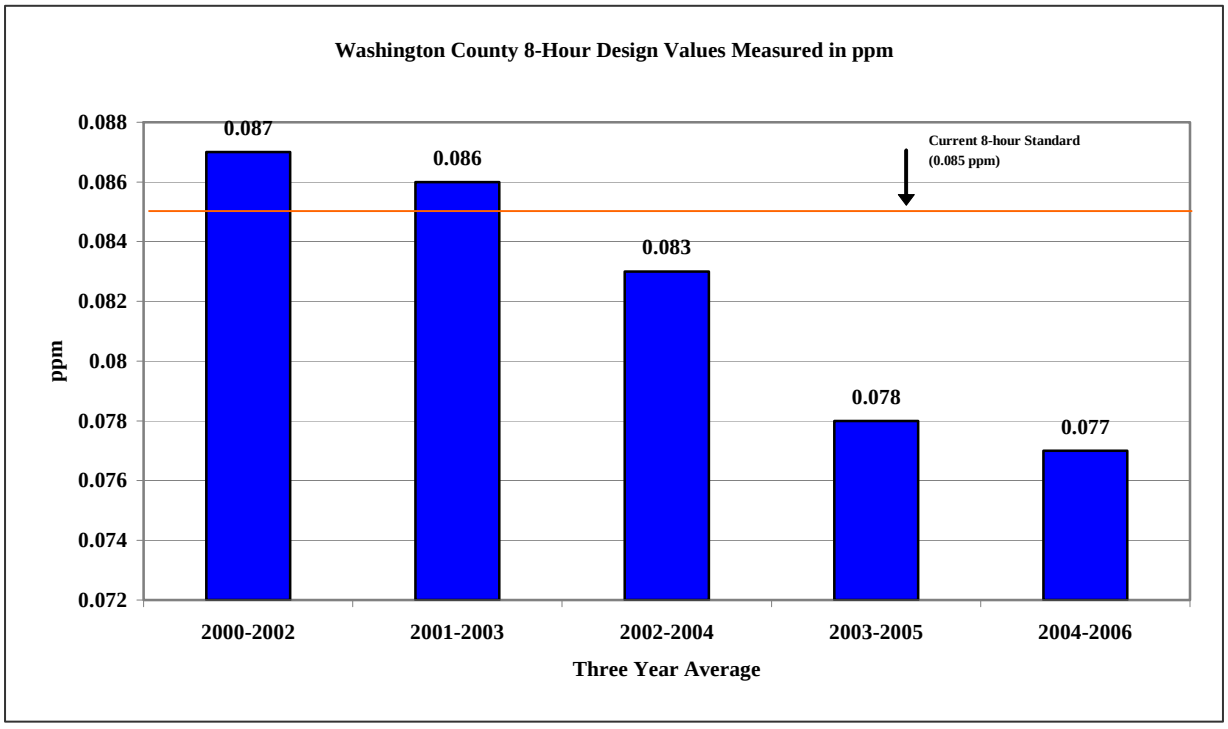
parking needs, reduced stress, increased job satisfaction, decreased absenteeism costs, an expanded labor pool, and increased flexibility to meet the needs of citizens. The state of Maryland, as a major employer, has recognized its leadership role to develop substantive programs, such as teleworking, to reduce commuter road miles traveled by state employees and enhance productivity. The objectives of the Clean Air Telework Initiative, which is managed and run by Clean Air Partners, are to:

1.) Increase the number of employees who telework in the Baltimore/Washington metropolitan area, and
2.) Increase the frequency of employees who telework by linking teleworking and air quality; specifically, encouraging employees to telework on days when air quality is at its worst.

More information regarding the approach, implementation and expansion of the teleworking program can be found in Appendix C.

Air Quality Improvements

Air quality improvements in Washington County can be measured utilizing air quality monitor data obtained from the Washington County ozone monitor, which 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 4th highest ozone reading for each year and averaged over three years. The 8-hour ozone standard is 0.085 parts per million (ppm). As evidenced by the downward trend in design values, Washington County has made significant progress toward reaching its air quality goals (see graph below).



Based on the current design value, 2004-2006 above, Washington County would be in attainment of the 8-hour standard. This downward trend is anticipated to continue, resulting in the demonstration of a design value less than the ozone standard in 2007.

In addition to achieving a downward trend in the ozone design value, Washington County has also achieved a considerable reduction in the number of days exceeding the standard.

