

Overview of the Ozone Transport Commission & Mid-Atlantic/Northeast Visibility Union & OTC/MANEVU Spring 2025 Meeting

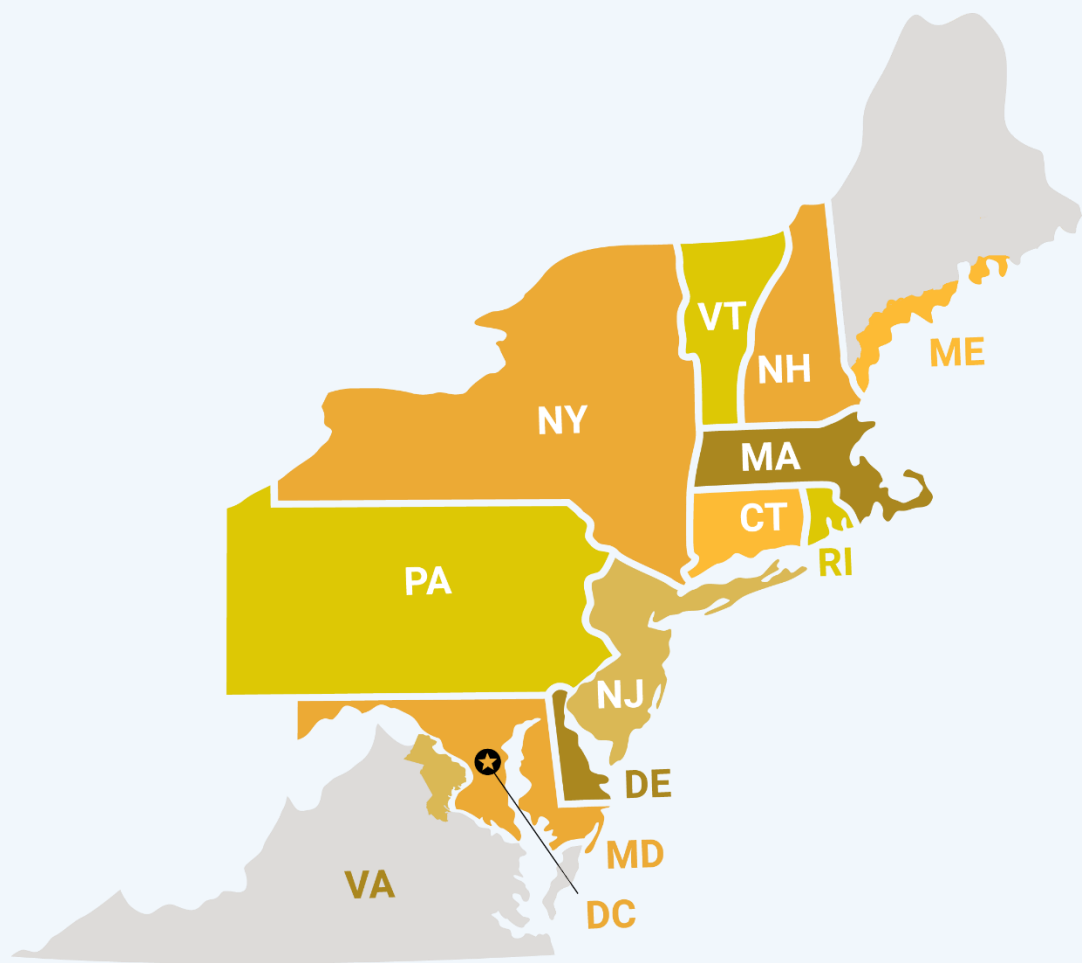


These slides courtesy of Paul Miller, OTC Executive Director

Origins of Ozone Transport Commission

- Evolving understanding in the 1980s about how ozone is formed and transported on a regional scale.
- States lacked tools for regional coordination in light of evolving science.
- Addressed in Clean Air Act (CAA) 1990 Amendments.
 - CAA sec. 176A provides for the creation of “Interstate Transport Commissions.”
 - CAA sec. 184 explicitly creates the OTC to address regional ozone.
- States work with each other, and with EPA, to control ozone in ways one state acting alone cannot
 - Regulatory consistency across the region

