

CITY OF PHILADELPHIA
DEPARTMENT OF PUBLIC HEALTH
AIR POLLUTION CONTROL BOARD

The meeting of the Air Pollution Control Board was held Wednesday, October 14, 2015,
at the Municipal Services Building, 1401 John F. Kennedy Boulevard, 16th Floor, Room X.

Eddie R. Battle, Chairman, presided:

ATTENDING:

MEMBERS: Eddie Battle, Chair of the APCB
Joseph O. Minott, Member, APCB
Dr. Shannon Marquez, Member, APCB
Terry Soule, Member, APCB
Dr. Caroline Johnson, Department of Public Health Interim Deputy
Commissioner and Member, APCB

STAFF: Thomas Huynh, Director, Air Management Services, AMS
Edward Braun, Manager, AMS
Edward Wiener, Chief, Source Registration, AMS
Ramesh Mahadevan, Engineering Supervisor, AMS
Alison Riley, Voluntary Programs Coordinator, AMS
Patrick O'Neill, Counsel for the City of Philadelphia
Sandra Doyle-McManus, Counsel for the City of Philadelphia
Dennis Yuen, Counsel for the City of Philadelphia
Jiazheng Li, Environmental Engineer II, AMS

VISITORS: Barry Scott, Manager, City of Philadelphia, Office of Risk Management
Pam Susi, Director, Center for Construction, Research and Training
Michael Carroll, Deputy Commissioner of Transportation, City of
Philadelphia, Streets Department
Matt Walker, Outreach Director for Clean Air Council and Member,
Green Justice Philly Coalition
Don Anderson, Member of Bricklayers Union Local #1

1. WELCOME

(Whereupon, the proceedings commenced at approximately 2:00 p.m.)

Chairman Battle asked the Board members to introduce themselves.

2. RESPONSE TO FOSSIL FUEL ENERGY HUB CAMPAIGN

Matt Walker from the Green Justice Philly Coordinating Coalition also known as the Philadelphia Energy Action Team (PEA) presented its opposition to the Proposed Fossil Fuel Expansions in the City (see attached).

3. INTRODUCTION OF DR. CAROLINE JOHNSON

Department of Public Health Interim Deputy Commissioner and Member, APCB

4. ACTION ON MINUTES

Chairman Battle asked for any additions or corrections to the minutes. Hearing none, he asked for a motion to approve, which was seconded and so moved.

5. PROGRAM UPDATE

Mr. Huynh read the Air Program's updates (see attached).

6. FAREWELL COMMENDATIONS GIVEN TO THOMAS HUYNH BY JOE MINOTT AND CHAIRMAN BATTLE.

7. AMS MANAGEMENT REGULATION III PRESENTATION:

The Control of Emissions Oxide of Sulfur Compounds by Jason Li. (see attached).

Questions/Comments:

Dr. Marquez: Can you elaborate on your last point? What do you deem would be appropriate ways of analyzing the impact of burning non-compliant oil?

Mr. Huynh: The impact depends on weather conditions (when temperature drops very low they burn oil not gas). It depends on how often you burn oil. Stocked oil becomes diluted so the impact will be less. It depends on where you are located. Demand could be minimal.

Chairman Battle asked for a motion to approve the proposed amendments to Air Management Regulation III (AMR III), which was seconded and so moved.

8. AIR MANAGEMENT REGULATION II – SECTION IX PRESENTATION

The Control of Dust from Construction and Demolition by Ramesh Mahadevan (see attached).

Questions/Comments:

Mr. Soule: Are your proposed work practices fairly consistent with Occupational Safety and Health Administration (OSHA) standards?

Mr. Mahadevan: OSHA is more worker safety; and equipment such as respirators. They do have two specific separate goals: one is to protect the worker; the other to prevent the public from emissions from dust beyond the property boundary line. They did lower their permissible exposure level (PEL), so in light of that fact we focused on the second goal of public exposure.

Mr. Huynh: We reviewed and consulted the OSHA regulations for the state and other municipalities before we developed these proposed work practices and procedures.

