

Appendix M

The Nature of the Fine Particle and Regional Haze Air Quality Problems in the MANE-VU Region: A Conceptual Description

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Prepared for the Ozone Transport Commission

Prepared by NESCAUM

Boston, MA

Final

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Executive Summary

Scientific evidence has established a solid link between cardiac and respiratory health risks and transient exposure to ambient fine particle pollution. The same fine particles that are capable of penetrating deep into the lungs are also in the size range that is most efficient at absorbing and scattering visible light, thus impairing visibility. The emission sources, atmospheric chemistry, and meteorological phenomena that influence ambient concentrations of fine particle pollution can act on scales that range from hundreds to thousands of kilometers. Fine particles are not exclusively a secondary pollutant; primary fine particle pollution from local sources can have a significant effect on ambient concentrations in some locations. Fine particles are also not exclusively a summertime pollutant. There are important differences between the meteorological and chemical dynamics that are responsible for high fine particle levels during summer and winter.

In 1997, the U.S. Environmental Protection Agency (USEPA) issued a national ambient air quality standard (NAAQS) for fine particles with an aerodynamic diameter of 2.5 micrometers or less. In 1999, the USEPA followed up with the Regional Haze Rule that enforces a national visibility goal laid out in the Clean Air Act. This will ultimately restore natural visibility to 156 national parks and wilderness areas across the country (called “Class I” areas). To address these Clean Air Act requirements, states will have to develop State Implementation Plans (SIPs) detailing their approaches for reducing fine particle pollution to meet the health-based fine particle NAAQS. They also must develop plans that address the degradation of visibility that exists in various parts of the Northeast (referred to as the Mid-Atlantic/Northeast Visibility Union (MANE-VU) region). As part of this process, the USEPA urges states to include in their SIPs a conceptual description of the pollution problem in their nonattainment and Class I areas. This document provides the conceptual description of the fine particulate and regional haze problems in the MANE-VU states consistent with the USEPA’s guidance.

Scientific studies of the regional fine particle problem have uncovered a rich complexity in the interaction of meteorology and topography with fine particle formation and transport. Large scale high pressure systems covering hundreds of thousands of square miles are the source of classic severe fine particle episodes in the eastern United States, particularly in summer. These large, synoptic scale systems create particularly favorable conditions for the oxidation of sulfur dioxide (SO₂) emissions to various forms of sulfate which, in turn, serves to form – or is incorporated into – fine particles that are subsequently transported over large distances. These synoptic scale systems move from west to east across the United States, bringing air pollution emitted by large coal-fired power plants and other sources located outside MANE-VU into the region. This then adds to the pollution burden within MANE-VU on days when MANE-VU’s own air pollution sources are themselves contributing to poor air quality. At times, the high pressure systems may stall over the East for days, creating particularly intense fine particle episodes.

In the winter, temperature inversions occur that are effective at concentrating local primary particle emissions at the surface overnight and during early morning hours. This pollution can then be mixed into regionally transported particle pollution (aloft) later

in the morning when convection is restored. Additionally, the lower temperature in the winter can shift the chemical equilibrium in the atmosphere slightly toward the production of nitrate particle pollution relative to sulfate formation. As a result, nitrate can become a significant fraction of measured fine particle mass in parts of the eastern U.S. during winter months.

Primary and secondary emissions of carbon-containing compounds (e.g., diesel exhaust, biogenic organic carbon emissions, and anthropogenic volatile organic compound emissions) all contribute to a significant presence of carbonaceous aerosol across the MANE-VU region, which can vary from urban to rural locations and on a seasonal basis. In addition, short range pollution transport exists, with primary and precursor particle pollutants pushed by land, sea, mountain, and valley breezes that can selectively affect relatively local areas. With the knowledge of the different emission sources, transport scales, and seasonal meteorology in various locations adjacent to and within MANE-VU, a conceptual picture of fine particle pollution and its impacts emerges.

The conceptual description that explains elevated regional $PM_{2.5}$ peak concentrations in the summer differs significantly from that which explains the largely urban peaks observed during winter. On average, summertime concentrations of sulfate in the northeastern United States are more than twice that of the next most important fine particle constituent, organic carbon (OC), and more than four times the combined concentration of nitrate and black carbon (BC) constituents. Episodes of high summertime sulfate concentrations are consistent with stagnant meteorological flow conditions upwind of the MANE-VU region and the accumulation of airborne sulfate (via atmospheric oxidation of SO_2) followed by long-range transport of sulfur emissions from industrialized areas within and outside the region.

National assessments have indicated that in the winter, sulfate levels in urban areas are higher than background sulfate levels across the eastern U.S., indicating that the local urban contribution to wintertime sulfate levels is significant relative to the regional sulfate contribution from long-range transport. A network analysis for the winter of 2002 suggests that the local enhancement of sulfate in urban areas of the MANE-VU region ranges from 25 to 40% and that the long-range transport component of $PM_{2.5}$ sulfate is still the dominant contributor in most eastern cities.

In the winter, urban OC and sulfate each account for about a third of the overall $PM_{2.5}$ mass concentration observed in Philadelphia and New York City. Nitrate also makes a significant contribution to urban $PM_{2.5}$ levels observed in the northeastern United States during the winter months. Wintertime concentrations of OC and nitrate in urban areas can be twice the average regional concentrations of these pollutants, indicating the importance of local source contributions. This is likely because winter conditions are more conducive to the formation of local inversion layers which prevent vertical mixing. Under these conditions, emissions from tailpipe, industrial and other local sources become concentrated near the Earth's surface, adding to background pollution levels associated with regionally transported emissions.

From this conceptual description of fine particle pollution formation and transport into and within MANE-VU, air quality planners need to develop an understanding of

what it will take to clean the air in the MANE-VU region. Every air pollution episode is unique in its specific details. The relative influences of the transport pathways and local emissions vary by hour, day, and season. The smaller scale weather patterns that affect pollution accumulation and its transport underscore the importance of local (in-state) controls for SO₂, nitrogen oxides (NO_x) and volatile organic compound (VOC) emissions. Larger synoptic scale weather patterns, and pollution patterns associated with them, support the need for SO₂ and NO_x controls across the broader eastern United States. Studies and characterizations of nocturnal low level jets also support the need for local and regional controls on SO₂ and NO_x sources as locally generated and transported pollution can both be entrained in low level jets formed during nighttime hours. The presence of land, sea, mountain, and valley breezes indicate that there are unique aspects of pollution accumulation and transport that are area-specific and will warrant policy responses at the local and regional levels beyond a one-size-fits-all approach.

The mix of emission controls is also important. Regional fine particle formation is primarily due to SO₂, but NO_x is also important because of its influence on the chemical equilibrium between sulfate and nitrate pollution during winter. While the effect of reductions in anthropogenic VOCs is less well characterized at this time, secondary organic aerosol (SOA) is a major component of fine particles in the region and reductions in anthropogenic sources of OC may have a significant effect on fine particle levels in urban nonattainment areas. Therefore, a combination of localized NO_x and VOC reductions in urban centers with additional SO₂ and NO_x reductions from across a larger region will help to reduce fine particles and precursor pollutants in nonattainment areas as well improve visibility across the entire MANE-VU region.

1. INTRODUCTION

1.1. Background

Fine particle pollution is a persistent public health problem in the Mid-Atlantic/Northeast Visibility Union (MANE-VU) region. Because of its physical structure, fine particulate matter (PM_{2.5}) can bypass conductive airways and deliver exogenous materials, such as reactive organic chemicals that adsorb onto the particle core, into the deep lung.^a Studies of particulate matter (PM) in urban areas have found associations of short- (daily) and long-term (annual and multiyear) exposure to airborne PM as well as PM_{2.5} with cardiopulmonary health outcomes. These effects include increased symptoms, hospital admissions and emergency room visits, and premature death (Pope *et al.* 2004).

In addition to health implications, visibility impairment in the eastern United States is largely due to the presence of light-absorbing and light-scattering fine particles in the atmosphere. The United States Environmental Protection Agency (USEPA) has identified visibility impairment as the best understood of all environmental effects of air pollution (Watson, 2002). A long-established physical and chemical theory relates the interaction of particles and gases in the atmosphere with the transmission of visual information along a sight path from object to observer.

The Clean Air Act requires states that have areas designated “nonattainment” of the fine particle national ambient air quality standard (NAAQS) to submit State Implementation Plans (SIPs) demonstrating how they plan to attain the fine particle NAAQS.^b The Clean Air Act also contains provisions for the restoration and maintenance of visibility in 156 federal Class I areas.^c SIPs for dealing with visibility impairment (or regional haze) must include a long-term emissions management strategy aimed at reducing fine particle pollution in these rural areas.

As part of the SIP process for both of these air quality issues, the USEPA urges states to include a conceptual description of the pollution problem. The USEPA has provided guidance on developing a conceptual description, which is contained in Chapter 11 of the document “Guidance on the Use of Models and Other Analyses for

^a PM_{2.5} or “fine particles” refer to those particles with a diameter ≤ 2.5 micrometers (μm).

^b The 1997 PM_{2.5} NAAQS includes a requirement that the three-year average of yearly annual average PM_{2.5} design values must be below $15 \mu\text{g}/\text{m}^3$ and a requirement that the three-year average of the 98th percentile 24-hour average concentration must be below $65 \mu\text{g}/\text{m}^3$. In October 2006, the USEPA acted to change the daily standard (98th percentile value based on valid 24-hour average concentrations measured at a site) from 65 to $35 \mu\text{g}/\text{m}^3$.

^c The Class I designation applies to national parks exceeding 6,000 acres, wilderness areas and national memorial parks exceeding 5,000 acres, and all international parks that were in existence prior to 1977. In the MANE-VU area, this includes: Acadia National Park, Maine; Brigantine Wilderness (within the Edwin B. Forsythe National Wildlife Refuge), New Jersey; Great Gulf Wilderness, New Hampshire; Lye Brook Wilderness, Vermont; Moosehorn Wilderness (within the Moosehorn National Wildlife Refuge), Maine; Presidential Range – Dry River Wilderness, New Hampshire; and Roosevelt Campobello International Park, New Brunswick.

Demonstrating Attainment of Air Quality Goals for Ozone, PM_{2.5}, and Regional Haze” (EPA-Draft 3.2, September 2006) (Appendix A of this report reproduces Chapter 11 of the USEPA guidance document). This report provides the MANE-VU states with the basis for their conceptual descriptions, consistent with the USEPA’s guidance. In the guidance, the USEPA recommends addressing 13 questions related to PM_{2.5} and eight questions related to visibility to help define the problem in a nonattainment or Class I area. This report addresses these questions, as well as provides some in-depth data and analyses that can assist states in developing conceptual descriptions tailored to their specific areas.

1.2. PM Formation

Fine particles directly emitted into the atmosphere are called “primary” fine particles, and they come from both natural and human sources. These fine particles commonly include unburned carbon particles directly emitted from high-energy processes such as combustion, and particles emitted as combustion-related vapors that condense within seconds of being exhausted to ambient air. Combustion sources include motor vehicles, power generation facilities, industrial facilities, residential wood burning, agricultural burning, and forest fires.

Fine particles are also comprised of “secondary” fine particles, which are formed from precursor gases reacting in the atmosphere or through the addition of PM to pre-existing particles. Although direct nucleation from the gas phase is a contributing factor, most secondary material accumulates on pre-existing particles in the 0.1 to 1.0 micrometer (μm) range and typically account for a significant fraction of the fine PM mass. Examples of secondary particle formation include the conversion of sulfur dioxide (SO_2) to sulfuric acid (H_2SO_4) droplets that further react with ammonia (NH_3) to form various sulfate particles (e.g., ammonium sulfate $(\text{NH}_4)_2\text{SO}_4$, ammonium bisulfate $(\text{NH}_4\text{HSO}_4)$, and letovicite $(\text{NH}_4)_3\text{H}(\text{SO}_4)_2$). The dominant source of SO_2 emissions in the eastern U.S. is fossil fuel combustion, primarily at coal-fired power plants and industrial boilers. Similarly, secondary PM_{2.5} is created by the conversion of nitrogen dioxide (NO_2) to nitric acid (HNO_3) which reacts further with ammonia to form ammonium nitrate (NH_4NO_3) particles. Nitrate particles are formed from the NO_x emitted by power plants, automobiles, industrial boilers, and other combustion sources. Nitrate production in the northeastern U.S. is ammonia-limited and controlled by the availability of sulfate and temperature, especially along the East Coast.^d While human sources account for most nitrate precursors in the atmosphere, there are some natural sources, including lightning, biological and abiological processes in soils, and stratospheric intrusion. Large sources of ammonia arise from major livestock production and fertilizer application throughout the Midwest, Gulf Coast, mid-Atlantic, and southeastern United States, in addition to the sources of ammonia associated with human activities.

