CITY OF PHILADELPHIA

DEPARTMENT OF PUBLIC HEALTH
AIR POLLUTION CONTROL BOARD

The July meeting of the Air Pollution Control Board was held Wednesday, July 22, 2009, at the Municipal Services Building, 1401 John F. Kennedy Boulevard, 16th Floor, Room Y.

Eddie R. Battle, Chairman, presided:

ATTENDING: Eddie Battle, Chair of the APCB
Joseph O. Minott, Member, APCB
Nan Feyler, Chief of Staff, Department of Public Health
Tom Edwards, Member, APCB
William Miller, Member, APCB
Eric Allen Thumma, Member, APCB
Dr. Arthur L Frank, Member, APCB

STAFF: Thomas Huynh, Director Air Management Services (AMS)
Edward Braun, Program Manager, AMS
Henry Kim, Chief, Program Services, AMS
Roger Fey, Chief of Facility Compliance, AMS
Edward Wiener, Chief, Source Registration, AMS
Jeff Forester, Acting Program Manager, Asbestos Control, AMS
Alison Riley, Voluntary Programs Coordinator, AMS

GUESTS: Patrick O’Neill, Council for the City of Philadelphia
Jason Kim, Savoy Cleaners, Korean-American Association
Tom Weir, Citizen
Dave Mobraaten, PECO
Ed McBride, PECO
Fred Cummings, Philadelphia International Airport, Division of Aviation
Bill Dunogan, PASBDC EMAP
Chris Minott, Clean Air Council
Max Ojsencs, Clean Air Council
Sarah Sachdev, City Council
Glynis Tart, VIDS (Verden Interior Design Studio, LLC)
1. Welcome
   Eddie Battle opened the meeting at 2:05 pm by introducing each of the members of the Board and the members of the Law Department.

2. Action on Minutes
   Minutes were accepted as presented.

3. Program Update
   The program update was given by Thomas Huynh (SEE ATTACHED)

   **Mr. Minott:** I have a couple of questions. One is tell me again about the monitoring site that is connected to a Walmart. What will be the monitoring? Will that be a full monitor? Because that will be the closest monitor that we have to a port facility, so I would be interested in what it is going to be running and what it shows.

   **Mr. Huynh:** We need to talk to Walmart, so we can have a site on their parking lot for this air monitoring station. When that agreement is reached with the Law Department then we can possibly move the monitor there and this will do the PM 2.5 and air toxics.

   **Mr. Minott:** And where are we with them?

   **Pat O’Neill:** We had some initial discussions with them, unfortunately, we have lost an attorney who was working on it, so the new attorney had to start again. But the initial reaction was that they would let us use a piece of the property and that they probably would do it for free, which is important because all our other sites are on city property and are free. They seem amiable to it, but we just have to work out a license or a lease-type agreement.

   **Mr. Minott:** In terms of the National Air Toxics Assessment, I would be careful about preparing a year-to-year, because what is captured in one moment in time with another just because it is so broad and I don’t know what it really tells us.

   In terms of the Regulatory Services Activities, 364 citizen complaints that was between March 1st and June 30th, is that an average number or was it particularly high during that period of time, and are they in clusters, I mean are you getting complaints were a quarter of them from a particular facility or just really all over the place, odors from restaurants--how does that play out, do you know?

   **Tom Huynh:** I think the air pollution -- Roger you may back me up, most of the air pollution is spread out. On the noise, it is mostly in the central district. Is that right, Roger?

   **Roger Fey:** Yes, that is right.

   **Mr. Minott:** So they are sort of all over the place. The Asbestos regulation, did that come before the APCB or did it go directly to the Board of Health?
Tom Huynh: That regulation goes directly to the Board of Health; it is a Board of Health Regulation.

Mr. Minott: It is a Board of Health Regulation. Okay, I think that is it for me.

Eddie Battle: Any other questions?

Bill Miller: On the air monitoring site on The Encore site, the old filter site, is that at the Fire Academy?

Tom Huynh: That is very close to the Fire Academy.

Bill Miller: There was a number of major monitoring and meteorological systems left there during the research, is that still being used? Is it still there?

