

**RESOLUTION NO. 2007-044
(RECOMMENDATIONS FOR THE ANNUAL FINE PARTICLE
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, and Medina Counties; and

WHEREAS, seven counties of Northeast Ohio, including Ashtabula (partial), Cuyahoga, Lake, Lorain, Medina, Portage, and Summit, have been designated by the United States Environmental Protection Agency to be in nonattainment of the federal annual fine particle (PM_{2.5}) 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 particle 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 multiple 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 particle NAAQS have been predicted by airshed modeling to be difficult to reach in Northeast Ohio; and

WHEREAS, if the Ohio Environmental Protection Agency does not submit a valid, timely State Implementation Plan (SIP) that will bring about attainment in Northeast Ohio by 2010, it may result in health risks to the population, plus serious economic sanctions to Northeast Ohio, including disincentives for businesses to locate in or expand in Northeast Ohio, and also including potential 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 Ohio Environmental Protection Agency receive, study and implement the emission reduction strategies described in Appendix A and, to the extent required, obtain the assistance of other agencies of the State of Ohio to implement the same and of the Ohio General Assembly to pass any needed enabling legislation.

Section 2: The Board, its member entities and their local partners study and implement the emission reduction strategies described in Appendix A, Subsection 1, at the local level, with the assistance of state and federal entities and funding streams.

Section 3: The Board solicit local project sponsors to come forward with relevant project requests and provide local support and funding priority for mobile source programs and projects described in Appendix A, Subsection 1.

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.

"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 and Annual Fine Particle National Ambient Air Quality Standards (NAAQS)."

Section 5: Long-term energy conservation strategies be pursued with member communities and other stakeholders that address Renewable Portfolio Standards (RPS) for electricity generation using solar, wind, geothermal, and other renewable sources, plus energy audits for businesses and municipalities as well as the local manufacturing of components related to energy efficiency.

Section 6: 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.

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Section 7: The Executive Director be and hereby is directed to forward certified copies of this resolution to the Governor of Ohio, the Director of the Ohio Environmental Protection Agency, 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
14th day of December 2007.

Secretary: Betty Blaw

Date Signed: 12-14-07

Attachment: Appendix A

RESOLUTION NO. 2007-044
APPENDIX A

**RECOMMENDATIONS FOR ANNUAL FINE PARTICLE (PM2.5)
STATE IMPLEMENTATION PLAN FOR NORTHEAST OHIO**

I. MOBILE SOURCE PROGRAM and PROJECT RECOMMENDATIONS to be implemented by NOACA and other local entities, assisted by state and federal entities and funding streams

The programs and projects listed below include activities that can be undertaken locally, promoted regionally, funded through local, state or federal funds, and pursued via a legislative agenda through the Ohio General Assembly and Congress.

1. Diesel On-Road Strategies

- a. Best Available Retrofit Technology (BART) on Government-Owned Vehicles, with Funding *(Requiring “clean diesel” replacements and retrofits, but only when a dedicated funding source has been identified)*
- b. Diesel Emissions Reduction Programs for Private Vehicles *(Grant or loan programs, with educational component)*

2. Diesel Non-Road Strategies – Retrofit Financing

- a. Combining Private Financing with Government Grants *(Innovative funding for public and private non-road diesel retrofits)*
- b. Low Interest Financing *(Funding for state and local governments)*
- c. Technical Assistance to Construction Equipment Owners *(Education outreach)*
- d. Information on Grant Programs *(State clearinghouse of information)*

3. Reduce Idling from Public Fleets

- a. Implementation of the Ohio Mandatory Statewide School Bus Idling Regulation *(Idling time limits)*
- b. Idling Reduction Regulations for Transit and Other Public Fleets *(Voluntary idling time limits, eventually followed by mandatory limits)*
- c. Loan Program to Reduce Idling *(Funding for cab heaters, auxiliary power units, etc., that allow engines to be turned off when the vehicle is stationary)*

4. Reduce Idling from Private Fleets

- a. Voluntary Anti-Idling Program with Educational Outreach *(Voluntary idling time limits, eventually followed by mandatory requirements)*
- b. Contract Requirements for Public Projects Using Private Fleets *(Limit idling time for construction equipment)*