Updates to Action Plan Control Measures

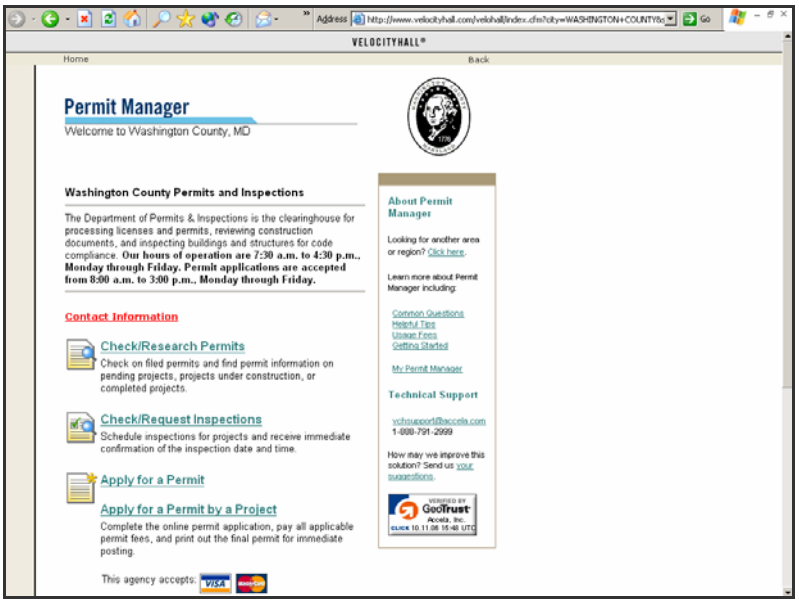
The EAP Control Measures report submitted to the EPA in March 2004 and approved by the Board of Commissioners was implemented on schedule in Washington County. The action plan provides a detailed list, description and analysis of all of the control measures selected by the County.

This progress report includes, in Appendix A, an updated version of the summary table of the control measures submitted in the June 2006 progress report as per EPA's recommendations. Most of the measures have been implemented on schedule without any changes. Any updates or changes made to the control measures since the June 2006 submittal have been documented in this report. New information was available for the following control measures, though the emission estimates did not change:

- Clean Air Partners (CAP)/Public Education Outreach – CAP is a volunteer nonprofit consortium of governments, businesses, organizations and individuals working together to improve the health of individuals and the environment of the Washington and Baltimore metropolitan regions, including Washington County, by reducing ground-level ozone and particulate pollution. CAP works to educate employers, businesses and the public to take voluntary actions that reduce air pollution, specifically on days when the air quality is especially poor. CAP contracted PRR, a social marketing firm based in Washington, D.C., to develop an outreach strategy for 2007 that would both educate the public on the health threats surrounding Code Orange air quality days and encourage businesses, organizations and individuals to reduce air pollution through simple, voluntary actions. In order to raise public awareness around the health affects of Code Orange air quality and continue to position CAP as the leading authority on local air quality issues, PRR employed a comprehensive strategy that incorporated marketing, media relations, research and graphic design.

  May 1, 2007 marked the kickoff of a new year-round air quality notification system. Clean Air Partners, in cooperation with the Maryland Department of the Environment and the Metropolitan Washington Council of Governments, launched AirAlerts which distributes daily air quality forecasts for ozone and particle pollution based on EPA's Air Quality Index (AQI). The color-coded forecasts show whether air quality is likely to be good (green), moderate (yellow), unhealthy for sensitive groups (orange), or unhealthy (red). The forecasts suggest actions people can take to protect their health and reduce air pollution, such as limiting outdoor activities, avoiding strenuous exercise and driving less. Daily emails, sent by 3:30 p.m., include a three-day forecast for the Washington Metropolitan area, Baltimore Metropolitan area, Western Maryland, and the Eastern Shore. Individuals can be notified when air quality reaches unhealthy levels by signing up at the following website: www.cleanairpartners.net.

- E-commerce/E-government - In June 2006, the Washington County Permits and Inspections Department launched a new website with Velocity Hall to allow the public to apply for trade permits, check the status of existing permits, and schedule inspections online (see screen capture below). As of January 1, 2007, the website has had over 8,000 hits and approximately 400 permits have been issued using the system which can be accessed using the following address: www.velocityhall.com/washingtoncounty



- Fuel and Vehicle Task Force – On July 18, 2006 the final report of the Fuel and Vehicle Task Group was presented to the Board of County Commissioners (BOCC) of Washington. As a result of the efforts of the group, further direction was given by the BOCC to implement or further study some of the recommendations. The final report was included in the June, 2006 progress report to EPA and a copy of the presentation made to the BOCC, as well as a critical tasks memorandum where included in the December 2006 progress report.