The carbon fraction of fine PM may refer to black carbon (BC) and primary organic and/or secondary organic carbon (OC). Most black carbon is primary, which is

^d Ammonia reacts preferentially with sulfuric acid, and if sufficient excess ammonia is available, it can then combine with nitric acid to form particulate nitrate.

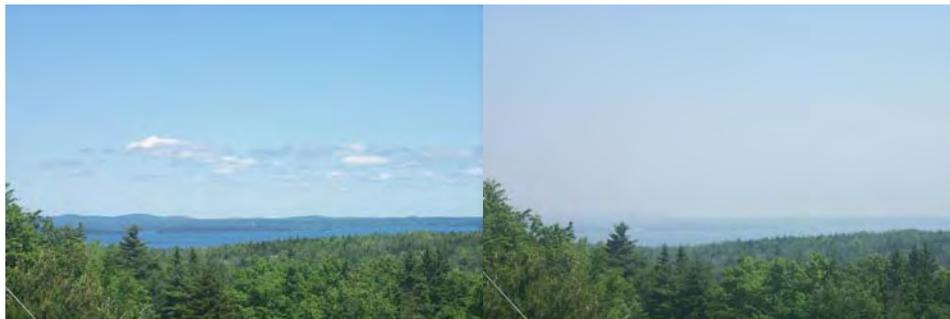
also sometimes referred to as elemental carbon (EC) or soot. Black carbon is the light-absorbing carbonaceous material in atmospheric particles caused by the combustion of diesel, wood, and other fuels. Organic carbon includes both primary emissions and secondary organic PM in the atmosphere. Secondary organic particles are formed by reactions involving volatile organic compounds (VOCs), which yield compounds with low saturation vapor pressures that nucleate or condense on existing particles at ambient temperature. Organic carbon in both the gas and solid phase is emitted by automobiles, trucks, and industrial processes, as well as by many types of vegetation. The relative amounts of organic carbon from different sources remain highly uncertain, and data are needed to be able to assess the relative contribution of primary versus secondary and anthropogenic versus biogenic production.

1.3. PM Impacts on Visibility

Under natural atmospheric conditions, the view in the eastern United States would extend about 60 to 80 miles (100 to 130 kilometers) (Malm, 2000). Unfortunately, views of such clarity have become a rare occurrence in the East. As a result of man-made pollution, the average visual range in the eastern half of the country has diminished to about 15-30 miles, approximately one-third the visual range that would be observed under unpolluted natural conditions.

In general, the ability to see distant features in a scenic vista is determined less by the amount of light reaching the observer than by the contrast between those features and their surroundings. For example, the illumination of a light bulb in a greenhouse is barely discernible on a sunny day but would be highly visible at night. Similarly, a mountain peak is easily seen if it appears relatively dark against the sunlit sky. If, on the other hand, a milky haze “fills” the space between the observer and the mountain peak, the contrast between the mountain and its background is diminished as both take on a similar hue (Figure 1-1).

Figure 1-1. View of a good visibility day (left) and a poor visibility day (right) at Acadia National Park, Maine in June 2003.



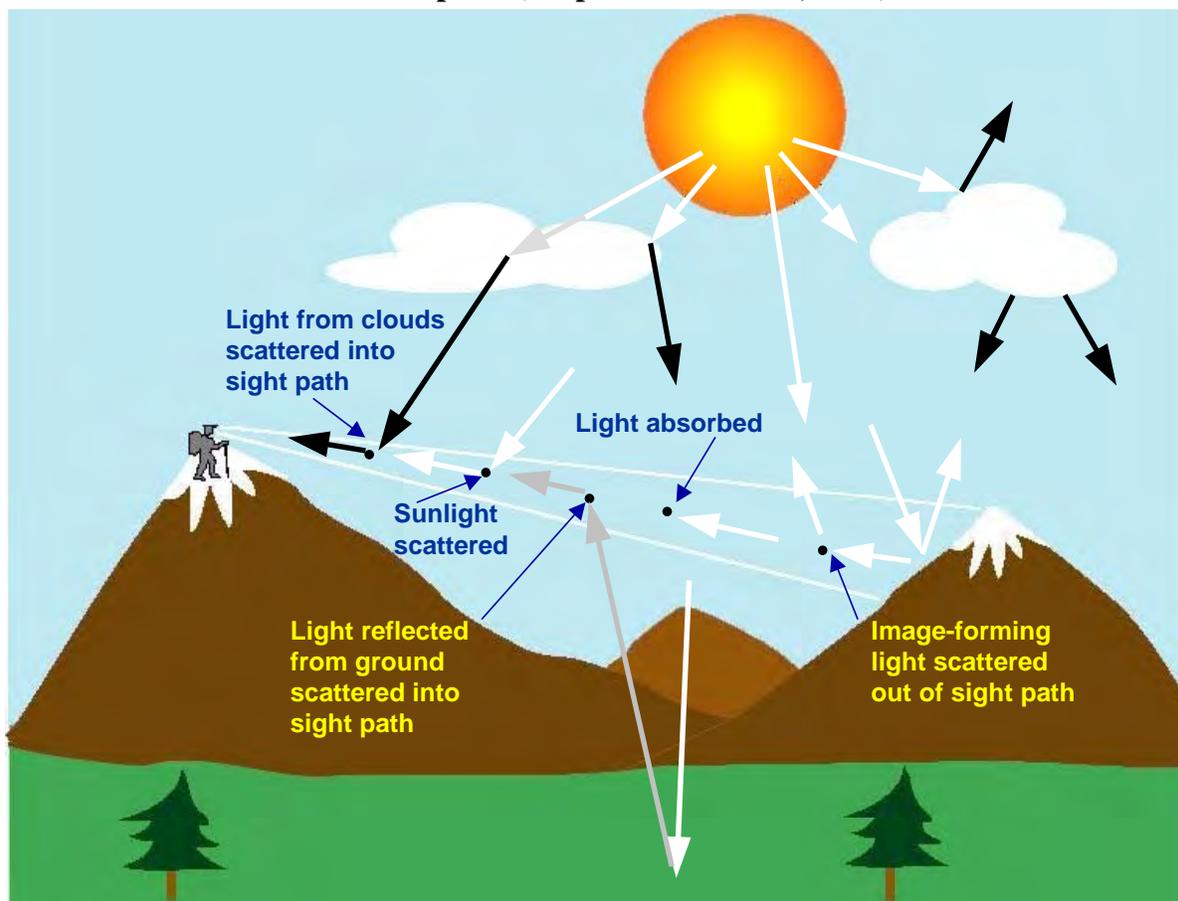
Source: CAMNET, <http://www.hazecam.net>

In simple terms, this hazy effect occurs when small particles and certain gaseous molecules in the atmosphere absorb or scatter visible light, thereby reducing the amount of visual “information” that reaches the observer. This occurs to some extent even under natural conditions, primarily as a result of the light scattering effect of individual air

molecules (known as Rayleigh scattering^e) and of naturally occurring aerosols.^f The substantial visibility impairment caused by manmade pollution, however, is almost entirely attributable to the increased presence of fine particles in the atmosphere.^g

Figure 1-2 presents a simplified schematic of the way such small particles interact with packets of light or “photons” as they travel from a distant object to an observer. Along the way, particles suspended in the air can deflect or scatter some of the photons out of the sight path. Intervening particles can also absorb photons, similarly removing them from the total amount of light reaching the observer.

Figure 1-2. Schematic of visibility impairment due to light scattering and absorption (adapted from Malm, 2000).



^e Because air molecules more effectively scatter light of short wavelengths (i.e., blue light), Rayleigh scattering explains the blue color of the sky.

^f Atmospheric aerosol is a more general term for fine particles suspended in the atmosphere and refers to any particle (solid or liquid) that is suspended in the atmosphere.

^g The only light-absorbing *gaseous* pollutant present in the atmosphere at significant concentrations is nitrogen dioxide (NO₂). However, the contribution of NO₂ to overall visibility impacts in the Northeast is negligible and hence its effects are not generally included in this discussion or in standard calculations of visibility impairment.

At the same time, particles in the air can scatter light into the sight path, further diminishing the quality of the view. The extraneous light can include direct sunlight and light reflected off the ground or from clouds. Because it is not coming directly from the scenic element, this light contains no visual information about that element. When the combination of light absorption and light scattering (both into and out of the sight path) occurs in many directions due to the ubiquitous presence of small particles in the atmosphere, the result is commonly described as “haze.”

1.4. PM_{2.5} Design Values in the MANE-VU Region

SIP developers use monitoring data in several important ways to support SIP activities. This section as well as Section 1.5 present measurements from the FRM and IMPROVE network needed in establishing SIP requirements. Following USEPA guidance (40CFR Part 50, Appendix N; USEPA, 2003a; USEPA, 2003b), we use these data to preview the Design Values and Baseline Conditions that SIP developers must consider for each nonattainment area and Class I area.

The current annual fine particle National Ambient Air Quality Standard was established in 1997 at 15 $\mu\text{g}/\text{m}^3$. To meet this standard, the 3-year average of a site’s annual mean concentration must not be greater than this level. The current daily standard was set at 65 $\mu\text{g}/\text{m}^3$ at the 98th percentile level. To meet this standard, the 98th percentile value (of valid measurements recorded at a site) must not be greater than this level. No counties in MANE-VU have been designated nonattainment for the daily standard, however, the USEPA has revised the NAAQS with respect to the 24-hr average concentrations and states will have to comply with the new standard (35 $\mu\text{g}/\text{m}^3$ at the 98th percentile level) within five years of designations (expected in 2010). Fine particle data from the USEPA’s Air Quality System (AQS) database for years 2002 through 2004 were used to determine the attainment status of monitoring sites in MANE-VU.

Table 1-1 shows a summary of areas found to exceed the annual standard (no areas exceed the daily standard). As tabulated, 12 areas fail to achieve the annual standard, with design values ranging from 15.1 to 20.4 $\mu\text{g}/\text{m}^3$. The nonattainment areas are concentrated in Pennsylvania and the coastal urban corridor. Sulfates and organic carbon represent the largest contributors to these high fine particle levels.

Table 1-1. 2004 PM_{2.5} Design Value for Nonattainment Areas in MANE-VU

State(s)	Nonattainment Area	2004 Annual Design Value	2004 24-hr Design Value
MD	Baltimore	16.3	41
PA	Harrisburg-Lebanon-Carlisle	15.4	41
PA	Johnstown	15.3	40
PA	Lancaster	16.8	42
PA	Liberty-Clairton	20.4	65
MD	Martinsburg, WV-Hagerstown	16.1	39
NY-NJ-CT	New York-N. New Jersey-Long Island	16.8	50
PA-NJ-DE	Philadelphia-Wilmington	15.4	39
PA	Pittsburgh-Beaver Valley	16.5	45
PA	Reading	16.1	42
DC-MD-VA	Washington, DC	15.1	42
PA	York	16.9	43

1.5. Regional haze baseline conditions

The Regional Haze Rule requires states and tribes to submit plans that include calculations of current and estimated baseline and natural visibility conditions. They will use monitoring data from the IMPROVE program as the basis for these calculations. Table 1-2 and Table 1-3 present the five-year average^h of the 20 percent worst day mass concentrations and 20 percent best day mass concentrations respectively in six Class I areas. Five of these areas are in MANE-VU and one (Shenandoah) is nearby but located in a neighboring regional planning organization (RPO) region.ⁱ Table 1-4 and Table 1-5 give the corresponding worst day and best day contributions to particle extinction for the six Class I areas. Each of these tables show the relative percent contribution for all six Class I sites. Sulfate and organic carbon dominate the fine mass, with sulfate even more important to particle extinction.

