CHAPTER III

AIR QUALITY

III. AIR QUALITY

A. OVERVIEW OF AIR QUALITY IN FAIRFAX COUNTY

1. Introduction

Through a federal-state-regional-local partnership, the quality of our air is monitored for specific contaminants and actions are taken against those who cause the contamination level to exceed allowed limits. Fairfax County's major responsibility involves participation and coordination with regional organizations on plans intended to reduce air pollution and improve air quality. In addition, prior to June 30, 2010, county staff operated air quality monitoring sites throughout the county. More recently, the county has also taken a leadership role beyond the limits of its traditional air quality partnership and has helped formulate and subsequently adopted a program to reduce gases that may be the cause of global climate change. With regard to traditional air quality matters, Fairfax County has demonstrated a continuing commitment to being an active partner in improving the region's air quality.

a. Budget Impacts

Due to the overall budget constraints in the county, the Board of Supervisors made significant reductions in the budget for the Health Department, which ended the county's air quality monitoring program. Fairfax County's FY 2011 budget eliminated the Air Quality Monitoring Program and the two remaining merit positions that operated the county's air monitoring stations. The Program Manager position that deals with air quality will be retained and will continue to participate in regional air quality planning. On July 1, 2010, all monitoring activities conducted by Fairfax County ceased; at this time, the Virginia Department of Environmental Quality (DEQ) assumed full responsibility for air quality monitoring in the county. Vacant positions in the Fairfax County Division of Environmental Health are being held open as part of the agency's vacancy management initiative related to the FY 2011 budget.

During 2010, EQAC, along with several other parties, had many discussions with DEQ on the ramifications of shutting down air quality monitoring stations for which Fairfax County could no longer provide funding. EQAC examined a report provided by the State Advisory Board on Air Pollution, called "Evaluation of Virginia's Air Monitoring Network; November 30, 2009" (available at http://www.deq.virginia.gov/air/sabrpts.html). In addition, EQAC members followed up with an Environmental Health Program Manager to assess the specific monitors for which county funds

could no longer support operations. The Program Manager noted that the Metropolitan Washington area (which includes Fairfax County as well as other parts of northern Virginia, such as Arlington and Alexandria, and portions of Maryland, West Virginia and the District of Columbia) has a total of 17 air monitoring sites, and the U.S. Environmental Protection Agency's (EPA's) minimum requirement for the region is three monitoring sites.

In April 2010, EQAC submitted a recommendation to the Board of Supervisors that the board provide comments to DEQ regarding its annual air monitoring network review. Specifically, EQAC recommended that the board request that DEQ include one or more of the four existing Fairfax County monitors in its future monitoring plans. Given the historically higher level of ozone concentrations at the Mount Vernon station, as compared to other county-run stations, EQAC recommended that the board request that DEQ include the Mount Vernon station in the regional monitoring plans. At that time, similar requests were made by Representative Gerry Connolly (to EPA) and the Air and Climate Public Advisory Committee (to DEQ). The board referred this issue to its Legislative Committee, which discussed the matter in September 2010; EQAC's recommendation was not provided to DEQ.

b. Update on Air Quality Regulatory Changes

i. Clean Air Interstate Rule

In December 2008, the U.S. Court of Appeals for the D.C. Circuit issued an order to EPA to improve and replace the 2005 Clean Air Interstate Rule (CAIR). The court allowed CAIR to remain in effect temporarily while EPA worked to finalize the replacement rule concerning the transport of air pollution across state boundaries. On July 6, 2010, as a response to the court's concerns, EPA proposed a rule known as the Transport Rule that would require 31 northeastern states and the District of Columbia to significantly improve air quality by reducing power plant emissions that contribute to ozone and fine particle pollution. Emissions reductions will begin to take effect in 2012, and by 2014, this rule, along with existing state and EPA actions, would reduce power plant sulfur dioxide (SO_2) emissions by 71 percent over 2005 levels. Power plant emissions of oxides of nitrogen (NO_x) would drop by 52 percent. After considering public comments on this proposal, EPA will issue the final Transport Rule in spring 2011.

ii. National Environment Policy for fuel efficiency and greenhouse gas pollution

In April, 2010, EPA and the U.S. Department of Transportation (DOT) announced a new national policy for automobiles that will reduce

greenhouse gas emissions and improve fuel economy for model years 2014 - 2018. The standards proposed would apply to passenger cars, light-duty trucks and medium-duty passenger vehicles covering model years 2012 through 2016. The policy requires these vehicles to meet an estimated combined average emissions level of 250 grams of carbon dioxide (CO_2) per mile in model year 2016, which is equivalent to 35.5 miles per gallon (mpg) if the automotive industry were to meet this CO_2 level only through fuel economy improvements. Over the lifetime of the vehicles sold during 2012 - 2016, this proposed national program is projected to reduce U.S. CO_2 emissions by 950 million metric tons and save 1.8 billion barrels of oil.

c. Update on NAAQS for Major Criteria Pollutants

i. Atmospheric Ozone

In March 2008, EPA tightened the 8-hour ozone National Ambient Air Quality Standards (NAAQS) from 0.08 parts per million (ppm) to 0.075 ppm for both primary and secondary ozone standards, but the standard was challenged by a coalition of environmental and health advocacy groups.