- Air Quality Advisory Committee – The HEPMPO (http://www.hepmpo.net/) recently formed an Air Quality Advisory Committee (AQAC), which held its first meeting on March 29, 2007. The AQAC is a sub-committee of the Technical Advisory Committee, and is charged with reviewing projects in the TIP, LRTP, or special studies for compliance with transportation conformity. This group meets on an as-needed basis and acts in an advisory capacity to the Interstate Council. The membership includes members of the following agencies: Federal Highway Administration (FHWA), Federal Transit Administration (FTA), US Environmental Protection Agency (EPA), Maryland Department of Transportation (MDOT), West Virginia Department of Transportation (WVDOT), Maryland Department of the Environment (MDE), West Virginia Department of Environmental Protection (WVDEP), Washington County Planning Department

and the Eastern Panhandle Regional Planning and Development Council, Region IX.

- Air Quality Action Days – A news release was issued by Washington County in April, in order to inform citizens of the beginning of the 2007 ground level ozone season. Please see Appendix B for a copy of the release.

No new information is available for all other control measures and they continue to be on schedule for implementation at this time. Washington County has not experienced any problems or changes other than those previously mentioned since December 2006.

Following is the list of the Action Plan Control Measures. The measures are divided into two main categories: State and Local control measures and Federal control measures. The emission reduction credit taken for each measure is also listed in the tables below.

1. State and Local Measures:

All control measures, falling under the State and Local control measures category, are already in place. A complete description of each measure is provided in Appendix A. The table below summarizes these measures and credits taken.

State and Local Control Measures – Summary Table

Control Measures	Emissions Reductions	
	VOC (Kg/day)	NOx (Kg/day)
Ride-Matching/Commuter Connections	1.52	1.44
Park & Ride Lots	2.92	3.04
1. Telework Center 2. Telecommuting	0.19 2.87	0.22 3.12
Air Quality Action Days	Voluntary Program - No credit taken	
Clean Air Partners/Public Education Outreach	Voluntary Program - No credit taken	
Transit Programs in Washington County *1. County Commuter Bus Services (9 routes)* *2. Turning Point Transit Services* 3. *Commuter Bus Service from Hagerstown to Shady Grove Metro Station*	 5.30 0.43 1.65	 4.19 0.41 1.75
E-government/E-commerce Enhancements	1.59	0.31
Fuel & Vehicle Task Group	Credit not taken.	
Growth Management Program	13.24	15.42
Signal System Enhancements *1. US-40: Cleveland Ave. to Edgewood Rd.* 2. *MD-65: Doub Way to Henry Douglas Dr.* 3. *US-11:* ▪ Penn. Ave. at Northern Ave. ▪ Penn. Ave. at Fariview Rd. – Park Ln. ▪ Penn. Ave. at Prospect St. ▪ Burhans Blvd. at Park Ln.	 6.00 4.22 9.57	 1.81 1.27 3.06
Incident Management/Intelligent Transportation Systems (ITS) *1. Highway Advisory Radio (3 locations)*	17.59	7.99
On-Road Vehicle Acquisitions *1. Fleet Replacement (SHA - 2 vehicles)* *2. Transit Fleet Replacement* *3. Transit Engine Re-build* 4. *Fleet Replacement (MTA - 1 vehicle)*	 0.01 - 0.02 1.49 0.00	 0.01 13.6 0.00 0.00
Vehicle Emissions Inspection Program (VEIP)	480.81	562.46
OTC Programs *1. Consumer Products* *2. Architectural and Industrial Maintenance* 3. *Portable Fuel Containers*	 108.86 92.18 54.43	 0.00 0.00 0.00
Low Emissions Paint	26.28	0.00
Off-Road Vehicle Replacement	Credit not taken, as it is not quantifiable	
RACT Controls	0.00	1,312.31

Note: Positive numbers imply reduction in emissions and negative numbers imply increase in emissions.

2. Federal Control Measures

This section identifies the control measures implemented and regulated at the federal level. They include engine standards, fuel requirements, and stationary source controls that will be implemented by 2005 or phased-in implementation schedule completed by 2007. The federal control measures, outlined in the summary table below, will apply to Washington County and the entire state of Maryland. Please see Appendix A for a complete description of each measure.