5. Truck Stop Electrification (TSE)

- a. Identify Key Sites for TSE (*Providing electric hook-up power at truck stops, rest areas, Turnpike locations, etc.*)
- b. Financing Program for TSE (*Public and private funding*)
- c. Require New Truck Stops to Include TSE Infrastructure (*ODOT to ensure hook-ups at all new rest areas, etc.*)

6. Alternative Fuels and Electric Vehicles for Public and Private Fleets

- a. Increased Use of Ethanol (E85)
- b. Increased Use of Biodiesel
- c. Increased Use of Natural Gas
- d. Increased Use of Propane
- e. Increased Use of Electric Vehicles, both plug-in and hybrid

7. Ports

- a. Truck Traffic Anti-Idling Policy at the Port of Cleveland/Cuyahoga County (*Limit idling time while waiting for (un)loading*)

8. Airports

- a. Ground Support Equipment (GSE) Replacement with Electric, CNG, or Other Clean Technology (*Low-emission baggage carts, fuel trucks, etc., with potential funding available through the federal Voluntary Airport Low Emissions (VALE) Program*)

9. Road Salt

- a. Use of Liquefied Brine to Reduce Total Applied Road Salt (with such additives as may be needed to reduce corrosion)
- b. Strict Adherence to Local Salt Minimization Policies

II. 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 mobile source program and project recommendations:

"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 and Annual Fine Particle National Ambient Air Quality Standards (NAAQS)."

III. MOBILE SOURCE EMISSION REDUCTION STRATEGIES to be implemented by the STATE OF OHIO

- 1. Public Transit – by ODOT**
 - a. Increased Funding by the State of Ohio for Public Transit in Northeast Ohio.
- 2. Diesel Non-Road Strategies – Public Works Projects – by Ohio EPA and ODOT**
 - a. Emissions Performance Specifications in Contracts for Public Works Projects *(Ohio EPA and ODOT to create diesel emissions limits and/or equipment requirements and/or contract bonus points for construction equipment on all large public works projects)*
 - b. Accelerated Use of Ultra-Low Sulfur Diesel Fuel or Biodiesel *(Required use of low-emitting fuels on all public works projects)*
- 3. Reduce Idling from Private Fleets – by Ohio EPA and federal agencies**
 - b. Revolving Loan or Lease-to-Own Program for Anti-Idling Equipment *(Funding for cab heaters, auxiliary power units, etc.)*
 - c. Reduce Idling from Switchyard and Line-Haul Locomotives *(State or federal law to limit railroad idling time)*
- 4. Truck Stop Electrification (TSE) – by Ohio EPA**
 - d. Require New Truck Stops to Include TSE Infrastructure *(ODOT to ensure hook-ups at all new rest areas, etc.)*
- 5. Roadside Diesel Opacity Testing – by Ohio EPA**
 - e. Statewide Roadside Diesel Opacity Testing – "Smoke Checks" for Public and Private Fleets *(Exhaust "smoke" testing for trucks, buses, etc., with (1) warning and (2) fine, to improve emissions from local fleets and those passing through)*
- 6. Transportation Projects – by ODOT**
 - f. Evaluation of Cleveland Innerbelt Project Nonroad Emissions *(Comprehensive study of diesel construction equipment emissions)*
- 7. Fuel Testing - Emission Reduction Strategies – by Ohio EPA**
 - g. Statewide Testing of Gasoline and Diesel Fuel Specifications *(Check for excess sulfur, water, etc., at distribution points)*
- 8. Statewide Car Standards – by ODOT**
 - h. Adopt a Safety/Anti-Tampering Inspection Program *(Prevent "dumping" of poorly functioning cars and trucks in Ohio)*

IV. STATEWIDE CONTROLS ON STATIONARY SOURCES OF AIR POLLUTION to be implemented by the OHIO EPA

1. Steel Mills

- a. NOx Reasonably Available Control Technology (RACT) for Industrial Boilers
(Reduced NOx limits according to size)

2. NOx Credits

- a. NOx Credit Trading Bank with Partial Credit Retirement *(Ability to buy and sell NOx reductions; 5% annual removal of credits from the Ohio EPA bank)*