On January 6, 2010, EPA made a proposal to strengthen the 8-hour "primary" ozone standard, designed to protect public health, to a level within the range of 0.060-0.070 ppm. EPA also proposed to strengthen the seasonal "secondary" standard, designed to protect sensitive vegetation and ecosystems, including forests, parks, wildlife refuges and wilderness areas, to a level within the range of 7-15 ppm-hours (cumulative peak-weighted index). EPA was to have issued final standards by October 31, 2010, which was later than the date of completion of this report.

On April 28, 2008, EPA announced that the Metropolitan Washington area (including the District of Columbia and portions of Virginia and Maryland) met the 1996 1-hour ozone National Ambient Air Quality Standard (NAAQS) by the required attainment date of November 15, 2005. Since then, EPA has revoked the 1-hour ozone standard, although some areas still have continuing obligations under that standard ("anti-backsliding").

ii. Fine Particulate Matter--$PM_{2.5}$

On February 24, 2009, the United States Court of Appeals for the District of Columbia issued its ruling on EPA's Final Rule on NAAQS for fine particulates. The case involves EPA's revisions of October 2006 to the NAAQS for particulate matter, particularly the agency's decision to retain the limit of 15 $\mu g/m^3$ for the annual concentration for $PM_{2.5}$

(particulate matter less than 2.5 microns in diameter). The court concluded that EPA failed to adequately explain why the annual standard of 15 $\mu g/m^3$ for fine particulates would be sufficient to protect the public health within an adequate margin of safety. The court chose to keep the standard in place so that some protection for fine particulates would remain in place. EPA expects to promulgate a final rule in July 2011.

On January 15, 2009, EPA proposed to revise the agency's Air Quality Index (AQI) to reflect changes to the fine particulate standard made in 2006. The proposed changes would set a $PM_{2.5}$ AQI value of 100 at 35 $\mu g/m^3$, which is the level of the 24-hour $PM_{2.5}$ NAAQS. This means that any AQI value of 100 or more is unhealthy for sensitive groups.

Effective December 14, 2009, EPA announced that the Metropolitan Washington non-attainment area for the 1997 fine particle ($PM_{2.5}$) NAAQS had attained the 1997 $PM_{2.5}$ NAAQS. This determination is based on 2004 - 2006 data and the region has continued to meet the attainment standard based on 2005 - 2007 data.

iii. Nitrogen Dioxide (NO_2)

On January 22, 2010, EPA strengthened the health-based NAAQS for NO_2 to a new 1-hour NO_2 standard of 0.10 ppm. The standard also requires monitoring that occurs near roads, community-wide NO_2 concentrations and low income or minority at-risk communities. This level will protect people against adverse health effects associated with short-term exposure to NO_2, including respiratory effects. It became effective on April 12, 2010. EPA is also retaining, with no change, the current annual average NO_2 standard of 0.053 ppm.

iv. Sulfur dioxide (SO_2)

On June 2, 2010, EPA strengthened the primary NAAQS for sulfur dioxide (SO_2) by establishing a new 1-hour standard of 0.075 ppm. The new standard is the three-year average of the 99th percentile of the annual distribution of daily maximum 1-hour average concentrations. EPA is revoking the two existing primary standards of 0.14 ppm evaluated over 24-hours and 0.03 ppm evaluated over an entire year because these standards will not add an additional public health benefit. EPA is not revising the existing secondary SO_2 NAAQS of 0.50 ppm over a 3-hour average that is set to protect public welfare, including effects on soil, water, visibility, wildlife, crops, vegetation, national monuments and buildings. EPA is assessing the need for changes to the secondary standard under a separate review.

v. Lead (Pb)

On November 12, 2008, EPA issued a final rule that revised the primary and secondary NAAQS for lead and associated monitoring requirements. The effective date of this standard was January 12, 2009. The primary standard is set at 0.15 $\mu g/m^3$ in a rolling 3-month average to protect health. A secondary standard is set at the same level to protect the public welfare, including the environment. The revised standards are 10 times more stringent than the previous standards and will improve health protection for at-risk groups, especially children. This decision marks the first time the lead standards have changed in 30 years.

By October 2011, EPA must designate areas that have to take additional steps to reduce lead air emissions. States will have five years to meet the new standards after designations take effect.

