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

June 28, 2006

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

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

Dear Mr. Palmer:

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

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

Sincerely,

Quincy N. Styles III

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

Enclosures

cc: Kay Prince and Dick Schutt, EPA Region IV

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

Progress Report Summary

for

Early Action Compact Areas

in

Chattanooga, Nashville and Tri-Cities
Tennessee

June 2006

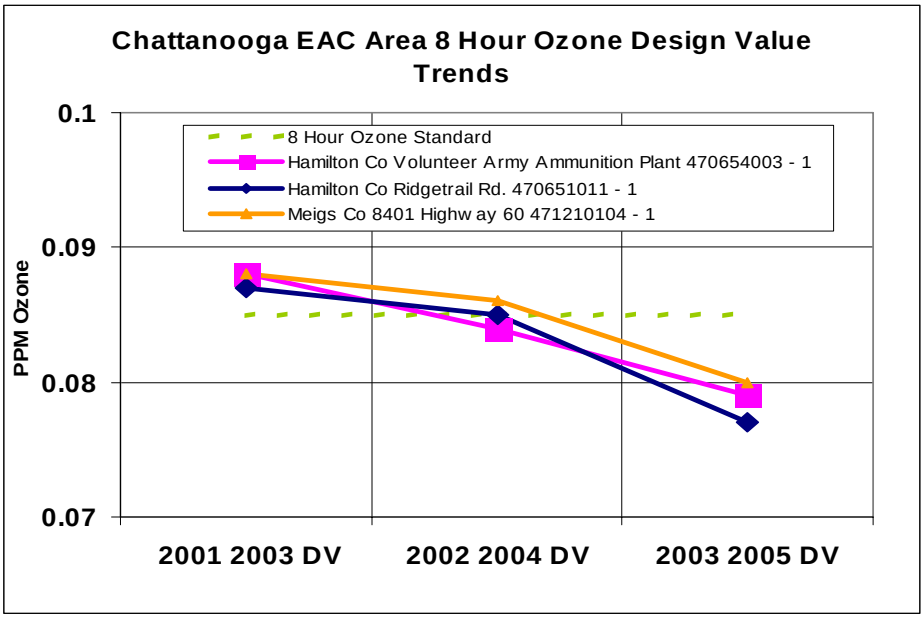
Air Quality Section

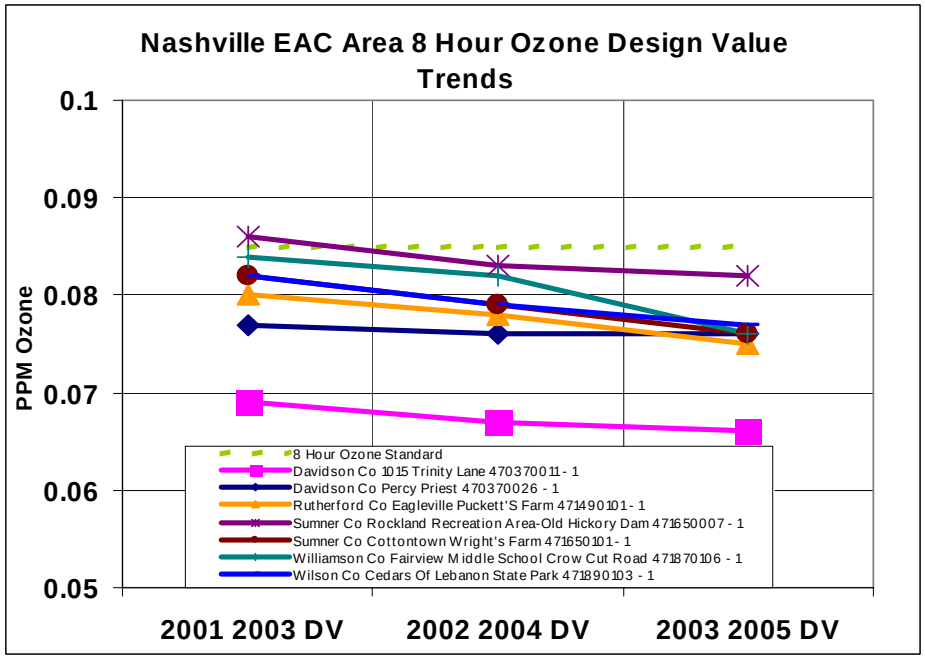
The preliminary ozone air quality data for 2006 continues to demonstrate progress towards meeting the goals outlined in the individual EAC agreements for Chattanooga, Nashville and Tri-Cities. Each of the EAC Areas should be able to show attainment with the 8-hour ozone NAAQS by December 31, 2007.

