

**Executive Summary - Draft Minutes**  
Eleventh Meeting of the  
Joint Advisory Committee on Air Quality Improvement for the  
Cd. Juárez, Chihuahua / El Paso, Texas / Doña Ana County, New Mexico Air Basin  
Francisco I. Madero Meeting Room - Cd. Juarez City Hall  
27 May, 1999

**Welcome and Introductions**

Dr. Victor Hugo Paramo (VHP) and Bill Luthans (BL) welcomed all to the 11<sup>th</sup> meeting of the JAC and gave special thanks to the Mayor of Juarez for providing an excellent location to hold the meeting at the Cd. Juarez City Hall (La Presidencia). Dr. Paramo also expressed great sorrow for the passing of our colleague, Biol. Maria del Pilar Lopez Marco, and expressed his deepest appreciation for the contribution she made to the environment and to Mexico.

**Presentation and approval of current agenda.**

The agenda was accepted.

**Approval of the minutes of the 27 February meeting**

The minutes were approved.

**New Members**

Bill Luthans announced the appointment of Dr. Wen-Whai Li to the JAC.

**Oxygenated Fuels in Juarez**

Biol. Guadalupe de la Luz Gonzalez, INE, indicated that after receipt of a letter from INE requesting an update from PEMEX on the status of future actions on the use of oxygenated fuels in Juarez, PEMEX on May 19 responded that this issue was discussed with their technical personnel, and a determination was made that we are currently outside of the period for using oxyfuels. The response added that an attempt will be made to distribute oxyfuels during the upcoming winter season. The PEMEX reply adds that infrastructure issues need to be addressed.

**Updates**

**Air Quality Reports**

Joe Rodriguez (JR) presented a consolidated report for the 1<sup>st</sup> quarter of 1999 identifying concentrations of carbon monoxide (CO) & particulate matter (PM) w/ a diameter of 10 micrometers or less (PM10) for the 3 jurisdictions represented on the JAC. Carbon monoxide data for the region indicate that Juarez had 11 days where 8-hour average CO levels were between 9ppm to 11ppm and 6 days w/ 8-hour average CO levels of 11.1ppm and higher. Juarez exceeded the Mexican PM10 standard 2 times during the reporting period. El Paso and Doña Ana County reported 1 exceedance during the reporting period. One PM exceedance in all 3 jurisdictions was attributed to high winds on March 7.

### **Update on DELPHI/SEC Ambient Monitoring Station in Juarez**

Alma Leticia Figueroa (ALF) indicated the SEC CAMS is currently operational and collecting daily continuous air quality measurements. The site collects CO, ozone, PM10, & met data.

### **Update on discussions during the Western Governors' Association Meeting**

ALF stated that the goal from the WGA meeting was to discuss methods of reducing vehicle emissions on the US/MX international bridges. ALF also mentioned that at the last JAC meeting a motion was made to prevent the crossing of vehicles that do not meet air quality emissions limits. ALF proposed the following recommendations to reduce air pollutant concentrations on the US/MX international bridges and to prevent polluting vehicles from crossing into Juarez from the US:

- 1) Establish common emissions standards for all vehicles in the Border area;
- 2) Monitor vehicle importation from the US into MX and place sufficient personnel at the Border crossing stations to assure vehicles imported into MX meet vehicle emissions standards;
- 3) Utilize Border crossing queues to maximum potential to reduce vehicle wait times;
- 4) Open and / or add more primary inspection lanes at the international bridges when traffic becomes congested.
- 5) Add additional commercial vehicle crossing and inspection lanes.
- 6) Establish as an official goal a maximum international bridge wait time of 20 minutes for personal vehicles.
- 7) Establish as an official goal a maximum international bridge wait time of 20 minutes for commercial vehicles.
- 8) Open or add Dedicated Commuter Lanes at all International Bridges to reduce wait times for daily commuters who have passed appropriate security screening protocols.
- 9) Establish additional Ports of Entry along the US/MX border to improve the flow of commercial and personal vehicle traffic.

### **Update on SEP Legislation.**

Tom Martin, ASARCO, commented that perhaps he can take some credit for passage of SB828. The Bill came out of conversation w/ State Sen. Eliot Shapleigh, D-El Paso, as a means of increasing options available to industry for addressing enforcement issues in a binational context. Passage of SB828 allows Supplemental Environmental Projects to take place in MX as long as there is a benefit for the State of Texas. The Bill was passed by both the House & Senate but was not signed as of today's meeting. He anticipates that the Governor will sign the Bill into law.

### **Update on Transboundary SEP Implementation Mechanisms**

Matthew Witosky (MW), EPA, provided an update on an implementation time-line that was discussed by the Cooperative Enforcement Workgroup (CEW) at the National Coordinators meeting held in Ensenada. The CEW is composed of PROFEPA and EPA's Office of Compliance and Enforcement. The CEW agreed in principal on how the implementation of a Transboundary SEP can occur.

### **Update on the National Coordinators Meeting, May 12-14, 1999**

MW reported that at the AWG meeting held in Ensenada, B.C., several activities taking place on the JAC were discussed, among them the Draft JAC Strategic Plan. The draft strategic plan was reviewed and endorsed by the AWG.

