

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
AIR QUALITY TECHNICAL ADVISORY COMMITTEE MEETING

Thursday, September 24, 2009
MAG Office
Phoenix, Arizona

MEMBERS ATTENDING

John Kross, Town of Queen Creek, Chairman
*Sue McDermott, Avondale
*Elizabeth Biggins-Ramer, Buckeye
#Jim Weiss, Chandler
#Jamie McCullough, El Mirage
Kurt Sharp for Tami Ryall, Gilbert
Doug Kukino, Glendale
Cato Esquivel, Goodyear
#Greg Edwards for Scott Bouchie, Mesa
Gaye Knight, Phoenix
#Larry Person, Scottsdale
#Antonio DeLaCruz, Surprise
Oddvar Tveit, Tempe
#Mark Hannah, Youngtown
*Walter Bouchard, Citizen Representative
*Corey Woods, American Lung Association of Arizona
Grant Smedley, Salt River Project
Brian O'Donnell, Southwest Gas Corporation
Mark Hajduk, Arizona Public Service Company
*Gina Grey, Western States Petroleum Association
*Randi Alcott, Valley Metro/RPTA
*Dave Berry, Arizona Motor Transport Association
Jeannette Fish, Maricopa County Farm Bureau
Steve Trussell for Russell Bowers, Arizona Rock
Products Association

*Greater Phoenix Chamber of Commerce
Amanda McGennis, Associated General
Contractors
*Spencer Kamps, Homebuilders Association of
Central Arizona
*Mannie Carpenter, Valley Forward
*Erin Taylor, University of Arizona Cooperative
Extension
Beverly Chenausky, Arizona Department of
Transportation
Diane Arnst, Arizona Department of
Environmental Quality
*Wienke Tax, Environmental Protection Agency
Jo Crumbaker, Maricopa County Air Quality
Department
#Duane Yantorno, Arizona Department of
Weights and Measures
*Ed Stillings, Federal Highway Administration
Judi Nelson, Arizona State University
#Christopher Horan, Salt River Pima-Maricopa
Indian Community
*David Rueckert, Citizen Representative

*Members neither present nor represented by proxy.
#Participated via telephone conference call.
+Participated via video conference call.

OTHERS PRESENT

Lindy Bauer, Maricopa Association of Governments
Julie Hoffman, Maricopa Association of Governments
Randy Sedlacek, Maricopa Association of Governments
Cathy Arthur, Maricopa Association of Governments
Taejoo Shin, Maricopa Association of Governments
Dean Giles, Maricopa Association of Governments
Feng Liu, Maricopa Association of Governments
Adam Xia, Maricopa Association of Governments
Paul Lopez, City of Avondale
Wendy Kaserman, Town of Queen Creek
Lawrence Odle, Maricopa County Air Quality
Department
Dennis Dickerson, Maricopa County Air Quality
Department
Scott DiBiase, Pinal County Air Quality
Russell Van Leuven, Arizona Department of
Agriculture
Mitch Wagner, Maricopa County Department
of Transportation
Joonwon Joo, Arizona Department of
Transportation

1. Call to Order

A meeting of the MAG Air Quality Technical Advisory Committee was conducted on September 24, 2009. John Kross, Town of Queen Creek, Chair, called the meeting to order at approximately 1:30 p.m. Jamie McCullough, City of El Mirage; Jim Weiss, City of Chandler; Chris Horan, Salt River Pima-Maricopa Indian Community; Larry Person, City of Scottsdale; Greg Edwards, City of Mesa; Antonio DeLaCruz, City of Surprise; Mark Hannah, Town of Youngtown; and Duane Yantorno, Arizona Department of Weights and Measures, attended the meeting via telephone conference call.

2. Call to the Audience

Mr. Kross stated that, according to the MAG public comment process, members of the audience who wish to speak are requested to fill out comment cards, which are available on the tables adjacent to the doorways inside the meeting room. Citizens are asked not to exceed a three minute time period for their comments. Public comment is provided at the beginning of the meeting for nonagenda items and nonaction agenda items. He noted that no public comment cards had been received.

3. Approval of the May 26, 2009 Meeting Minutes

The Committee reviewed the minutes from the May 26, 2009 meeting. Doug Kukino, City of Glendale, moved and Amanda McGennis, Associated General Contractors, seconded and the motion to approve the May 26, 2009 meeting minutes carried unanimously.