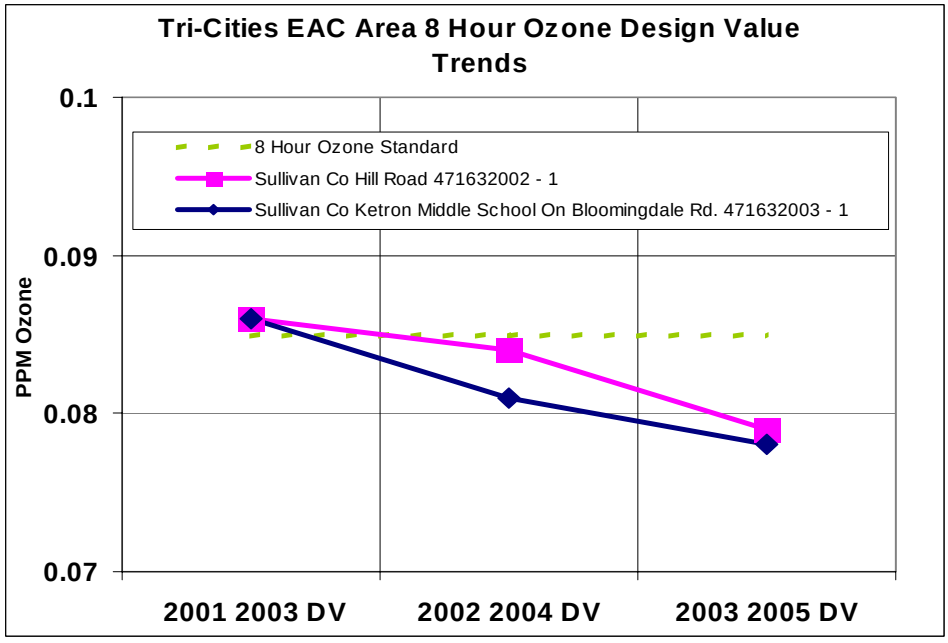
With preliminary data available through June 25, 2006, the highest 4th maximum values reported for all EAC areas in Tennessee are all less than the 8-hour ozone standard (0.085 ppm). The preliminary data reported for the Chattanooga area indicates that the 3 area ozone monitors are reporting from 0.075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

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

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





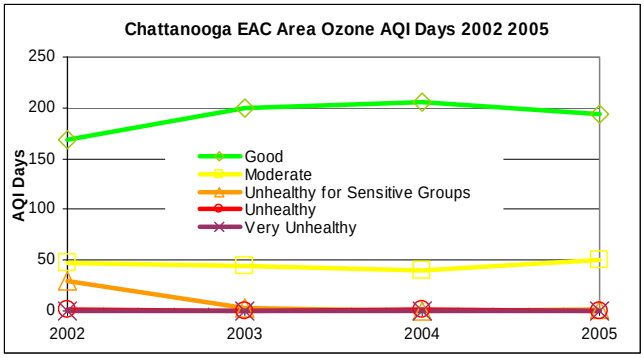


The design value trends for the three EAC areas all demonstrate declines and reductions in ozone levels with all of the there EAC areas reporting monitored compliance with the 8 hour ozone standard in the 2003 to 2005 time frame.