### **Update on Cd. Juarez 1999 Vehicle (Emissions) Verification Program**

Luis Carlos Salmeron (LCS), Cd. Juarez Ecology Dept., identified three strategies Cd. Juarez is working on to develop a Vehicle (Emissions) Verification Program.

- 1) Vehicle (Emissions) Verification - Cd. Juarez Ecology Dept is working w/ all Vehicle Emissions Inspection Stations regardless of the low number of vehicles being inspected.
- 2) Vehicle Diagnostics - Cd. Juarez Ecology Dept is working with the PDNAQTF to conduct vehicle emissions tests at public locations;
- 3) Decommissioning - Cd. Juarez Ecology Dept is applying sanctions to owners of high emitting vehicles, fining vehicle owners who do not comply with vehicle testing requirements, and working with the Environmental Patrols to retire and/or impound high emitting vehicles.

LCS asked Cesar Nuñez (CN), representing the State of Chihuahua, what the Governor or State Legislature says about enforcing Article 20 of the State Transit laws requiring Vehicle (Emissions) Verification Testing given the JAC has made several requests to have the law enforced. CN indicated the Governor does not have an official response, but by the next meeting a reply will be provided.

### **“Think of the Earth”**

LCS showed a video entitled “Think of the Earth” that provides a positive environmental message for the community to follow an environmental philosophy.

### **Strategic Plan**

Luis Raul Cordova (LRC), INE-SEMARNAP, indicated that the JAC formed a Strategic Plan Technical Commission (SPTC) to develop a plan to guide the activities of the JAC as it promotes recommendations for the Air Work Group (AWG). The document with 26 priority projects took 1 ½ years to complete. Priority projects were selected according to the following criteria: feasibility, significance of impact, and cost effectiveness. The document is completed in both English and Spanish and was presented to the AWG at the National Coordinators’ Meeting held in Ensenada, B.C. on May 12-14.

### **Report on Ambient Air Quality and Acute Pediatric Respiratory Illness in the Paso del Norte Airshed**

Rebecca Hart from the Centers for Disease Control, Atlanta GA presented a recently published document entitled **Report on Ambient Air Quality and Acute Pediatric Respiratory Illness in the Paso del Norte Airshed**. The objective of this study was to examine the temporal association between daily counts of asthma related visits to emergency rooms and the ambient levels of ozone and PM10 in the PdN Airshed and to address the community’s concern about the effect of air pollution on health and individual activity, population growth, and especially

children's health. Principal investigators on this study were Jim VanDerslice (UTHSPH), Rebecca Hart (CDC), the Council of State and Territorial Epidemiologists, EPA, and the National Center for Environmental Health. **Conclusions.** Characteristics of children w/ asthma related illnesses in this study population are similar to other studies. There is no excess of asthma-related problems in PdN Airshed compared to other US cities.

### **Oxyfuels for SLP, New Mexico**

Cecilia Williams indicated that currently 1 gas station in SLP is supplied w/ oxyfuels, and this is perhaps due to the proximity of that SLP gas station to nearby gas stations located in Texas. Cecilia also provided a document which specifies what an agency can do regarding the requirement for distribution of oxyfuels. The language indicates that control strategies do not need to be imposed if the NAAQS are not being violated. It may not be possible for the NM Air Quality Control Act to require the sale of oxyfuels in NM since the area is in attainment for CO. However, the one gas station in SLP is perhaps voluntarily dispensing oxyfuels if that is the gasoline they receive from the distributor.

### **Clean Air Partnership - Ozone Action Days (OZAD) Program**

Veronica Carbajal, OZAD Program Director, presented the activities that will be undertaken to increase public awareness & involvement to do their "Share for Clean Air". The recently-formed Clean Air Partnership has met several times and developed a series of "tips" the public can follow to reduce emissions into the PdN airshed from vehicles and personal activities.

### **Alternate Fuels Presentation**

Carlton Bennett, Executive Director for the Paso del Norte Clean Cities Coalition - PdNCCC, stated that the primary focus of the PdNCCC is to promote the use of alternate fuels (altfuels) in the mobile sector. The PdNCCC met w/ the IMIP to facilitate a meeting to promote the use of altfuels in the transit & municipal fleets in both EP & Jz. Salvador Gonzalez (SG), Director of the Integrated Transit Study at IMIP, indicated that improving the public transit system is identified in the JAC Strategic Plan. IMIP wishes to improve the quality of the Juarez transit system for the user as well as make the transit system ecological, affordable, and economical. What's proposed for Jz is to improve the transit system by installing trunk systems over exclusive or semi-exclusive thoroughfares.

### **New initiatives:**

CR stated that he would like to see a technical commission form to prepare a presentation for the Legislatures of the 3 jurisdictions which form the JAC. There is much that can be presented such as vehicle importation and oxyfuels for Jz and Doña Ana County. This is an opportunity to highlight the value and contributions of the JAC in a binational context. Pilar Leal indicated that during an earlier meeting a presentation was made to SEMARNAP Secretary Julia Carabias where she was informed as to the activities of the JAC. Carlos and Pilar will head this technical commission to prepare a presentation. ALF will organize the committee.

Carlton Bennett stated that the PdNCCC has developed a \$250K grant proposal to upgrade from

gasoline to electric the service vehicles at the EP International Airport. The first deployment of electric vehicles will be at the American Airlines gates.