4. New MAG Committee Operating Policies and Procedures

Lindy Bauer, MAG, discussed the new MAG Committee Operating Policies and Procedures. She stated that in January 2009, members of the MAG Regional Council expressed interest in reviewing the policies and procedures that have been in place for a number of years at MAG. Ms. Bauer indicated that the MAG Regional Council appointed a seven-member task force of the Regional Council to develop the new procedures. On July 22, 2009, the Regional Council approved the new MAG Committee Operating Policies and Procedures. Ms. Bauer mentioned that in some instances the new policies and procedures modify the way business is conducted at MAG. Ms. Bauer stated that the new policies and procedures indicate that the Committee cannot conduct a meeting or have a discussion without a quorum. She noted the importance of a quorum.

Ms. Bauer discussed the appointment of officers for technical and policy committees. She stated that the appointments will now be made by the MAG Regional Council Executive Committee. Ms. Bauer indicated that the officer positions will have one-year terms, with possible reappointment to serve up to one additional term, by the consent of the respective committee. She mentioned that the Chair of the MAG Air Quality Technical Advisory Committee, John Kross, was appointed in July 2007 and has therefore served as Chair of the Committee for two years. Ms. Bauer stated that Mr. Kross has been wonderful to work with during his term. She commented that Mr. Kross is the Town Manager for Queen Creek and has had a lot of responsibilities; nevertheless, he has been generous in giving his time to the Committee and working with MAG staff. Ms. Bauer noted that Mr. Kross read the entire MAG Five Percent Plan for PM-10 when he became Chair of the Committee. She mentioned that Mr. Kross is on the MAG Management Committee and has supported the Committee and the MAG staff whenever recommendations have gone forward to the Management Committee from the Air Quality Technical Advisory Committee. Ms. Bauer thanked Mr. Kross for his leadership.

Mr. Kross thanked Ms. Bauer for her kind words and complimented the MAG staff on the support provided to him as Chair. He thanked the Committee for their support and participation in the meetings. Mr. Kross also expressed his gratitude with the Committee for sharing in the success of the region and participating in and improving the quality of life for all the communities. He noted the importance of the work that the Committee does for the region. Mr. Kross mentioned that he enjoyed working with the Committee as well as the MAG staff.

Mr. Kross announced that the new Committee Chair is Doug Kukino, City of Glendale. He stated that Mr. Kukino is the Environmental Resources Director for Glendale and has been involved with the Committee for 20 years. Mr. Kross added that the new Committee Vice Chair is Gaye Knight, City of Phoenix. He mentioned that Ms. Knight is the Air Quality Specialist for Phoenix and has also served on the Committee for over 20 years. Mr. Kross indicated that the new Chair and Vice Chair will preside over the next Committee meeting in October.

5. Update on CMAQ Projects for the Federal Fiscal Year 2009 Interim Year End Closeout

Dean Giles, MAG, provided an update on the Congestion Mitigation and Air Quality Improvement (CMAQ) Projects for the Federal Fiscal Year 2009 Interim Year End Closeout. Mr. Giles stated that on May 26, 2009, the Committee made a recommendation to forward the evaluation of the proposed CMAQ projects to the Transportation Review Committee (TRC) for use in prioritizing proposed CMAQ projects for 2009 closeout funds. He added that in June 2009, the TRC made a recommendation and the MAG Management Committee concurred with the recommendation to fund 28 projects. Mr. Giles indicated that the MAG Regional Council approved the closeout recommendation, which included five PM-10 unpaved road projects, and concluded the interim closeout. He mentioned that the following month, after additional CMAQ funding was determined to be available, the Regional Council took final action on the closeout that provided additional funding for the remaining fiscal year 2009 PM-10 certified street sweepers.

Mr. Giles commented that there were a number of sweepers remaining on the list. He stated that there was approximately \$402,000 available through closeout which was combined with some additional funding in savings associated with four sweeper projects that were requested to be deleted. Mr. Giles added that the funded sweeper projects include: City of Phoenix #2; City of Tempe; Salt River Pima-Maricopa Indian Community; City of Chandler; Town of Youngtown; and a portion of the first Town of Buckeye sweeper project.