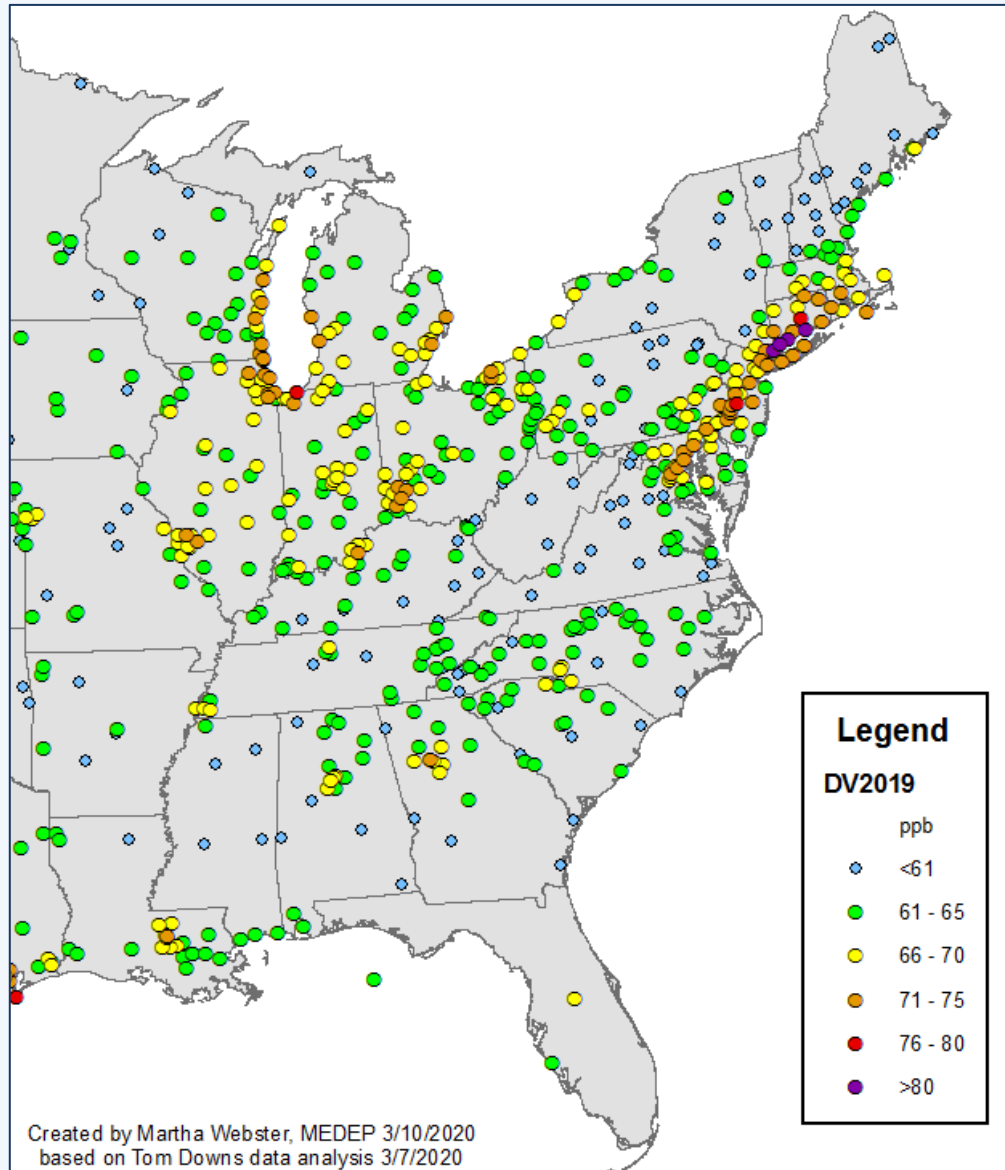
Who is the OTC?



OTC is both the states and EPA

- 13 jurisdictions with 2 members each (governor's designee and air pollution official)
- EPA administrator or designee (non-voting)
- EPA regional administrators from Regions 1, 2, & 3 (non-voting)
 - Funding authorized by CAA sec. 106:
 - 60% from EPA.
 - 40% match by state/DC members
 - Flat funded for years