2. Air Quality Status in Northern Virginia

a. Air Compliance Program

Air pollutants are emitted by stationary sources, such as power plants, gasoline service stations and dry cleaners, as well as by mobile and area sources, such as from automobiles, trucks and other highway activities. EPA tracks the emission of air pollutants from stationary sources, including sources in Fairfax County. Some of these emissions are discharged through smoke stacks and some emerge from the source without treatment. All are regulated under law. Virginia DEQ's air compliance program conducts inspections of facilities within Fairfax County and records information on violations in the state's database (Comprehensive Environmental Data System). (http://www.deq.state.va.us/air/compliance/homepage.html)

b. Update on County and Regional Air Quality Data

i. Ozone State Implementation Plan

EPA designated the metropolitan Washington region as moderate nonattainment for the 8-hour ozone standard of 0.08 ppm in April 2004. The Clean Air Act requires states to develop and implement ozone reduction strategies in the form of a state implementation plan (SIP). The SIP is the state's "master plan" for attaining and maintaining the NAAQS. The region had a deadline of June 15, 2010, to meet the 8-hour ozone standard. Air quality data from 2007-2009 suggest compliance with the 0.08 ppm 8-hour ozone standard. However, EPA has not concluded that the region meets this standard, and, as noted above, the standard itself has been, and may further be, strengthened.

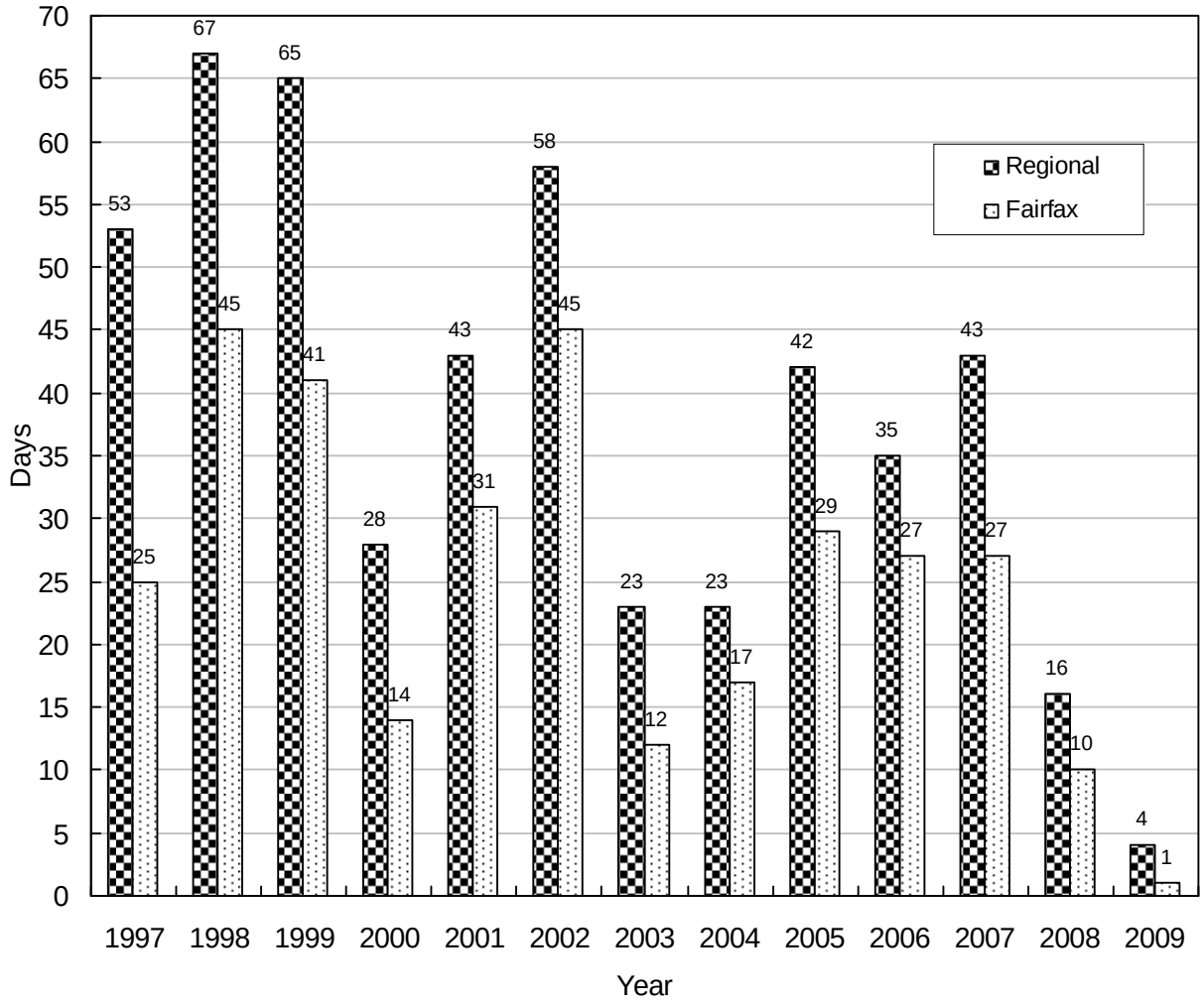
Ground-level ozone is a precursor to smog and can cause breathing problems for those sensitive to smog, especially those with asthma (some use the term smog as a colloquial name for ground level ozone). Figures III-1 through III-4 and Table III-1 present regional and county air quality trends as they relate to the eight-hour ozone standard. Monitors in the metropolitan region recorded data on four days during the 2009 ozone season when ozone values ranged from 0.076 to 0.085 ppm. This was a substantial reduction from the 2008 season, when the region registered 16 days with violations of the eight-hour standard (Note – for comparisons with prior year EQAC reports, these data are in relation to the 2008 NAAQS standard of 0.075 ppm). Various studies have shown that, during certain meteorological episodes, pollution from outside the area can cause ozone exceedances in the Washington metropolitan area.