6. Inventory of Unpaved Roads

Randy Sedlacek, MAG, provided a presentation on the unpaved roads inventory for the Maricopa County PM-10 nonattainment area. He indicated that on May 23, 2007, the MAG Regional Council approved additional items for the Suggested List of Measures to Reduce PM-10. He added that one of the measures was to develop an unpaved roads inventory for the PM-10 nonattainment area. Mr. Sedlacek mentioned that the primary use of the inventory will be to measure the progress in eliminating unpaved roads. He provided an overview of the steps used to develop the inventory. Mr. Sedlacek commented that the unpaved roads were identified by using aerial photos and the MAG Geographic Information Systems (GIS) data from MAG member agencies and the Maricopa County Department of Transportation (MCDOT). In addition, traffic data was incorporated and added to the data set. He stated that individual unpaved road maps were developed for each member agency for their review. Mr. Sedlacek commented that the maps were revised based on comments received and sent out for additional review. The data has now been summarized.

Mr. Sedlacek stated that MAG GIS staff analyzed aerial photos to locate unpaved roads. He added that the results from the aerial photo analysis were combined with GIS data from member agencies and MCDOT. Mr. Sedlacek indicated that traffic count data came from member agencies, MAG, and Maricopa County Department of Transportation studies. He commented that MAG estimated traffic counts using a housing count algorithm that is based on the assumption of one dwelling unit is equal to ten vehicle trips per day. He indicated that member agencies assisted MAG with developing the inventory. Mr. Sedlacek added that the unpaved road maps by jurisdiction were sent to member agencies for review and comment. The data requested by MAG included: changes in incorporated boundaries; verification of boundaries of county islands; paving of unpaved roads; public unpaved roads and ownership; unpaved roads that are alleys; private unpaved roads; unpaved roads closed to the public; and, if available, estimates of average daily traffic on unpaved roads. Mr. Sedlacek stated that MAG GIS staff revised the unpaved roads maps in response to the comments received from the member agencies. He added that the traffic count data was also revised in response to comments received.

Mr. Sedlacek discussed the unpaved roads not included in the final inventory which included: alleys, agricultural roads, canal roads, closed unpaved roads, easements, restricted access roads and utility roads. Mr. Sedlacek stated that as of September 2009 there are an estimated 634 miles of public unpaved roads in the PM-10 nonattainment area and 1,258 miles of private unpaved roads. He mentioned that the majority of the private unpaved roads are in unincorporated Maricopa County. He added that the total unpaved roads in the PM-10 nonattainment area is 1,892 miles. Mr. Sedlacek presented a regional map of the public unpaved roads. He indicated that most of the public unpaved roads are along the boundaries of the PM-10 nonattainment area. Mr. Sedlacek presented a map of the private unpaved roads that showed the majority of private unpaved roads in unincorporated Maricopa County.

Mr. Sedlacek discussed the uses of the unpaved roads inventory. The uses include: measuring progress in reducing miles of unpaved roads; assisting member agencies in prioritizing paving projects and in proposing paving projects for CMAQ funding; and providing unpaved roads data for air quality modeling and analyses. Mr. Sedlacek discussed the policy issue in regard to unpaved roads. He mentioned that there is currently no prohibition on construction of new unpaved roads in the unincorporated areas of the PM-10 nonattainment area. The MAG Suggested List of Measures to Reduce PM-10 includes Measure 34 which is to prohibit new dirt roads including those associated with lot splits. Mr. Sedlacek noted that the Arizona Legislature did not implement Measure 34. He indicated that MAG allocates CMAQ funds each year for paving existing public unpaved roads; however, the benefit of paving existing roads is offset by the creation of new unpaved roads. Mr. Sedlacek stated that other serious PM-10 nonattainment areas such as Clark County and San Joaquin Valley have adopted similar measures to prohibit new unpaved roads. He noted that Measure 34 needs to be implemented in the PM-10 nonattainment area.

Brian O'Donnell, Southwest Gas Corporation, asked about the need for Measure 34 to be implemented. He inquired if the measure was submitted as part of the Five Percent Plan for PM-10. Ms. Bauer responded that the measure was on the Suggested List of Measures which goes out to the entities with the authority to put the measure in place for their consideration for possible implementation. She added that the measure is associated with the lot split issue and fell under the jurisdiction of the Arizona Legislature. Ms. Bauer mentioned that during their deliberations, the Legislature considered the measure but did not pass a prohibition on the unpaved roads. Therefore, this measure was not included as a committed measure in the Five Percent Plan for PM-10. Mr.

