

**RESOLUTION NO. 2006-031  
(RECOMMENDATIONS FOR 8-HOUR OZONE  
STATE IMPLEMENTATION PLAN FOR NORTHEAST OHIO)**

**RESOLUTION OF THE GOVERNING BOARD  
OF THE  
NORTHEAST OHIO AREAWIDE COORDINATING AGENCY**

**WHEREAS**, the Northeast Ohio Areawide Coordinating Agency (NOACA) is the designated Metropolitan Planning Organization for Cuyahoga, Geauga, Lake, Lorain, Medina Counties; and

**WHEREAS**, the eight counties of Northeast Ohio, including Ashtabula, Cuyahoga, Geauga, Lake, Lorain, Medina, Portage, and Summit, have been designated by the United States Environmental Protection Agency to be in nonattainment of the federal 8-hour ozone National Ambient Air Quality Standards (NAAQS); and

**WHEREAS**, NOACA has been requested by the Ohio Environmental Protection Agency, through a Memorandum of Understanding dated November 1, 2005, as a Section 174 agency under the Clean Air Act, to undertake the public involvement process to recommend options for bringing Northeast Ohio into attainment of both the federal 8-hour ozone NAAQS and the fine particulate NAAQS; and

**WHEREAS**, NOACA convened the NOACA Air Quality Public Advisory Task Force to host such a public involvement process, which has been ongoing since May 2005; and

**WHEREAS**, the NOACA Air Quality Public Advisory Task Force studied more than 80 options to determine which ones might assist Northeast Ohio in reaching attainment, after which the options were further reviewed by NOACA's standing advisory committees; and

**WHEREAS**, attainment of both the 8-hour ozone NAAQS and the fine particulate NAAQS have been predicted by airshed modeling to be difficult to reach in Northeast Ohio; and

**WHEREAS**, failure by the Ohio Environmental Protection Agency to submit a valid, timely State Implementation Plan that will bring about attainment in Northeast Ohio by 2010 will result in health risks to the population, plus serious economic sanctions to Northeast Ohio, including disincentives for businesses to locate in Northeast Ohio or expand in Northeast Ohio, and also including loss of federal highway funds for Northeast Ohio for capacity-adding projects; and

**WHEREAS**, this action is endorsed by the NOACA Environmental Advisory Committee (EAC) Air Quality Subcommittee, the NOACA Transportation Advisory Committee and the NOACA Planning Advisory Committee.

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**NOW, THEREFORE, BE IT RESOLVED** by the Governing Board of the Northeast Ohio Areawide Coordinating Agency, consisting of thirty-eight principal elected and other officials of general purpose local government throughout and within the counties of Cuyahoga, Geauga, Lake, Lorain, and Medina, that:

**Section 1:** The Board recommends that the Ohio Environmental Protection Agency require low-Reid Vapor Pressure (RVP) gasoline for May to October for Northeast Ohio for 2009 of 7.8 psi, and low-RVP gasoline for May to October for 2010 and beyond of 7.0 psi, until attainment and redesignation are achieved for the area.

**Section 2:** The Board will provide local encouragement, support and funding priority for mobile source programs including fleet anti-idling programs, voluntary trip reduction programs, and speed limit enforcement programs, as outlined in Exhibit A.

**Section 3:** The Board will solicit local project sponsors to come forward with relevant project requests and will provide local support and funding priority for mobile source projects including truck stop and rest area electrification, intelligent freeway systems, bus replacements, transit incentives on high air pollution days, transit centers, park-and-ride lots, bus/train waiting area enhancements, traffic signal synchronizations, retrofits and engine replacements for municipal diesel vehicles, diesel education programs, and replacement of airport ground support equipment with alternatively fueled vehicles, as outlined in Exhibit A.

**Section 4:** NOACA's Regional Transportation Investment Policy be amended as follows to provide a prioritization mechanism for advancing the mobile source program and project recommendations described in Sections 2 and 3.

"Congestion Mitigation and Air Quality (CMAQ) funding priority shall be given to mobile source programs and projects identified in NOACA's recommendations to the Ohio Environmental Protection Agency for the State Implementation Plan for attainment of the 8-Hour Ozone National Ambient Air Quality Standards (NAAQS)."

**Section 5:** The Board recommends that the Ohio Environmental Protection Agency establish controls on point and area sources that will control oxides of nitrogen on a statewide basis, and that it be encouraged to continue to work with other states in the Midwest on a multistate approach to controls greater than federal on electric generating units, as outlined in Exhibit A.

