

MANE-VU AGREES TO PURSUE SUITE OF CONTROL MEASURES

MANE-VU members have agreed to pursue a suite of control measures to improve visibility in its Class I areas. These strategies are an important step in increasing visibility and improving health and air quality in the region. The controls were selected after analysis of the costs and feasibility of a wide range of options.

The measures focus on the reduction of sulfur dioxide emissions, which leads to the formation of sulfate. Previous MANE-VU analyses have shown sulfate to be the dominant contributor to regional haze and visibility impairment in this Region. In addition MANE-VU states with Class I areas (Maine, New Hampshire, Vermont, and New Jersey) have asked states outside of the Region that also contribute to visibility impairment in MANE-VU to pursue similar or comparable strategies for reducing sulfate emissions.

MANE-VU states will pursue the adoption and implementation of the following emission management strategies, as appropriate and necessary: 1) Best Available Retrofit Technology (BART) controls, 2) a low-sulfur fuel oil strategy, 3) a 90 percent reduction in sulfur dioxide emissions from key stacks impacting MANE-VU Class I areas (see page 3) or alternative measures, and 4) the continued evaluation of other control measures including energy efficiency, alternative fuels, other measure to reduce sulfur dioxide and nitrogen oxide emissions from all coal burning facilities, and new source performance standards for wood combustion to assess whether they are reasonable.

STRONGER NATIONAL CONTROLS NEEDED, Anna Garcia, MANE-VU Director

MANE-VU and the Ozone Transport Commission are continuing to work with other regions and with individual states outside this region to seek agreement on a course of action that would further reduce pollutants from sources contributing to regional haze as well as nonattainment of ozone and fine particle health standards.

In June 2007, MANE-VU members agreed to seek stronger national controls on key sources contributing to visibility impairment at Class I areas. MANE-VU is concerned that, even after implementation of the Clean Air Interstate Rule (CAIR), emissions from power plants will remain a substantial source of pollutants contributing to visibility impairment in MANE-VU Class I areas. Large boilers used for heating or industrial processes also have significant emissions that contribute to regional haze as well as ozone and fine particle pollution. We are seeking areas of agreement with other regions and EPA where we can work together to press for stronger national controls that will benefit our states.

As proposals develop, we will be discussing them with stakeholders. There is more work to be done, both as we work to achieve needed reductions in regional haze and as we work to implement tighter clean air standards. Stronger national controls are an important part of the picture.

INSIDE....

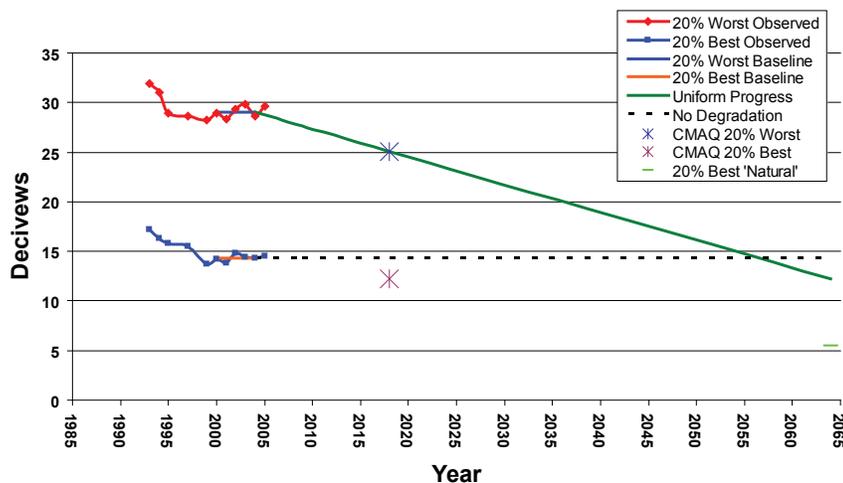
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Regional Haze

MANE-VU CLASS I STATES SET REASONABLE PROGRESS GOALS

After consulting with other states about what can be done to improve visibility, States with Class I areas must set goals for improving visibility in those areas over the next 10 years. (MANE-VU's Class I areas are shown in the map on the back page.) The 2018 goals must make reasonable progress toward the goal of achieving natural visibility conditions by 2064. The goals are compared to the benchmark of uniform progress from 2002 to 2064, as shown in the line on the chart for the Brigantine Wilderness Area, but the goals may be either below or above the benchmark. The Class I states must determine whether the goals are reasonable based on an assessment of the cost and feasibility of potential measures to improve visibility.