Ed Braun: I think it is all gone.

Bill Miller: It’s all gone? Do you know where it went? Because the City bought a lot of that equipment. The City and PECO put in all the electrical and telephone systems.

Ed Braun: All the electric, I think, is there. It’s not turned on but it is there.

Bill Miller: How about the meteorological station? What about the radio-acoustical-sounding system? That belongs to the City. PECO purchased that for the City.

Tom Huynh: PECO purchased for the City? That is news to me.

Bill Miller: Yes.

Nan Feyler: How long ago are we talking about?

Bill Miller: 1998, 1999, 2000. It was a 4-year study by Penn State and others that we hosted. It was a state meteorological station, so that is okay, but the radio-acoustical-sounding system is a very unique item and I’d like to know where it went.

Tom Huynh: We will look into it.

Bill Miller: Okay. A couple of other things, the CTG Regulations, I think we have a list here. Does EPA expect these to be individual regulations? Because all of these could apply to existing regulations.

Tom Huynh: No. It is three regulations that we have to do.

Bill Miller: But what I’m saying is would there be a separate regulation?
Tom Huynh: No, this is a separate section of Regulation V.

Bill Miller: A new part of Regulation V.

Tom Huynh: A new action of Regulation V. Regulation V has different sections, so we have three new sections for addressing these three provisions.

Bill Miller: So you just updated the existing regulation?

Tom Huynh: Yes, we just updated them with new sections.

Bill Miller: That’s a good way. That keeps it simple.

Under the Diesel Emission Reduction Act it says “AMS will receive …and it will be used by the Airport”, is that a pathway? Does the State grant it to AMS and they then pass it over to the Airport? How does that work?

Alison Riley: They send out a marker for use and the administrative work is done by the Health Department accounts.

Bill Miller: So, there are some administrative costs that come out of that grant. Because it comes through that pathway, right?

Tom Huynh: Yes, there is about $40,000 or $50,000 has gone through the Health Department.

Bill Miller: Is that because the airport isn’t qualified to receive the grant directly to do this type of work?

Alison Riley: No, when we applied we thought that we were getting more competitive funds that would have to come through, so, that was how we set it up with the State because that directly preceded the competitive portion. That was just how it was done.

Bill Miller: So there is a specific fee involved in it for AMS to handle the funding for whoever is actually going to use it.

Alison Riley: Yes, there is an 8.2% administrative fee that goes on top of whatever the administrative fund is.

Bill Miller: On the nitrogen dioxide, now it is my experience that N D was measured rarely, if ever, came near the standard. Are we near the standard?

Tom Huynh: Well, we looked at the last three years, and for 80 ppm we have 7 exceedances, for 90 ppm we have 3, and for 100 ppm we have 2. We looked at data of the last 3 years in 06, 07, 08. The number of exceedances based on the average of 06 and 07. No data exceeds 80 ppm in 08. This could be an aberration or due to the emissions
reduction from cars as they are getting better, we are not really sure until we have additional data. EPA still insists that we may have to put an additional air monitor near the roadway on 95. So we may have to take different monitor readings for one hour standard.

**Bill Miller:** Finally, on the EPA update when you talked about emitters, greenhouse gases or chlorinated hydrocarbons, are there any plans, for example, to monitor for carbon dioxide?

**Tom Huynh:** Right now the four regulations that they have are based on the Clean Air Act. I’m not really sure if they plan to review that Regulation or if they will be able to do it before Congress passes the Green House law. They may not … the House passed it but it may die in the Senate. We’re not really sure how it is going at this time. If this rule comes out and it becomes law EPA will have a role in it. The local and State has not had a role in this rule, so there is a lot of talk with the State and EPA and Congress about State authority and how their roles should be. So until that becomes final we are not really sure where we are going.

**Eddie Battle:** Okay are there any other questions for Tom on the program update? No. Okay, let’s move forward. Number 4 - Airport Presentation.

### 4. Airport Presentation

Given by Fred Cummings, Division of Aviation, Philadelphia International Airport

Commissioner and distinguished board members and everyone else, I welcome this opportunity to provide the overview of the airport actions, both present and future to mitigate green house gas emissions within the airport environment.