Federal Control Measures – Summary Table

Measure	Emissions Reductions	
	VOC (Kg/day)	NOx (Kg/day)
NLEV	81.65	99.79
Tier II	780.18	2,821.35
HDE Standard	0.00	172.37
Phase I & II Engine Standards	Credit not taken. Expected VOC benefit = 30% reduction by 2005.	
Engine Standards for Diesel Powered Engines	Credit not taken. Expected NOx benefit = 25% reduction in new engines by 2005.	
Engine Standards for Gasoline Powered Marine Engines	Credit not taken. Expected VOC benefit = 25% reduction in new engines by 2005.	
Engine Standards for Large Gasoline Powered Engines	Credit not taken. Expected VOC benefit = 20% reduction by 2005. Expected NOx benefit = 20% reduction by 2005.	
Engine Standards for Locomotive Engines	Credit not taken. Expected VOC benefit = 30% reduction by 2005. Expected NOx benefit = 30% reduction by 2005.	
NOx SIP Call	Credit not taken. Expected NOx benefit = 53% reduction from 2003 levels by 2009.	

Acronyms:

1. AQAC - Air Quality Advisory Committee
2. AQAD - Air Quality Action Days
3. BMC - Baltimore Metropolitan Council
4. CAP - Clean Air Partners
5. CCTV - Closed Circuit Television
6. CHART - Coordinated Highways Action Response Team
7. DMS - Dynamic Message Signs
8. EAC - Early Action Compact
9. EAP - Early Action Plan
10. EPA - Environmental Protection Agency
11. FHWA - Federal Highway Administration
12. HAR - Highway Advisory Radio
13. HDE - Heavy Duty Engines
14. HEPMPO - Hagerstown/Eastern Panhandle Metropolitan Planning Organization
15. ITS - Intelligent Transportation Systems
16. ISC - Interstate Council
17. IVR - Interactive Voice Response
18. MDE - Maryland Department of Environment
19. MDOT - Maryland Department of Transportation
20. MTA - Maryland Transit Administration
21. MVA - Motor Vehicle Administration (Maryland)
22. MWCOG - Metropolitan Washington Council of Governments
23. NAAQS - National Ambient Air Quality Standards
24. NLEV - National Low Emissions Vehicle
25. NOx - Oxides of Nitrogen
26. OTR - Ozone Transport Region
27. RACM - Reasonably Available Control Measures
28. RACT - Reasonably Available Control Technologies
29. SHA - State Highway Administration (Maryland)
30. SIP - State Implementation Plan
31. TAC - Technical Advisory Committee
32. VDOT - Virginia Department of Transportation
33. VEIP - Vehicle Emissions Inspection Program
34. VMT - Vehicle Miles Traveled
35. VOC - Volatile Organic Compounds

APPENDIX:

A. Control Measures Summary Table
B. Washington County Ozone Action Days Press Release
C. Clean Air Teleworking Initiative

APPENDIX – A

A. Control Measure	B. Summary Description of Measure	C. Program/Measure Status	D. Specific Implementation Date	E. VOC Reduction	F. NOx Reduction	G. Resources (FTE's, $$)	H. Additional Information
31 Washington Co., MD (Effective date of nonattainment designation deferred)							
State & Local Measures:							
Ride-Matching / Commuter Connections	Incentives and support for Car & Vanpool Programs. There are approximately 143 commuters participating in these programs in Washington County. Responsible agency: MWCOG & MTA.	Implemented. Participation up to 143 commuters from 134 commuters since previous review.	Implemented June, 2005	1.52 kg/day	1.44 kg/day		http://www.mwcog.org/commuter/ccindex.html http://www.mtamaryland.com/resources/transitlinks/mdridesharing/
Park and Ride lots	Existing Park & Ride Lots in the county (8 PNR Lots with 717 total parking spaces. Utilization rates as per SHA's 2005 Park Ride Inventory). Responsible agency: MDOT.	Implemented. Average utilization of PNR Lots up from 56% to 91% as per SHA 2006 data.	Implemented June, 2005	2.92 kg/d	3.04 kg/d		Based on SHA's 2005 Park & Ride Inventory data.
Telecommuting	1. Telework center in Hagerstown (32 workspaces at 78% utilization) Responsible agency: State/Federal Government. 2. Telecommuting Outreach Program (home-based teleworkers) Responsible agency: MWCOG.	Implemented. Utilization rate for telework center increased by 14% from 22 workspaces to 25. Increase in outreach efforts by federal agencies. Additional credit not taken.	Implemented June, 2005	3.1 kg/d	3.3 kg/d		
Air Quality Action Days	The Air Quality Action Days program and air quality forecasting efforts currently in place in Baltimore and Washington DC has been expanded to Washington County. The Air Quality 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 unhealthy air pollution levels are predicted. When the air quality is predicted to be unhealthful in both the Baltimore and Washington areas, MDE issues Air Quality Action Day notices to media outlets, government agencies, and Air Quality Action Day participants. Daily forecasts for the Baltimore/Washington area and Washington County are also available on MDE's website and on the Air Quality Hotline. Washington County will create a web page that will contain information and links for air quality.	Implemented. Adopted on December 6, 2005. Washington County's website now contains AQAD forecasts and information.	Implemented December, 2005	NQ	NQ		http://www.washco-md.net/air_qual.shtm
Clean Air Partners/Public education outreach	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 has been 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.	Implemented. Washington County will conduct air quality training sessions for its employees twice per year. In addition to this, information will be distributed to county employees via attachments to paychecks and periodic articles in the County Employee newsletter.	Implemented June, 2005	NQ	NQ		
Transit programs in Washington County	County commuter bus service (9 routes), turning point transit services and commuter bus service from Hagerstown to Shady Grove Metro Station.	On-going.	Implemented June, 2005	7.4 kg/d	6.4 kg/d		
E-gov/e-commerce enhancement	Use of advanced technology to enhance government permits, administration and information distribution. 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.	Implemented. County permit inspectors can now file paperwork and receive information using wireless technology in the field.	Implemented December, 2005	1.6 kg/d	0.3 kg/d		
Fuel and Vehicle Task Group	The Washington County government has established a new task group called the 'Fuel and Vehicle Task Group', staffed by eight representatives of County departments with a primary aim to develop a plan to reduce fuel consumption, look into alternative fuel products and other things that could help reduce costs to the County. Responsible Agency: Washington County.	Implemented	Implemented December, 2005	NQ	NQ		
Growth management program	Hopewell Valley Promotion - policies that integrate transportation and land use decisions. Responsible agency: Washington County.	Implemented	Implemented June, 2005	13.2 kg/d	15.4 kg/d		