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

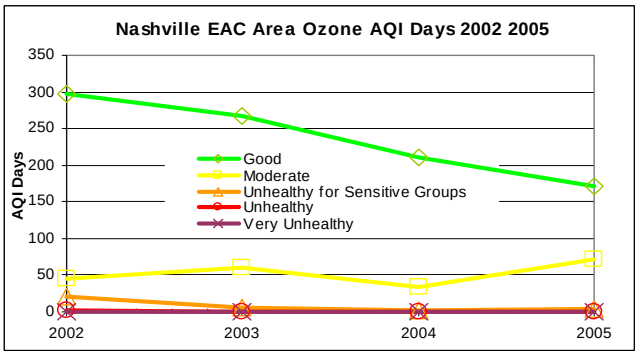
Chattanooga EAC Area AQI Days (Ozone)

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



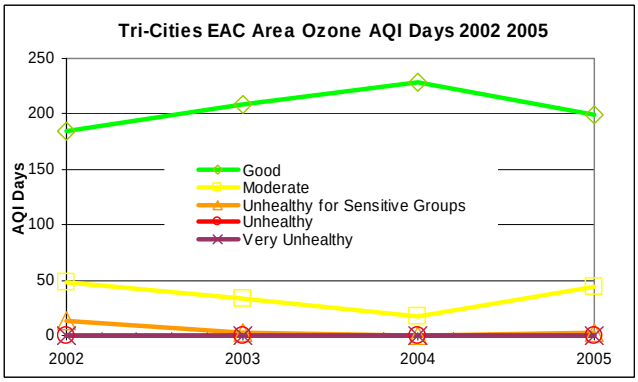
Nashville EAC Area AQI Days (Ozone)

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



Tri-Cities EAC Area AQI Days (Ozone)

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



8-HOUR OZONE EARLY ACTION COMPACT
FOR
MIDDLE TENNESSEE

PROGRESS REPORT
JUNE 30, 2006

1.0 Introduction

This submittal is the June 30, 2006 semiannual progress report on the implementation of the control strategies for the Middle Tennessee Early Action Compact (EAC) area. The Middle Tennessee EAC area includes the counties of Davidson, Cheatham, Robertson, Rutherford, Sumner, Williamson and Wilson. In general, the area is on track toward implementing the measures specified in the March 31, 2004 Air Quality Improvement Plan (AQIP). The AQIP is the local air quality plan defining the specific measures to be taken to ensure compliance with the 8-hour ozone National Ambient Air Quality Standard (NAAQS) no later than December 31, 2007.

The local governments of the Middle Tennessee Early Action Compact (EAC) have developed and adopted a list of local control measures intended to reduce area levels of ozone precursors. Modeling for the adopted local control measures done through the multi-state project known as ATMOS (Arkansas, Tennessee and Mississippi Ozone Study) has demonstrated that the Middle Tennessee area should be able to attain the 8-hour ozone standard by the 2007 deadline.

The region has programmed funding for implementation of these measures, primarily through adoption of the projects and programs in the Transportation Improvement Program of the Nashville Area Metropolitan Planning Organization.

For the years 2002, 2003, 2004 and 2005, all monitors in the Middle Tennessee area have demonstrated attainment with the 8-hour ozone NAAQS by the three year average of the annual fourth highest value being less than 0.085 ppm. Following is a table showing the fourth highest 8-hour ozone values at each of the Middle Tennessee monitors from 2002 – 2005 and the three year design value for each monitor.

ANNUAL FOURTH MAXIMUM AND THREE YEAR DESIGN VALUES FOR THE MIDDLE TENNESSEE OZONE MONITORS

Year	East Health Center 470370011	Percy Priest Dam 470370026	Eagleville 471490101	Rockland Road 471650007	Cottontown 471650101	Fairview Middle School 471870106	Cedars of Lebanon 471890103
2002	0.073	0.079	0.090	0.086	0.087	0.094	0.088
2003	0.064	0.074	0.076	0.086	0.074	0.080	0.079
2004	0.064	0.076	0.070	0.078	0.076	0.072	0.071
2005	0.070	0.079	0.079	0.083	0.078	0.076	0.081
2002 -2004	0.067	0.076	0.078	0.083	0.079	0.082	0.079
2003 -2005	0.066	0.076	0.075	0.082	0.076	0.076	0.077