Carl Snow (CS) announced that TNRCC and local groups such as UACJ, IMIP, and the Cd. Jz Ecology Dept are working on the following proposals:

- 1) Emissions tests of 200 vehicles in Jz as a follow-up and further modification of the Mobile5Juarez Mobile Source Emissions Inventory;
- 2) Evaluate PM emissions from paved and unpaved roadways in Jz.;
- 3) Look at the transboundary movement of air pollution in this region using a GIS Program.

### **Highlights**

1. INE will continue working w/ PEMEX for the distribution of oxyfuels in Jz.
- 2) The JAC will continue to pursue enforcement by the Jz Mayor's office of Article 20 of the Chihuahua State Transit Laws which is the Vehicle (Emissions) Verification Program.
- 3) The JAC will follow-up on Biol. Alma Leticia Figueroa's proposal to determine if siting criteria are followed at the ambient monitoring stations in Jz.
- 4) Visual aides and graphic data will be provided to the JAC members at least 1 week prior to the regularly scheduled JAC meeting.
- 5) The JAC will form a Technical Commission to look at preparation of a presentation for the State Legislators of the 3 jurisdictions which form the JAC.
- 6) The JAC will continue looking into the issues regarding the distribution of oxy fuels in SLP, NM.

### **Next Meeting:**

2 Sept in Doña Ana County

### **Adjourn.**



**Draft Minutes**  
Eleventh Meeting of the  
Joint Advisory Committee on Air Quality Improvement for the  
Cd. Juárez, Chihuahua / El Paso, Texas / Doña Ana County, New Mexico Air Basin  
Francisco I. Madero Meeting Room - Cd. Juarez City Hall  
27 May, 1999

**JAC Members Present:**

For Mexico:

Dr. Victor Hugo Paramo - National Institute of Ecology

Quim. Ma.del Pilar Leal - PROFEPA

Dra. Rosalba Rojas - Secretariat of Health

Ing. Cesar Nuñez - Alternate for Ing. J. L. Canales - Ecology Dept. - The State of Chihuahua

Biol. Alma Leticia Figueroa Jimenez - Cd. Juarez - Urban Development and Public Safety

Ing. Rene Franco - Mexican Ecological Movement

Ing. Francisco Alfaro - Alternate for Dr. Enrique Suarez-Toreillo - FEMAP

For the U.S.:

Mr. Bill Luthans - Co-Chair - USEPA Region 6

Ms. Cecilia Williams - NMED

Mr. Tom Martin - ASARCO

Dr. Carlos Rincon - Environmental Defense Fund

Mr. George Avalos - Doña Ana County Transportation Dept.

Mr. Archie Clouse - TNRCC

Mr. Jesus Reynoso -El Paso City-County Health and Environmental Dist.(EPCCHED)

Mr. Chris Phillips, GLAXO Pharmaceuticals - alternate for Elaine Barron, M.D.

**Welcome and Introductions**

Dr. Victor Hugo Paramo (VHP) and Bill Luthans (BL) welcomed all to the 11<sup>th</sup> meeting of the JAC and gave special thanks to the Mayor of Juarez for providing an excellent location to hold the meeting at the Cd. Juarez City Hall (La Presidencia). Dr. Paramo also expressed great sorrow for the passing of our colleague, Biol. Maria del Pilar Lopez Marco, and expressed his deepest appreciation for the contribution she made to the environment and to Mexico. BL welcomed the participation of Chris Phillips from GLAXO Pharmaceuticals as an alternate for Dr. Elaine Barron, and congratulated all the members on the technical commissions who have contributed to the success of the JAC.

**Presentation and approval of current agenda.**

The agenda was accepted.

**Approval of the minutes of the 27 February meeting**

The minutes were approved.

**New Members**

Bill Luthans announced the appointment of Dr. Wen-Whai Li to the JAC. Dr. Li is an Associate Professor of Civil Engineering at UTEP where he brings expertise on air toxics. The EPA received four nominations for a private sector position available in the JAC for the post previously held by Mr. Danny Vickers. When selected, the nominee must first pass a routine US Justice Department background check before an official announcement can be made.

**Oxygenated Fuels in Juarez**

Biol. Guadalupe de la Luz Gonzalez, INE, indicated that after receipt of a letter from INE requesting an update from PEMEX on the status of future actions on the use of oxygenated fuels in Juarez, PEMEX on May 19 responded that this issue was discussed with their technical personnel, and a determination was made that we are currently outside of the period for using oxyfuels. The response added that an attempt will be made to distribute oxyfuels during the upcoming winter season. The PEMEX reply adds that infrastructure issues need to be addressed.

Carlos Rincon (CR) added that the oxyfuels technical commission is developing a workplan and should be familiar with the issues PEMEX has brought up. Chuy Reynoso (ChR) added that the City of El Paso has produced an end-of-year report on the El Paso oxyfuels program for 1998 and will provide a copy to interested parties.