To guide the states in calculating baseline values of reconstructed extinction and for estimating natural visibility conditions, the USEPA released two documents in the fall of 2003 outlining recommended procedures (USEPA 2003a; USEPA 2003b). Recently, the IMPROVE Steering Committee endorsed an alternative method for the calculation of these values. The IMPROVE alternative methods were used, to create Table 1-6, which provides detail on the uniform visibility goals for the 20 percent worst conditions at the six Class I areas.

^h Great Gulf calculations are based on four years of data (2001-2004).

ⁱ Note that values presented for Shenandoah, a Class I area in the Visibility Improvement State and Tribal Association of the Southeast (VISTAS) region, are for comparative purposes only. VISTAS will determine uniform rates of progress for areas within its region.

The first column of data in Table 1-6 gives the alternative proposed natural background levels for the worst visibility days at these six sites. MANE-VU has decided to use this approach, at least initially, for 2008 SIP planning purposes (NESCAUM, 2006). The second column shows the baseline visibility conditions on the 20 percent worst visibility days. These values are based on IMPROVE data from the official five-year baseline period (2000-2004) and again were calculated using the IMPROVE alternative approach. Using these baseline and natural background estimates, we derive the uniform rate of progress shown in the third column.^j The final column displays the interim 2018 progress goal based on 14 years of improvement at the uniform rate.

Table 1-2. Fine mass and percent contribution for 20 percent worst days

20% Worst-day Fine Mass ($\mu\text{g}/\text{m}^3$)/% contribution to fine mass					
Site	SO₄	NO₃	OC	EC	Soil
Acadia	6.3/ 56%	0.8/ 7%	3.2/ 28%	0.4/ 4%	0.5/ 5%
Brigantine	11.6/ 56%	1.7/ 8%	5.8/ 28%	0.7/ 3%	1/ 5%
Great Gulf	7.3/ 59%	0.4/ 3%	3.8/ 31%	0.4/ 3%	0.6/ 5%
Lye Brook	8.5/ 58%	1.1/ 7%	3.9/ 27%	0.5/ 3%	0.6/ 4%
Moosehorn	5.7/ 54%	0.7/ 7%	3.4/ 32%	0.4/ 4%	0.4/ 4%
Shenandoah	13.2/ 68%	0.7/ 3%	4.2/ 22%	0.6/ 3%	0.7/ 4%

Table 1-3. Fine mass and percent contribution for 20 percent best days

20% Best-day Fine Mass ($\mu\text{g}/\text{m}^3$)/% contribution to fine mass					
Site	SO₄	NO₃	OC	EC	Soil
Acadia	0.8/ 42%	0.1/ 6%	0.8/ 41%	0.1/ 5%	0.1/ 6%
Brigantine	1.8/ 43%	0.5/ 11%	1.5/ 35%	0.2/ 6%	0.2/ 5%
Great Gulf	0.7/ 43%	0.1/ 7%	0.7/ 40%	0.1/ 5%	0.1/ 6%
Lye Brook	0.6/ 44%	0.1/ 11%	0.4/ 33%	0.1/ 5%	0.1/ 7%
Moosehorn	0.8/ 37%	0.1/ 6%	1/ 47%	0.1/ 5%	0.1/ 5%
Shenandoah	1.4/ 45%	0.5/ 16%	1/ 29%	0.2/ 5%	0.2/ 5%

^j We calculate the rate of progress as (baseline – natural background)/60 to yield the annual deciview (dv) improvement needed to reach natural background conditions in 2064, starting from the 2004 baseline.

Table 1-4. Particle extinction and percent contribution for 20 percent worst days

20% Worst-day particle extinction (Mm⁻¹) /% Contribution to particle extinction						
Site	SO₄	NO₃	OC	EC	Soil	CM
Acadia	69.2/ 64%	8/ 7%	11.2/ 10%	4.3/ 4%	0.5/ 0%	1.9/ 2%
Brigantine	127.1/ 66%	15.7/ 8%	24.2/ 13%	7/ 4%	1/ 1%	5.4/ 3%
Great Gulf	76.6/ 68%	3/ 3%	14.4/ 13%	3.9/ 3%	0.6/ 1%	3/ 3%
Lye Brook	87.3/ 67%	9.1/ 7%	15.3/ 12%	4.8/ 4%	0.6/ 0%	1.8/ 2%
Moosehorn	58.5/ 60%	6.4/ 7%	11.9/ 12%	4.4/ 5%	0.4/ 0%	2.1/ 3%
Shenandoah	155.5/ 79%	5.8/ 3%	16.1/ 8%	5.7/ 3%	0.7/ 0%	2.5/ 1%

Table 1-5. Particle extinction and percent contribution for 20 percent best days

20% Best-day particle extinction (Mm⁻¹) /% Contribution to particle extinction						
Site	SO₄	NO₃	OC	EC	Soil	CM
Acadia	6.8/ 28%	1.1/ 4%	2.2/ 9%	0.9/ 4%	0.1/ 0%	0.7/ 6%
Brigantine	14.8/ 35%	3.9/ 9%	4.5/ 11%	2.4/ 6%	0.2/ 1%	3.2/ 11%
Great Gulf	5.8/ 27%	1/ 4%	2/ 9%	0.8/ 4%	0.1/ 0%	0.9/ 8%
Lye Brook	4.4/ 23%	1.2/ 6%	1.3/ 7%	0.6/ 3%	0.1/ 0%	0.5/ 6%
Moosehorn	6.7/ 26%	1.1/ 4%	3.1/ 12%	1/ 4%	0.1/ 0%	1.1/ 8%
Shenandoah	11.2/ 36%	4.2/ 13%	2.9/ 9%	1.6/ 5%	0.2/ 1%	1.1/ 5%

Table 1-6. Natural background and baseline calculations for select Class I areas

Site	20 % Worst Days Natural Background (dv)	20% Worst Days Baseline 2000-04(dv)	Uniform Rate (dv/yr)	Interim Progress Goal 2018 (dv)	20% Best Days Baseline 2000-04(dv)
Acadia	12.54	22.89	0.17	20.47	8.77
Brigantine	12.34	29.01	0.28	25.12	14.33
Great Gulf	12.12	22.82	0.18	20.32	7.66
Lye Brook	11.85	24.44	0.21	21.50	6.37
Moosehorn	12.10	21.72	0.16	19.48	9.15
Dolly Sods	10.45	29.05	0.31	24.71	12.28
James River Face	11.20	29.12	0.30	24.94	14.21
Shenandoah	11.44	29.31	0.30	25.14	10.92

As demonstrated in Table 1-2, the inorganic constituents of fine particles, sulfates and nitrates are the dominant contributors to visibility impairment, accounting for about 80 percent of total particle extinction. Within the MANE-VU sites, the relative split between these two components is ~8 to 1 sulfate to nitrate (at Shenandoah, the average 20 percent worst day contribution of sulfates is even more dominant). Carbonaceous components account for the bulk of the remaining particle extinction, ranging from 12 to nearly 20 percent, mostly in the form of organic carbon. The remaining components add little to the extinction budget on the worst days, with a few percent attributable to coarse mass and around a half percent from fine soil.

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2. A DETAILED LOOK AT FINE PARTICLE POLLUTION AND REGIONAL HAZE IN THE MANE-VU REGION

Developing a conceptual description of fine particle pollution or regional haze requires combining experience and atmospheric-science expertise with multiple data sources and analysis techniques. This includes measured data on ambient pollutant concentrations as well as emission inventory and meteorological data, chemical transport modeling, and observationally based models (NARSTO, 2003). Here, we begin with a conceptual description based on the existing scientific literature and regional data analyses concerning PM_{2.5} and its effect on visibility. This includes numerous review articles and reports on the subject. Subsequent chapters review monitoring data, emissions inventory information, and modeling results to support the conceptual understanding of regional fine particle pollution presented here.

Most past assessments of fine particle pollution and visibility impairment have tended to be national in scope. For purposes of this discussion, we have selectively reviewed the literature in order to present a distinctly eastern U.S. focus. While we already know much about fine particle pollution and visibility impairment and their causes in the MANE-VU region (see NESCAUM, 2001, 2006; NARSTO, 2003; Watson, 2002), significant gaps in understanding remain with respect to the nitrate and organic component of PM_{2.5}. While research continues, we have assembled the relevant information that is available to provide an overview of our current understanding of the regional context for PM_{2.5} nonattainment and visibility impairment in the MANE-VU region.

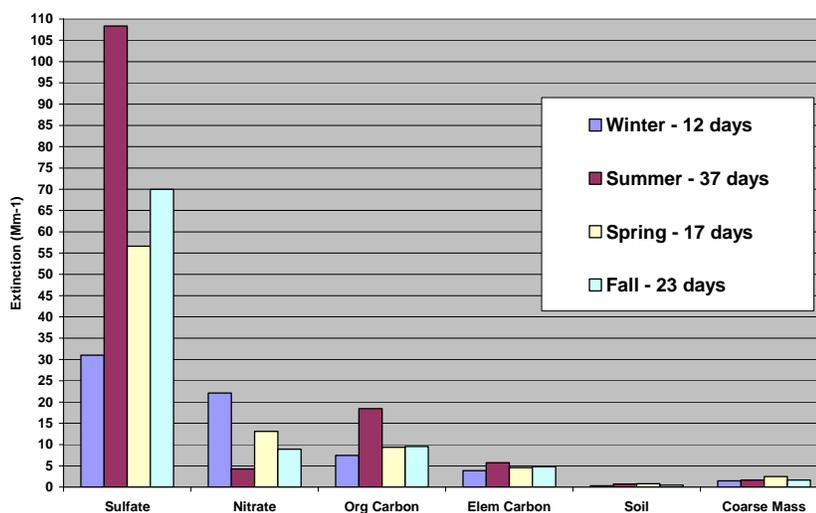
2.1. Chemical composition of particulate matter in the rural MANE-VU region

Sulfate alone accounts for anywhere from one-half to two-thirds of total fine particle mass on high PM_{2.5} days in rural areas of MANE-VU. Even on low PM_{2.5} days, sulfate generally accounts for the largest fraction (40 percent or more) of total fine particle mass in the region (NESCAUM, 2001, 2004b). Sulfate accounts for a major fraction of PM_{2.5}, not only in the Northeast but across the eastern United States (NARSTO, 2003).

After sulfate, organic carbon (OC) consistently accounts for the next largest fraction of total fine particle mass. Its contribution typically ranges from 20 to 30 percent of total fine particle mass on the days with the highest levels of PM_{2.5}. The fact that the contribution from organic carbon can be as high as 40 percent at the more rural sites on low PM_{2.5} days is likely indicative of the role played by organic emissions from vegetation (so-called “biogenic hydrocarbons”).

Relative contributions to overall fine particle mass from nitrate (NO₃), elemental carbon, and fine soil are all smaller (typically under 10 percent), but the relative ordering among the three species varies with location and season. Figure 2-1 below, reflects the difference between nitrate and organic contributions to rural fine particle concentrations during different seasons (monitoring data for additional sites in the MANE-VU region are in Appendix B).

Figure 2-1. Comparison of contributions during different seasons at Lye Brook Watershed Area on 20% worst visibility (high PM_{2.5}) days (2000-2003).