O'Donnell inquired about why the measure has to be implemented if it is not a committed measure or part of the inventory. Ms. Bauer responded that the policy issue is that the cities, MAG, and Maricopa County are spending public monies to pave public unpaved roads. She noted that as public monies are being used to pave unpaved roads, which are a big part of the emissions inventory, more dirt roads are being created primarily through lot splits. The cities then inherit those dirt roads when they annex these areas. Mr. O'Donnell inquired if the dirt roads existed when the original inventory was developed. Ms. Bauer responded that some of the dirt roads likely existed when the inventory was being developed; however, there was not a precise handle on how many dirt roads were out there and which were public or private. She added that the private dirt roads are difficult to address since public monies can not be used on a private unpaved road.

Mr. O'Donnell inquired if the measure needs to be implemented in order to be in attainment. He added that if the measure is not required as part of the attainment plan then it does not need to be implemented, although it may be helpful. Ms. Bauer stated that the plan needs to include measures on all of the significant sources. Ms. Bauer noted that the unpaved roads are a problem. She indicated that if the region has three years of clean data at the monitors, then MAG can prepare a maintenance plan. Ms. Bauer added that it is not a good idea to create more sources of PM-10. Mr. O'Donnell indicated that the measure may hurt development.

Jeannette Fish, Maricopa County Farm Bureau, inquired if MAG has the number of new unpaved roads and miles that have been created on an annual basis. Mr. Sedlacek responded that this inventory is a 2009 baseline inventory. He added that MAG does not have the number for a year to year change; however, MAG hopes to have that information in the future.

Mr. Kross inquired if the 1,800 miles are more or less than what it was at the beginning of the planning process. Cathy Arthur, MAG, responded that MAG is working on analyses to determine the growth rate. She stated that a two percent increase in mileage per year was assumed in the Five Percent Plan for PM-10. Ms. Arthur added that this was a crude estimate based on data for only two points in time. She indicated that this 2009 inventory will be used as a base. She also mentioned that MAG GIS staff will be looking at lot split activity historically to determine the number of miles that are being created as a result of lot splits. Ms. Arthur mentioned that the MAG GIS staff initially looked at 2007 and 2008; however, that was not a peak activity period. She indicated that staff will be going back further in time with the Maricopa County Assessor's records to evaluate the growth rate in unpaved roads.

Jo Crumbaker, Maricopa County Air Quality Department, inquired if it would be informative to have indicated where the PM-10 monitors are on the map in proximity to the unpaved roads. She added that this would help everyone have a sense of what lies ahead in addressing some of the issues. Mr. Sedlacek responded that the PM-10 monitors would be added to the maps.

Diane Arnst, Arizona Department of Environmental Quality, stated that even if the demonstration in the Five Percent Plan for PM-10 predicts attainment, it does not mean that the actual contributions from the additional sources will not make the opposite result appear. She inquired about the rationale for the unpaved roads that were not included in the final inventory. Ms. Arnst commented that canal roads were a significant contributor in the Yuma area and as a result speed limits were put in place since the roads were being used by off highway vehicles (OHVs). Mr. Sedlacek responded that the main rationale for not including certain unpaved roads was that there was not much average daily traffic (ADT) on those roads.

Oddvar Tveit, City of Tempe, referred to the slide that indicates that alleys are not included. He inquired about the determination for an alley that is a road to be included in the inventory. Mr. Sedlacek replied that in the final inventory alleys were not included since the average daily traffic was relatively small. Mr. Tveit inquired about the trip count threshold for including or not including alleys. Ms. Arthur replied that there is not a threshold; however, ten ADT is the default used for an alley if MAG is not given a specific number. She added that there were alleys that had higher ADTs but most of those are being paved. Therefore, the alleys were not included in the inventory.

Mr. Kukino inquired if the cities need the enabling legislation from the State in order to restrict lot splits. Mr. Kross responded that it is the minor subdivision provisions that allow up to three lot splits in State law for cities and towns. He added that there is a different threshold for the County. Mr. Kukino asked if a change in State Legislation is needed in order to implement Measure 34. Ms. Crumbaker responded that it will depend on whether the city is a charter or non-charter jurisdiction. She added that the non-chartered cities and the County, which is a creature of statute, will need a statutory change. Mr. Kross inquired if Maricopa County is a non-chartered county and therefore could not adopt a requirement for dust control with a lot split without legislation authority. Ms. Crumbaker responded that is correct. She stated that the voters turned down the bid for Maricopa County to become a chartered county.