As described in Section A.1.c.i above, EPA has proposed a new ozone standard in the range of 0.060 and 0.070 ppm. The figures below demonstrate that the metropolitan Washington area needs to continue improving ozone air quality to meet this more stringent range. The final rule that was due to have been promulgated in October 2010 should contain more information on how the new standard will be implemented, including the schedules for both the development and submittal of the attainment plan and for compliance dates to meet the new standard.

ii. Fine Particulate Matter State Implementation Plan

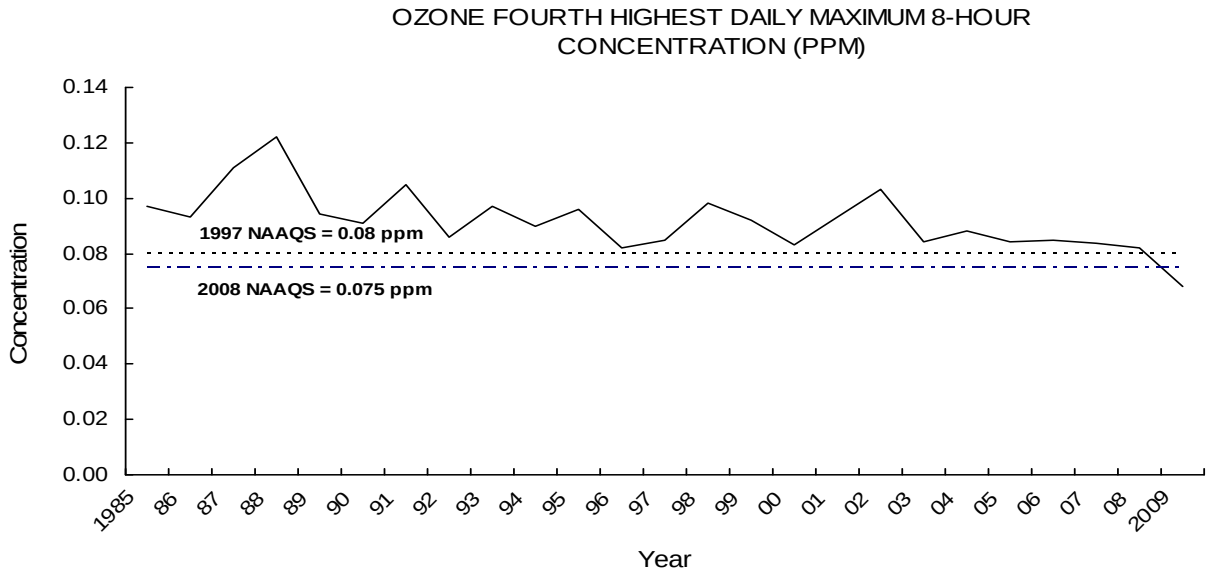
Virginia submitted its $PM_{2.5}$ SIP in April 2008, as required by the Clean Air Act. In October 2008, EPA proposed a "clean data determination" for the metropolitan Washington region in regards to the 1997 $PM_{2.5}$ NAAQS. This determination alleviated certain requirements of the Clean Air Act on the region, such as the implementation of certain controls and inventory requirements. However, the Metropolitan Washington Council of Governments determined that submittal of the full attainment plan, including the requirements alleviated by the "clean data determination," was a prudent measure given the legal and regulatory uncertainty. Fine particulate air monitoring data has continued to show good improvements over the past several years, and more improvements are expected due to the installation of upwind control devices.