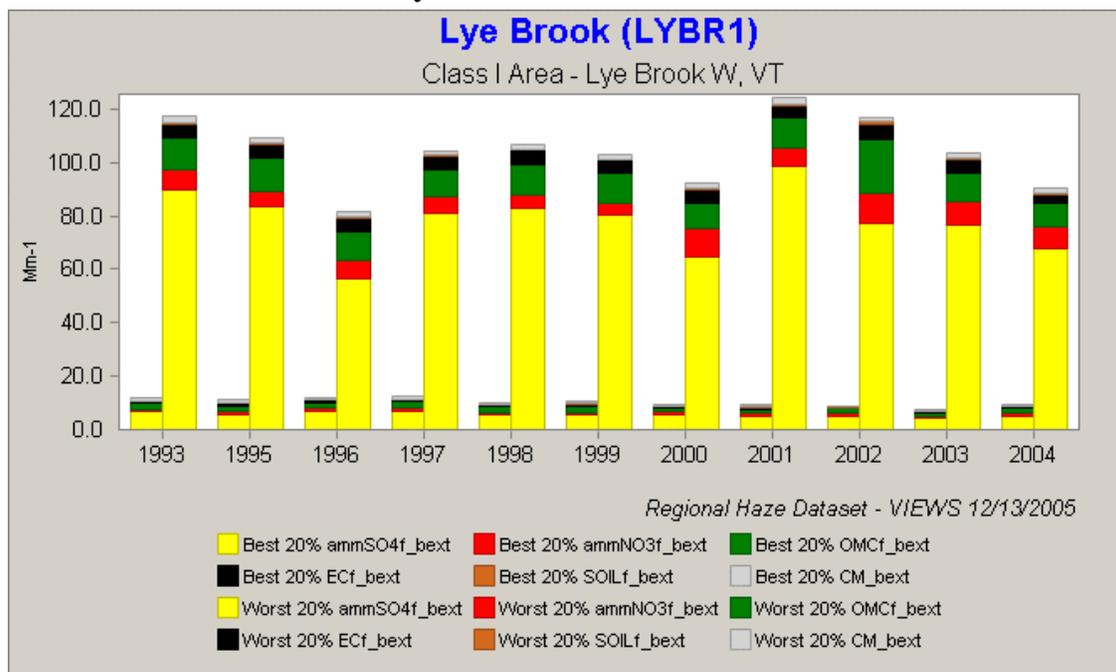


Almost all particle sulfate originates from sulfur dioxide (SO₂) oxidation and typically associates with ammonium (NH₄) in the form of ammonium sulfate ((NH₄)₂SO₄). Ninety-five percent of SO₂ emissions are from anthropogenic sources (primarily from fossil fuel combustion), while the majority of ammonium comes from agricultural activities and, to a lesser extent, from transportation sources in some areas (NARSTO, 2003).

Two major chemical pathways produce sulfate from SO₂ in the atmosphere. In the gas phase, production of sulfate involves the oxidation of SO₂ to sulfuric acid (H₂SO₄), ammonium bisulfate (NH₄HSO₄), or ammonium sulfate, depending on the availability of ammonia (NH₃). In the presence of small wet particles (typically much, much smaller than rain drops or even fog), a highly efficient aqueous phase process can oxidize SO₂ to sulfate extremely quickly (~10 percent per hour).

Not only is sulfate the dominant contributor to fine particle mass in the region, it accounts for anywhere from 60 percent to almost 80 percent of the *difference* between fine particle concentrations and extinction on the lowest and highest mass days at rural locations in the northeast and mid-Atlantic states (See Figure 2-2). Notably, at urban locations such as Washington DC, sulfate accounts for only about 40 percent of the difference in average fine particle concentrations for the 20 percent most versus least visibility impaired days (NESCAUM, 2001).

Figure 2-2. Comparison of species contributions on best and worst days at Lye Brook Wilderness Area.



2.2. Rural versus urban chemistry

Contributions to fine particle mass concentrations at rural locations include long-range pollutant transport as well as non-anthropogenic background contributions. Urban areas generally show mean PM_{2.5} levels exceeding those at nearby rural sites. In the Northeast, this difference implies that local urban contributions are roughly 25 percent of the annual mean urban concentrations, with regional aerosol contributing the remaining, and larger, portion (NARSTO, 2003).

This rural versus urban difference in typical concentrations also emerges in a source apportionment analysis of fine particle pollution in Philadelphia (see Chapter 10 of NARSTO, 2003) using two different mathematical models, UNMIX and Positive Matrix Factorization (PMF). This analysis provides additional insight concerning sources of fine particle pollution in urban areas of the densely populated coastal corridor between Washington DC and New England. Specifically, this analysis found the following apportionment of PM_{2.5} mass in the study area:

- Local SO₂ and sulfate: ~ 10 percent
- Regional sulfate: ~ 50 percent
- Residual oil: 4-8 percent
- Soil: 6-7 percent
- Motor vehicles: 25-30 percent

The analysis does not account for biogenic sources, which most likely are embedded in the motor vehicle fraction (NARSTO, 2003). The Philadelphia study suggests that both local pollution from nearby sources and transported “regional”

pollution from distant sources contribute to the high sulfate concentrations observed in urban locations along the East Coast on an annual average basis. Summertime sulfate and organic carbon are strongly regional in eastern North America. Typically 75–95 percent of the urban sulfate concentrations and 60–75 percent of the urban OC concentrations arise from cumulative region-wide contributions (NARSTO, 2003). Urban air pollutants are essentially added on top of this regional background. Nitrate plays a noticeably more important role at urban sites compared to northeastern and mid-Atlantic rural monitoring sites, perhaps reflecting a greater contribution from vehicles and other urban pollution sources (NESCAUM, 2001).

It is difficult to discern any significant meaning about the cause of “excess” mass from a single pair of sites. There are many factors that influence the concentrations at a particular site and it is likely that for every pair of sites that shows an urban excess, one could find some pair of locations that might show something similar to an urban “deficit.” While paired sites from an urban and a rural location will *typically* show greater concentrations in the urban location and lower levels of pollution in rural areas, great care must be exercised in the interpretation of any two-site analysis such as the comparisons of speciated components of PM_{2.5} presented here. Nonetheless, such comparisons do provide a general feel for the typical chemical composition of PM_{2.5} in the eastern U.S. and the relative differences in chemical composition between rural and more urban locations. More detailed, “network”-wide analyses (e.g., see NESCAUM 2004b; relevant sections are attached in Appendix C to this report) indicate that the results provided are not anomalous of typical urban environments in the MANE-VU region.

Figure 2-3 and Figure 2-4 compare two urban-rural pairs of speciation monitors: the New York nonattainment area (Elizabeth and Chester, New Jersey) and the Boston metropolitan area (Boston and Quabbin Reservoir, Massachusetts). The first three sites are Speciation Trends locations, while the Reservoir site is part of the IMPROVE protocol network.^k

^k To provide a more direct comparison of the differences between the urban and rural sites, only those days for which both monitors in a pair had data were used. Four seasonal averages were computed for 2002, with seasons defined as winter (January, February, December), spring (March, April, May), Summer (June, July, August) and Fall (September, October, November). July 7 was excluded from the analysis because the Quebec forest fires affecting the region on that day would have dominated the summertime averages. The major fine particle species categories considered included ammonium sulfate, ammonium nitrate, organic carbon, elemental carbon, and soil mass. The traditional assumptions about these constituents were made; all sulfate was fully neutralized and a multiplier of 1.4 was used to account for mass of organic carbon. An “other PM_{2.5} mass” category was created to delineate the difference between gravimetric mass determined from the Teflon filter and the reconstructed mass sum of the individual mass constituents. Where no “other” mass is graphed, the sum of the species either equaled or exceeded the directly measured mass. No adjustments were made to account for the different operational definitions of carbon between the IMPROVE and STN networks. Average blank corrections were applied to all samples. In the case of New York City, both rural and urban monitors were STN. The Boston pair reflects not only inter-site differences, but also differences in definition of organic and elemental carbon. However, the general interpretation of the data differences remains consistent. Based on current understanding, the rural elemental carbon would be even lower than what is shown on the graph if it were made consistent with the STN definition of EC. Likewise, the organic carbon value would increase slightly for the rural value, as the

Figure 2-3. New York nonattainment area (Elizabeth, NJ) compared to an upwind background site (Chester, NJ)

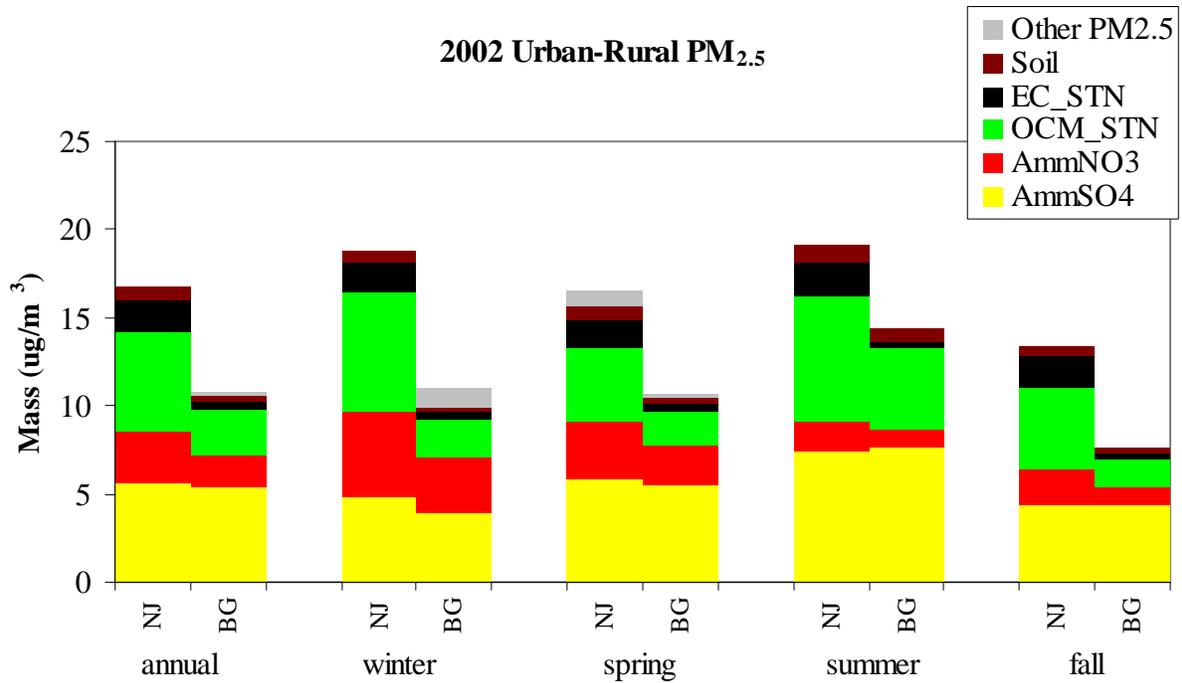
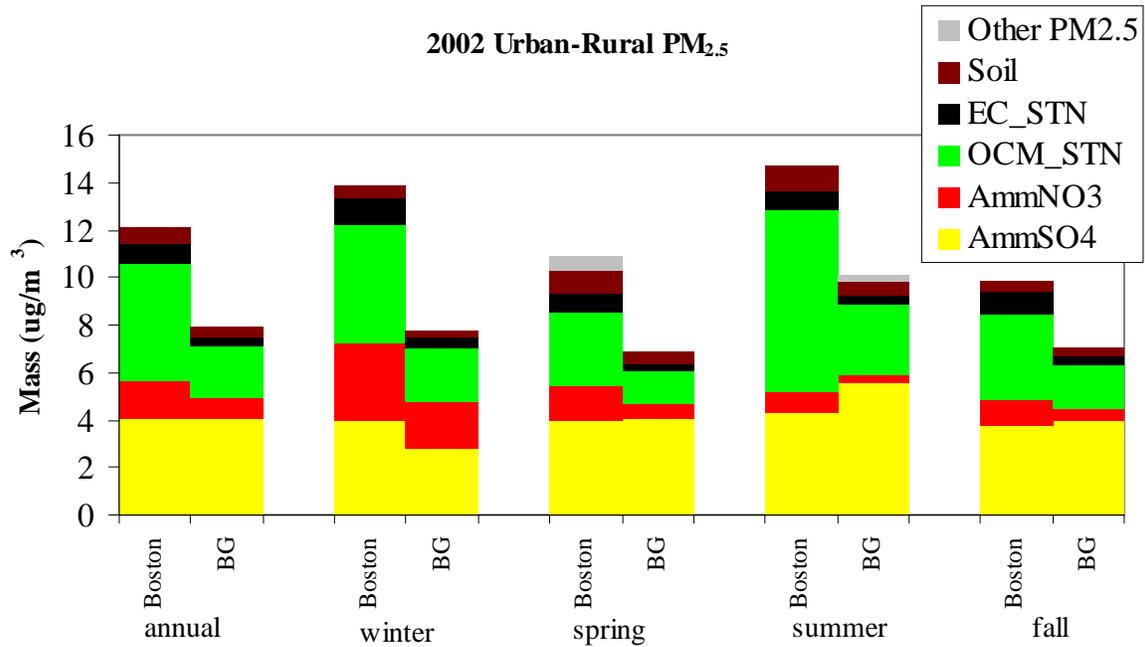


Figure 2-4. Boston urban area (Boston, MA) compared to an upwind background site (Quabbin Reservoir, MA)



EC would be allocated to OC. The urban OC levels are so much greater than those in the rural area that a

The urban-rural differences show consistency for both the New York City nonattainment area and Boston. On an annual scale, the sulfate levels are comparable, with increased mass loading at these urban sites driven primarily by differences in nitrates and carbon with smaller differences in “soil” levels. One interesting aspect of this comparison is the seasonal differences in the urban-rural sulfate split. On an annual basis, sulfate appears to be similar at urban and rural locations (based on these two pair of sites); however, during the colder months, the urban sulfate levels are elevated relative to the rural levels. This behavior is opposite during the summer. During the wintertime, the Northeast urban corridor itself is a substantial source of sulfur emissions. These local emissions can be trapped near the surface during the winter and have a corresponding higher impact on the urban area relative to the rural area.