Although it is still early in the 2006 ozone season, through June 19, 2006, the highest 8-hour ozone value measured in the Middle Tennessee area was 0.87 ppm at the Cottontown site (471650101) in Sumner County. This is the only 8-hour ozone value greater than 0.084 ppm measured in the Middle Tennessee area so far this ozone season. Based on 2004 and 2005 data at the Cottontown site, the 2006 annual fourth highest 8-hour ozone value would have to be greater than 0.098 in order for there to be a violation of the NAAQS at that site. The Rockland Road site (471650007) in Sumner County has the highest 8-hour design value for the years 2003 – 2005 with a 0.082. Based on 2004 and 2005 data at the Rockland Road site, the 2006 annual fourth highest 8-hour ozone value would have to be greater than 0.093 in order for there to be a violation of the NAAQS at that site. Therefore, the Middle Tennessee area continues to attain the 8-hour ozone NAAQS.

2.0 Emission Reduction Measures

The planned schedule for implementation of the various control measures is included in the December 31, 2004 SIP submittal. Some of the implementation schedules have been adjusted slightly to account for delays that invariably occur with planning assumptions. Many projects have been completed, or are nearing completion, that will have a positive impact on air quality in the Middle Tennessee area. The following table lists the general status of each control measure followed by a more complete summary.

Emission Reduction Measure	Scheduled Implementation Date	Status of Emission Reduction Measure
Expand existing IM program to include gas and diesel vehicles up to 10,500# GVWR[1.]	April 1, 2005	Implemented on April 1, 2005
Construction land clearing (open burning)	March 1, 2004	Implemented on March 1, 2004
HOV lane expansion	2004 - 2006	Mostly complete – Additional work in progress
Trip reduction plans	2004 - 2006	Mostly complete – Additional work in progress
Rideshare programs	2004 - 2006	Mostly complete – Additional work in progress
Traffic signal synchronization	2004 - 2006	Partially complete – Additional work remaining
Roadside assistance program	2004 - 2006	Project implemented
New greenways/bikeways	Most in 2004, but some in 2005 and 2006	Several projects complete with several more planned or under construction – Many scheduled for completion in 2006
Improve bus ridership	2004 - 2007	Mostly complete – Additional work in progress
New rail service	2005 - 2006	Nashville to Lebanon corridor has start-up date of August, 2006
Land use controls to reduce VMT	2004 and beyond	Significant work completed – Significant work is remaining
Air Quality Action Day (AQAD) Measures	May 1, 2004	Project implemented

[1.] This is the only federally enforceable measure included in the March 31, 2004 AQIP. Also, the emission reductions from this program were the only ones used in the modeled attainment demonstration for the Middle Tennessee EAC area.

Following is a brief summary of the implementation status of the one federally enforceable measure and each of the voluntary measures outlined in the March 31, 2004 AQIP.

2.1 Expand Existing Vehicle Inspection Program to Include Gas and Diesel Vehicles Up To 10,500# GVWR

The Middle Tennessee counties of Davidson, Rutherford, Sumner, Williamson and Wilson have an existing Vehicle Inspection Program. Previously, these programs tested only light duty gasoline vehicles up to 8,500# GVWR. Existing regulations were amended to include all gasoline and diesel vehicles up to 10,500# GVWR. This program was implemented on schedule as planned on April 1, 2005. The contract with Envirotest (contractor that operates the testing sites) was recently extended until June 30, 2007 ensuring the continuation of our existing and successful Vehicle Inspection Program.

2.2 Construction Land Clearing - Open Burning (Davidson County only)

This emission reduction measure is only applicable in Davidson County. Open burning of land clearing material in Davidson County is allowed only with the proper use of an air curtain destructor and a permit from the Metro Nashville Air Pollution Control Division (MNAPCD). On March 1, 2004, the MNAPCD began adding a condition to each air curtain destructor permit. This condition prohibits the open burning of land clearing material on any day the air quality is forecast to be worse than the moderate (yellow) category as determined by the EPA air quality index. This measure is currently being implemented with no problems.