Figure III-1. Air Quality Trends in Relation to the Eight-Hour Ozone Standard (relative to 0.075 ppm 2008 NAAQS Standard)
OZONE EXCEEDANCE DAYS



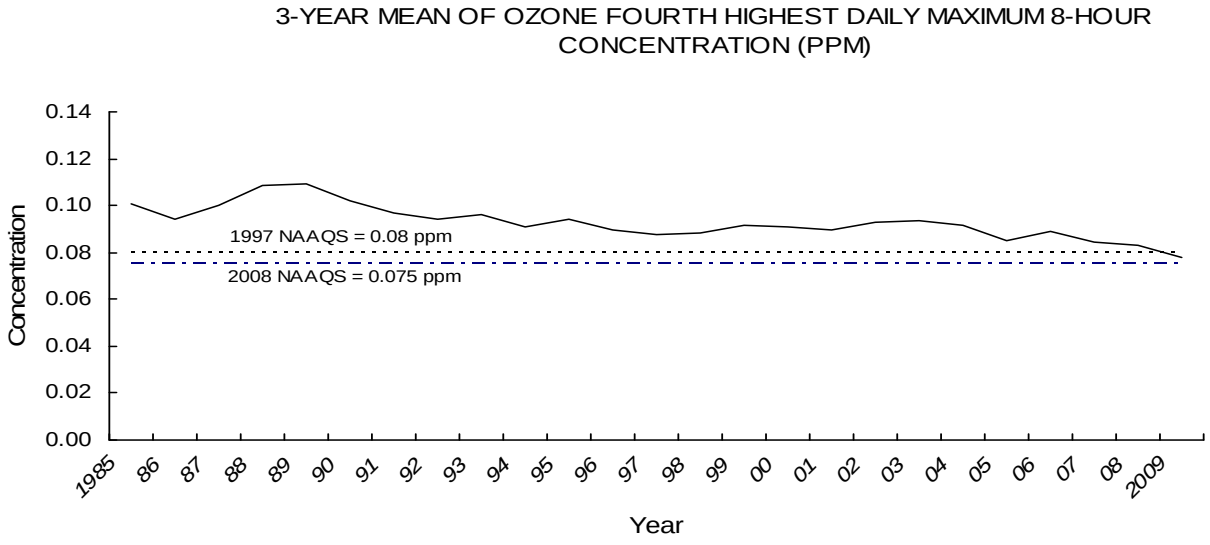
SOURCE: Fairfax County Health Department. 2009 data are preliminary and subject to change after review for Quality Assurance/Quality Control.

Figure III-2. Air Quality Trends in Relation to the Eight-Hour Ozone Standard (Fourth Highest Daily Maximum Compared to Both 1997 and 2008 NAAQS, ppm)



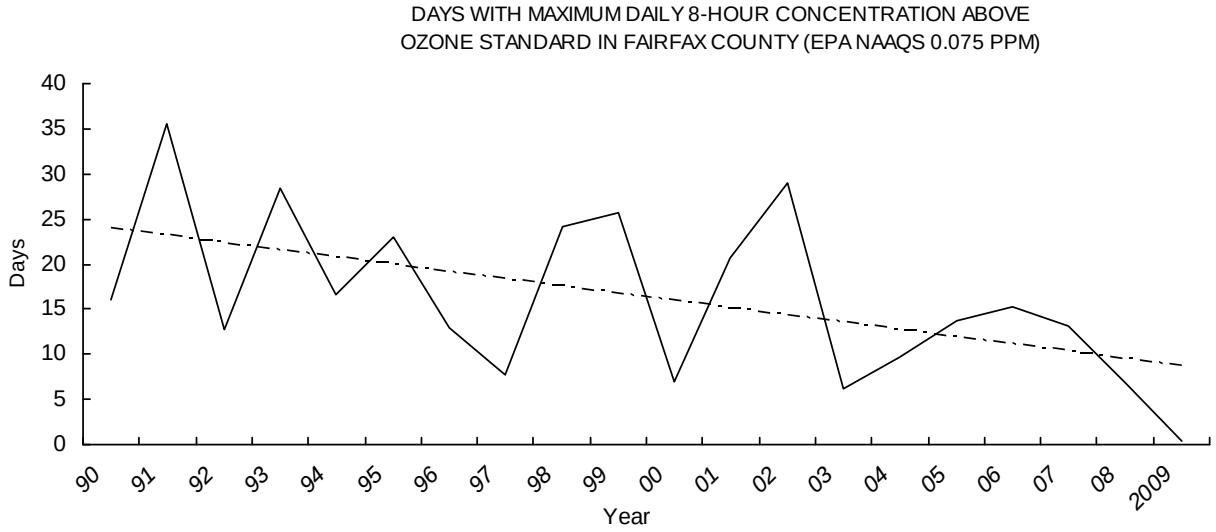
SOURCE: Fairfax County Health Department. 2009 data are preliminary and subject to change after review for Quality Assurance/Quality Control.

Figure III-3. Air Quality Trends in Relation to the Eight-Hour Ozone Standard (3-Year Mean of Ozone Fourth Highest Daily Maximum 8-Hour Concentration, ppm)



SOURCE: Fairfax County Health Department. 2009 data are preliminary and subject to change after review for Quality Assurance/Quality Control.