OTC Operations

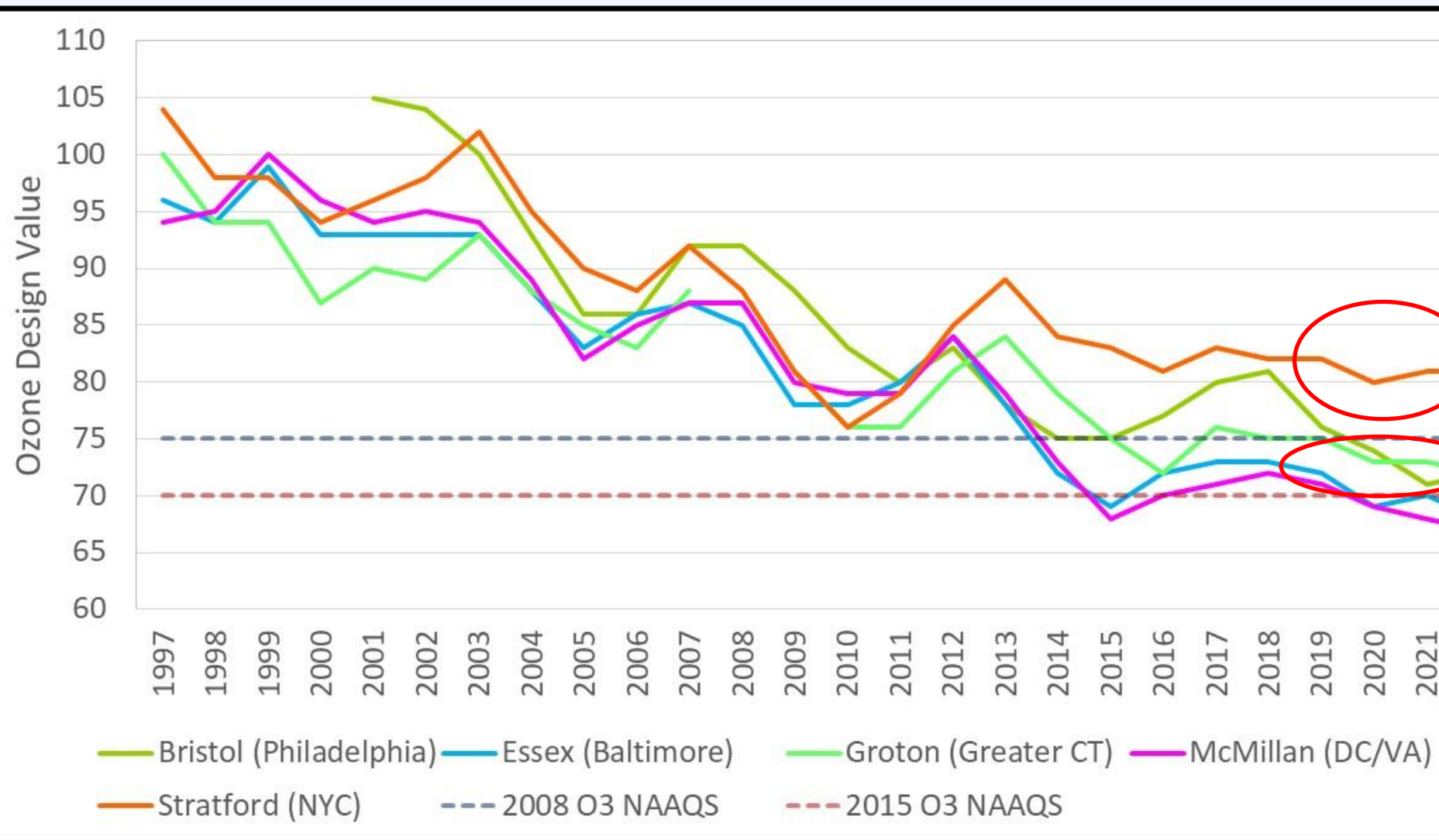


- Managed under contract by NESCAUM since 2019, with added support from MARAMA
- Promotes regional cooperation through four committees composed of state staff:
 - Stationary and Areas Sources (SAS) Committee
 - Mobile Sources Committee
 - Modeling Committee
 - Technical Support Committee (MANEVU)
- Examples of work:
 - Creates technical support documents for pollution control measures and develops model rules through a consensus-based approach
 - Comments on EPA actions related to ozone

Examples of OTC Collaboration & Products

1. Assessments of pollution reduction strategies
 - a. Residential heat pumps assessment
 - b. Municipal waste combustor report
 - c. Heavy-duty vehicle inspection and maintenance program best practices
2. Model Rules and technical support documents (TSDs)
 - a. Air quality modeling TSDs
 - b. Model rules with TSDs
 - c. Health benefits assessments
3. Public *et al.* information resources
 - a. *RACT and Control Measures Tool*
 - b. *Status of Adoption of OTC Model Rules/Regulatory & Technical Guidelines*
4. Many other activities and examples – see <https://otcair.org/> under “Materials”