3. Diesel Generators

- a. Retrofit or Replace Large (Stationary) Diesel Gen-Sets
- b. Retrofit or Replace Medium (Portable) Diesel Gen-Sets
- c. Public Education Regarding Purchases of Small (Home) Diesel Generators

4. Residential Combustion

- a. Adoption of the NESCAUM Model Rule for Outdoor Hydronic Heaters
(Emission limits on new wood-fired boilers; gradual regulation of existing boilers)
- b. Mandatory "No Burn" Days When Ozone or PM_{2.5} is Elevated *(Affecting fireplaces, outdoor burning, etc.)*
- c. Voluntary Wood Stove Change-Out Program *(Subsidized USEPA-approved clean-burning inserts)*

5. Hot Mix Asphalt Plants

- a. Reasonably Available Control Technology (RACT) for Hot Mix Asphalt Plants
(Combination of flexible controls)

6. Restaurants

- a. Food-Service Catalytic Oxidizer for Chain-Driven Charbroilers *(Air pollution controls on grilling and frying equipment)*

7. Enforcement Practices

- a. Adjust to an Appropriate Level of Staffing to Enhance Compliance with Existing Law *(Additional staff for OEPA and local air agencies)*

V. REGIONAL LONG-TERM STRATEGIES FOR SUSTAINABLE AIR QUALITY

A regional energy conservation strategy should be pursued with member communities and other stakeholders that addresses long-term energy strategies. Specifically, the strategies should include Renewable Portfolio Standards (RPS) for electricity generation using solar, wind, geothermal, and other renewable sources. In addition, it should address energy audits for businesses and municipalities as well as the local manufacturing of components related to energy efficiency.

NORTHEAST OHIO AREAWIDE COORDINATING AGENCY

MEMORANDUM

TO: NOACA Governing Board

FROM: Pamela L. Davis, Interim Manager, Environmental Division
Amy M. Wainright, Esq., Environmental Planner

DATE: December 5, 2007

RE: **RESOLUTION No. 2007-044**
Fine Particle (PM_{2.5}) State Implementation Plan (SIP)
Recommendations

Resolution No. 2007-044 presents recommended strategies for inclusion in the Fine Particle (PM_{2.5}) State Implementation Plan (SIP) for Northeast Ohio. They are the result of a one-year effort by the NOACA Air Quality Public Advisory Task Force, the EAC Air Quality Subcommittee, the Transportation Advisory Committee (TAC), and the Planning Advisory Committee (PAC), as well as many NOACA members and partners.

If approved, they will be submitted to the Ohio Environmental Protection Agency (Ohio EPA) for use in achieving the goals of the SIP that is due to the United States Environmental Protection Agency in 2008.

A successful SIP, one that brings the region into attainment of the federal air pollution standards by 2010, will protect the public health, assist the growth of business, and avoid potential economic sanctions that could be imposed by the United States Environmental Protection Agency.

Recommendations that can be implemented by NOACA and its members in an effort to improve air quality, whether or not they are included in the adopted SIP, are identified in the Resolution, while the complete list is attached to the Resolution as Appendix A.

In addition to the recommendations, prioritization of SIP initiatives can be reflected in NOACA's Regional Transportation Investment Policy (RTIP), as was done following Board approval of the 8-Hour Ozone SIP recommendations. Such an amendment would read:

"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 and Annual Fine Particle National Ambient Air Quality Standards (NAAQS)."

Resolution No. 2007-044 sets forth the emission reduction measures supported by the NOACA Governing Board for the nonattainment counties (Ashtabula - partial, Cuyahoga, Lake, Lorain, Medina, Portage, and Summit).

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/pmsiplan.html . In addition, the "*EAC Air Quality Subcommittee – Final Report: PM2.5 SIP Recommendations*" is available on that page.

Staff recommends that the emission reduction strategies and the RTIP amendment both be endorsed by the Board, as described in **Resolution No. 2007-044**. These have also been endorsed by the EAC Air Quality Subcommittee, TAC and PAC.

PLD/AMW/jy/3225r

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