A. Control Measure	B. Summary Description of Measure	C. Program/Measure Status	D. Specific Implementation Date	E. VOC Reduction	F. NOx Reduction	G. Resources (FTE's, $$)	H. Additional Information
Signal system enhancements	State Highway Administration upgraded the signal systems on 3 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. 3. US-11: Penn. Ave. at Northern Ave. 4. US-11: Penn. Ave. at Fairview Rd. to Park Ln. 5. US-11: Penn. Ave. at Prospect St. 6. Burhans Blvd. at Park Ln.	Implemented. Signal improvements done for additional locations in the city of Hagerstown. Credit not taken for items 1 and 2. Credit taken in June 2006 for items 3-6.	Items 1 & 2 implemented June, 2005. Items 3-6 implemented in June 2006.	19.79 kg/d	6.14 kg/d		
Incident mgt/Intel trans. System	On-going and planned Incident Management programs by CHART in Washington County. Highway advisory radio in 3 locations	Implemented	Implemented June, 2005	17.6 kg/d	8 kg/d		
On-road vehicle acquisitions	The following on-road vehicle replacements are scheduled in Washington County: 1. Fleet Replacement (SHA - 2 vehicles) 2. Transit fleet replacement (Bus replacement) a) Turning Point: one replacement. b) County Commuter: 5 scheduled replacement. 3. Transit engine re-built (Installation of Emissions Reduction Devices on Engine Re-build). County Commuter: 9 engine re-builds. (The state highway fleet replacement will be implemented at no cost to the county.) 4. Fleet Replacement (MTA - 1) vehicle	Implemented	Implemented December, 2005	1.5 kg/d	13.7 kg/d		
Vehicle Emissions Inspection Program (VEIP)	The Vehicle Emissions Inspection Program, mandated in Maryland and enforced by MDOT and MDE, includes an OBD II and IM240 program.	Implemented	Implemented June, 2005	480.8 kg/d	562.5 kg/d		
OTC- consumer products	Consumer Products (CP): Beginning in January 2005, this 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.	Implemented	Implemented June, 2005	109 kg/d	0		
OTC-architectural and industrial maintenance	Architectural and Industrial Maintenance (AIM): This 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.	Implemented	Implemented June, 2005	92 kg/d	0		
OTC-portable fuel containers	Portable Fuel Containers (PFC): The regulation applies to new gas cans and spouts sold in Maryland starting January 1, 2004. 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.	Implemented	Implemented June, 2005	54 kg/d	0		
OTC-low emissions paint	Use low emissions yellow and white paint for markings on roadways in county.	Implemented	Implemented June, 2005	26 kg/d	0		
Off-road vehicle replacements	Landfill vehicle replacements in Washington County include a Dozer and a Compactor in 2002 and a Tractor Mower in 2004.	Implemented	Implemented June, 2005	NQ	NQ		
RACT Controls -- Post 1999 inventory RACT	The entire state of Maryland in 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, along with their tons per year emissions benefits, can be found in the EAC SIP .	Implemented	Implemented June, 2005	0	1312 kg/d		