OTC Success and Remaining Challenges

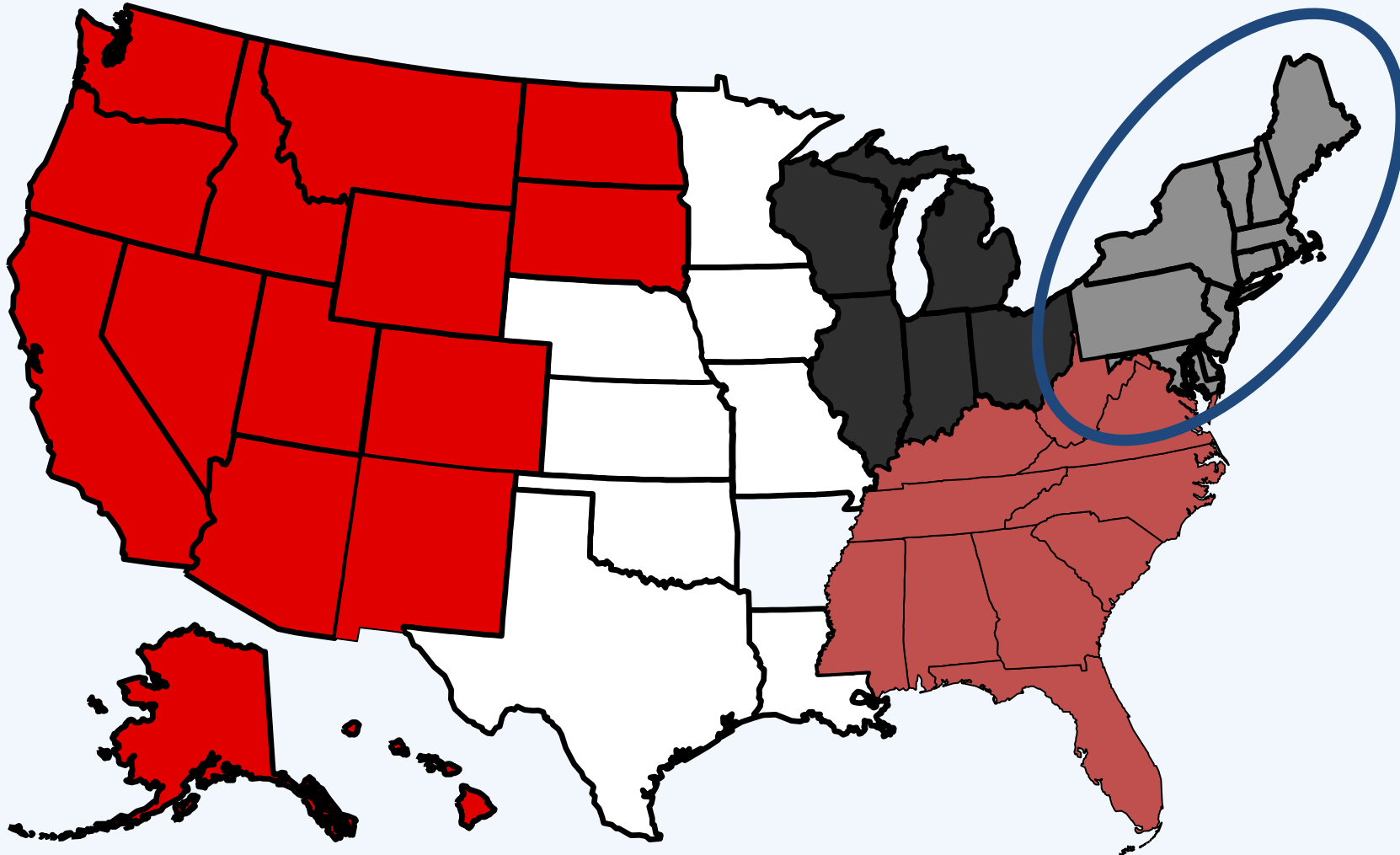


NY-NJ-CT area showing some improvement

GTR CT is flat

- Next attainment date based on data from 2024-26

What is MANEVU?



MANEVU is a regional planning organization to improve visibility.

Members are 12 states, DC, 2 Tribal Nations, EPA, & FLMs.

Origins of Mid-Atlantic/Northeast Visibility Union

- Formed in 2001 by resolution of member states & DC
- MANEVU voting members
 - CT, DE, DC, ME, MD, MA, NH, NJ, NY, PA, RI, VT
 - St. Regis Mohawk Tribe, Penobscot Nation
- MANEVU non-voting members
 - EPA
 - Federal Land Managers – NPS, USFWS, USFS

MANEVU Operations

- NESCAUM manages MANEVU through its OTC contract
- MARAMA supports inventory work
- Voting members approve annual workplans
- Technical Support Committee and *ad hoc* workgroups implement workplan elements
- States & DC fund MANEVU separately from OTC, typically through their federal air quality management grants (i.e., STAG)

What does MANEVU do?