2.3 HOV Lane Expansion

TDOT has steadily progressed on the construction of the new HOV lanes to be added to Interstate 40 East in Davidson County from Interstate 24 to Donelson Pike with a scheduled completion date of May 31, 2007. TDOT has completed work on the HOV lanes on Interstate 24 in Rutherford County from State Highway 96 to State Route 840. Construction is underway on the HOV lane addition to Interstate 24 in Rutherford County from U.S. 231 to State Highway 96. The project is scheduled for completion on June 1, 2008.

2.4 Funding and new infrastructure for rideshare/trip reduction programs

Work is continuing on the Smyrna (Rutherford County) Intermodal Transportation Center. It is designed to handle both rail and bus service. The location study has been completed. The Southeast Alternatives Analysis will determine the final layout of the Intermodal Transportation Center. The results of the alternatives analysis will be available in December, 2006.

The Regional Transportation Authority (RTA) has implemented a ridesharing program that promotes single occupant vehicle (SOV) alternatives such as computer ride matching, guaranteed ride home, broker vans and riders for vanpools and carpools. Funding has been extended for this program through FY2008. The RTA is making enhancements to its vanpooling program with the installation of new, web-based ridematching software. Staff has received software training and the program is in operation. RTA has also purchased two new “over-the-road coaches” to offer better service for riders on its long-distance express bus routes between Nashville and

Murfreesboro. In addition, the RTA has purchased new vans including new conventional fueled vans to replace older vans, new hybrid vans, and lift equipped vans. These new, cleaner vans are in operation.

Williamson County is continuing its existing rideshare program by conducting outreach to employers and employees through transportation fairs, transit fairs, newsletters, advertisement and a "Clear the Air" television program. They have purchased nine new vanpool vehicles. These vehicles are currently being prepared for use, and they will be on the road before July 1, 2006.

Davidson, Rutherford, Sumner, Williamson and Wilson County are making a significant effort toward expanding their ridership programs.

2.5 Traffic Signal Synchronization and Related Improvements

Davidson County is in the process of completing Phase 2 and 3 of its signal system update. This work includes creating multiple closed loop systems, installing loop detectors at non-actuated intersections and installing peripheral equipment needed for monitoring. This work is designed to improve traffic flow and pedestrian access. Phase 2 has been completed. Phase 3 is under construction with a scheduled completion date of June, 2008. Phase IA of the Advanced Traveler Information System is moving forward on schedule. The consultant has been selected, and work is scheduled for completion in June, 2008. When completed, this system will include signalized intersection improvements, the replacement of signal displays with LED signal heads, added pedestrian signals and the replacement of loop detectors with video or other detection.

The City of Hendersonville (Sumner County) is currently replacing some of its older signals, with work to be completed by 2006. This is in preparation for implementing a citywide closed loop system and signal upgrade including closed circuit TV (CCTV) monitors and a monitoring facility. This closed loop system has been placed on hold.

Planning is continuing on The City of Murfreesboro (Rutherford County) closed circuit TV (CCTV) and traffic signal interconnect project. This project includes the installation of fiber optic cable, interconnected signalized intersections along three state routes and the installation of CCTV cameras. This project has a scheduled completion date of the Spring of 2007. Signalization of the intersection of Stones River Road at the Old Nashville Highway is under design. They are currently preparing the right-of-way purchase. The estimated completion date is the Spring of 2007.

Several projects are in progress in Williamson County. The City of Franklin Traffic Operations Center (Phase 3), including system software, dynamic message signs and cameras, is currently in the design phase. Request for Qualifications are due by June, 2006. The City of Brentwood Closed Loop Signal System (Phase 1), which includes interconnecting all intersection master loops and monitoring equipment to a centralized system, has been completed. The North Brentwood Signal Interconnect project has been combined with the City of Brentwood's Closed Loop Signal System. The entire project has been completed. The Cool Springs Closed Loop Signal System, which created a closed loop signal system throughout the Cool Springs area, has been completed and is operational.

2.6 Roadside Assistance Program

This is an on-going program, involving roving TDOT Help Trucks that has been implemented on the interstate systems in Davidson, Rutherford, Sumner, Williamson and Wilson counties. This program has proven to be an asset in minimizing traffic build-up due to wrecks or disabled vehicles.