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**Section 6:** A regional energy conservation strategy should be pursued with member communities and other stakeholders that addresses reduction in demand for electricity, more efficient public structures and more efficient transportation systems as a means of reducing air emissions long term. NOACA should work with the Ohio Office of Energy Efficiency, the U.S. Department of Energy, the foundation community and the business community on program development and funding mechanisms for this purpose.

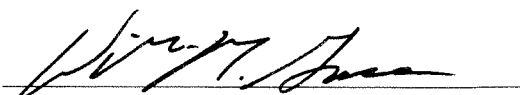
**Section 7:** The Board supports state and federal legislation to provide funding for retrofit technology for diesel vehicles in both public and private fleets in Northeast Ohio and throughout the state.

**Section 8:** The Ohio Environmental Protection Agency is encouraged to seek legislative authority for statewide testing of gasoline specifications at the point of sale by county auditors.

**Section 9:** The Ohio Environmental Protection Agency is encouraged to seek legislative authority to establish a "credit trading bank" for allowances of oxides of nitrogen, such that businesses wishing to relocate to Northeast Ohio can easily find the pollution offsets required for the air permitting process.

**Section 10:** The Executive Director be and he is hereby authorized and directed to forward certified copies of this to the Governor of Ohio, the Ohio EPA Director, the United States Environmental Protection Agency Regional Administrator, Northeast Ohio's state and federal legislative delegations, and to other appropriate officials in the state and federal executive branch.

Certified to be a true copy of a Resolution of the  
Governing Board of the Northeast Ohio Areawide  
Coordinating Agency adopted this 11<sup>th</sup> day of August  
2006.

Secretary: 

Date Signed: 8-11-06

**RESOLUTION NO. 2006-031  
EXHIBIT A**

**RECOMMENDATIONS FOR 8-HOUR OZONE STATE  
IMPLEMENTATION PLAN FOR NORTHEAST OHIO**

**I. CLEAN FUEL RECOMMENDATION TO BE IMPLEMENTED BY THE OHIO ENVIRONMENTAL PROTECTION AGENCY**

NOACA recommends that Ohio Environmental Protection Agency (Ohio EPA) institute a clean fuel requirement for the eight nonattainment counties in Northeast Ohio as follows:

Low-Reid Vapor Pressure (RVP) gasoline of 7.8 psi (emitting fewer Volatile Organic Compounds - VOCs) for the summer of 2009, followed by a Low-RVP gasoline of 7.0 psi (emitting fewer VOCs than 7.8 psi) for the summer of 2010 and for every summer thereafter until the standard is attained.

**II. MOBILE SOURCE PROGRAM RECOMMENDATIONS TO BE IMPLEMENTED BY NOACA AND OTHER LOCAL AUTHORITIES**

The programs listed below will improve air quality. These program recommendations include activities that can be undertaken locally; promoted regionally and pursued via a legislative agenda through the Ohio General Assembly and through Congress.

**1. Anti-idling policies** should be adopted for cars, trucks, buses, and off-road equipment at the state policy level and the local level through the adoption of policies and regulations. Anti-idling policies improve air quality by eliminating unnecessary emissions of VOCs, oxides of nitrogen (NOx) and particulate matter (PM) from both gasoline and diesel engines. The policies generally require that fleet engines be turned off when not needed for work or emergency purposes.

**2. Voluntary trip reduction programs** by all employers throughout Northeast Ohio should be encouraged through education and outreach to promote increased use of mass transit, carpooling and RideShare, compressed work weeks, telecommuting, alternative practices such as conference calls and other "virtual meetings," trip combining, and promotion of commuting alternatives such as bicycling and walking. These programs improve air quality by reducing automobile emissions through the reduction of single occupancy vehicle trips undertaken by commuters.

**3. Stricter enforcement of existing speed limits** by local authorities should be pursued through the hiring of additional personnel and the collection of ticket revenue. This improves air quality by reducing air emissions, particularly NOx, associated with higher speeds.

**4. State legislative authority should be pursued for all counties, through their county auditors, to verify gasoline content** at gas pumps in order to determine that the gasoline sold meets the specifications stated for it. This will allow Northeast Ohio to verify specifications on any clean fuel sold during the summer months, as well as to check for excess sulfur throughout the year.