Fosters coordinated regional approaches to improve visibility at federally-protected national parks and wilderness areas in MANEVU region

Acadia National Park

We want fewer days like this ...

... and more days like this.

MANEVU Recent & On-going Accomplishments

1. Regional approaches and technical analyses for haze SIP long-term strategies, with successful EPA approval track record for the 2nd implementation period
2. Annual reports tracking visibility progress
3. “MANEVU Asks” for MANEVU members, upwind states, and EPA
4. Standard MANEVU templates for reasonable progress reports
5. Conceptual model of regional haze and how the nature of haze has changed over the years for use in members’ haze SIPs
6. Consensus comments on haze SIPs within and outside the MANEVU region
7. Many other activities in support of members’ needs – see <https://otcair.org/manevu> under “Materials”

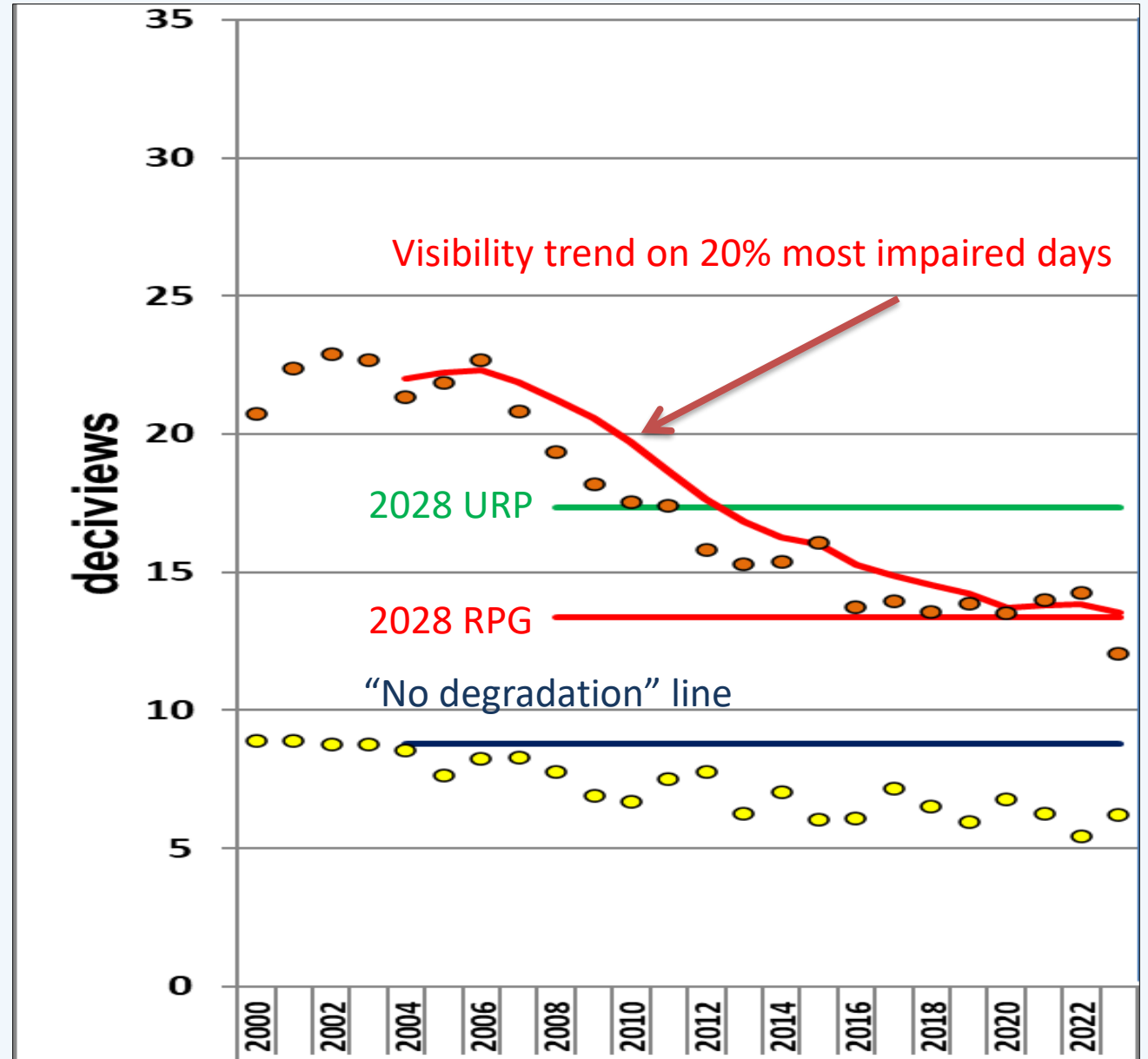
Visibility Has Improved over Time

Acadia National Park visibility trends 2000-2023

Lower deciviews =
better visibility

URP – Uniform Rate of Progress
RPG – Reasonable Progress Goal

RPGs intended to ensure no degradation from
the baseline period for 20% clearest days