I am Fred Cummings, Airport Planner for the City’s Division of Aviation, aka, the messenger. I will be standing in for Deputy Director Calvin Davenger, who was unable to be here today. I am also a working group member of the Philadelphia Diesel Difference.

With today’s event, this month is becoming quite exciting for me. It was just over two weeks ago, I bicycled over the Golden Gate Bridge, and observed some of San Francisco’s Green Programs and now I’m here to share some of the Green Programs of PHL, Philadelphia International Airport.

One of the handouts has some lines on it, so you can take some notes from me. If there are any questions that I cannot answer today, I will surely get back to you.

Let PHL characteristics try and put things into perspective. Thirty-two million passengers annually, that is holding pretty steady. We are up and down a little bit because of the economic situation. It’s roughly 83,000 people per day. To put that into perspective, that could be equivalent to a small city, for example, Reading, which has
about 80,000 people in population. Two and half million square feet of terminals, this is four times the Lincoln Financial Field, home of the Philadelphia Eagles. PHL consumes enough electrical power in one day to power approximately 28,800 residential homes for a day. Ten thousand gallons of paint is applied to the airport complex per year. Triple the amount for needed to paint the surface of Hoover Dam. Again, I am the messenger. I assume the experts came up with these numbers correctly. Eighteen thousand parking spaces, laid end to end, would reach from the airport to Atlantic City. PHL, Philadelphia International Airport, generates over 2.8 billion pounds of trash each year. We have been much involved with DVRPC with green house gas inventory, and we know from their recently released report that the aviation sources they know are about 2.8 million metric tons of CO2 equivalent, approximately 10% of the mobile source.

In 2003, we opened a new International Terminal A-West. External features safe gate systems at all gates on Terminal A-West. This is an implementation to try to get the planes quickly to the gates, to avoid traffic jams during all weather conditions. Hydrant Fueling Systems installed and pre-conditioned air. The last item enables the aircraft to sit at the gate without its auxiliary power unit running, reducing emissions.

More features about the Terminal A-West. Most of these are high-efficiency, energy efficient, especially the high efficiency valves, daylight illumination majority of electric motors utilize variable frequency in the HVAC units. We also have a utility building that has low no emitting boilers.

With the help of some funding from the VALE program we have also have other pre-conditioned air installed throughout the airport. We have 11 new ones in Terminal-A East and we are going to have 24 in Terminal-F. Preconditioned air is actually air conditioning/heating system that can hook up to the plane to allow the aircraft to shut off its engine.

One of the more exciting things that is going on now is our PGSE program through various state aid funds, and the FAA VALE, Volunteering Air Low Emission program funding. We are now able to put in electrified bag tugs and baggage handling clips. This is actually an installation that we have already operating at the airport. The annual emission offset has been estimated at 2.5, 2,518 Metric Tons of CO2 Equivalents.

Recently we pulled in a program to purchase wind energy. We purchased presently about 8%, 13,000 mega watt hours annually. Equivalent to powering of approximately 1300 residential homes carrying 1300 hours equivalent of CO2.

Again, PHL, present we are heavily into our recycling program. One of our initiatives is to green airport initiative, we have various subcommittees that do air quality and also, in this case, solid-waste subcommittee. It looks like we have recycled about 300 tons of municipal solid waste in the last year.

Some of the future features, right now we are working on a RFP to bring in three ESCO’s to do an energy audit of some of our utility buildings and to provide us with hopefully, a
guaranteed energy savings agreement, with a goal to reduce energy by 5% throughout the airport. Obviously this is a big challenge when you have an expanding facility. That contract we are looking at will probably run about 15 years. We are also looking to implement various lead elements whenever we do an upgrade or create a new facility. In this case Terminal-F is going to go through an expansion project. Also, in the future, we are looking at some photos of opaque applications. One of the ones that we have in proposal now is “Adopt a Watt”, anyone familiar with that?