2.7 Build New Pedestrian Facilities (Greenways and Bikeways)

Several greenway and bikeway projects as well as sidewalk improvements are underway in Davidson, Rutherford, Sumner, Williamson and Wilson counties. These are on-going projects that will continue for several years. Following is a county level list with a brief description and completion status.

Davidson County

Richland Creek Greenway – this is a multi-use paved trail which is 50% complete with a scheduled completion date of the Fall of 2006.

Whites Creek Greenway – this is a multi-use paved trail that is 50% complete with a scheduled completion date of the Fall of 2006.

Hillsboro Pike Sidewalk Improvement – this is a regional activity center and sidewalk improvement project that is in the design phase.

East Bank River Path – this is a multi-use paved trail that has been completed.

Sumner County

The Hendersonville Bike and Pedestrian Trail, Phase 2, is a multi-use paved trail that was designed in two portions. The South portion is under construction with an estimated completion date of December, 2006. The design work for the North portion has been completed. It is scheduled to be released for bids in the near future with an estimated completion date of July, 2007.

The SR-52 Sidewalks from SR-109 to South Russell Street, College Street from Searcy Lane to Morningside Drive and Searcy Lane from College Street to SR-52 is a sidewalk project that has completed the design phase. It is currently awaiting environmental clearance. The anticipated bid letting is August, 2006 with an estimated project completion date of the Fall of 2006.

Rutherford County

The Fergus Road Sidewalk project includes constructing sidewalks from Gale Lane to Bill Stewart Boulevard. Construction is scheduled to begin late this summer with an estimated completion date of the Fall of 2006.

The Stones River Road Sidewalk project includes constructing sidewalks on the east side of Stones River Road. This project is under construction with an estimated completion date of the Fall of 2006.

Williamson County

The Franklin Greenway project is underway and scheduled for completion in 2007. So far, a ¾ mile section along Spencer Creek has been completed in order to connect to an existing trail system leading from Aspen Grove Park. The City of Franklin Parks Department is currently bidding a bridge to span Spencer Creek in order to join these two greenways. Installation of the bridge is expected to begin in July, 2006. The City of Franklin has budgeted approximately $90,000 for the fiscal year 2006-2007 to continue the greenway system along Spencer Creek toward the Harpeth River.

The Harpeth River Walk had been set to begin construction on December 1, 2005. Due to unforeseen delays, construction is now scheduled to begin in the Spring, 2007. When completed, the Harpeth River Walk will join an existing greenway system traveling south along the Harpeth River adding ½ mile to the overall length of the greenway.

Wilson County

Cedar City Trail (Phase 1, 2, 3 and 4) – this is a multi use paved trail and park. Phases 1 and 2 have been completed. Phase 1 was the construction of a large park area that included a playground, restrooms and circumferential walking trail with riverwalk connection. Phase 2 connected the Phase I trail to an existing trail that leads to recreation center. The scheduled completion date for Phases 3 and 4 is June, 2007.

The City of Lebanon Downtown Sidewalk Project has been returned to the Transportation Improvement Plan (TIP). Long term funding has been committed to this project.

2.8 Improve Bus Ridership

Several Park and Ride lots are under construction for Davidson County. These park and ride lots are part of the Music City Star Commuter Rail Line that will directly affect bus and rail ridership. These lots are approximately 90% complete with completion scheduled in time for the August, 2006 start-up of the Music City Star Commuter Rail Line.

The Metro Transit Authority (MTA) in Davidson County is expanding express bus service in order to increase the number of express routes to previously unserved/underserved areas of the county. This project is underway and will be an on-going effort to attract more riders. Overall, MTA ridership has increased approximately 15% from 2005 to 2006.

A partnership has developed between the MTA and Vanderbilt University to promote bus ridership to Vanderbilt employees. This has resulted in employee bus ridership of approximately 2,000 trips per month. Clean Air Partner Vanderbilt University was nominated for and won the 2006 Governor's Environmental Stewardship Award in the Pollution Prevention Category. Vanderbilt University is the first company in the Middle Tennessee area to obtain a Best Workplaces for Commuters Designation, thanks in large part to its commitment to pay the MTA fares for employees commuting to and from Vanderbilt University and Vanderbilt Medical Center.