Mr. O'Donnell mentioned that a dirt road for one residence on a five acre lot does not do a lot of damage. He added that the damage depends on how many homes and businesses will be served by that lot split. Mr. Kross commented on neighborhoods in the Southeast Valley with over 30 lots that have dirt streets. He added that as long as this behavior is allowed, it may be self-defeating at some point in time. Mr. Kross mentioned enabling legislation to give the cities, towns, and counties the powers and authority to address the issue in a more articulate and meaningful way in order to gain compliance.

Steve Trussell, Arizona Rock Products Association, requested clarification from Ms. Arthur on her statement about two percent growth in the amount of new unpaved roads. Ms. Arthur responded that the Five Percent Plan for PM-10 assumes a growth of two percent in unpaved road miles per year. She mentioned that the Plan also assumes an average of three dwelling units on each lot split which is equivalent to 30 ADT. Ms. Arthur added that multiplying the ADT by the road length gives you the vehicle miles of travel (VMT) which is an increase of 1.02 percent per year. She stated that the numbers are estimates since better data was not available at that point in time. She added that MAG staff is in the process of verifying whether that assumption is a reasonable estimate. The unpaved road VMT growth rate of 1.02 percent is also being used in conformity. Ms. Arthur added that an increase in unpaved road PM-10 of one percent per year really adds up over 20 years. Ms. Arthur indicated that by prohibiting new unpaved roads the growth rate would be zero and the problem can be addressed by paving the remaining public unpaved roads.

Mr. Kross inquired if the unpaved road inventory will be reported annually. He expressed the importance of the issue with respect to the region's ability to be successful in implementing the Five Percent Plan for PM-10. Ms. Bauer responded that MAG will be reporting the information annually. She added that the data from the CMAQ Annual Report could be used to update the inventory given that report includes the roads that have been paved using CMAQ monies.

Mr. Kross mentioned that the suggestion to add the monitors to the maps will be very helpful. Grant Smedley, Salt River Project, stated that it may also be helpful to show the values at the monitors over the past few years in order to target efforts toward the roads that are in areas with higher readings. Mr.

Sedlacek inquired if Mr. Smedley was referring to a max value at the monitors. Mr. Smedley responded that is correct.

Larry Person, City of Scottsdale, inquired about the compliance assumption that was made for unpaved roads that meet the ADT threshold in Maricopa County Rule 310.01. Ms. Arthur responded that MAG looked at each commitment that was submitted by a city, town, or Maricopa County and took credit for that particular commitment. She provided an example of how credit was taken and added that there was no single regional compliance rate.

Mr. Person stated that in the City of Scottsdale dust palliatives are used to control dust on roads that meet the ADT thresholds. He indicated that some residents of Scottsdale chose to live on the unpaved roads and consider it a quality of life issue, keeping them closer to the natural environment. Mr. Person mentioned the equestrian community. He commented that the citizens of Scottsdale have provided feedback and have indicated that they would like the City to keep the unpaved roads and balance that with controlling the dust by using dust palliatives to meet clean air requirements. Mr. Person stated that the City of Scottsdale has never had a Notice of Violation for dust from an unpaved road that met the regulatory threshold in the ten years that they have maintained the roads that way. Mr. Person suggested that an effective dust palliative program can be an acceptable alternative to paving unpaved roads. Ms. Arthur responded that MAG assumed a 50 percent reduction in the unpaved road emission rate for dust palliatives for commitments submitted by jurisdictions that indicated they are controlling unpaved roads in this manner.

Mr. Person inquired about the difference in dust generated from an unpaved road that has been effectively treated with a dust palliative versus a paved road where there is a re-entrainment issue. Ms. Arthur replied that the average PM-10 emission rate for unpaved roads is 666.62 grams per mile. She noted that 50 percent would be 331.31 grams per mile and that an average paved arterial has an emission rate of approximately 3.51 grams per mile. Ms. Arthur added that unpaved roads treated with dust palliatives are still emitting a lot higher PM-10 levels than a paved road. Mr. Person stated that the experience of the Scottsdale residents has been that the dust palliatives on the unpaved roads makes the road surface virtually the same in hardness as an asphalt road. He added that feedback was based on the horses hooves on the hard surfaces. Mr. Person mentioned that unless there is silt loading on top of the hardened surface, he is not sure that 331.31 grams per mile is an accurate assumption depending on the dust palliative that was used. Ms. Arthur responded that the 50 percent control assumption has not been validated and perhaps a study is needed. She added that MAG made a conservative assumption in the Five Percent Plan for PM-10. Mr. Person stated that he is hopeful that MAG would consider citizen view points throughout the Valley, including in the City of Scottsdale, and also consider the option of paved and treated unpaved roads as a goal.