For both urban and rural areas, the summertime OC levels are significantly greater than wintertime concentrations. Although the oxidation chemistry slows in winter, the cooler temperatures change the phase dynamics, driving more mass into the condensed over the gas phase. This along with more frequent temperature inversions (which limit atmospheric ventilation of the urban boundary layer) can lead to the observed increases in the relative influence of both organic and nitrate levels during winter months. EC, OC, and nitrate all are observed to have higher measured levels in the urban area (but still lower than the comparable summer values measured at the same sites), driven by local sources of these constituents.

2.3. Geographic considerations and attribution of PM_{2.5}/haze contributors

In the East, both annual average and maximum daily fine particle concentrations are highest near heavily industrialized areas and population centers. Not surprisingly, given the direct connection between fine particle pollution and haze, the same pattern emerges when one compares measures of light extinction on the most and least visibility impaired days at parks and wilderness areas subject to federal haze regulations in the MANE-VU region (NESCAUM, 2001). An accumulation of particle pollution often results in hazy conditions extending over thousands of square kilometers (km²) (NARSTO, 2003). Substantial visibility impairment is a frequent occurrence in even the most remote and pristine areas of the MANE-VU region (NESCAUM, 2001).

PM_{2.5} mass declines fairly steadily along a southwest to northeast transect of the MANE-VU region. This decline is consistent with the existence of large fine particle emissions sources (both primary and secondary) to the south and west of MANE-VU. This trend is driven, in large part, by the marked southwest-to-northeast gradient in ambient sulfate concentrations during three seasons of the year as illustrated in Figure 2-5. Wintertime concentrations, by contrast, are far more uniform across the entire region. Figure 2-6 shows that on an annual basis, both total PM_{2.5} and sulfate mass are highest in the southwestern portions of the MANE-VU region (note the different scales for each pollutant). High concentrations of nitrate and organic particle constituents, which play a role in localized wintertime PM_{2.5} episodes, tend to be clustered along the northeastern urban corridor and in other large urban centers.

slight increase in rural OC makes little difference.

Figure 2-5. 2002 Seasonal average SO₄ based on IMPROVE and STN data

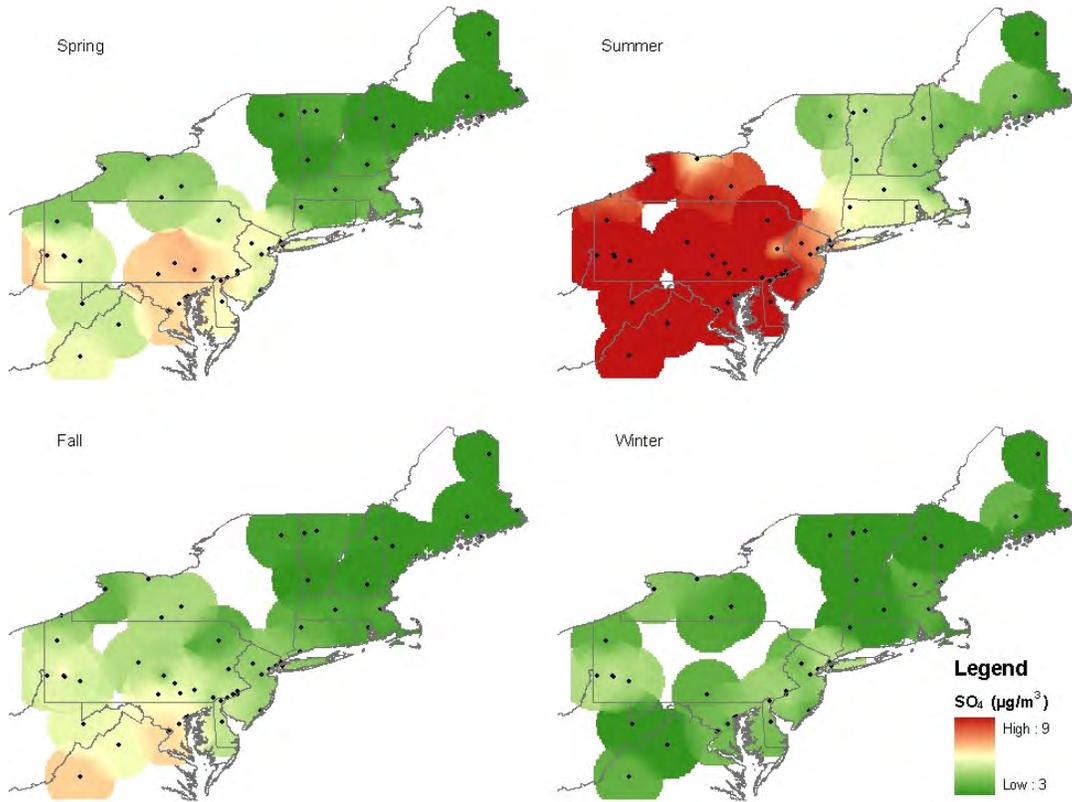
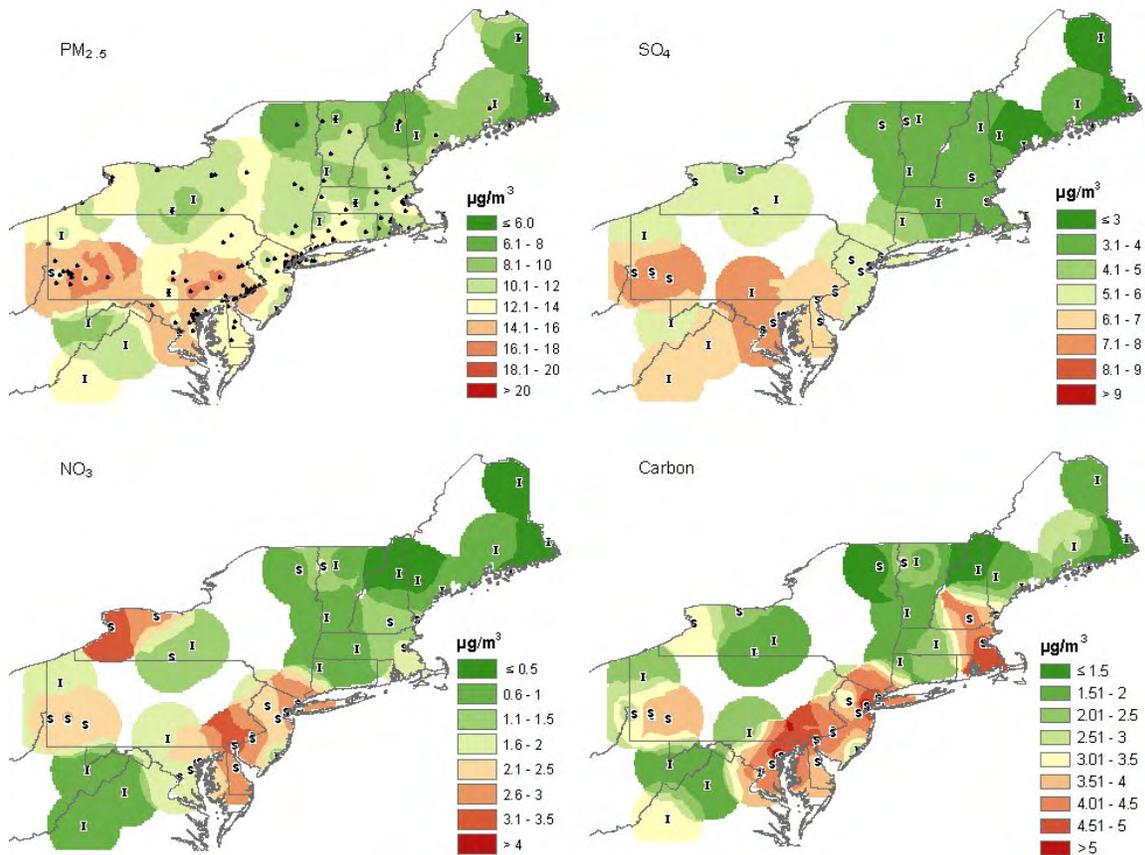


Figure 2-6. 2002 Annual average PM_{2.5}, sulfate, nitrate and total carbon for MANE-VU based on IMPROVE (I) and STN (S) data. PM_{2.5} mass data are supplemented by measurements from the FRM network (•).



While these figures provide some preliminary context for identifying sources contributing to the region's particulate matter and visibility problems, they say nothing about the relative efficiency of a state's or region's emissions in contributing to the problem. It is clear that distance from the emissions source matters. Local, nearby sources are exceedingly important and sources within about 200 km are much more efficient (on a per ton emitted basis) at producing pollution impacts at eastern Class I sites such as Shenandoah National Park than emissions sources farther away (USNPS, 2003). In general, the "reach" of sulfate air pollution resulting from SO₂ emissions is longest (650–950 km). The reach of ammonia emissions or reduced nitrogen relative to nutrient deposition is the shortest (around 400 km), while oxides of nitrogen and sulfur — in terms of their impacts with respect to acidic deposition — have a reach between 550–650 km and 600–700 km, respectively (USNPS, 2003).

Monitoring evidence indicates that non-urban visibility impairment in eastern North America is predominantly due to sulfate particles, with organic particles generally second in importance (NARSTO, 2003). This makes sense, given the "long reach" of SO₂ emissions once they are chemically transformed into sulfate and given the ubiquitous nature of OC sources in the East. The poorest visibility conditions occur in highly industrialized areas encompassing and adjacent to the Ohio River and Tennessee Valleys. These areas feature large coal-burning power stations, steel mills, and other large emissions sources. Average fine particle concentrations and visibility conditions are also poor in the highly populated and industrialized mid-Atlantic seaboard but improve gradually northeast of New York City (Watson, 2002).

A review of source apportionment and ensemble trajectory analyses conducted by USEPA (2003) found that all back trajectory analyses for eastern sites associated sulfate with the Ohio River Valley area. These studies also are frequently able to associate other types of industrial pollutants (e.g., copper or zinc smelting, steel production, etc.) with known source areas, lending credibility to their performance. Several studies in the USEPA review noted transport across the Canadian border, specifically sulfates from the midwestern United States into Canada, and smelter emissions from Canada into the northeastern United States.