In conjunction with Phase 2 and 3 of the Traffic Signal Synchronization project in Davidson County, a Transit Priority Implementation program will be implemented. This project will install pre-emption and priority control technology along corridors for buses and evaluation of express service along Lebanon Pike. The Transit Priority Implementation program will be implemented along with the Traffic Signal Synchronization project. Phase 2 has been completed. The scheduled completion date of the entire project is June, 2008.

RTA plans to extend Express Bus Service to Lebanon during 2006. This route will provide midday and "shadow" bus service once the Music City Star Commuter Rail Line begins operation. Implementation of this service is awaiting implementation of the Music City Star Commuter Rail Line scheduled to be operational in August, 2006.

The Metro Transit Authority (MTA) in Nashville/Davidson County has purchased 25 new, low-floor buses to replace vehicles in its fleet that were well past their useful service life. These new buses are more functional for passengers, and they have lower emissions than the older buses they replaced.

The MTA Music City Central is a regional transportation hub (landport) which will include a new transit facility in downtown Nashville offering downtown transit operations, bus parking/loading areas, a climate controlled waiting area, restrooms and bus schedule and ticket sales information. It is designed to replace the current open-air shelters located in downtown Nashville. This project is in the design phase with an estimated completion date in the Fall, 2007.

2.9 New Rail Service (Nashville-Lebanon corridor)

The Music City Star Commuter Rail Line is nearing completion. The park and ride lots are at least 90% complete. The Nashville-to-Lebanon commuter rail line is scheduled to begin operation in August, 2006. The rail line will begin in Lebanon with stops in Martha, Mt. Juliet, Hermitage and Donelson before arriving at Riverfront Park in downtown Nashville. A bus loop is planned for the West End Avenue-Vanderbilt area with bus connections to the existing downtown hub for other areas.

2.10 Land Use Planning that Reduces Driving

Mixed use developments are in various stages of development and building in Davidson, Rutherford, Williamson and Wilson counties. It will take several years for these developments to be completely built out. Following is a status report on the projects that are currently underway.

Lennox Village in Davidson County

Lennox Village is a Traditional Neighborhood Development with mixed-use retail and residential development. It encompasses approximately 207 acres. This project is currently under construction and is approximately 76% complete.

Bedford Avenue in Davidson County

The Bedford Avenue project includes changed zoning to incorporate mixed-use development and an improved streetscape. This project is currently under construction with a scheduled completion date of December, 2007.

Carothers Crossing in Davidson and Rutherford Counties

The Carothers Crossing project is a Traditional Neighborhood Development with mixed-use retail and residential development. It encompasses approximately 500-600 acres. Phases I and II are under construction with a scheduled project completion date of approximately 2010.

Providence Place in Wilson County

Providence Place is under construction with approximately 600 homes built. A large office, retail and restaurant center is currently under construction with several large department stores open and some of the smaller tenant spaces already occupied. When completely built, the development will contain approximately 3,200 homes with office, retail and restaurants.

Westhaven in Williamson County

Westhaven is under construction with approximately 350 of the planned 2,750 homes built. This development will contain mixed use residential and retail.

2.11 Air Quality Forecasting, Outreach and Action Day Program

The regional Clean Air Partnership of Middle Tennessee directs the Air Quality Action Day program. This program continues to develop, promoting the use of local air quality forecasts to induce voluntary behavior changes that improve air quality and protect the health of sensitive individuals. The goals of the program, the progress and the near term planned activities of this program follow.

The program has three main goals. First, to increase the public's awareness and understanding of what ozone and $PM_{2.5}$ are and how they are formed, second, to increase the public's awareness and use of locally available air quality forecasts and third, to identify and then target the behavioral changes that will be most effective in reducing emission contributions from households' behavior.