A. Control Measure	B. Summary Description of Measure	C. Program/Measure Status	D. Specific Implementation Date	E. VOC Reduction	F. NOx Reduction	G. Resources (FTE's, $$)	H. Additional Information
Federal Control Measures:							
NLEV	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	Implemented.	Implemented 1999	81.65 kg/day	99.79 kg/day		
TIER II	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.	Implemented	Implemented 2004	780.18 kg/day	2821.35 kg/day		
HDE Standard	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.	On-schedule.	Implementation by 2007	0 kg/day	172.37 kg/day		
Phase I & II Engine Standards	Phase I emission standards for non-road, handheld and non-handheld engines operating at or below 19 kW took effect in model year 1997. Phase II standards for non-road, non-handheld 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.	On-schedule.	Implementation years 1997 & 2002	NQ	NQ		Credit not taken. Expected VOC benefit = 30% Reduction by 2005
Engine Standards for Diesel Powered Engines	A three-tiered process, beginning in 1996 and continuing through 2008, will increase emissions standards for non-road diesel powered engines used for a variety of purposes such as construction & agriculture.	On-schedule.	Implementation years 1996, 2001 & 2006	NQ	NQ		Credit not taken. Expected NOx benefit = 25% Reduction in new engines by 2005
Engine Standards for Gasoline Powered Marine Engines	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 non-road spark-ignition engines.	On-schedule.	Implementation years 1997, 1998, 2000 & 2001	NQ	NQ		Credit not taken. Expected VOC benefit =25% reduction in new engines by 2005
Engine Standards for Large Gasoline Powered Engines	A two-tiered standard with Tier 1 beginning in 2004 and Tier 2 beginning in 2007. These standards will regulate non-road gasoline powered engines rated over 19kW.	On-schedule.	Implementation years 2004 & 2007	NQ	NQ		Credit not taken. Expected VOC benefit = 20% Reduction by 2005. Expected NOx benefit = 20% Reduction by 2005
Engine Standards for Locomotive Engines	A three-tiered emission standard for new or remanufactured locomotive engines.	On-schedule.	Implementation years 1973, 2002 & 2005	NQ	NQ		Credit not taken. Expected VOC benefit = 30% Reduction by 2005. Expected NOX benefit = 30% Reduction by 2005
NOx SIP Call/Clean Air Interstate Rule	This federal rule and state regulation will be implemented to further reduce NOx emissions from major NOx sources. On March 10, 2005, the Environmental Protection Agency (EPA) announced the Clean Air Interstate Rule (CAIR), a rule that will achieve the largest reduction in air pollution in more than a decade. This action, offers steep and sustained reductions in air pollution as well as dramatic health benefits at more than 25 times greater than the cost by 2015.	On-schedule.	Implementation by 2005	NQ	NQ		Credit not taken. Expected NOx benefit = 53% Reduction from 2003 levels by 2009.
Comments:							

APPENDIX – B

BOARD OF COUNTY COMMISSIONERS
OF WASHINGTON COUNTY, MARYLAND
County Administration Building
100 West Washington Street, Room 226
Hagerstown, Maryland 21740-4834
Telephone (Voice/TTY) 240-313-2200
FAX: 240-313-2201

Kristin B. Aleshire
Terry L. Baker
John F. Barr
James F. Kercheval
William J. Wivell

FOR IMMEDIATE RELEASE

CONTACT: NORMAN BASSETT
240-313-2077

NEWS RELEASE

As Ozone Season Begins, County Reminds Residents to Check Air Quality

The Washington County Board of County Commissioners reminds residents that they have easy access to air quality forecasts and tips to help them breathe easier during ozone season. May 1st marks the beginning of ground level ozone season, which ends Sept. 30th, and provides a link from the County Website for direct air quality information.

An extended range of air quality forecasts provide the public and business community advance notice of air quality events. Advance notice allows the public to limit exposure to unhealthy air and enact a plan to reduce pollution at home and at work.

Maryland Department of the Environment (MDE) forecasts daily ozone and particle levels and issues e-mails to the public, businesses and the media via AirWatch. AirWatch is a "real time" air quality data notification system that can be visited online at: www.air-watch.net or by calling (410) 537-3247. The AirWatch program is a regional initiative aimed at developing environmental awareness for the citizens.

Hourly air pollution levels are collected from a monitor located in the County and are displayed in a graphical interactive map. The map is color coded to represent current readings of air quality monitored within counties and municipalities recording air pollution data. The real-time map allows the public to monitor air quality conditions near their community and adjust their daily activities accordingly.