**5. Federal and state retrofit technology legislation** should be pursued to providing funding for both public and private fleets to install NOx retrofit technology on diesel engines or to replace them. This measure would have a direct NOx reduction effect for diesel trucks and off-road construction equipment, thereby reducing both ozone formation and particulate emissions.

### **III. MOBILE SOURCE PROJECT RECOMMENDATIONS TO BE ENCOURAGED BY NOACA**

It is believed that identifying CMAQ funding priority for the following types of projects will encourage project sponsors to submit projects to NOACA for funding consideration. Projects submitted would be evaluated for their air quality impact potential for attaining the federal ozone standard by Northeast Ohio's Ozone SIP attainment demonstration deadline.

**1. Truck stop / rest area electrification** should be pursued at the three large private truck stops in Northeast Ohio (two in Medina County near Seville and one in Cuyahoga County at Broadway in Cleveland), to provide heat, A/C, power, etc., to truck drivers when the engines are turned off thereby reducing diesel air emissions. In addition, the Ohio Department of Transportation and the Ohio Turnpike Commission are strongly encouraged to implement truck stop electrification at public rest areas along Interstate Corridors throughout Northeast Ohio and the remainder of the state.

**2. ODOT's Intelligent Transportation System (ITS)** in the Cleveland area and the Akron area is currently programmed in the NOACA and Akron Metropolitan Area Transportation Study (AMATS) Transportation Improvement Programs (TIPs). This is a commendable project that will improve the region's air quality by increasing the efficiency of motor vehicle traffic.

**3. Bus replacement programs**, currently programmed in the TIP, should be accelerated and augmented, if feasible, to maximize the air quality benefit resulting from fleet turnovers to cleaner engines.

**4. Transit incentives** to encourage bus and train ridership on high air pollution days, thereby reducing automobile commuting traffic and its associated air emissions, should be pursued.

**5. Transit centers, Park-&-Ride lots and expansions, and enhanced waiting environments** that help to make transit more attractive to riders should be pursued as a

means of encouraging greater use of transit, eliminating single-occupancy-vehicle trips by commuters who would otherwise drive.

**6. Traffic signal synchronizations** should be pursued and prioritized for funding along regional corridors where the air quality benefit will be the greatest. This measure improves air quality by relieving traffic congestion and allowing vehicles to move at their most efficient speeds, which are generally 30 m.p.h. and above.

**7. NOx retrofits and replacements for diesel vehicles** should be encouraged as a means to decrease emissions of oxides of nitrogen. In addition, legislation, both state and federal, should be supported to provide funding for such initiatives. The new technology also warrants **education and outreach programs** for fleet owners to build awareness of the benefits and costs associated with the technology.

**8. Replacement of ground-support vehicles** at Cleveland-Hopkins International Airport with electric, compressed natural gas (CNG), or hydrogen vehicles is recommended.

#### **IV. MODIFICATION TO NOACA'S REGIONAL TRANSPORTATION INVESTMENT POLICY**

The following amendment to NOACA's Regional Transportation Investment Policy would act as a mechanism for advancing the mobile source program and project recommendations listed above:

"Congestion Mitigation and Air Quality (CMAQ) funding priority shall be given to mobile source programs and projects identified in NOACA's recommendations to the Ohio Environmental Protection Agency for the State Implementation Plan for attainment of the 8-Hour Ozone National Ambient Air Quality Standards (NAAQS)."

#### **V. STATEWIDE CONTROLS ON POINT AND AREA SOURCES OF AIR POLLUTION TO BE IMPLEMENTED BY OHIO EPA**

Ohio EPA is encouraged to incorporate the following controls on point and area sources throughout the entire state of Ohio as part of its rulemaking for the 8-Hour Ozone SIP:

1. Further controls statewide on **cold cleaning/degreasing operations**.
2. More stringent limits statewide for formulation of **industrial surface coatings**.
3. More stringent limits statewide for formulation of **consumer and commercial products**.
4. Switch to California-design portable fuel containers (**gas cans**) statewide.
5. Further controls statewide on **mid-size industrial boilers**.

6. The Director of Ohio EPA, working with the other states in the Midwest, should pursue a multistate approach to controls greater than federal on **electric utilities (coal-fired power plants)**.
7. Enhancement of underground **gasoline storage tank pressure-valve vents** at gas stations in Northeast Ohio and statewide implementation of Stage I vents at all gas stations.
8. Enhancement of **vapor recovery nozzles** at gas pumps in the nonattainment area and statewide implementation of Stage II nozzles at all gas stations larger than the current threshold limit.
9. High Volume Low Pressure (HVLP) spray guns statewide for **auto body paint sprayers**.
10. More stringent limits statewide for formulation of **paints and varnishes** (architectural and industrial maintenance coatings).
11. **NOx Credit Trading Bank** to be implemented at the Ohio EPA, for the trading of NOx allowances and offsets within any nonattainment area.