Figure III-4. Air Quality Trends in Relation to the Eight-Hour Ozone Standard (No. of Days with Maximum Daily 8-Hour Concentration Above Ozone Standard in Fairfax County, Relative to 0.075 ppm 2008 NAAQS Standard)



SOURCE: Fairfax County Health Department. 2009 data are preliminary and subject to change after review for Quality Assurance/Quality Control.

Table III-1. Regional Eight Hour Ozone Exceedances (Relative to 0.075 ppm 2008 NAAQS Standard)

Date	Number of Stations that Exceeded the Standard	Maximum Values in the Metropolitan Statistical Area; Maximum 8-Hour Ozone (ppb)
6/8/2009	5	85
6/25/2009	1	76
6/26/2009	3	80
8/27/2009	2	80

Source: Metropolitan Washington Council of Governments. 2009 data are preliminary as of July 30, 2010 and are subject to change.

However, the area will remain a nonattainment area for the 1997 $PM_{2.5}$ NAAQS until the area develops a redesignation request and maintenance plan, as required by the Clean Air Act. The "clean data determination" does not allow an area to become redesignated to a maintenance area until both a redesignation request and maintenance plan are developed, submitted to EPA, and approved at the federal level. The redesignation request and maintenance plan are needed to ensure that the progress the region has made in meeting and far exceeding the NAAQS is recognized with an attainment/maintenance designation.

iii. Additional Monitors for NO_2 and Other Pollutants

Virginia DEQ provided an update on the status and plans for conducting monitoring for NO_2 in Fairfax County, noting that the agency is currently in the planning stages for a new NO_2 monitor, to be used to assess compliance with the roadside monitoring aspect of the revised NAAQS for NO_2. There are plans to install one new NO_2 monitor in Maryland and one in Virginia, based on information about the average annual daily traffic count. For Virginia, DEQ is tentatively considering placement of the monitor on property of the Virginia Department of Transportation in the area near the Springfield I-95 interchange, pending development of a memorandum of understanding with VDOT. Current plans call for the monitor to become operational by January 2013.

DEQ may also install additional roadside monitors for carbon monoxide (CO) and fine particulate matter ($PM_{2.5}$), depending on what is included in EPA's revised NAAQS for those pollutants. For SO_2, DEQ is examining the need for additional monitoring in a manner different than for NO_2, CO or $PM_{2.5}$, given the requirement in the SO_2 NAAQS to conduct a mathematical modeling approach to determine compliance.

These projected changes to the air monitoring network in northern Virginia will be included in the Annual Monitoring Network Plan, which is sent by DEQ to EPA by July 1 of each year. This report contains information on the air monitoring network, including projected changes for that calendar year. This report is posted on DEQ's air quality Web page each year to receive public comment on all aspects of the network plan. DEQ also posts an Annual Monitoring Data Report on the Web page, which contains the monitored results for the previous calendar year. The 2009 data report is now posted at http://www.deq.state.va.us/airmon/publications.html.

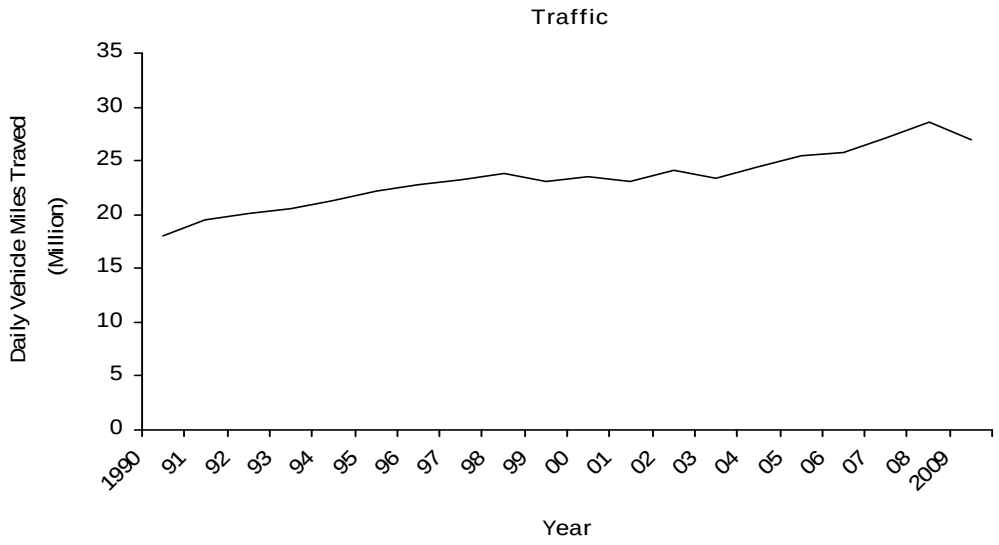
iv. Emissions from Motor Vehicles

One of the key issues related to ozone nonattainment, and other air quality concerns, is the use of motorized vehicles and their emissions. There is extensive use of motor vehicles in Fairfax County, including a

significant number that do not pass the required emissions testing. Figure III-5 shows the daily vehicle miles traveled in Fairfax County, illustrating that more than 25 million vehicle miles were traveled in 2009, a slight decrease from the number for 2008.