Visitors to AirWatch may also choose to register for the AirAlert notification system. AirAlert is a free service that instantly transmits an email to subscribers when the air is unhealthy. AirAlert lets users be the first to know when air quality is reaching unhealthy levels so they can protect their health or that of someone they care about.

Citizens can also view air quality information on the County website, www.washco-md.net or on weather channel cable broadcasts and local radio and tv weather forecasts.

MDE also provides year-round reporting on another air pollutant, fine particles. Particles or "particulate matter" refer to the mixture of solid particles and liquid droplets in the air. Unlike ozone, fine particles are not a seasonal pollutant and these forecasts will be continued throughout the year.

Particle exposure can lead to a variety of health effects. For example, numerous studies link particle levels to increased hospital admissions and emergency room visits – and even to death from heart or lung diseases. Both long- and short-term particle exposures have been linked to health problems. More information about fine particles is available from the U.S. Environmental Protection Agency's website at: www.epa.gov/airnow.

Maryland has incorporated a vast number of controls and programs aimed at reducing harmful emissions that cause air quality problems in Maryland. In addition to federal controls required in areas that exhibit air quality problems like those in Maryland, MDE has implemented a number of state and regional controls and regulations aimed at reducing the precursors of ground level ozone.

Ozone levels dropped dramatically since 2003 because of new regulatory programs and weather. With the Clean Power Rule being adopted to implement the Healthy Air Act, Maryland is on target to meet federal air quality standards by 2010.

For more information on air quality, call the Washington County Planning Department at (240) 313-2430 or MDE's Air Quality Hotline at (410) 537-3247.

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APPENDIX – C

Clean Air Teleworking Initiative

The decision to encourage teleworking in the state of Maryland on bad air days will be guided by the **Air Quality Index (AQI)**, a nationwide, color-coded scale used by the U.S. Environmental Protection Agency to communicate air quality to the public. "Code Orange" is considered ***unhealthy for sensitive groups*** (children, the elderly, and those with heart or lung conditions) and "Code Red" is considered ***unhealthy for everyone***. "Code Purple," which occurs very infrequently in the region, is considered ***very unhealthy for everyone***. Clean Air Partners, a nonprofit organization that encourages voluntary action to improve air quality, provides a three-day air quality forecast to local employers through its Air Quality Action Day (AQAD) program. A copy of Clean Air Partners' Air Quality Action Guide, which incorporated the AQI, is shown below. Teleworking is encouraged at Code Orange and above.

CLEAN AIR PARTNERS™

Air Quality Action Guide (AQAG)

Your guide to cleaner, healthier air in the metropolitan Washington-Baltimore region.

Air Quality Numerical Value	**Action Steps To Protect Your Health and Our Environment**
GOOD **0-50**	No pollution. Enjoy outdoor activities. ◆ Keep engines tuned. ◆ Use environmentally friendly products. ◆ Conserve electricity, set air conditioning to 78 degrees.
MODERATE **51-100**	Air quality may pose a moderate risk, especially for those who are unusually sensitive to air pollution. ◆ Carpool, use public transit, bike, or walk. ◆ Limit driving, consolidate trips. ◆ Reduce car idling.
UNHEALTHY for Sensitive Groups **101-150**	**Sensitive Groups**–children and active adults, people with respiratory disease, such as asthma and emphysema and heart ailments should limit prolonged outdoor physical activity. Follow all of the action steps listed previously AND: ◆ Refuel after dusk, use fuel-efficient vehicles. ◆ Avoid driving, use transit, telework. ◆ Avoid using aerosol products.
UNHEALTHY **151-200**	**Unhealthy for Everyone** Sensitive Groups in particular should avoid outdoor physical activities. Everyone else, especially children, should limit prolonged outdoor exertion. Follow all of the action steps listed previously AND: ◆ Avoid lawn mowing or use electric mowers. ◆ Avoid using any gas powered lawn equipment. ◆ Put off painting until air quality improves.
VERY UNHEALTHY **201-300**	**Very Unhealthy for Everyone** When air quality reaches very unhealthy levels everyone is strongly urged to follow all of the actions steps listed previously AND avoid outdoor physical activities.

For more information visit Clean Air Partners' website at **www.cleanairpartners.net**

Approach

Encouraging employees to telework on poor air quality days may result in numerous employees and managers working at home for several consecutive days. This will require advanced preparation by employees, managers, and coworkers (in the office) to ensure transparency and a consistent level of productivity. While this may initially seem challenging from a management perspective, the added benefit is that employees and managers will become adept at teleworking concurrently, thereby increasing the organization's business continuity capabilities in the event of an actual emergency.