**Pat O’Neill:** The ideal has been back and forth a couple of times. There is a group out there that is sort of using the model of ADOPT-A-HIGHWAY, where somebody adopts a stretch of highway and then funds or takes responsibility for picking up litter. The ideal here is, Adopt-a-Watt as a company you buy these solar panels, like the one you’re seeing and then position them in places around the airport and then below them they place signs that say like “Sunoco presented to the Airport”. Any event, they would be hooked into our power system we would get a small amount of energy pumped into our system. You do not get a huge amount of energy it would be a small amount pumped into the city system. The sponsorship would involve sort of money (say $10,000) per panel installation that would be used for other green projects at the airport.

**Fred Cummings:** These are sign acknowledgement signed projects. In other words, that sign there would have that information on who the sponsor was, kind of billboard sites. We are looking at possibly fifty-three sites at the airport.

In addition, we noticed the solar powered fuel carts have arrived at the airport. They actually tap into the hydrogen fuel system and meter the fuel that goes into the airport. That device itself is solar powered, so no other external electricity is required for that. We are looking at various applications where we can put solar panels throughout the airport facilities. The roofing, we have a lot of roof surface area on the parking garage there are various studies going on now to determine where the best application is to get the most return. The other consideration is we have to look at the glare factor, when you have aircraft involved and all that is being taken into account. In closing it is important to note that while the airport focuses on our environmental stewardship initiative, we continue our daily dedication to the traveling public. It is rewarding to know that the passengers themselves have acknowledged that we are a customer-focused-board. Thank you

**Ed Battle:** Thank you very much. Questions?

**Eric Thumma:** I was surprised to see that the inventory aviation sources themselves are only 10% of the mobile sources. Is that just an analysis of what they are emitting when they are parked at the airport, or is that part of their entire emissions profile?

**Fred Cummings:** That came out of a DVRPC report. But in general they did account for fueling operations to the aircraft and maybe also miles traveled from Philadelphia to other airports.
Eric Thumma: Wow!

Fred Cummings: I will mention that through our Green Airport initiative we are also doing a similar inventory and we’re going to be looking at comparing those numbers to DVRCP figures also, before we release the final.

Eric Thumma: So, you’re going to be doing your own inventory.

Fred Cummings: Yes.

Eric Thumma: Got it. I understand better now.

Fred Cummings: I believe the DVRPC, is anyone here from the DVRPC?

Nan Feyler: Do you want to say what that is?

Ed Cummings: The Delaware Valley Regional Planning Commission.

Pat O’Neill (to Eric): That aviation source, I think it is for the whole city.

Eric Thumma: I thought it was just for the Airport. That is why I was confused.

Pat O’Neill: Yeah, but it doesn’t include the planes.

Eric Thumma: Okay.

Pat O’Neill: At least, no planes flying.

Eric Thumma: That was sort of my question. I would think that would be basically such a massive--

Pat O’Neill: That is the biggest problem. Not even a State, let alone a Municipality can put holds on airplanes.

Fred Cummings: They have been presented a couple of ways to model, that and we’re taking up the ACRP model and number may be some what higher than what is presented in that report.

Eric Thumma: Okay.

Ed Battle: Sir, can you give your name please.

Ed McBride: Ed McBride of PECO. We have been working recently with Mark Alan Hughes on a number of initiatives within the City for energy efficiency. I would like to provide you with a name if you want to go back through your system. He is heading up these programs for us and sees if there is something that you could work out with him as
we make our filing with the Federal Government for different programs. I should know whether the airport is involved in any of the programs. I just don’t remember anything about the airport in any of the programs that I’ve seen. So, if you want to take the name Tom Bonner back and ---

**Ed Battle:** Tom Bonner is with…

**Ed Mc Bride:** He is with PECO. He is heading up what I will call our Action 129 programs. He can be reached at 841-4000.

5. **Old Business – Emergency Generator**
   Presentation by Henry Kim

**Mr. Minott:** I always thought that ozone peaked at around 4 in the afternoon, are you saying that it actually peaks at 11:00 AM?