OTC & MANEVU

Spring 2025 Meeting Overview



These slides courtesy of OTC

MSC and SAS 2025 Charges

Mobile Source Committee (MSC) 2025 Charge

- ✓ Light, Medium- and Heavy-duty Vehicle emissions standards.
- ✓ Tampering and aftermarket catalysts, including MHD emissions testing.
- ✓ Cross-committee coordination.
- ✓ Provide technical and policy support where needed, as resources allow (non-road focus).

Stationary and Area Sources Committee (SAS) 2025 Charge

- ✓ Assessing Source Emissions Inventory
- ✓ Provide Technical Support for Individual Sectors (e.g., heat pumps <50MMbtu/hr; ICI wood boilers, MWC NSPS).
- ✓ Cross-Committee Collaboration.
- ✓ Engage with EPA on SAS Issues (OAQPS?).
- ✓ Provide technical and policy support where needed, as resources allow.

Modeling Committee and TSC

Modeling Comm (MSC) Accomplishments

- ✓ Tracked 2024 OTR O3 levels and attainment status.
- ✓ Completed expanded retrospective O3 analysis (2016 platform).
- ✓ Boundary condition/dry deposition testing.
- ✓ Cross Committee coordination.

MANEVU TSC Accomplishments and Multi-Year Workplan

- ✓ Most MV agencies have approved RH SIPs (2nd round) and 2nd round reports.
- ✓ 2023 Metrics show visibility improvement, but more work to be done.
- ✓ MANEVU continuing coordination with other RPOs for 3rd round SIP planning, modeling.
- ✓ Continued collaboration with OTC on modeling, control measure co-benefits (wintertime nitrates), emission sector contributions.

2025 Meeting

Formal OTC Actions

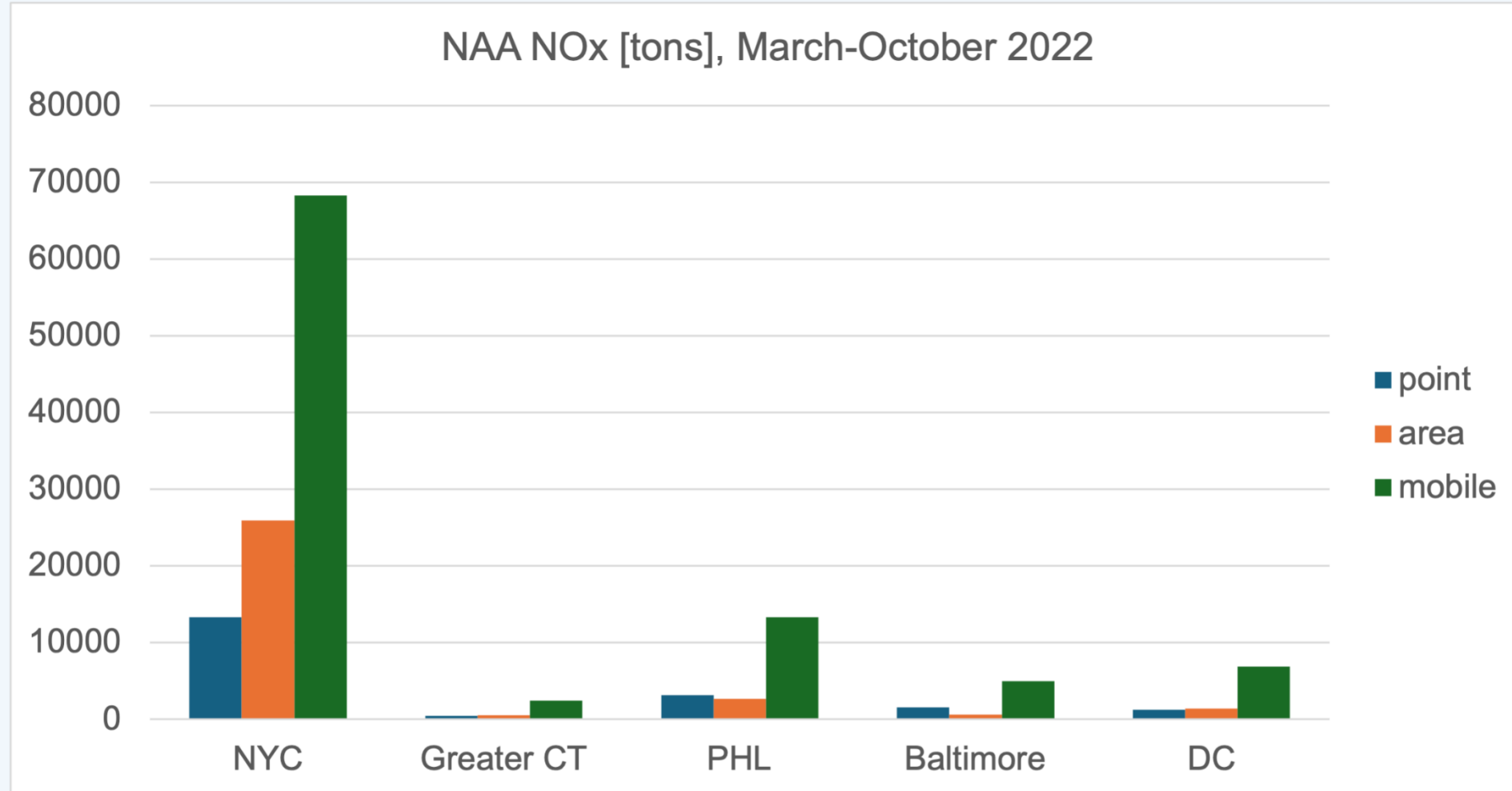
- Approved 2025 MSC Charge
- Approved 2025 SAS Charge
- Approved MANEVU TSC Workplan
- Approved statement on the need for Federal Action to reduce ozone-forming pollution from mobile sources
- Approved statement recognizing successful MWC work from the SAS Committee that helped EPA develop NSPS revisions
- Approved a Resolution on Addressing Interstate Transport of Ozone and Ozone Precursors
- Approved a Joint Statement on Importance of Federal Support for Air Quality Science
- Approved a Resolution on Need to Reinvigorate progress towards meeting national visibility targets