**Updates**

**Air Quality Reports**

Joe Rodriguez (JR) presented a consolidated report for the 1<sup>st</sup> quarter of 1999 identifying concentrations of carbon monoxide (CO) & particulate matter (PM) w/ a diameter of 10 micrometers or less (PM10) for the 3 jurisdictions represented on the JAC. Carbon monoxide data for the region indicate that Juarez had 11 days where 8-hour average CO levels were between 9ppm to 11ppm and 6 days w/ 8-hour average CO levels of 11.1ppm and higher. Juarez exceeded the Mexican PM10 standard 2 times during the reporting period. El Paso and Doña Ana County reported 1 exceedance during the reporting period. One PM exceedance in all 3 jurisdictions was attributed to high winds on March 7. Responding to a request from the previous JAC meeting, Joe Rodriguez showed several windroses for high PM days in the 4<sup>th</sup> quarter of 1998. Windrose data indicated that stable conditions existed on those high PM days which could allow one to infer that the high PM was localized.

Fabian Macias presented PM2.5 air quality data for Doña Ana County. Most data indicates there is a correlation of high PM values and wind conditions. High winds on 3/7/99 with fairly strong 27 meter/second (m/s) wind gusts caused the exceedances across the airshed on that day. Both PM10 and PM2.5 levels were elevated at all monitoring sites in So. Doña Ana County that day. PM2.5 data obtained for Doña Ana County indicated the following levels:

Sample Date	R&P 1400a-TEOM (µg/m <sup>3</sup> )	R&P 2025-FRM (µg/m <sup>3</sup> )
-------------	-------------------------------------	-----------------------------------

	Desert View	Santa Teresa	Sunland Park	Las Cruces
1-21-99	19.2	13.5	13.1	6.8
3-7-99	42.6	34.0	16.2	20.7

Regarding an issue that has been raised on the difference in observed PM mass measurements obtained by different PM samplers with dissimilar design such as the RP-TEOM (tapered element) and RP2025 (filter sampler), differences exist with the fluid mechanics of the samplers. The two different samplers have different inlet heads which causes size separation of the particles due to changes in the airstream and particle impaction. Fabian then showed the diagrams of the different types of samplers used by NMED.

Luis Carlos Salmeron, showed air quality trends for CO and PM10 samplers Jz. He indicate that there has been a marked increase in PM10 concentrations during the 1997-99 period. CO levels have also increased during the reporting period. By the year 2000, there may be much higher concentrations indicating that while the number of exceedances isn't increasing, the average concentrations may be increasing which can cause a major negative health consequences for residents in the Paso del Norte airshed.

**Update on DELPHI/SEC Ambient Monitoring Station in Juarez**

Alma Leticia Figueroa (ALF) indicated the SEC CAMS is currently operational and collecting daily continuous air quality measurements. The site collects CO, ozone, PM10, & met data. The SEC CAMS is the TECNO CAMS that was recently moved to this nearby location. ALF also added that the Agencies responsible for monitoring regional air pollution need to look at the current siting of the air monitoring stations in Jz and determine if the sites are adequately sited.

**Update on discussions during the Western Governors' Association Meeting**

ALF stated that the goal from the WGA meeting was to discuss methods of reducing vehicle emissions on the US/MX international bridges. Congested traffic conditions on the bridges cause a micro airshed with high air pollutant concentrations which may cause health problems to Customs Agents, bridge vendors and commuters. A final report to be developed by the WGA Steering Committee will be submitted to the public by July 10. A copy will be provided to the administrative liaison for distribution to interested parties; it will also be available on the Internet.

ALF also mentioned that at the last JAC meeting a motion was made to prevent the crossing of vehicles that do not meet air quality emissions limits. ChR indicated that programs currently are in place in El Paso to assure that vehicles have all required emissions equipment installed prior to sale. One major problem is the vehicles that are transported from other parts of the US and imported into Mexico at a rate of over 300 per day.

ALF proposed the following recommendations to reduce air pollutant concentrations on the US/MX international bridges and to prevent polluting vehicles from crossing into Juarez from

the US:

- 1) Establish common emissions standards for all vehicles in the Border area;
- 2) Monitor vehicle importation from the US into MX and place sufficient personnel at the Border crossing stations to assure vehicles imported into MX meet vehicle emissions standards;
- 3) Utilize Border crossing queues to maximum potential to reduce vehicle wait times;
- 4) Open and / or add more primary inspection lanes at the international bridges when traffic becomes congested.
- 5) Add additional commercial vehicle crossing and inspection lanes.
- 6) Establish as an official goal a maximum international bridge wait time of 20 minutes for personal vehicles.
- 7) Establish as an official goal a maximum international bridge wait time of 20 minutes for commercial vehicles.
- 8) Open or add Dedicated Commuter Lanes at all International Bridges to reduce wait times for daily commuters who have passed appropriate security screening protocols.
- 9) Establish additional Ports of Entry along the US/MX border to improve the flow of commercial and personal vehicle traffic.

#### **Update on SEP Legislation.**

Tom Martin commented that perhaps he can take some credit for passage of SB828. The Bill came out of conversation w/ State Sen. Eliot Shapleigh, D-El Paso, as a means of increasing options available to industry for addressing enforcement issues in a binational context. Passage of SB828 allows Supplemental Environmental Projects to take place in MX as long as there is a benefit for the State of Texas. The Bill was passed by both the House & Senate but was not signed as of today's meeting. He anticipates that the Governor will sign the Bill into law. With a SEP, a US-based party that is under enforcement for the alleged violation of environmental rules or regulations has an option to invest in a project that benefits the environment. An agreement is made between the responsible party and the regulating agency whereby the responsible party may invest a portion of the fine into the environmental project while the issues to address the violation continue to be addressed and remediated by the responsible party. The benefit to the community is that rather than paying a fine to the US or State Treasury, the fine is invested into the community to address environmental problems or reduce pollution emissions. In the case of SB828, the fine can be invested in a Mexican city such as in Juarez for road paving projects or installation of Stage I Vapor Recovery Systems in the gasoline distribution system to improve environmental quality throughout the community.