Brigantine Wilderness Visibility Projections for 2018 and Estimated Natural Conditions in 2064



Lines represent uniform progress glidepath on 20 percent worst visibility days and the “no degradation” goal for the 20 percent best visibility days.

Reasonable Progress Goals For MANE-VU Class I Areas

Class I Area	Baseline Visibility (deciviews) 20% Worst Days 2000-2004	Reasonable Progress Goals Expected Deciview Level by 2018 20% Worst Days	Natural Visibility Conditions 20% Worst Days
Acadia National Park	22.9	19.4	12.4
Roosevelt/Campobello International Park	21.7	19.0	12.0
Moosehorn Wilderness Area	21.7	19.0	12.0
Presidential Range/Dry River Wilderness Area	22.8	19.1	12.0
Great Gulf Wilderness Area	22.8	19.1	12.0
Lye Brook Wilderness	24.5	20.9	11.7
Brigantine Wilderness	29.0	25.1	12.2

The goals shown here were developed by modeling the impact of the suggested controls MANE-VU asked its own and other states to pursue. (See article on page 1). MANE-VU Class I states will incorporate proposed goals into draft state implementation plans for review by Federal Land Managers, other states, the public, and EPA. After considering all comments, states will submit the plans to EPA for approval.

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SPOTLIGHT ON PRESIDENTIAL RANGE/DRY RIVER WILDERNESS

South of Mount Washington lie the headwaters of the Dry River. This river along with the Rocky Branch flow sharply down through the heart of the 27,380 acre Presidential Range Dry River Wilderness and offer contrast to the surrounding high ridgelines of the Southern Presidentials and Montalban Ridge. The Dry River is something of a misnomer, as anyone who has tried to cross it after a period of even moderate rain can attest. This, and the many other streams in this Wilderness are flashy and swift, and run cold and clear from snow that melts well into the summer.

Visitors may encounter deer, moose, black bear, or any of several other species of wildlife while traversing the area along approximately 43 miles of available hiking trails.