**Henry Kim:** It is showing that ozone peaks around 11:00 AM.

**Mr. Minott:** Really?

**Henry Kim:** These are only on ozone exceedance days?

**Nan Feyler:** You want to share the reasoning behind the recommendation for the changes in other words, looking at that chart…

**Henry Kim:** Let’s start with PECO Energy, for their first barrier it was actually started over a 9 year period. The days that are air quality action days and that first week of June & the last week of September, it’s very rare to have no ozone days. For their second barrier, we already have wording in our current regulation for fire pumps that is very similar, so we thought that was fair.

**Tom Huynh:** The request for the Hospital of Pennsylvania is that for the no ozone action days they may be tested before 7:30, so many emergency generating units cannot be tested and be done before 7:30. Only on no ozone action days.

**Henry Kim:** Jefferson Hospital we will go back to the graphic as I said earlier, around 5 or 6 o’clock is when the 8-hr concentration actually falls below what the standards are. The state of Delaware also has an emergency generator rule and they have the same rule that you can’t test on an action day after 5 pm.

And for Chop we can go back to the graph here, at about 6:30 you are again well below the standards, but we have to put more of standard requirement stating that they can have only one unit and again we thought that was fair estimate.
Tom Huynh: You look at both standards. We can see with the data for the last 8 years how we are able to make that variance. It is still more stringent then what New Jersey and Delaware have.

Eddie Battle: Any other questions?

William Miller: On the graph, it is not clear to me. The time on the graph is 8-hour ozone concentration is that an 8 hour running average? On the graph itself you say maximum concentration, or do you mean maximum 8 hour.

Henry Kim: Yes.

William Miller: So the line is indicating a running average? The data point here is a running average value?

Henry Kim: That is correct.

Eddie Battle: Any additional questions?

Ed McBride: I appreciate the consideration for the quarterly testing, it’s absolutely critical, it involves about 40 of our employees, sometimes more. It’s throughout the building in the main office, here at 23rd & Market Streets. We also need to test once a month, and I’m not positive that that’s been captured. We don’t have to do the complicated testing that we do quarterly, but we need to run the same generator at least once a month. The issue for us is that this is operating the grid control system inside the building, as well as our IT system on the backup generator. I’m not clear with what I’ve read here that we have that approval to do that. If it is something that we can do relatively quickly and we can do it at night or when we need to be able to do it. We can send in one of our letters to you, we just recently found out through these tests that one of the generators had failed. We can’t have that happen when a power outage either in our building or in the City of Philadelphia. We need to be diligent in the testing, and I’m not sure we have that covered in this.

Henry Kim: PECO variances, those are taken word for word form the letter that we got from Mike Teflon.

Ed McBride: I understand that, I’m not too sure that we covered the monthly bit.

Tom Huynh: Monthly you can do the test, after seven days. You can delay for seven days after the monthly average.

Mr. Minott: We only had a month where we had an ozone action day everyday?

Henry Kim: Ah, we have had 4, 3 days the most. There was 7 once in 9 days.
Mr. Minott: But the ozone action day is regional, not city based. Have we ever had 7 days where….

Henry Kim: No, it would be rare to have more than 4 days straight of ozone action days.

Mr. Minott: The worst case scenario would be to have seven days where you couldn’t test. But you could do it on the eighth day, even though it was an ozone action day.

Nan Feyler: Any other comments?

Eddie Battle: My question to Tom, what do you need from the board?

Tom Huynh: We are looking for a motion to approve an amendment of regulation.

Nan Feyler: It is effective May 1, 2010.

Nan Feyler: Are their any more comments?

Ed McBride: This monthly test, which you say is much less complicated, proves to be a problem, it’s not that we can’t address that again, but at the very worst it gets put off for seven days and its unlikely it would be that long. We will be willing to try it.

Eddie Battle: Been moved and seconded that we adopt Regulation, Control of the Emissions from the Emergency Generators and Fire Pumps. All those in favor say I.

All agreed.

Eddie Battle: So moved.

Nan Feyler: I would like to make a comment and compliment the staff of Air Management Services, as both wearing the hat of the Chief of Staff and a member of the board, that I really appreciate your openness to meeting with different parties but maintaining the standards of protecting the air in Philadelphia, and I really felt like it was an excellent process that you managed and have done well.


None.

7. Adjourn

8. Thank you all, see you next time.