#### **Update on Transboundary SEP Implementation Mechanisms**

Matthew Witosky (MW) provided an update on an implementation time-line that was discussed by the Cooperative Enforcement Workgroup (CEW) at the National Coordinators meeting held in Ensenada. The CEW is composed of PROFEPA and EPA's Office of Compliance and Enforcement. The CEW agreed in principal on how the implementation of a Transboundary SEP can occur. As described in the JAC Strategic Plan, the JAC can discuss potential projects that can be undertaken by as Transboundary SEPs and hand those projects to interested parties who could benefit from such a project.

### **Update on the National Coordinators Meeting, May 12-14, 1999**

MW stated that at the AWG meeting held in Ensenada, B.C., several activities taking place on the JAC were discussed, among them the Draft JAC Strategic Plan. The draft strategic plan was reviewed and endorsed by the AWG. HR-8 (The Border Smog Reduction Act) was also discussed. US Customs began a preliminary implementation phase indicating that vehicles would be subject to enforcement of the U.S. emissions standards. Phased implementation will be based on emissions levels observed from vehicles crossing the intl. bridges into the US. Another issue discussed was the development of a JAC-like organization for San Diego- Tijuana / Rosarito. EPA Reg 9 is also interested in working w/ MX to determine emissions from landfills since there are concerns that landfills are causing air quality problems along the US-MX border cities in reg. 9

### **Update on Cd. Juarez 1999 Vehicle (Emissions) Verification Program**

Luis Carlos Salmeron (LCS) identified three strategies Cd. Juarez is working on to develop a Vehicle (Emissions) Verification Program.

- 1) Vehicle (Emissions) Verification - Cd. Juarez Ecology Dept is working w/ all Vehicle Emissions Inspection Stations regardless of the low number of vehicles being inspected.
- 2) Vehicle Diagnostics - Cd. Juarez Ecology Dept is working with the PDNAQTF to conduct vehicle emissions tests at public locations;
- 3) Decommissioning - Cd. Juarez Ecology Dept is applying sanctions to owners of high emitting vehicles, fining vehicle owners who do not comply with vehicle testing requirements, and working with the Environmental Patrols to retire and/or impound high emitting vehicles. This is a permanent campaign to retire high emitting vehicles. 25 vehicles are stopped and 5 vehicles decommissioned daily. If the vehicle owner is sanctioned or vehicle impounded the vehicle owner signs an agreement w/ the Ecology dept indicating the vehicle will be repaired and tested. The number of vehicle inspection stations has dropped from 40 to 25, and an agreement will be signed with 20 Inspection Stations stating their intent to remain in operation. CECATI has trained 30 mechanics to repair and inspect vehicles and conduct emissions tests.

Archie Clouse (AC) asked if the agreement with the Cd. Juarez Ecology Dept and vehicle owner was a 30 day promise to have the vehicle tested. LCS indicated that this is the case; the vehicle has to be tested at an Inspection Station and proof of the test submitted. If the vehicle is retired then the fine is also retired.

LCS asked Cesar Nuñez, representing the State of Chihuahua what the Governor or State Legislature says about enforcing Article 20 of the State Transit laws requiring Vehicle (Emissions) Verification Testing given the JAC has made several requests to have the law enforced. CN indicated the Governor does not have an official response, but by the next meeting a reply will be provided. CN also reported that during a recent visit from SEMARNAP Secretary Julia Carabias last month, the Governor of the State of Chihuahua requested a Mobile Air Quality Monitoring equipment for Jz and Chihuahua. Juarez City Representative Maria Teresa Zorilla de Valenzuela asked if a plan has been established on how the equipment will be divided between Chih, and Jz? CN responded that a plan for sharing the equipment between the two

cities is still under review.

Chuy Reynoso (ChR) asked what are the parameters that will be measured w/ the mobile monitoring station. Luis Raul Cordova, Subdelegado for SEMARNAP in Chihuahua, indicated that this equipment will measure PM10, CO , NOx, & met data. This will provide an opportunity to enhance the local monitoring networks in Jz & Chih.

Rene Franco indicated that the initiative to apply the law regarding the green patrols should not be politicized and the city should be applying the law. ALF responded that the law is being applied. What's important is that we go after high emitting vehicles. Since the people are buying a vehicle for \$300-400 they don't have the funds to repair their vehicle constantly, and these are the vehicles that have the highest emissions.

Pilar Leal took the issue back a little: the problem is imported vehicles. What are we going to do about them if these vehicles do not comply w/ emissions standards? ALF responded that requests have been made to SEMARNAP and SECOFI to address this issue. However, its more important to get the high emitters off the road. This is a short term solution to the current problem that is being dealt with now. Vehicle Importation is a long-term problem that also requires our priority, but addressing the high-emitting vehicle problem requires our immediate attention.

PL indicated that we should have support from the American side to reduce the importation of junk vehicles from the US.. How can the committee organize itself to slow the crossing of junk vehicles into MX? If we don't sanction those who don't comply w/ the vehicle importation laws we're not going to address the issue.