Ms. Crumbaker inquired if MAG considered that the excluded roads are a source of trackout onto adjoining paved roads. Ms. Arthur responded that trackout was taken into account in the Five Percent Plan for PM-10. She indicated that the excluded roads could be added into the inventory; however, there is already a major challenge in paving or stabilizing the high traffic unpaved roads. Ms. Arthur commented on the large number of public unpaved roads that have not yet been paved and indicated that dealing with the bigger issues will have more of an impact on PM-10.

Beverly Chenausky, Arizona Department of Transportation, inquired if the access points from the dirt roads to paved roads can be identified and quantified. Ms. Arthur responded that previously, MAG GIS staff was unable to identify unpaved shoulders; therefore, it may be difficult to identify unpaved access points. However, Ms. Arthur mentioned that she would look into it. Mr. Person stated that he

hopes that MAG would also identify the access points that are similar to those in Scottsdale which have been paved 25 to 50 feet to minimize trackout onto a paved surface.

Mr. Kross commented on Scottsdale residents that are living on larger lots with dirt roads to their properties. He inquired if the concern for a rural lifestyle is shared by other parts of the City. Mr. Kross mentioned the equestrian community. He added that Mr. Person's suggestion for MAG to look at other alternatives to achieve dust control is a worthy suggestion and should be analyzed. Mr. Person responded that the City of Scottsdale has character area plans. He indicated that the character area plan for the equestrian areas calls for retaining unpaved roads in an attempt to preserve that lifestyle and the character of those regions. Mr. Kross inquired if this is discussed in the general plan. Mr. Person responded yes.

Ms. Knight inquired about the daily traffic counts for the unpaved roads. She asked if all the roads are under 150 trips per day. Mr. Sedlacek replied that the traffic counts were not included on the maps due to the scale of the map; however, that information is available.

7. Notice of Intent to File A Lawsuit From the Arizona Center for Law in the Public Interest for PM-10

Ms. Bauer discussed the notice of intent to file a lawsuit from the Arizona Center for Law in the Public Interest for PM-10. She mentioned that the Arizona Center for Law provided a notice of intent to file a lawsuit on August 4, 2009 to the Environmental Protection Agency (EPA) which contends that EPA failed to take final action on the Maricopa County Rule 316 that is tied to the Revised Salt River State Implementation Plan and the Five Percent Plan for PM-10. The letter indicates that if action is not taken within 60 days, the Arizona Center for Law in the Public Interest intends to file a lawsuit. She added that EPA is reviewing the Plan and MAG will keep the Committee informed.

8. Tentative MAG Air Quality Project Schedule

Ms. Bauer discussed the tentative MAG Air Quality Project Schedule. She stated that the updated schedule describes the major regional air quality activities for the next two years. She stated that the schedule includes a footnoted that indicates the due date for the Carbon Monoxide Maintenance Plan Revision. Ms. Bauer added that the conformity schedule has been updated with the latest changes.

Mark Hajduk, Arizona Public Service Company, stated that there has been some discussion about the ozone standard being reduced to a lower level than the current standard. He added that this change may require a new plan and more modeling. Mr. Hajduk inquired if MAG anticipates this change in the future. Ms. Bauer responded that this item will be discussed at the October Committee meeting. She added that MAG could provide the EPA fact sheet where EPA recently decided to stay the 0.075 parts per million standard. She added that the fact sheet indicates that EPA went against their own panel in setting the 0.075 parts per million standard. Ms. Bauer noted that the fact sheet also includes a revised schedule. Ms. Crumbaker commented that the revised schedule keeps the 2013 original due date; however, the schedule cuts the designation time for EPA. Mr. Hajduk inquired about the redesignation and asked if other areas will be affected. Ms. Arsnt responded probably yes.