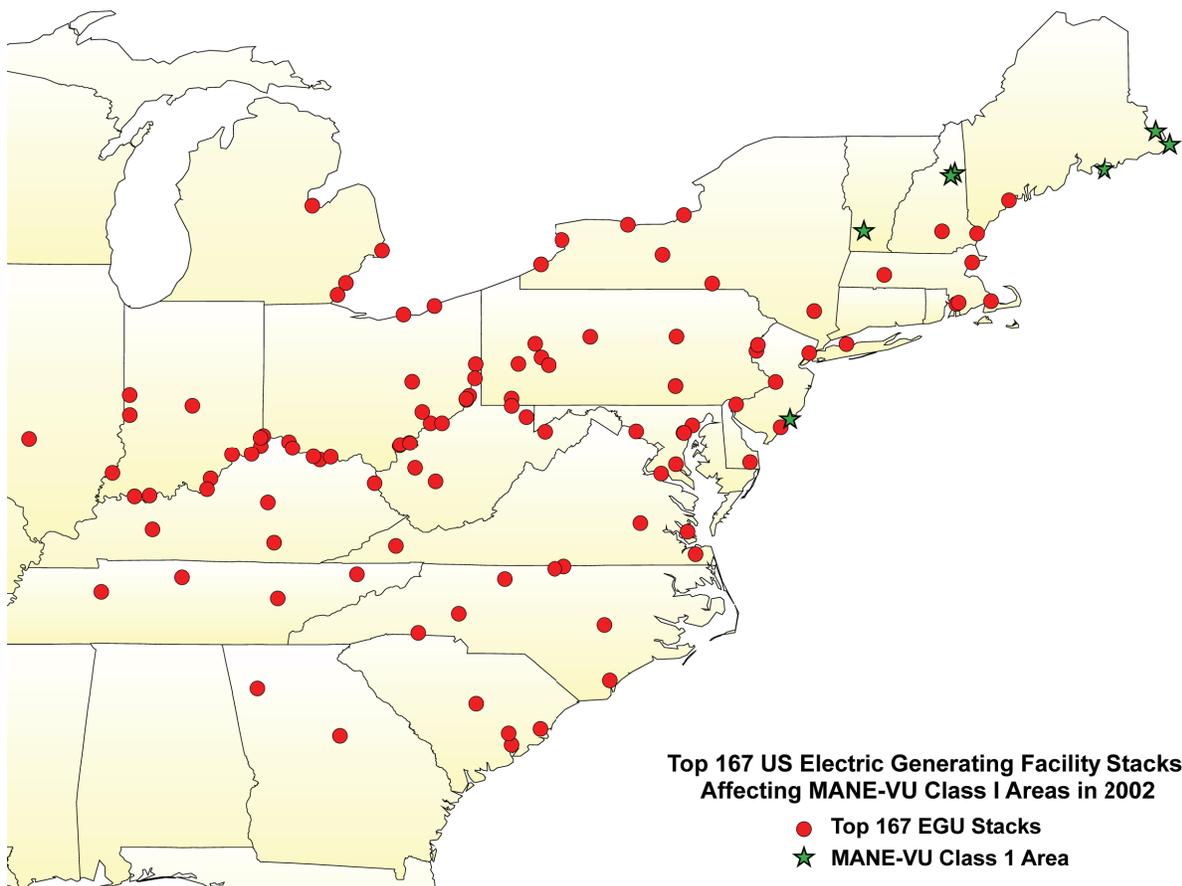
For more information:
<http://www.wilderness.net/>

MODELING DEMONSTRATION COMPLETED

NESCAUM's recently released report, *2018 Visibility Projections*, quantifies the impacts of measures to reduce visibility impairment at MANE-VU Class I areas. The report documents the expected contributions to regional haze from sulfate, nitrate, elemental carbon, organic carbon, sea salt, and soil. Charts indicate potential visibility improvements at each MANE-VU Class I monitor and at two nearby Class I areas, Shenandoah National Park in Virginia and Dolly Sods Wilderness in West Virginia.

EPA rules require the states to compare anticipated visibility improvements to a "uniform rate of progress." The uniform rate is defined by a straight line between average visibility in 2000-2004 and the national goal of natural visibility by 2064. NESCAUM's modeling demonstrates the suite of strategies would achieve that benchmark or better visibility improvements at each Class I area.

The MANE-VU Class I states requested this modeling analysis of emissions reductions measures they considered reasonable. (See article on page 1 concerning suggested controls.) The report is posted at <http://www.nescaum.org/topics/regional-haze/regional-haze-documents>.



QUANTIFYING EMISSIONS FROM ELECTRIC GENERATING UNITS

Electric Generating Units (EGUs) are the dominant source of sulfur dioxide emissions in the eastern US. MARAMA recently worked with Greg Stella of Alpine Geophysics to prepare the report, *Documentation of 2018 Emissions from Electric Generating Units in the Eastern United States for MANE-VU's Regional Haze Modeling*.