ChR responded that the EPCCHED looks at used car lots & when polluting vehicles are found the dealer is asked to not sell the vehicle until it meets emissions standards. BL added that we're not short on agreement or commitment on this issue. This is identified as a priority on the JAC Strategic Plan & we should form a technical commission to address this issue. VHP agreed. CN also agreed and indicated that we should address this issue and coordinate our efforts to succeed on the vehicle importation issue.

**On Ambient Monitoring Stations:** ALF stated that the Agencies responsible for monitoring regional air pollution need to look at the current siting of the air monitoring stations in Jz and determine if the sites are adequately sited and at the appropriate location. VHP added that he'd like to develop a format to determine if criteria for siting the air pollution monitors are being met.

### **“Think of the Earth”**

LCS showed a video entitled “Think of the Earth” that provides a positive environmental message for the community to follow an environmental philosophy.

## **Strategic Plan**

Luis Raul Cordova, INE-SEMARNAP, indicated that the JAC formed a Strategic Plan Technical Commission (SPTC) to develop a plan to guide the activities of the JAC as it promotes recommendations for the Air Work Group (AWG). The document with 26 priority projects took 1 ½ years to complete. Priority projects were selected according to the following criteria: feasibility, significance of impact, and cost effectiveness. The document is completed in both English and Spanish and was presented to the AWG at the National Coordinators' Meeting held in Ensenada, B.C. on May 12-14. Although this is a final draft, the SPTC invites comments and observations regarding the form and substance of the document. The final draft will be sent to the AWG with signatures of JAC members included.

Allyson Siwik (AS) went over next steps and indicated there are some comments that JAC members may wish to make after they review the document. A transmittal letter was distributed for JAC members to sign. The transmittal letter points to the recommendations identified in the Strategic Plan which can be incorporated into the workplan of the AWG so that resources are available to implement the recommendations identified therein. We will also publish the SP with funds that will soon be available. Regarding publishing, EPA has a document tracking form that assists in identifying EPA documents published and distributed to libraries across the US. If this is done the document will only have an added EPA tracking number. Another next step would be presentation of the SP to representatives of the US & Mexican governments. We would like to present the plan to the upcoming meeting of the Governors attending the upcoming 10-State Retreat. **Implementation** is the biggest challenge. There are areas on the SP where we need participation and greater coordination on behalf of the JAC members. The following projects could use greater JAC member participation: Reforestation, Air Quality Planning, Legislation/Regulation, Economic Incentives, Finance. The "proof is in the pudding" so the success of the SP is based on the participation of the community in implementing the plan.

PL wants to make sure that any observations made by PROFEPA were added to the document and that the time lines for project completion are written in Spanish in the Spanish language SP.

## **Report on Ambient Air Quality and Acute Pediatric Respiratory Illness in the Paso del Norte Airshed**

Rebecca Hart from the Centers for Disease Control, Atlanta GA presented a recently published document entitled **Report on Ambient Air Quality and Acute Pediatric Respiratory Illness in the Paso del Norte Airshed**. The objective of this study was to examine the temporal association between daily counts of asthma related visits to emergency rooms and the ambient levels of ozone and PM10 in the PdN Airshed and to address the community's concern about the effect of air pollution on health and individual activity, population growth, and especially children's health. Principal investigators on this study were Jim VanDerslice (UTHSPH), Rebecca Hart (CDC), the Council of State and Territorial Epidemiologists, EPA, and the National Center for Environmental Health.

### **The Study considered the following:**

Daily # of Emergency room (ER) visits at participating hospitals;  
A population aged 1-17;  
Residents within the Paso del Norte Airshed identified by zip code;  
Time frame from 6/1/95 to 12-31-95;  
Jz, EP, SLP air quality data, in particular PM10 & ozone levels and specifically the daily mean for ozone from 10am-4pm.

**Results indicated:**

About 3% of visits to the ER were asthma related.  
There were gender-age distributions and trends in data.  
PM data was scattered while ozone concentrations followed temperature conditions;  
Levels of PM10 & dew point were variables that best predicted the # of ER asthma visits.  
There was a 2-day lag between visits to the ER & the day the high air pollution concentrations were measured.

**Conclusions.**

Characteristics of children w/ asthma related illnesses in this study population are similar to other studies. There is no excess of asthma-related problems in PdN Airshed compared to other US cities.

Jim VanDerslice discussed some of the key health related issues that can be addressed.

**Exposure assessment**

- How do personal exposures relate to ambient conditions?
- What are the exposures to hazardous air pollutants and diesel exhaust?
- Which are the most susceptible populations and where are they?
- Characterize PM exposure to distinguish source (combustion vs. crustal - in terms of size and composition and how does this have differential health effects).
- The following should be undertaken: Epi studies; longitudinal studies of health outcomes in high-risk groups; exposure at border crossings; exposure to smoke and air toxics by Cd. Jz brickmakers; school-based longitudinal studies w/ self reporting of symptoms; household data on confounders of indoor air quality such as indoor tobacco smoking; objective measures of respiratory function (peak flow, spirometry); and onsite air quality monitoring. School-based info is less restrictive as far as who attends any particular school, and you have a broad cross-section of the community's children to study.