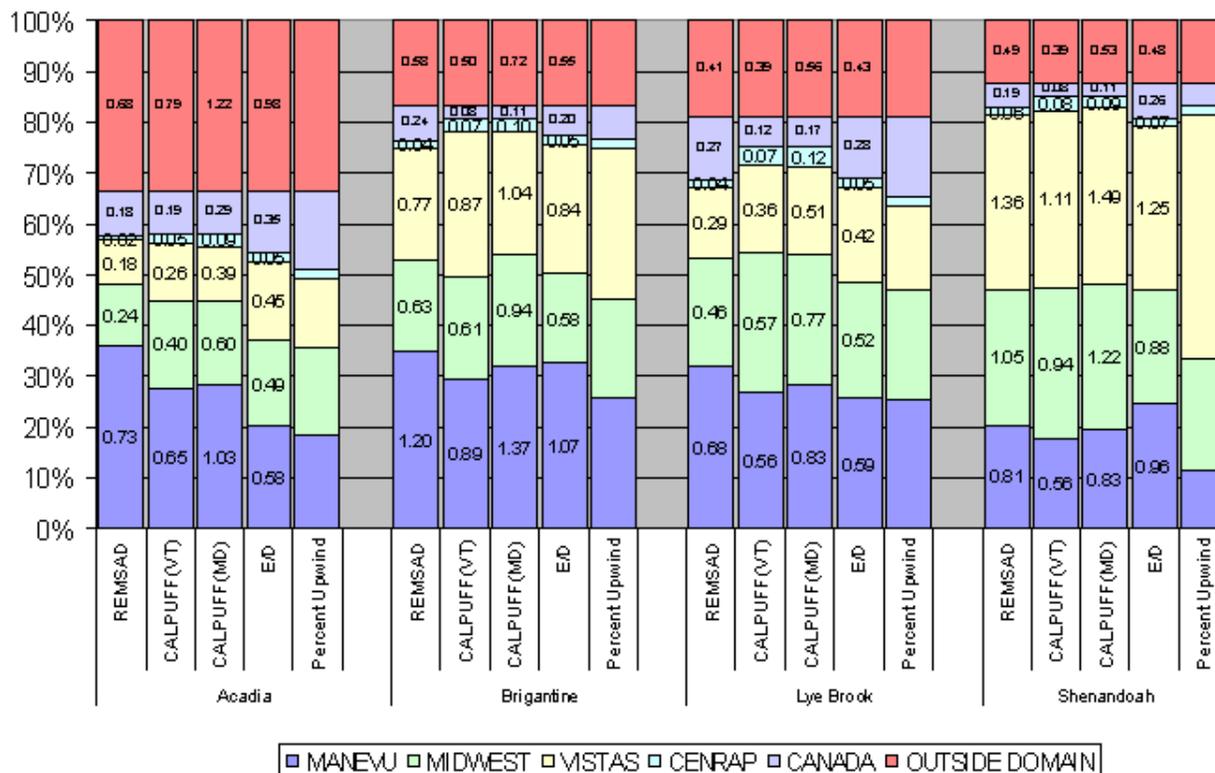
A recent, comprehensive analysis of air quality problems at Shenandoah National Park conducted by the U.S. National Park Service (USNPS, 2003) focused on contributions to particulate pollution and visibility impairment south of the MANE-VU region. In descending order of importance, the Park Service analysis determined that Ohio, Virginia, West Virginia, Pennsylvania, and Kentucky comprise the top five of 13 key states contributing to ambient sulfate concentrations and haze impacts at the park. West Virginia, Ohio, Virginia, Pennsylvania, and Kentucky comprise the top five contributing states with respect to sulfur deposition impacts at the park. Finally, Virginia, West Virginia, Ohio, Pennsylvania, and North Carolina were found to be the top five states contributing to deposition impacts from oxidized nitrogen at the park (USNPS, 2003).

In sum, the Park Service found that emission sources located within a 200 km (125 mile) radius of Shenandoah cause greater visibility and acidic deposition impacts at the park, on a per ton basis, than do more distant emissions sources (USNPS, 2003). When mapping deposition and concentration patterns for all three pollutants using

contour lines, the resulting geographic pattern shows a definite eastward tilt in the area of highest impact. This is the result of prevailing wind patterns, which tend to transport most airborne pollutants in an arc¹ from the north-northeast to the east. The Park Service found, for example, that emissions originating in the Ohio River Valley end up three times farther to the east than to the west (USNPS, 2003).

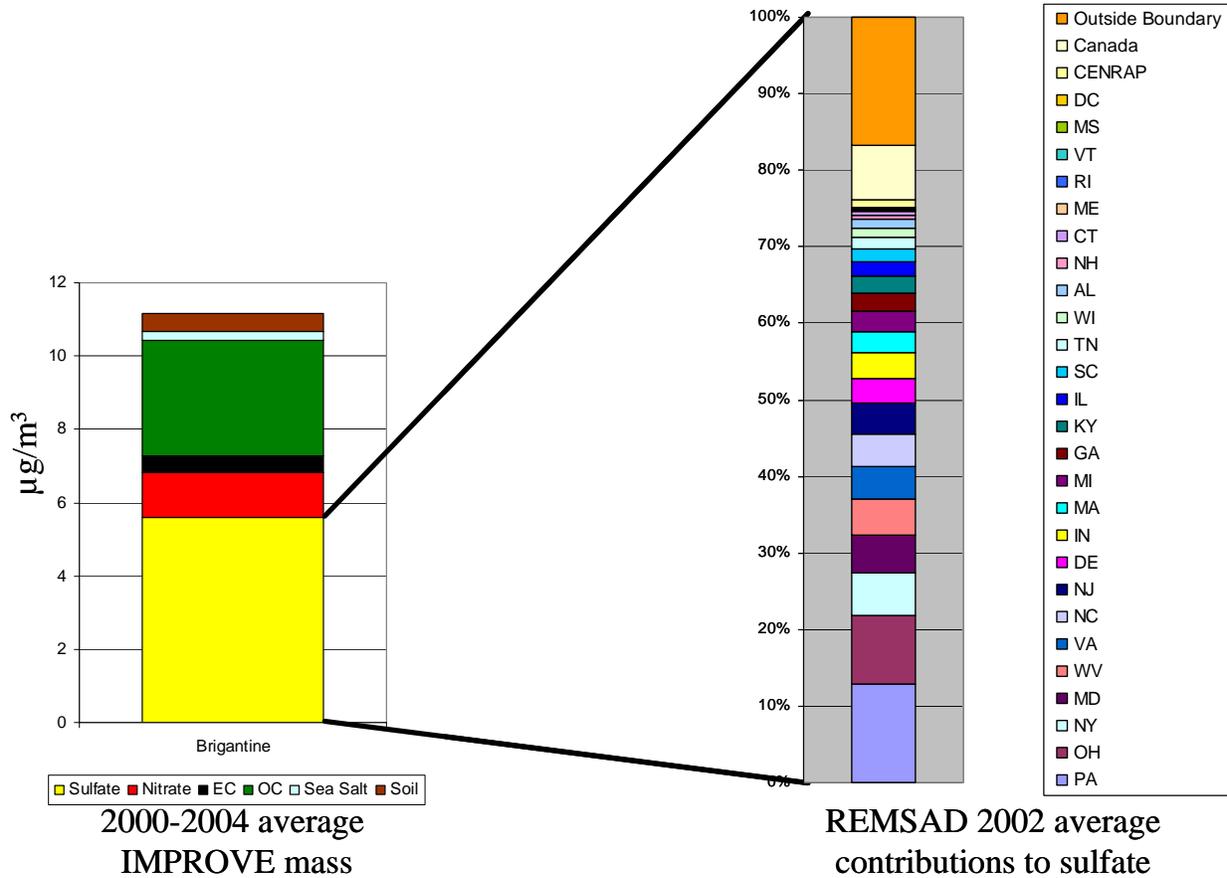
The recent sulfate attribution work completed by MANE-VU (NESCAUM, 2006) finds that a variety of different states contribute to observed sulfate in rural locations across the MANE-VU region, but that in the southwest portions of the region, neighboring RPOs contribute to a more significant degree relative to rural areas in the Northeast. Figure 2-7 shows relative contributions of RPOs to sulfate at three MANE-VU Class I areas and one VISTAS Class I area based on a variety of analysis methods. Figure 2-8 shows the individual state contributions to sulfate at Brigantine Wilderness Area on the New Jersey coast according to tagged REMSAD modeling.

Figure 2-7. 2002 Annual average contribution to PM_{2.5} sulfate as determined by multiple analysis methods for four Class I areas spanning MANE-VU and Virginia



¹ The prevailing winds are eastward to northeast. This leads to greater pollution transport to the east-northeast relative to other directions.

Figure 2-8. 2002 Annual average mass contribution to PM_{2.5} at Brigantine Wilderness in New Jersey (IMPROVE) and sulfate contributions as determined by tagged REMSAD model simulations (NESCAUM, 2006)



2.4. CAIR Modeling

The CAIR modeling by the USEPA provides information on the upwind areas (by state) contributing to downwind nonattainment for PM_{2.5} in MANE-VU counties. Table 2-1 presents the upwind states significantly contributing to PM_{2.5} nonattainment in counties within MANE-VU during 2001, according to significance criteria used by the USEPA (USEPA, 2005, from Table VII-3). The states listed in the table as significantly contributing to downwind nonattainment in MANE-VU counties include states outside of MANE-VU, indicating the broad regional scale of the PM_{2.5} transport problem.

Table 2-2 provides the maximum contribution from each state to annual average PM_{2.5} nonattainment in a downwind state (not necessarily restricted to MANE-VU nonattainment counties) based on CAIR modeling.

Table 2-1. Upwind states that make a significant contribution to PM_{2.5} in each downwind nonattainment county (2001 modeling).

Downwind State/County		Upwind States									
DE	New Castle	MD/DC	MI	NY	OH	PA	VA	WV			
DC	District of Columbia	NC	OH	PA	VA	WV					
MD	Anne Arundel	NC	OH	PA	VA	WV					
MD	Baltimore City	NC	OH	PA	VA	WV					
NJ	Union	MD/DC	MI	NY	OH	PA	WV				
NY	New York	MD/DC	OH	PA	WV						
PA	Allegheny	IL	IN	KY	MI	OH	WV				
PA	Beaver	IN	MI	OH	WV						
PA	Berks	MD/DC	MI	NY	OH	VA	WV				
PA	Cambria	IN	MD/DC	MI	OH	WV					
PA	Dauphin	MD/DC	MI	OH	VA	WV					
PA	Delaware	MD/DC	MI	OH	VA	WV					
PA	Lancaster	IN	MD/DC	MI	NY	OH	VA	WV			
PA	Philadelphia	MD/DC	MI	OH	VA	WV					
PA	Washington	IN	KY	MI	OH	WV					
PA	Westmoreland	IN	KY	MD/DC	MI	OH	WV				
PA	York	MD/DC	MI	OH	VA	WV					

Table 2-2. Maximum downwind PM_{2.5} contribution (µg/m³) for each of the 37 upwind states (2001 data).

Upwind State	Maximum Downwind Contribution	Upwind State	Maximum Downwind Contribution
Alabama	0.98	Nebraska	0.07
Arkansas	0.19	New Hampshire	<0.05
Connecticut	<0.05	New Jersey	0.13
Delaware	0.14	New York	0.34
Florida	0.45	North Carolina	0.31
Georgia	1.27	North Dakota	0.11
Illinois	1.02	Ohio	1.67
Indiana	0.91	Oklahoma	0.12
Iowa	0.28	Pennsylvania	0.89
Kansas	0.11	Rhode Island	<0.05
Kentucky	0.9	South Carolina	0.4
Louisiana	0.25	South Dakota	<0.05
Maine	<0.05	Tennessee	0.65
Maryland/DC	0.69	Texas	0.29
Massachusetts	0.07	Vermont	<0.05
Michigan	0.62	Virginia	0.44
Minnesota	0.21	West Virginia	0.84
Mississippi	0.23	Wisconsin	0.56
Missouri	1.07		

2.5. Seasonal differences

Eastern and western coastal regions of the United States and Canada show marked seasonality in the concentration and composition of fine particle pollution, while central interior regions do not (NARSTO, 2003). While MANE-VU extends inland as far as the Pennsylvania and Ohio border, the majority of PM_{2.5} NAAQS nonattainment areas and Class I areas affected by the Regional Haze Rule cluster along the East Coast and thus typically show strong seasonal influences. Maximum PM_{2.5} concentrations typically occur during the summer over most of the rural Northeast, with observed summer values for rural areas in the region, on average, twice those of winter. In urban locations, summertime and wintertime PM_{2.5} levels are more comparable and whether one season dominates over the other is more of a function of inter-annual variability of meteorology and fire activity (i.e., summertime fire activity can push average PM_{2.5} values higher in some years). As described below, the reason for the wintertime strength of PM_{2.5} levels in urban areas is related to the greater concentration of local pollution that accumulates when temperature inversions are present, significantly boosting the wintertime PM_{2.5} levels. Winter nitrate concentrations are generally higher than those observed in summer and, as mentioned above, urban concentrations typically exceed rural concentrations year-round. In addition, local mobile source carbon grows in importance during wintertime. Hence, in some large urban areas such as Philadelphia and New York City, peak concentrations of PM_{2.5} can occur in winter.