Mr. Minott: I'm thrilled that AMS is moving forward with this because on construction projects/sites where they are not wetting the dust is just horrendous. I support it and hope that we can move rapidly to adopt these regs.

Dr. Marquez: Can you elaborate more on your thoughts regarding construction run-off? Has there been any consultation with the water department? Infrastructure initiatives? Proposed regulations around encouraging wetting?

Mr. Mahadevan: There will be; we have to take into account sufficient draining from water run-off due to wetting, so we will need to be in coordination with Philadelphia Water Department (PWD).

Mr. Battle: How do changes in temperature impact dust dispersion?

Mr. Mahadevan: Particles could get frozen. Hoses and equipment could freeze which would affect wetting.

Mr. Battle: Are you saying there could be a problem with the use of safety features if the temperature falls?

Mr. Mahadevan: Yes, there could be electrical safety hazards with the power tools.

Mr. Minott: Would high wind days be something where AMS has the authority to say you cannot move forward with this project due to wind conditions (speed/direction)?

Mr. Mahadevan: Absolutely.

Mr. Battle: Would the department look into considering that factor?

Mr. Mahadevan: Yes, we can follow up on that with setting a cap on the wind speed.

Mr. Minott: Is there a timeline as to when you think the regulation will be complete and brought up for a vote?

Mr. Mahadevan: Right now we're still coordinating with Licenses and Inspections (L. & I.) but possibly by next Board meeting.

Mr. Minott: I ask that we vote to adopt these procedures at the next APCB meeting if possible.

Mr. Scott: Hi, my name is Barry Scott, I serve the City as Risk Manager and having a career of worker health and safety which has included working for Thomas Jefferson University, Rohm and Haas and OSHA. One of the things we appreciated about the Dust Control Proposal is that it includes a provision for a local exhaust ventilation system - that local exhaust ventilation system would be operable and operative, even in cases of high wind or cold weather, in cases where wetting would not be feasible. So, we appreciated that inclusion in the proposal as an answer to certain circumstances which could make other means of control not as feasible.

Ms. Susi: Hi, I'm Pam Susi from Center for Construction and Research (formerly Center for Protection of Workers Rights (CPWR) and wanted to provide a public comment. I have an industrial hygiene background as well and I also appreciate what Air Management Services has done. Do the permitting requirements only apply to demolition work?

Mr. Mahadevan: We're working with L. & I. on that issue.

Mr. O'Neill: If I may answer, I'm environmental counsel for the City. One issue we looked at is how to keep a balance with L & I and AMS' mission due to the number of permits currently required for construction and renovation/demolitions within the City. It's already burdensome. We do not want AMS to become a bottleneck for these projects.

Ms. Susi: Maybe the question I'm asking is can the Dust Control Plan be written into the notification if a contractor identifies the potential for dust releases and also the measures they plan to take to control that absent the permitting process?

Mr. Minott: If you could put that in writing and make a suggestion, I think that is something I would be very interested to learn more about. You can send that to me at Clean Air Council (CAC) and I would be happy to send a response.

9. NEW TRAFFIC OPERATIONS CENTER

Overview given by Mike Carroll – Deputy Transportation Commissioner, Streets Department

I don't have a PowerPoint prepared so I will just give a brief overview of what the Operations Center was set up to do. He spoke on the Essential Functions which are:

- Monitoring involves planning for unexpected traffic delays and building an integrated system. Why is there a bottleneck?
- Managing in cases of an emergency.
- Predicting to get more efficient use.

The Center just opened last month, September 2015. The project isn't done, we're still under construction for some of the auxiliary facilities but we were able to get it up and running and provide camera support to people who were doing security for the Papal event.

The Traffic Operations Center is essentially a communications node. We bring in information; including information from cameras and information from other sensors that are built into the road. We bring in information from other agencies, regionally that would include Delaware Valley Regional Planning Commission (DVRPC); which has its Regional Integrated Transportation Information System (RITIS); Penn Dot has its own system. There is an organization called the I95 Corridor, which I believe runs from Maine down to North Carolina. They gather data from all kinds of sources (cameras, detectors, cell phone data, and GPS data from freight companies) so they have a real-time perspective on what the traffic conditions are like on I 95. The City does not have that high level real time data coming in but we can support what they are doing with the information we get from cameras and detectors.