Next steps? How do we use results to reduce emissions, reduce exposure to contaminants, and improve treatment for at-risk populations? While the results of the CDC-USHSPH Study are not earthshattering, they can be used for improving public awareness programs such as the Ozone Action Days Program, expanded air quality reports along w/ news and weather reports, plus school- and occupation-based education programs.

CR noted that Jim will be leaving us to pursue new work in Washington State.

### **Oxyfuels for SLP, New Mexico**

At earlier meetings of the JAC it was requested that NMED provide comments regarding the distribution of oxyfuels in Doña Ana County. Cecilia Williams indicated that currently 1 gas station in SLP is supplied w/ oxyfuels, and this is perhaps due to the proximity of that SLP gas station to nearby gas stations located in Texas. Cecilia also provided a document which specifies what an agency can do regarding the requirement for distribution of oxyfuels. The language indicates that control strategies do not need to be imposed if the NAAQS are not being violated. It may not be possible for the NM Air Quality Control Act to require the sale of oxyfuels in NM since the area is in attainment for CO. However, the one gas station in SLP is perhaps voluntarily dispensing oxyfuels if that is the gasoline they receive from the distributor. Cecilia Williams also reported that a good Emissions Inventory was prepared for Doña Ana County to identify sources of PM10 and ozone precursors. Cecilia asked, "What are the actual impacts of the vehicles located in SLP?" SLP has a population 10,000; EP has a population of about 600,000. Selling oxyfuels in SLP may have a negligible impact. Because the impacts may be negligible, there may be good policy reasons for not requiring the sale of oxyfuels in SLP including the fact that the County is in attainment for CO.

Bob Currey (BC) stated that if a law prevents us from being good neighbors, something may be wrong w/ the law. If one looks at the Clean Air Act we should ask "What can be done about regularly commuting vehicles that come into EP County from Doña Ana County which are not inspected? What can we do about getting registered or inspected NM vehicles which are used to commute to EP even if they're not housed within the EP community. If a vehicle is operated in EP he wants to know that the vehicle has been inspected and that we have clean vehicles operating within the airshed.

BL responded that in the DFW area there are 4 counties designated to require an Inspection Maintenance (I/M) program. Of these 4 counties we have full participation from 2 and partial participation from the other 2. Focusing on vehicle fuels, the CAA has restriction on mandating fuels; a federal register notice has been submitted regarding designer fuel blends available for distribution.

### **Clean Air Partnership - Ozone Action Days (OZAD) Program**

Veronica Carbajal, OZAD Program Director, presented the activities that will be undertaken to increase public awareness & involvement to do their "Share for Clean Air". The recently-formed Clean Air Partnership has met several times and developed a series of "tips" the public can follow to reduce emissions into the PdN airshed from vehicles and personal activities. An OZAD Program is designed to do the following: protect public health and attain the NAAQS in both the US and MX. The time line that has been established for the OZAD Program is 3-phased: Phase I is from February-May dealing w/ planning, Phase II, from June-Oct, deals w/ outreach, and Phase III will deal more with stationary and other mobile sources.

A "Communication Tree" has been developed and is based on similar OZAD Programs across the country. This is how Communication Tree will work: TNRCC examines met data to

determine if conditions are favorable for the formation of ozone the following day. TNRCC informs the National Weather Service (NWS) and the local TNRCC office. Local media is informed via the NWS "bulletin board". Local media voluntarily announce to the public that tomorrow is an OZAD and provide information on actions that can be undertaken to reduce emissions. Among these actions are included the following: take the bus or car pool; walk or car pool during lunch; don't idle at the international bridges, long bank or restaurant drive-thru lines; avoid filling vehicle with gas during the day, wait until after 6pm, use latex paint instead of oil-based paints. A notice will be posted on the ozonemap website ([www.ozonemap.org](http://www.ozonemap.org)). TxDOT will announce the OZAD Program on their signs on the freeway. Local media may also announce an OZAD on the evening news or weather report. The success of this program is contingent on changing the way in which we commute to and from work and reduce emissions from our personal activities.

An issue that we need to look at is improving the forecast so we want to make sure that an OZAD is called if air quality is favorable for the formation of ozone. (An editorial note: On the day of this JAC meeting, the 8-hr ozone standard was violated in El Paso, but an OZAD was not called). BL indicated that in Dallas high ozone is not good, but sometimes people call an OZAD, and high levels are not realized. It's not a perfect model and TNRCC forecasting staff are specialists. There are many things that can affect the air quality on a certain day or a certain time.

### **Alternate Fuels Presentation**

Carlton Bennett, Executive Director for the Paso del Norte Clean Cities Coalition - PdNCCC, stated that the primary focus of the PdNCCC is to promote the use of alternate fuels (altfuels) in the mobile sector. The PdNCCC met w/ the IMIP to facilitate a meeting to promote the use of altfuels in the transit & municipal fleets in both EP & Jz. Some weeks ago at the WGA meeting in San Antonio, El Paso Mayor Carlos Ramirez made remarks which alluded to Sun Metro, a leading consumer in the use of liquified natural gas (LNG), pondering the increased use of diesel fuels to replace LNG. We haven't discussed this w/ the Mayor of EP, but the PdNCCC decided to take this as an opportunity to discuss this issue w/ local governments. Judy Emmons, Rideshare Coordinator w/ Sun Metro, indicated that there will be an auction of buses at Sun Metro.