The conceptual descriptions that explain elevated regional PM_{2.5} peak concentrations in the summer differs significantly from those that explain the largely urban peaks observed during winter. On average, summertime concentrations of sulfate in the northeastern United States are more than twice that of the next most important fine particle constituent, OC, and more than four times the combined concentration of nitrate and black carbon (BC) constituents (NARSTO, 2003). Episodes of high summertime sulfate concentrations are consistent with stagnant meteorological flow conditions upwind of MANE-VU and the accumulation of airborne sulfate (via atmospheric oxidation of SO₂) followed by long-range transport of sulfur emissions from industrialized areas within and outside the region.

National assessments (NARSTO, 2003) have indicated that in the winter, sulfate levels in urban areas are almost twice as high as background sulfate levels across the eastern U.S., indicating that the local urban contribution to wintertime sulfate levels is comparable in magnitude to the regional sulfate contribution from long-range transport. MANE-VU's network analysis for the winter of 2002 suggests that the local enhancement of sulfate in urban areas of MANE-VU is somewhat less with ranges from 25 to 40% and that the long-range transport component of PM_{2.5} sulfate is still the dominant contributor in most eastern cities.

In the winter, urban OC and sulfate each account for about a third of the overall PM_{2.5} mass concentration observed in Philadelphia and New York City. Nitrate also makes a significant contribution to urban PM_{2.5} levels observed in the northeastern United States during the winter months. Wintertime concentrations of OC and NO₃ in urban areas can be twice the average regional concentrations of these pollutants,

indicating the importance of local source contributions (NARSTO, 2003). This is likely because winter conditions are more conducive to the formation of local inversion layers that prevent vertical mixing. Under these conditions, emissions from tailpipe, industrial, and other local sources become concentrated near the Earth’s surface, adding to background pollution levels associated with regionally transported emissions.

It is worth noting that while sulfate plays a significant role in episodes of elevated particle pollution during summer and winter months, the processes by which sulfate forms may vary seasonally. Nearly every source apportionment study reviewed by USEPA (2003) identified secondary sulfate originating from coal combustion sources as the largest or one of the largest contributors to overall fine particle mass in the region. It often accounted for more than 50 percent of PM_{2.5} mass at some locations during some seasons. In a few cases, source apportionment studies identified a known local source of sulfate, but most assessments (in conjunction with back trajectory analysis) have pointed to coal-fired power plants in the Midwest as an important source for regional sulfate. Studies with multiple years of data have also tended to identify a distinguishable chemical “signature” for winter versus summer sources of sulfate, with the summer version typically accounting for a greater share of overall fine particle mass. Researchers have speculated that the two profiles represent two extremes in the chemical transformation processes that occur in the atmosphere between the source regions where emissions are released and downwind receptor sites. We note that while coal combustion is often referred to as the “sulfate source” because of the dominance of its sulfate contribution, coal combustion is often a source of significant amounts of organic carbon and is usually the single largest source of selenium (Se) and other heavy metal trace elements (USEPA, 2003).

Figure 2-9. Moving 60-day average of fine aerosol mass concentrations based on long-term data from two northeastern cities

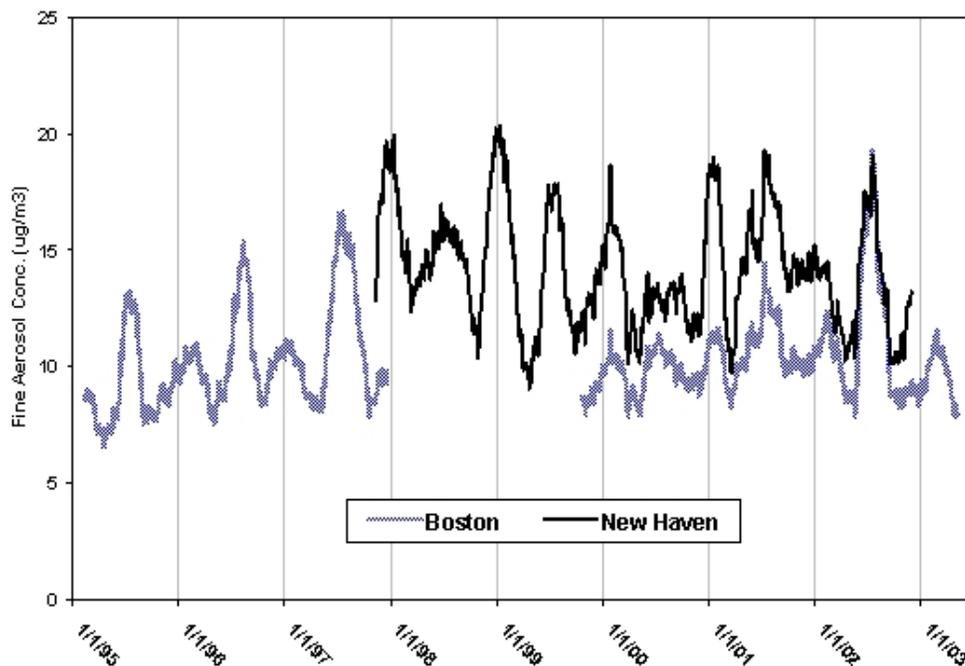
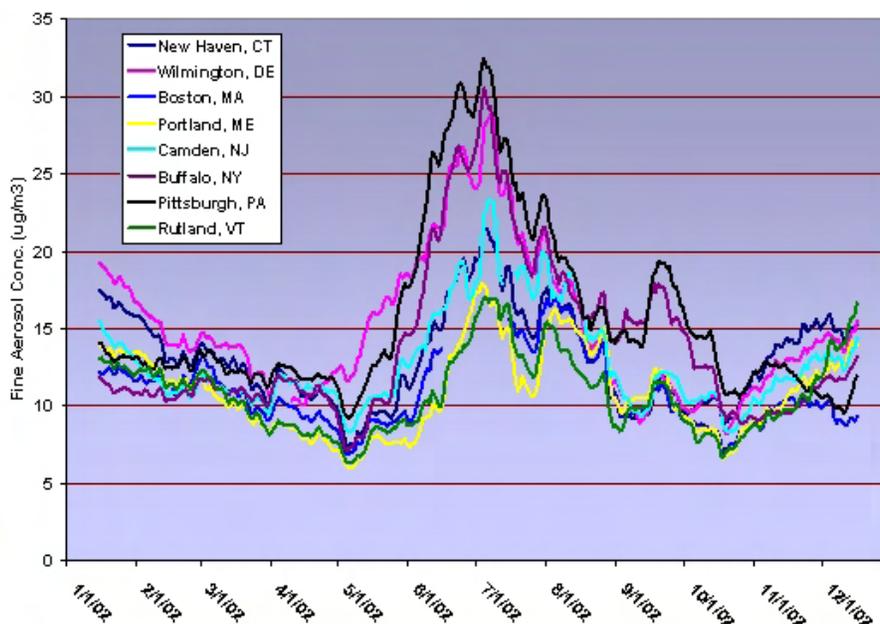


Figure 2-10. The 30-day average PM_{2.5} concentrations from 8 northeastern cities during 2002

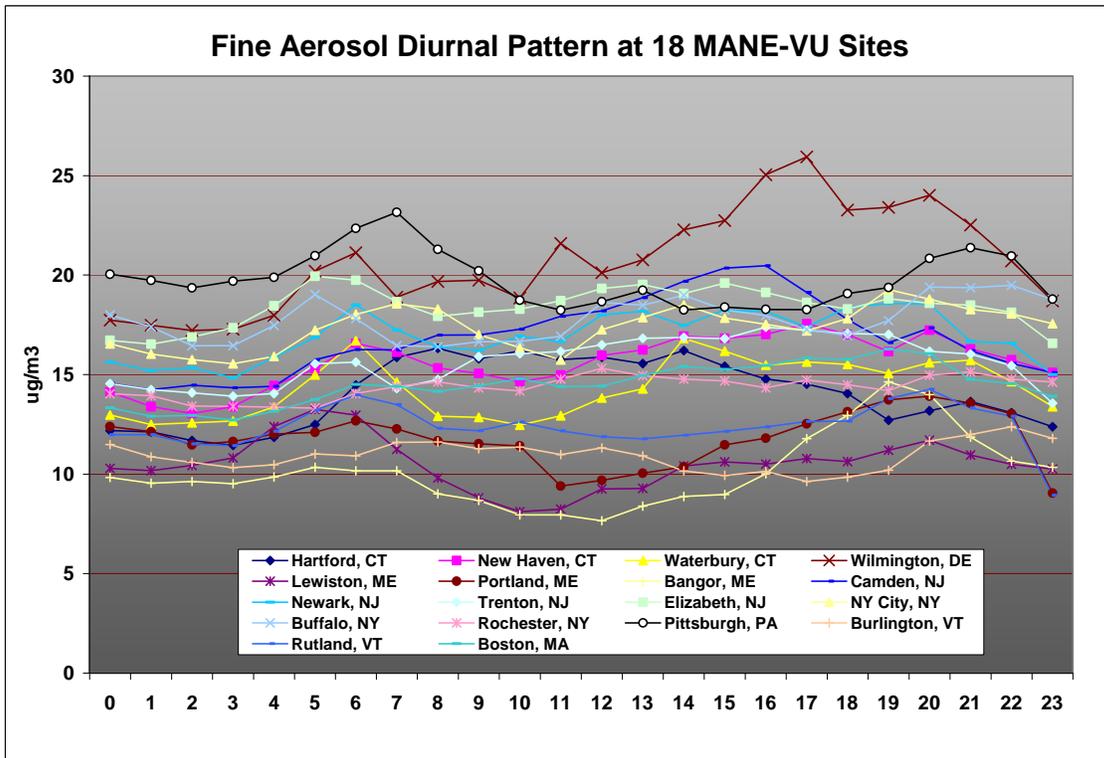
In general, fine particle concentrations in MANE-VU are highest during the warmest (summer) months but also exhibit a secondary peak during the coldest (winter) months that can dominate during some years, particularly in urban locations. This bimodal seasonal distribution of peak values is readily apparent in Figure 2-9. The figure shows the smoothed 60-day running average of fine particle mass concentrations using continuous monitoring data from two northeastern cities over a period of several years.

Figure 2-10 also demonstrates this bimodal pattern. Though slightly more difficult to discern in just a single year's worth of data, a "W" pattern does emerge at almost all sites across the region during 2002 with the winter peak somewhat lower than the summer peak at most sites. Urban monitors in Wilmington, Delaware and New Haven, Connecticut have wintertime peak values approaching those of summer.

In the summertime, MANE-VU sites repeatedly experience sulfate events due to transport from regions to the south and west. During such events, both rural and urban sites throughout MANE-VU record high (i.e., $>15 \mu\text{g}/\text{m}^3$) daily average PM_{2.5} concentrations. Meteorological conditions during the summer frequently allow for summer "stagnation" events when very low wind speeds and warm temperatures (upwind and over MANE-VU) allow pollution levels to build in an air mass as it slowly moves across the continent. During these events, atmospheric ventilation is poor and local emission sources add to the burden of transported pollution with the result that concentrations throughout the region (both rural and urban) are relatively uniform. Generally, there are enough of these events to drive the difference between urban and rural sites down to less than $1 \mu\text{g}/\text{m}^3$ during the warm or hot months of the year. As a result, concentrations of fine particles aloft will often be higher than at ground-level during the summertime, especially at rural monitoring sites. Thus, when atmospheric "mixing" occurs during summer^m mornings (primarily 7 to 11 a.m.), fine particle concentrations at ground-level can actually increase (see Hartford, CT or Camden, NJ in Figure 2-11).

^m Here we define summer as May, June, July and August.