The primary objective from a transportation standpoint that we are trying to accomplish is to ensure that if there are unexpected traffic patterns or if we're actually planning for unexpected traffic patterns that we can see with our eyes or with the cameras, what results of single timing, lane closures there are. If there are crashes or other things that take place we can send emergency responders out. At the same time we're also building an integrated traffic signal network, so that we can also (in real time) control how much "green" time is allocated to different turning movements from the intersections (as in the movie Italian Job).

In the original plan we worked with DVRPC who put together what's called a concept of operations report (what kind of technology goes into the center and describing the role the center plays in the Region and City). The report includes how we staff the center and what functions it should play, the original set of functions we focused on monitoring and learning how traffic congestion works, as well as, where, when, why it occurs.

The next phase (phase two) gets more involved in managing, in terms of integrating signals and then using that to divert to other corridors if needed for evacuation or emergency.

The third thing we want to be able to do is predict traffic patterns. With enough data and the ability to analyze that data we can see where the patterns are and make modifications based upon what we know is going to happen during rush hour or certain times of the year.

Some other things we do is provide support for special events and manage our street lighting infrastructure, as we convert over to light emitting diode (LED) technology, which is cost

effective & energy efficient. We can see the network through the traffic operations center in real time. We will be able to send signals through the street lights for different things and have them tell us when they're not working correctly or only have one or two weeks of life left.

Our hope is that by getting a better handle on congestion and taking on the management of the traffic system in real time, we will make traffic less severe (shorter time of the day); contribute to a difference of green house gas emissions (not having to send out maintenance vehicles); provide transit signal priority in the future (as bus approaches light the light will turn green).

Questions/Comments:

Dr. Marquez: With your technology are you able to track movement of hazardous materials?

Mr. Carroll: Currently, we do not have that capability. It is something that is technically feasible, the vehicle would need to have a transponder attached to it that would allow us to monitor it but I could not say today that we would have the route a vehicle would take equipped with sensors.

Mr. Minott: Do you take into consideration the impact on pedestrians?

Mr. Carroll: That is a built in function of traffic engineering for a major city but there is no specific function that a traffic ops center is going to improve upon. We do have certain ground rules for what's needed when we run signals. The Federal government recently lowered standards by modeling slower pedestrians. If there is a blockage/crash or incident, we can work with the police/fire to dispatch what is needed.

Mr. Battle: Where is the center located?

Mr. Carroll: Traffic Shop at "G" & Ramona. (Juniata section of Philadelphia).

Mr. O'Neill: I understand the Streets Department has tried to time the lights on certain streets. Does this facility have the ability to change that timing?

Mr. Carroll: Yes. Any of the signals that are on a modern traffic controller can be changed as long as their tied in with their communications network.

Mr. Huynh: Is the system citywide?

Mr. Carroll: Many corridors are connected to the system in terms of the information that we get from the cameras, so no, but that is the goal. We tie in to Penn Dot's network and some of the locations in the City are actually Penn Dot cameras.

Mr. Huynh: When will you be able to achieve that goal?

Mr. Carroll: It depends on the funding. We hope to achieve that within next decade, preferably the next five years.

Mr. Huynh: What is the five year budget?

Mr. Carroll: I can't tell you that but this year the budget is going into finishing the center.

Mr. Battle: Is there a Board associated with the center?

Mr. Carroll: No, it's run by the Chief Traffic Engineer who reports to me.

Chairman Battle thanked Mr. Carroll. A motion to adjourn was made and seconded to end the meeting.

10. NEXT MEETING

The meeting adjourned at approximately 3:18 pm. The next meeting will be held Tuesday, February 16, 2016 at 2pm, 16th fl. MSB, Room X.

11. ADJOURNMENT