## **VI. REGIONAL LONG-TERM STRATEGIES FOR SUSTAINABLE AIR QUALITY**

A regional energy conservation strategy should be pursued with member communities and other stakeholders that addresses reduction in demand for electricity, more efficient public structures and more efficient transportation systems as a means of reducing air emissions long term. NOACA should work with the Ohio Office of Energy Efficiency, the U.S. Department of Energy, the foundation community and the business community on program development and funding mechanisms for this purpose.





# NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

## MEMORANDUM

**TO:** NOACA Governing Board

**FROM:** John Beeker, PhD., Director of Environmental Planning  
Pamela Davis, AICP, Senior Environmental Planner  
Amy M. Wainright, Esq., Air Quality Planner

**DATE:** August 2, 2006

**RE:** **RESOLUTION No. 2006-031**  
**Recommendations for the 8-Hour Ozone State Implementation Plan (SIP)**  
**for Northeast Ohio**

As the NOACA Governing Board was informed by the United States Environmental Protection Agency (USEPA) in April 2004, Northeast Ohio is in nonattainment of the federal 8-hour health standard for ground-level ozone. NOACA was asked by the Ohio Environmental Protection Agency (Ohio EPA) in 2005 to study and recommend emission reduction strategies that could help to attain clean air for the region, as NOACA had previously done in successfully achieving the 1-hour ozone standard.

For the past 15 months, the NOACA Air Quality Public Advisory Task Force has studied possible air quality options. Selected options reviewed and endorsed by the NOACA Air Quality Public Advisory Task Force, the Environmental Advisory Committee (EAC) Air Quality Subcommittee, the Transportation Advisory Committee, and the Planning Advisory Committee were presented to the NOACA Governing Board on July 14, 2006.

**Resolution No. 2006-031** sets forth the emission reduction measures supported by the NOACA Governing Board for the eight nonattainment counties (Ashtabula, Cuyahoga, Geauga, Lake, Lorain, Medina, Portage, and Summit Counties).

The Ohio EPA, on behalf of Northeast Ohio, must submit to USEPA an 8-Hour Ozone State Implementation Plan (SIP) by June 2007 with sufficient control measures to show that the area will attain the federal standard by June 2010. Action by the NOACA Governing Board at this time will allow the Ohio EPA to take advantage of the recommendations, so that it can seek legislation and promulgate rules as needed.

Failure of the Ohio EPA to turn in a SIP that would ensure attainment could result in loss of federal highway funds for Ohio, as well as imposing 2-for-1 air emission offsets on businesses in Northeast Ohio. The measures described in **Resolution No. 2006-031** will assist the Ohio EPA in the creation of a viable, timely SIP for Northeast Ohio.

Six recommendations are included:

- I. Clean Fuel recommendation to be implemented by Ohio EPA;
- II. Mobile Source Program recommendations to be implemented by NOACA and other local authorities;
- III. Mobile Source Project recommendations to be encouraged by NOACA;
- IV. Modification to NOACA's Regional Transportation Investment Policy to support air quality priorities;
- V. Ohio EPA rulemaking to more strictly control area and point sources; and
- VI. Long-term strategies for sustainable air quality.

If the recommendations are implemented, they can assist the region in attaining the 8-Hour Ozone National Ambient Air Quality Standard. Attainment of the standard will protect public health and position the region for competitive economic development opportunities by new and expanded industries. Failure to attain the standard will result in a "bump-up" to the next most serious designation, with the imposition of additional costly control measures that would adversely affect the economic development of the entire region.

Further information on the emission reduction measures, their potential costs and effectiveness, the criteria employed by the NOACA Air Quality Public Advisory Task Force, and the process by which the measures were developed can be found at [www.noaca.org/sipplan.html](http://www.noaca.org/sipplan.html). In addition, the final "Report of the NOACA EAC Air Quality Subcommittee on the 8-Hour Ozone SIP Options" is available on that page.

Again, **Resolution No. 2006-031** recites the support of the NOACA Governing Board for the actions and recommendations described above.