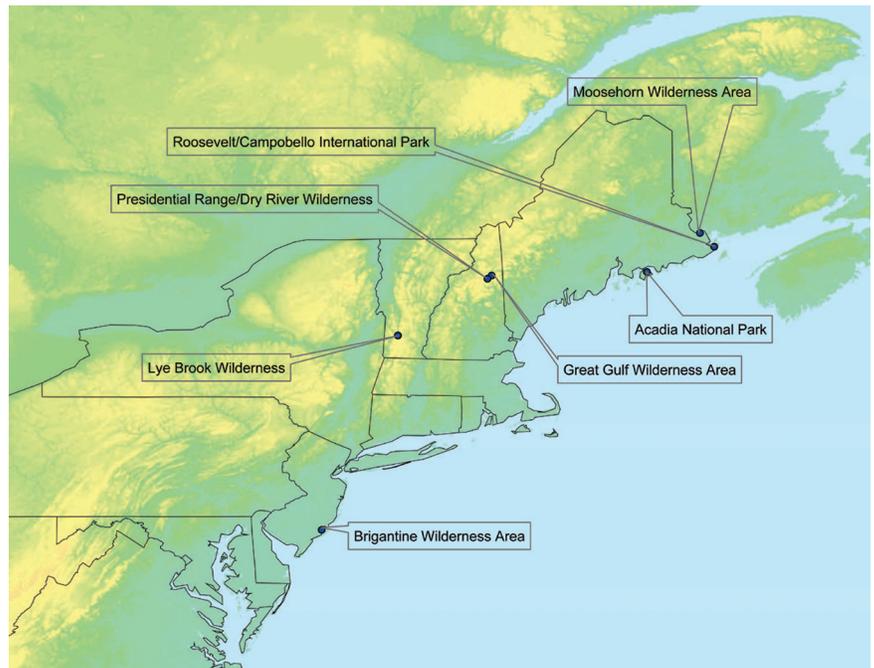
The forecasting process began with four regional organizations collaborating on the use of the Integrated Planning Model to update EPA's analysis of the impact of the Clean Air Interstate Rule (CAIR). All future EGU emissions estimates involve uncertainty. Each regional organization took a slightly different approach in how it used the results of the EGU emissions model. The report is posted at <http://www.marama.org/reports>.

ABOUT MANE-VU

The Mid-Atlantic/Northeast Visibility Union (MANE-VU) was formed by the Mid-Atlantic and Northeastern states, tribes, and federal agencies to coordinate regional haze planning activities for the region. MANE-VU encourages a coordinated approach to reducing visibility impairment in major national parks and wilderness areas in the Northeast and Mid-Atlantic region.

MANE-VU provides technical assessments and assistance to its members, leverages progress on other regional air pollution issues, provides a forum for consultation, and encourages coordinated actions, and coordination with other regions.

Section 169A of the Clean Air Act requires the “prevention of any future, and the remedying of any existing impairment of visibility in Class I areas which impairment results from manmade air pollution.” Class I areas are national parks exceeding 6000 acres, wilderness areas and national memorial parks exceeding 5000 acres, and all international parks in existence on August 7, 1977. There are 156 Class I areas in the United States, and seven in MANE-VU as shown on the map above.



Class I Areas in MANE-VU Region

MANE-VU MEMBERS

Connecticut Dept. of Environmental Protection
Gina McCarthy, Commissioner

Delaware Dept. of Natural Resources & Environmental Control
John Hughes, Secretary

District of Columbia Environmental Health Administration
George Hawkins, Director

Maine Dept. of Environmental Protection
David Littell, Commissioner

Maryland Dept. of the Environment
Shari Wilson, Secretary

Massachusetts Dept. of Environmental Protection
Laurie Burt, Commissioner

New Hampshire Dept. of Environmental Services
Thomas Burack, Commissioner

New Jersey Dept. of Environmental Protection
Lisa Jackson, Commissioner

New York State Dept. of Environmental Conservation
Pete Grannis, Commissioner

Pennsylvania Dept. of Environmental Protection
Kathleen McGinty, Secretary

Penobscot Indian Nation Dept. of Natural Resources
John Banks, Director

Rhode Island Dept. of Environmental Management
W. Michael Sullivan, Director

St. Regis Mohawk Tribe Environment Division
Kenneth Jock, Director

Vermont Dept. of Environmental Conservation
Laura Pelosi, Commissioner

U.S. Environmental Protection Agency
Region III
Marcia Spink

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Sandra V. Silva

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