Implementation

The following steps are recommended to help businesses successfully launch their "Clean Air Teleworking" initiative in 2007:

Get Input from Managers – businesses should get input from several managers to identify potential barriers and solutions to the "Clean Air Teleworking" initiative. This could be accomplished by conducting one-on-one interviews with 4-5 managers or a small discussion group. The input from the managers could then be used to shape how the program is developed and implemented, starting with a small pilot involving a couple of managers supportive of teleworking ***and*** the "Clean Air Teleworking" initiative.

Become an AQAD Participant – businesses should become an Air Quality Action Days participant so it can receive the Clean Air Partners' three-day air quality forecast, which can then be distributed by email to employees when a poor air quality day (Code Orange, Code Red, or Code Purple) is forecasted.

Conduct Pilot – Select managers and employees who will be participating in the "Clean Air Teleworking" pilot and launch the program over the summer of 2007. Conduct an orientation/training session for participants prior to implementation and follow-up with brief phone interviews after a multi-day episode to determine if there were any problems. Prepare a summary report at the end of the pilot and share with management and employees.

Implement Tracking System – Ask participants to track their participation using a web-based system that tracks auto emission reductions resulting from teleworking (NOx, VOC, CO, and CO2), such as TeleTrips (https://www.secure-teletrips.com/). This information can be reported at the individual, department/team, and organizational level and provides continuous feedback on how the program and participants are improving air quality. Furthermore, businesses should consider recognizing individuals or teams/departments with the highest level of participation and emissions reductions.

Communicate – businesses should send out several email communications to all their employees prior to the launch of the "Clean Air Teleworking" pilot, during implementation, and at the conclusion of the pilot to explain objectives and keep employees informed. Furthermore, employees not participating in the pilot should also receive the air quality forecast for Code Orange, Code Red, and Code Purple days and be encouraged to take other voluntary measures at work and at home (e.g., carpooling, eating in the cafeteria rather than going out for lunch, refueling after dusk, and postponing mowing.)

Expand Program – Share the results of the pilot with all staff and encourage other managers and employees to participate in the program in future years. Repeat orientation/training for new participants prior to implementation, conduct phone or on-line survey with participants during implementation, track participation/results for all participants, and recognize or reward individuals teams/departments with the highest level of participation and emissions reductions. An initial pilot program will be initiated throughout the Maryland Department of the Environment (MDE) that will encourage telecommuting opportunities for qualified personnel when air quality is forecasted to be in the Code Orange (Unhealthy for Sensitive Groups) range or above. The MDE pilot program will launch in May 2007.

Expansion of Program

Additional strategies will be employed to encourage a wider participation in the Clean Air Teleworking Initiative. Some of these strategies will include: Promoting participation amongst all Maryland State agencies. Working with the Baltimore Metropolitan Council and the Metropolitan Washington Council of Governments to promote program throughout local jurisdictions. Clean Air Partners will serve as the work group to implement the program. Develop strategic plan for local governments and federal agencies. Encourage participation within private sector. Develop a merit-based recognition/award system for participation. Promote program throughout the Ozone Transport Commission. A timeline of the implementation steps is shown below.

	Task/Step	Apr-07	May-07	Jun-07	Jul-07	Aug-07	Sep-07	Oct-07	Nov-07	Dec-07
1.0	**Telework Toolkit**									
1.1	Research materials	x								
1.2	Compile toolkit	x								
1.3	Integrate with Clean Air Partners web site		x							
2.0	**Clean Air Teleworking Pilot**									
2.1	Recruit organization(s)		x	x						
2.2	Develop/implement communications plan		x	x						
2.3	Conduct interviews/focus groups with managers		x	x						
2.4	Identify participants (e.g., specific units/departments)		x	x						
2.5	Conduct orientation			x						
2.6	Launch and conduct pilot			x	x	x	x			
2.6	Conduct "spot" phone interviews/email surveys			x	x	x	x			
2.7	Implement tracking system		x	x	x	x	x			
2.8	Track and report results		x	x	x	x	x	x	x	
2.9	Expand program								x	x

The Clean Air Teleworking Initiative will develop the program in close coordination with other entities who have some role in telework implementation (Commuter Connections, Maryland

Telework Partnership with Employers, Telework!Va, and the newly created Office of Telework Promotion and Broadband Assistance in VA.

Supporting Material
Clean Air Partners will compile and customize a telework tool kit that would be posted on the organization's web site. The tool kit would provide on-line resources to help employers start or expand a telework program, including the use of "episodic" teleworking on poor air quality days.