VDOT is actively seeking to address transportation modes that can be used as alternatives to motorized vehicles, such as addressing increased safety for bicycling and pedestrians. These types of initiatives can serve to reduce the county's status as being in nonattainment for ozone, and should be commended.

Figure III-5. Daily Vehicle Miles Traveled in Fairfax County (Millions)



SOURCE: Fairfax County Health Department.

B. MAJOR PUBLIC AGENCY RESPONSIBILITIES

1. Introduction

Although compliance with National Ambient Air Quality Standards and resulting air quality management responsibilities is a function of federal law, in Fairfax County and in other major metropolitan areas these responsibilities have been split between the Commonwealth of Virginia and the regional metropolitan planning organization (MPO). Fairfax County holds a seat on, and the county staff is required to support, the MPO for the Metropolitan Washington Area. MPOs are set up under the Clean Air Act in metropolitan areas with populations in excess of 50,000. In more difficult situations, MPOs are multi-jurisdictional, as is the case in the Washington MPO. Members of

MPOs are appointed by the governors and mayors of affected jurisdictions to represent areas included in the MPO. The MPO works with state departments of transportation and transit providers in identifying transportation needs and priorities. It makes transportation investment decisions for the metropolitan area and, by default, for the individual regions encompassed within the MPO.

2. Commonwealth of Virginia

a. Virginia State Air Pollution Control Board

This board is authorized to propose policies and procedures for air quality regulatory programs, including emissions standards for landfills and vehicles.

b. Department of Environmental Quality

This department is responsible for establishing or adopting standards for air quality, as well as for performing air quality monitoring, stationary source inspection, new and existing source permitting and vehicular inspection and maintenance programs. Air quality enforcement is handled by DEQ.

c. Virginia Department of Transportation

This department is responsible for planning, developing, delivering, and maintaining transportation for the traveling public.

3. Region – The Metropolitan Washington Council of Governments, the Metropolitan Washington Air Quality Committee and the National Capital Region Transportation Planning Board

COG is the Metropolitan Washington regional planning group that works toward solutions to regional problems related to air and water quality, transportation, and housing. COG also manages other programs such as those responsible for forecasting demographic changes. The MWAQC, which is a part of COG, partners with the air agencies to assist in the development of air quality plans as noted in Section 174 of the Clean Air Act. The authority of MWAQC is derived from the certifications made by the governors of Virginia and Maryland and the mayor of the District of Columbia. In Virginia, the roles of organizations like MWAQC, which function as local planning organizations under Section 174 of the Clean Air Act, are described in *The State Air Pollution Control Board's Regulations for the Control and Abatement of Air Pollution,* specifically at 9 VAC 5-151-70 et seq.

MWAQC was established to work cooperatively with state air agencies to conduct interstate air quality attainment and maintenance planning for the

Metropolitan Washington region. Members are appointed and Fairfax County currently has three members of the Board of Supervisors on the committee. The Transportation Planning Board (TPB) serves as the designated MPO for the Washington region and is responsible for regional transportation planning and conformity. The TPB is staffed by the Department of Transportation Planning, which is part of COG. Members of the TPB are appointed, and Fairfax County currently has two members of the Board of Supervisors sitting on the TPB. TPB and MWAQC work together on air quality and transportation issues. COG is also responsible for issuing air quality indices on a weekly basis. County staff from the Health Department and the Department of Transportation attend MWAQC meetings to support the Fairfax County members.

a. MWAQC Technical Advisory Committee

This committee was established to advise and assist MWAQC in planning for and maintaining the region's air quality. Fairfax County is represented on the TAC by county staff from the Health Department and the Department of Transportation along with a member from the Fairfax County Federation of Citizens Associations. Members research, review and discuss technical issues and documents at monthly meetings to develop information and recommendations that are submitted to MWAQC members for their review and approval.

b. Interstate Air Quality Council

On May 31, 2005, Virginia Governor Mark Warner, Maryland Governor Robert Ehrlich, Jr., and D.C. Mayor Anthony Williams signed a Memorandum of Understanding creating the Interstate Air Quality Council. The council consists of six members: the secretaries of the environment and transportation from each of the three governments. The IAQC provides overall guidance and streamlined planning to ensure the states and the District meet their shared goals of improved air quality, including compliance with new federal standards for ozone and fine particulates, and efficient transportation. The IAQC works in concert with the air quality and transportation committees of COG to achieve its goals.

c. Forecasting Subcommittee

This subcommittee considers how to monitor and report the new eight-hour ozone standard and how to devise guidelines for issuing health alerts during the ozone season.

d. Attainment Subcommittee

This subcommittee considers evidence for the case that the Washington nonattainment area can attain the eight-hour ozone standard with the control measures already adopted.

e. Conformity Subcommittee

This subcommittee reviews Air Quality Conformity Determinations prepared by the TPB to ensure that regional transportation plans are consistent with plans to improve air quality. This includes verifying that estimated emissions from mobile sources, such as cars, trucks and buses, do not exceed the mobile budget, a cap on regional mobile emissions contained in the region's air quality plan.

f. Air Quality Public Advisory Committee

This committee was established to provide a way to brief residents on actions pending before MWAQC. This committee functions as an important source of feedback from the public on air quality concerns in the metropolitan area.

g. Control Measures Workgroup

This workgroup was established to research control measures and develop a plan of emission reducing control measures for the region to implement in an effort to reach attainment for ozone.