Salvador Gonzalez (SG), Director of the Integral Transit Study at IMIP, indicated that improving the public transit system is identified in the JAC Strategic Plan. IMIP wishes to improve the quality of the Juarez transit system for the user as well as make the transit system ecological, affordable, and economical. Current problem is with the increased use of private automobiles across Juarez. A recent transportation survey for Jz indicated the following:

92 % of households in Jz have at least 1 private vehicle;

50% of trips in Jz are made by private vehicle;

80% of urban trips in El Paso are made by private vehicle, 5% of trips are made by bus. It's important that the trend doesn't worsen.

What's proposed for Jz is to improve the transit system by installing trunk systems over exclusive or semi-exclusive thoroughfares. There are a variety of currently available transit systems that are feasible for Jz given the current rate of ridership on the public transit system. An intermodal public transit system is being proposed for Jz to include bike lanes, park-n-ride, kiss-n-ride, and feeder routes to reduce the tendency to use private vehicles.

VHP indicated that the Cd. Jz air quality plan identifies several programs. Is the IMIP plan identified in the Strategic Plan? SG responded that this is item 5a on the JAC SP. All that is lacking are the economic variables to make this materialize.

**New initiatives:**

CR stated that he would like to see a technical commission form to prepare a presentation for the Legislatures of the 3 jurisdictions which form the JAC. There is much that can be presented such as vehicle importation, oxyfuels for Jz and Doña Ana County, and this is an opportunity to highlight the value and contributions of the JAC in a binational context. This initiative was first presented at the August JAC meeting held at the IMIP given the elections had just occurred in TX as well as in Chihuahua. Pilar Leal indicated that during an earlier meeting a presentation was made to SEMARNAP Secretary Julia Carabias where she was informed as to the activities of the JAC. Carlos and Pilar will head this technical commission to prepare this presentation. ALF will organize the committee.

Carlson Bennett stated that the PdNCCC has developed a \$250K grant proposal to upgrade from gasoline to electric the service vehicles at the EP International Airport. The first deployment of electric vehicles will be at the American Airlines gates. Replacement of older gasoline vehicles is also currently taking place. There are some renewable energy projects being considered such as photovoltaic shades over the rental car area. At the recent meeting of the National Clean Cities Coalition, meeting coordinators selected the PdNCCC proposals as the most innovative.

Carl Snow (CS) announced that TNRCC and local groups such as UACJ, IMIP, and the Cd. Jz Ecology Dept are working on the following proposals:

- 1) Emissions tests of 200 vehicles in Jz as a follow-up and further modification of the Mobile5Juarez Mobile Source Emissions Inventory. Vehicles will be tested for CO, PM, NOx, and HC (hydrocarbons). We also need to determine the Jz VMT (vehicle miles traveled) mix especially on truck routes and other mobile operations in Jz.
- 2) Evaluate PM emissions from paved and unpaved roadways in Jz.. In this project we will focus on areas of Jz where roadway PM emissions may be higher, and the goal will be to improve those roadways and reduce PM emissions. We will estimate roadway emissions in the current state, and if we do some type of improvements how much the emissions may be reduced.
- 3) Look at the transboundary movement of air pollution in this region using a GIS Program. We propose to look at capabilities of IMIP and their expertise in TRANSCAD. UTEP also has a sophisticated GIS capability, expertise, and database management system in place for GIS Development. San Antonio is another area w/ GIS expertise and may assist us developing future

database management systems as well as assist in planning infrastructure development projects such as roadways.

Carl asked Carlon Bennett (CB) a question regarding altfueled vehicles given he had an opportunity to drive a hybrid vehicle. A hybrid vehicle can transfer power between fuel sources is seamless during the transfer. CB responded that currently Toyota promotes a hybrid w/ a range of 900 miles / fuel tank (13 gallons). This type of vehicle has been considered for airport or other operations. CB also stated that the PdNCCC submitted a request for \$750,000 in CMAQ funds for development of an electric vehicle (EV) program such as development of an EV charging infrastructure in El Paso. MPO developed a subcommittee to look into the feasibility of this issue. There appears to be some instability regarding the recharging end of the business. Honda recently dropped out of developing EV charging technology. The City of EP has proposed the purchase of several Honda EV + 4-seaters to enhance the city's fleets. MW added that Honda's decision to remove itself from the EV charging industry is based on charging technology becoming obsolete before production comes on line.

### **Highlights**

1. INE would continue working w/ PEMEX for the distribution of oxyfuels in Jz.
- 2) The JAC will continue to pursue enforcement by the Jz Mayor's office of Article 20 of the Chihuahua State Transit Laws which is the Vehicle (Emissions) Verification Program.
- 3) The JAC will follow-up on Biol. Alma Leticia Figueroa's proposal to determine if siting criteria are followed at the ambient monitoring stations in Jz.
- 4) Visual aides and graphic data will be provided to the JAC members at least 1 week prior to the regularly scheduled JAC meeting.
- 5) The JAC will form a Technical Commission to look at preparation of a presentation for the State Legislators of the 3 jurisdictions which form the JAC.
- 6) The JAC will continue looking into the issues regarding the distribution of oxy fuels in SLP, NM.

### **Next Meeting:**

2 Sept in Doña Ana County

### **Adjourn.**