Challenges Ahead

“Mobile” sources of NO_x dominate inventory in ozone nonattainment areas.

Mobile includes onroad, offroad, rail, marine vessels, airports, and lawn & garden equipment.

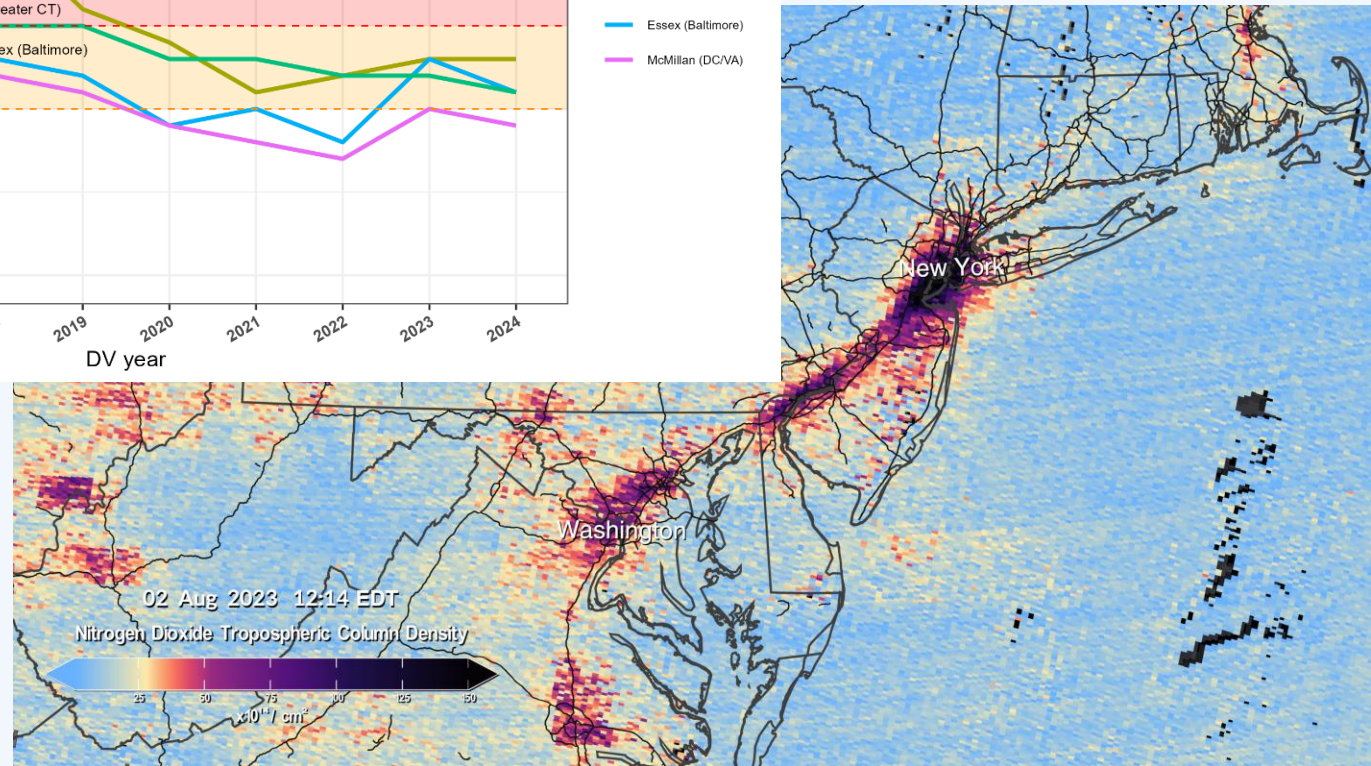
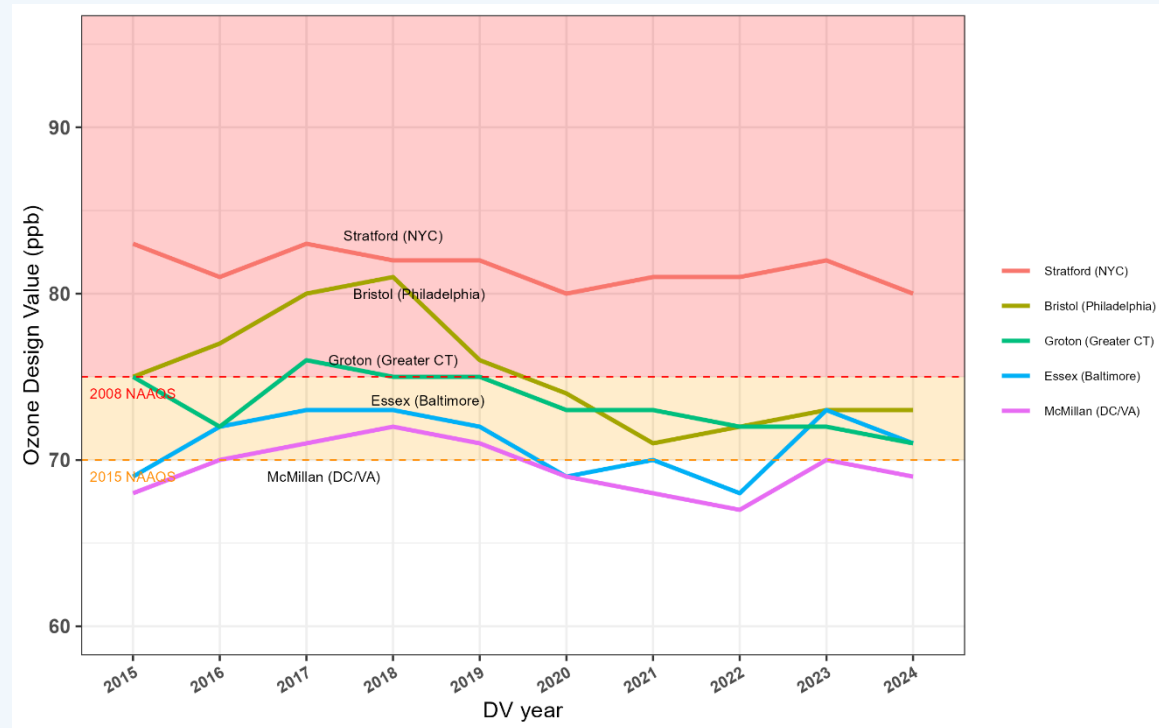
EPA stated intent is to reconsider national mobile source standards.



Source: EPA 2022 v1 emission platform https://gaftp.epa.gov/Air/emismod/2022/v1/reports/county_monthly/.

Challenges Ahead

- GN FIP stayed, its future uncertain
- Congress, through CRA, revoked State Authority to Control Mobile Emissions
- Proposed “Skinny” budget defunds OTC, state grants, and AQ science (EPA, NASA, NOAA)
- CAA requirements remain



Thank you!

Paul Farrell, CT Department of Energy and Environmental Protection



OZONE TRANSPORT COMMISSION