The public awareness of basic ozone and $PM_{2.5}$ issues is designed to broaden the base of support for local and regional emission reduction programs, lay the groundwork for programs designed to create behavioral changes, garner positive publicity for emission reduction programs and lay the groundwork for wider publicity of the local air quality forecast. Progress to date includes introductory meetings and continued relationships with weather staff at each of the local TV news stations, development and continued support of the Clean Air Partnership of Middle Tennessee's www.cleanairpartnership.info website and quarterly newsletter, participation in the Nashville Earth Day Festival from 2003 through 2006, and on-camera interviews aired on local TV news programs following the first Air Quality Action Days in 2005. Planned activities include promoting air quality curriculum materials for use in area public and private schools, partnering with area schools and businesses interested in developing air quality projects as part of the Tennessee Pollution Prevention Partnership program and contributing to the AirShare Television series produced by the Clean Air Partnership of Williamson County.

By increasing the public's awareness and use of locally available air quality forecasts, the partnership hopes to provide at-risk populations with air quality forecast information before planning the day's activities, and ensure the general public knows which days are most important to practice emissions-reducing behaviors. This portion of the program is designed to help at-risk populations take appropriate steps to protect themselves on poor air quality days, reduce emergency room visits by at-risk populations, and more effectively deliver messages targeting behavioral change.

Progress to date includes Nashville being one of only five cities in the U.S. to participate in the pilot of EnviroFlash email advisory service, providing automated customized web-based email air quality forecast information to subscribers beginning in October 2004, Nashville hosting a media event promoting the state-wide rollout of EnviroFlash in May 2005, the initiation of a study evaluating the status and needs of local health care providers regarding the air quality forecasts and patient education and impacts, and providing air pollution and health effects information and local resources to local residents through health fairs, and the inclusion of air pollution speakers and presentations at local medical update conferences.

The Clean Air Partnership recruited Professor Anthony DeLucia, former President of the American Lung Association, to speak on air pollution and health at the 2006 St. Thomas Health Services 13th Annual Asthma Update Conference. Ongoing activities include partnering with the American Lung Association of Tennessee and the Nashville Asthma Task Force coalition to provide air pollution and health information to asthma service providers and patients, and providing medical educational material and patient handouts directly to health care providers for sensitive populations in Middle Tennessee.

It is planned that by identifying and targeting behavioral changes, it will help ensure that the public has a clear understanding of the desired behavioral changes, and success will be realized in changing the behavior of a significant percentage of citizens. The ultimate goals are improved health for citizens (due to improved air quality) and fewer exceedances of the ozone and $PM_{2.5}$ NAAQS (due to changed behavior on days forecast for poor air quality).

Progress to date includes surveys of over 1400 Middle Tennessee households on air quality awareness and related behaviors, finalization of $649,000 in funding for an outreach program and advertising campaign, and partnerships with Vanderbilt University faculty and graduate students involved in health, behavior change theory, marketing, and the environment to maximize the survey and marketing impacts.

Planned activities include a full scale radio and outdoor print advertising campaign, conducting follow-up surveys of Middle Tennessee households, and the development of the Clean Air Partnership of Middle Tennessee into a formal non-profit organization in order to facilitate continued funding and operations of the outreach program. Individuals and businesses are also being recruited as "Clean Air Partners". Over 150 individuals have pledged to take individual steps and spread the word about improving air quality. Air Quality Awareness Week in May 2006 marked the official kickoff of the Business Clean Air Partner Recruitment campaign.

3.0 Conclusion

The Middle Tennessee EAC area is on track toward implementing the measures specified in the March 31, 2004 Air Quality Improvement Plan (AQIP). Some of the voluntary emission reductions that were not relied on for the modeled attainment demonstration have been delayed. Many of these projects require extended implementation periods with benefits to be realized well into the future. However, most have been implemented or are scheduled to be implemented in the near future. The one federally enforceable measure (expansion of the existing IM program to include gas and diesel vehicles up to 10,500# GVWR) was implemented April 1, 2005 as scheduled. At this time, we are confident that the monitored air quality data along with the significant programs that have been completed or scheduled for near term completion demonstrate that the Middle Tennessee Early Action Compact has been and will continue to be a success and have a positive impact on ozone air quality in Middle Tennessee. We fully expect to be able to show attainment with the 8-hour ozone NAAQS on December 31, 2007.