Mr. O'Donnell commented on the Greenhouse Gas Reduction Requirements on the schedule. He stated that EPA made it official that the 2010 greenhouse gas inventory has to be completed in 2011. Mr. O'Donnell added that those with more than 25,000 metric tons will need to report on their greenhouse gases. Mr. Hajduk stated that the Markey-Waxman initiative is a separate action with respect to the mandatory greenhouse gas reporting rule. Mr. O'Donnell replied that in order to implement the rule, an inventory will need to be conducted. He noted that the inventory is now

required by EPA. Ms. Knight stated that the Greenhouse Gas Emissions Inventory is not the type of inventory that MAG develops for the whole region. She added that it is 700 pages of regulations and is divided by more than 100 industries. Ms. Knight mentioned that the City of Phoenix may be impacted because of landfills. She commented that a long list of industries will have to start reporting in January. Ms. Knight indicated that the Greenhouse Gas Emissions Inventory is different than the emissions inventory that is discussed by this Committee.

Mr. Person stated that it may be helpful for MAG to provide a briefing for the cities on the potential impacts. He added that the legislation exempted wastewater treatment facilities. He indicated that there are other elements in the Greenhouse Gas Emissions Inventory requirements that might eventually impact municipalities and others. Ms. Bauer responded that what was meant by including Greenhouse Gas Reduction Requirements on the schedule was that MAG has been monitoring the American Clean Energy and Security Act of 2009 as passed by the U.S. House of Representatives since it has some requirements for Metropolitan Planning Organizations. She added that a presentation was provided to the Committee previously on the Clean Energy and Security Act as well as CLEAN TEA. Ms. Bauer commented that the Surface Transportation Reauthorization Act of 2009 is quiet at the moment due to the extensions. She mentioned that Ms. Knight could potentially provide a presentation on the impacts of the Greenhouse Gas Emissions Inventory.

Ms. Knight stated that the City of Phoenix has spent a significant amount of time reviewing the rule and has made a number of comments. She added that many of the comments have been accepted. Ms. Knight stated that one of the comments was on landfills. She also indicated that wastewater treatment facilities are excluded. She mentioned that she is available for those who wish to contact her for additional information. Ms. Knight indicated that MAG would not normally be involved with what cities would be reporting as industrial sources of greenhouse gas emissions. Mr. Person expressed concern about the provision in the current rule regarding contiguous and adjacent facilities. Ms. Knight responded that this is strictly industrial and does not involve city boundaries.

Ms. Arnst mentioned that the Committee will be reviewing the CMAQ project evaluations next month. She requested that the Committee receive the project evaluations at least a week prior to the meeting to allow time for review. Ms. Bauer responded that MAG will make every effort to provide the evaluations one week in advance of the meeting. She added that the process depends on the projects being received according to schedule. Also, occasionally the data will change. Ms. Bauer indicated that MAG staff works hard to get the project evaluations completed and will continue to try and get them out as soon as possible. She noted that MAG understands the importance of having enough time to review the CMAQ project evaluations.

9. Call for Future Agenda Items

Ms. McGennis commented on the economic downturn and stated that there are new contractors coming in from out of state. She added that many of the contractors are responding to the requests for qualifications and are not aware of the air quality requirements in the area. Ms. McGennis indicated that the out of state contractors currently have bids on huge projects and have not included any type of air quality remediation in their bid. She asked the Committee to remember in their bid advertisement that the contractors must adhere to the Maricopa County Air Quality Department requirements. Ms. McGennis stated that a company may get into trouble in a high profile area. Ms. McGennis asked the Committee to be mindful when placing the advertisements. She added that the people from around the Valley know the regulations; however, those from out of state do not.

Mr. Trussell inquired if an update could be provided on the monitoring network. He commented on Pinal County and the potential for a PM-2.5 boundary extending into Maricopa County. Mr. Trussell discussed having the stakeholders weigh-in on where the boundaries would be located. He asked if Lawrence Odle, Maricopa County Air Quality Department Director, has had an opportunity to speak to the Committee. Mr. Kross responded that Mr. Odle provided a presentation at a previous Air Quality Technical Advisory Committee meeting. Mr. Kross inquired if Mr. Trussell was requesting an update on the readings at the monitors. Mr. Trussell responded yes and requested an item from ADEQ or EPA regarding the analyses and submittals that have been sent to EPA for natural events. He mentioned that some of the readings from the monitors have been flagged as natural events and he expressed interest in knowing where the region stands with regard to those events.

Mr. O'Donnell commented on redrawing the boundaries to reduce the areas that are not in attainment by removing the areas that are in attainment. The boundary does not always have to be expanded. Mr. O'Donnell mentioned that resources should be in areas that have an attainment problem.

Mr. Kross announced that the next meeting of the Committee has been tentatively scheduled for October 29, 2009 at 1:30 p.m. With no further comments, the meeting was adjourned at 2:36 p.m.