C. STEWARDSHIP OPPORTUNITIES

Residents of Fairfax County have many opportunities to contribute to improvements in air quality. While some of the Metropolitan Washington area ozone problem originates outside of the area and is beyond the control of Virginia, Maryland and the District of Columbia, there are many aspects of our daily lives that can affect the quality of our air. A significant contributor to air quality issues is vehicle miles traveled. As discussed above, Virginians drive many millions of miles. Reducing the amount of driving, as well as the use of other combustion devices, especially during times where ground-level ozone is of concern (e.g., on hot days with lots of sun and little or no wind), can help to improve air quality. Examples of actions that can be taken include carpooling, taking mass transit, reducing or postponing lawn-mowing, paving and outdoor painting, limiting vehicle idling, bringing a lunch to work, avoiding drive-thru windows and refueling after dark.

Clean Air Partners Take Action Tips (http://www.cleanairpartners.net/)

Small Changes Make A Big Difference

Begin the day right. Check today's air quality forecast and modify your plans if unhealthy air quality is predicted. Protect yourself and others in your care, by taking the appropriate actions. Making small changes in your lifestyle at home, at work, and on the road can make a big difference.

At Home:

- Postpone mowing and trimming or use electric garden equipment.
- Postpone painting or use water-based paint instead of oil-based paint.
- Replace your charcoal grill with a propane gas grill.
- Choose ENERGY STAR™ appliances and lighting.
- Cut back on heating and air conditioning when you can and turn off lights and appliances when not in use.
- Clean heating filters each month.

At Work:

Employers have a unique opportunity to make a difference. They can promote programs that help employees make positive lifestyle changes. For example, employers can encourage staff to use public transportation or carpool. Employers also can give employees the option of working from home. Encourage employees to sign up for AirAlerts, a free service that delivers air quality information straight to their inbox (http://www.cleanairpartners.net/airalert.cfm.

On the Road:

- Keep driving to a minimum.
- Fill up your gas tank during evening hours. Avoid spilling gas and "topping off" the tank. Replace gas tank cap tightly.
- Have your car tuned regularly by replacing the oil and air filter, and keep tires properly inflated and aligned.
- Carpool or use public transportation when possible.
- Combine your errands into one trip.
- Avoid revving or idling your engine.
- Avoid long drive-through lines; instead, park your car and go in.
- Looking for a new vehicle? Consider purchasing a fuel-efficient model or a hybrid that runs on an electric motor and gasoline engine

D. COMMENTS

1. EQAC performed extensive follow up with DEQ and others about Fairfax County's plans to cease the operation of the four ozone air quality monitors and has expressed concerns about the elimination of those ozone monitors. In April 2010, EQAC provided a recommendation that the Fairfax County Board of Supervisors provide comments to DEQ regarding its Annual Air Monitoring Network review. Specifically, EQAC recommended that the Board of Supervisors request that DEQ include one or more of the existing Fairfax County ozone monitors in its future monitoring plans. Given the historically higher level of ozone concentrations at the Mount Vernon station, as compared to the other county-run stations, EQAC recommended that the Board of Supervisors request that DEQ include the Mount Vernon station in the regional monitoring plans. EQAC plans to continue to follow this issue over the course of the next several years as additional data become available.

2. EQAC appreciates the efforts by the board to maintain funding for the Health Department's Environmental Health Program Manager position, and notes that this is a minimum for the county to do to support air quality planning efforts. The Environmental Health Program Manager will continue to participate in air quality planning through attendance at Metropolitan Washington Council of Governments' Air Quality Committee meetings and participation on the Technical Advisory Committee and subcommittees. This staff position also: collaborates with other local, regional and national air quality organizations, such as Clean Air Partners; provides support to address board matters related to air quality and the environment; coordinates with other county agencies on efforts to reduce air pollution and perform annual county survey to assess progress toward SIP commitments; serves on county groups and committees such as Environmental Coordinating Committee and Environmental Improvement Program Action Group; reviews proposed projects for environmental impact related to air quality; performs legislative reviews; assesses the results of ongoing regional air monitoring; and participates in outreach events and encourages county residents and others to take voluntary actions to improve air quality.

E. RECOMMENDATIONS

None.

F. REFERENCES

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