Figure 2-11. Mean hourly fine aerosol concentrations during 2002 summer months



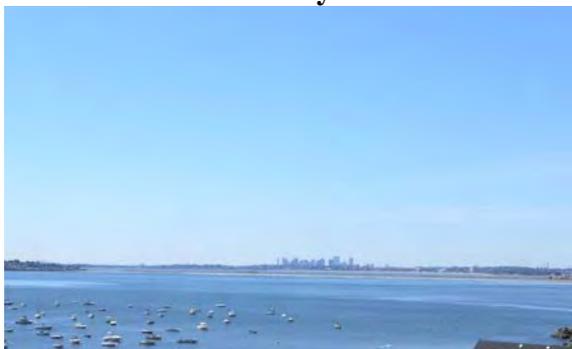
During the wintertime, strong inversions frequently trap local emissions overnight and during the early morning, resulting in elevated urban concentrations. These inversions occur when the Earth's surface loses thermal energy by radiating it into the atmosphere (especially on clear nights). The result is a cold, stable layer of air near the ground. At sunrise, local emissions (both mobile and stationary) begin increasing in strength and build-up in the stable ground layer (which may extend only 100 meters or less above the ground). Increasing solar radiation during the period between 10 a.m. and noon typically breaks this cycle by warming the ground layer so that it can rise and mix with air aloft. Because the air aloft during wintertime is typically less polluted than the surface layer, this mixing tends to reduce ground-level particle concentrations (see Figure 2-12). This diurnal cycle generally drives wintertime particle concentrations, although the occasional persistent temperature inversion can have the effect of trapping and concentrating local emissions over a period of several days, thereby producing a significant wintertime pollution episode.

Rural areas experience the same temperature inversions but have relatively fewer local emissions sources so that wintertime concentrations in rural locations tend to be lower than those in nearby urban areas. Medium and long-range fine particle transport events do occur during the winter but to a far lesser extent than in the summertime. In sum, it is the interplay between local and distant sources together with seasonal meteorological conditions that drives the observed 3–4 $\mu\text{g}/\text{m}^3$ wintertime urban-rural difference in PM_{2.5} concentrations.

Visually hazy summer days in the Northeast can appear quite different from hazy winter days. The milky, uniform visibility impairment shown in Figure 2-13 is typical of summertime regional haze events in the Northeast. During the winter, by comparison, reduced convection and the frequent occurrence of shallow inversion layers often creates a layered haze with a brownish tinge, as shown in Figure 2-14. This visual difference suggests seasonal variation in the relative contribution of different gaseous and particle constituents during the summer versus winter months (NESCAUM, 2001). Rural and inland areas tend not to experience these layered haze episodes as frequently due to the lack of local emission sources in most rural areas (valleys with high wood smoke contributions are an exception).

Overall (regional) differences in summer versus winter particle mass concentrations and corresponding visibility impairment (as measured by light extinction) are largely driven by seasonal variation in sulfate mass concentrations. This is because winter meteorological conditions are less conducive to the oxidation of sulfate from SO₂ (as borne out by the previously cited source apportionment studies). In addition, seasonal differences in long-range transport patterns from upwind SO₂ source regions may be a factor.

The greater presence of nitrate during the cold season is a consequence of the chemical properties of ammonium nitrate. Ammonia bonds more weakly to nitrate than it does to sulfate, and ammonium nitrate tends to dissociate at higher temperatures. Consequently, ammonium nitrate becomes more stable at lower temperatures and hence contributes more to PM_{2.5} mass and light extinction during the winter months relative to the summer (NESCAUM, 2001).

Figure 2-13. Summertime at Mt. Washington**Clean Day****Typical Haze Event****Figure 2-14. Wintertime in Boston****Clean Day****Typical Haze Event**

2.6. Summary

The presence of fine particulate matter in ambient air significantly degrades public health and obscures visibility during most parts of the year at sites across the MANE-VU region. Particle pollution generally, and its sulfate component specifically, constitute the principle driver for regional visibility impacts. While the broad region experiences visibility impairment, it is most severe in the southern and western portions of MANE-VU that are closest to large power plant SO₂ sources in the Ohio River and Tennessee Valleys.

Summer visibility impairment is driven by the presence of regional sulfate, whereas winter visibility depends on a combination of regional and local influences coupled with local meteorological conditions (inversions) that lead to the concentrated build-up of pollution.

Sulfate is the key particle constituent from the standpoint of designing control strategies to improve visibility conditions in the northeastern United States. Significant further reductions in ambient sulfate levels are achievable, though they will require more than proportional reductions in SO₂ emissions.

Long-range pollutant transport and local pollutant emissions are important, especially along the eastern seaboard, so one must also look beyond the achievement of further sulfate reductions. During the winter months, in particular, consideration also needs to be given to reducing urban sources of SO₂, NO_x and OC (NARSTO, 2003).

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3. MANE-VU EMISSION INVENTORY CHARACTERISTICS FOR FINE PARTICLES

The pollutants that affect fine particle formation and visibility are sulfur oxides (SO_x), NO_x, VOCs, ammonia (NH₃), and particles with an aerodynamic diameter less than or equal to 10 and 2.5 μm (i.e., primary PM₁₀ and PM_{2.5}). The emissions dataset illustrated in this section is the 2002 MANE-VU Version 2 regional haze emissions inventory. The MANE-VU regional haze emissions inventory version 3.0, released in April 2006, has superseded version 2 for modeling purposes.

3.1. Emissions inventory characteristics

3.1.1. Sulfur dioxide (SO₂)

SO₂ is the primary precursor pollutant for sulfate particles. Ammonium sulfate particles are the largest contributor to PM_{2.5} mass on an annual average basis at MANE-VU nonattainment sites. It also accounts for more than 50 percent of particle-related light extinction at northeastern Class I areas on the clearest days and for as much as or more than 80 percent on the haziest days. Hence, SO₂ emissions are an obvious target of opportunity for both addressing PM_{2.5} nonattainment and for reducing regional haze in the eastern United States. Combustion of coal and, to a substantially lesser extent, of certain petroleum products accounts for most anthropogenic SO₂ emissions. In fact, in 1998 a single source category — coal-burning power plants — was responsible for two-thirds of total SO₂ emissions nationwide (NESCAUM, 2001).

Figure 3-1 shows SO₂ emissions trends in MANE-VU statesⁿ extracted from the National Emissions Inventories (NEI) for the years 1996, 1999 (MARAMA, 2004), and the 2002 MANE-VU inventory. Most of the states (with the exception of Maryland) show declines in year 2002 annual SO₂ emissions as compared to 1996 emissions. Some of the states show an increase in 1999 followed by a decline in 2002 and others show consistent declines throughout the entire period. The upward trend in emissions after 1996 probably reflects electricity demand growth during the late 1990s combined with the availability of banked SO₂ emissions allowances from initial over-compliance with control requirements in Phase 1 of the USEPA Acid Rain Program. This led to relatively low market prices for allowances later in the decade, which encouraged utilities to purchase allowances rather than implement new controls as electricity output expanded. The observed decline in the 2002 SO₂ emissions inventory reflects implementation of the second phase of the USEPA Acid Rain Program, which in 2000 further reduced allowable emissions and extended emissions limits to more power plants.

Figure 3-2 shows the percent contribution from different source categories to overall annual 2002 SO₂ emissions in MANE-VU states. The chart shows that point sources dominate SO₂ emissions, which primarily consist of stationary combustion sources for generating electricity, industrial energy, and heat. Smaller stationary combustion sources called “area sources” (primarily commercial and residential heating)

ⁿ The description of MANE-VU state inventories discussed throughout this section does not include the portion of Virginia in the Washington, DC metropolitan area.

are another important source category in MANE-VU states. By contrast, on-road and non-road mobile sources make only a relatively small contribution to overall SO₂ emissions in the region (NESCAUM, 2001).

Figure 3-1. State level sulfur dioxide emissions

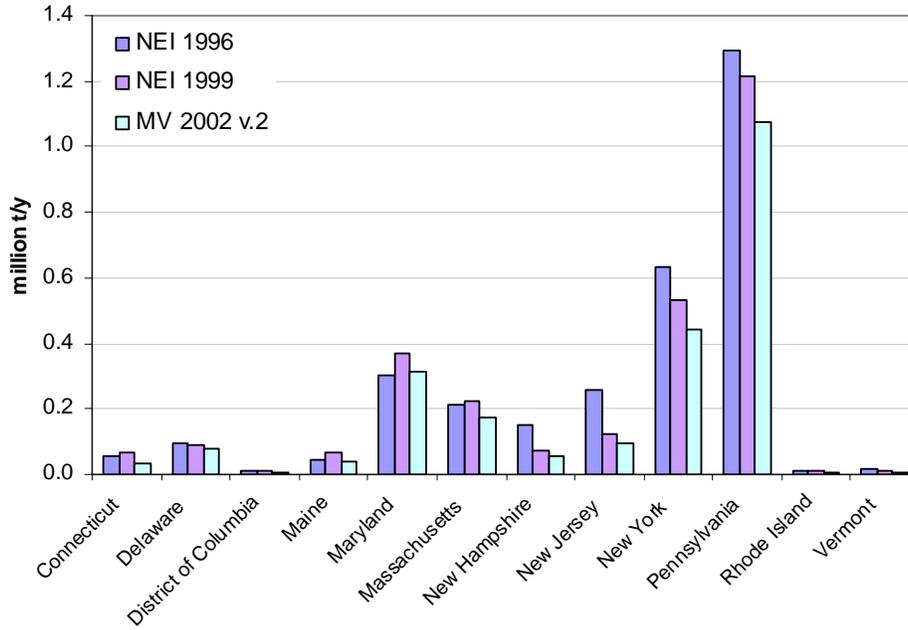


Figure 3-2. 2002 MANE-VU state SO₂ inventories

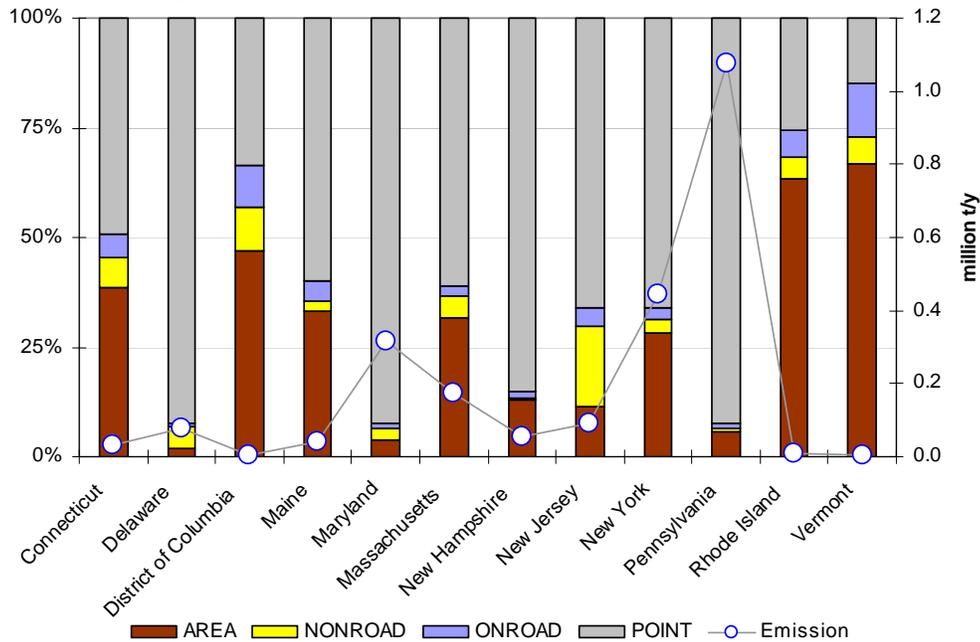


Figure Key: Bars = Percentage fractions of four source categories; Circles = Annual emissions amount in 10⁶ tons per year. Note that Version 2 of the MANE-VU inventory was used and the Virginia portion of the Washington, DC metropolitan area is not shown in the figure.

3.1.2. Volatile organic compounds (VOCs)

Existing emission inventories generally refer to VOCs based on their historical contribution to ozone formation. From a fine particle perspective, VOCs (also referred to as hydrocarbons) are of concern because they can react in the atmosphere to form secondary organic aerosol (SOA) as a result of condensation and oxidation processes. The SOA component of fine particles also obscures visibility, but this component has a smaller impact on visibility (on a per unit mass basis) relative to sulfate or nitrate, which have an affinity for water that allows them to significantly “grow” as particles under humid conditions. Nonetheless, organic carbon typically has the second largest visibility impact at most Class I sites next to sulfate, given its large mass contribution.

As shown in Figure 3-3, the VOC inventory is dominated by mobile and area sources. Most VOC emissions in MANE-VU, however, come from natural sources, which are not shown in the figure. Among the human-caused VOC emissions, on-road mobile sources of VOCs include exhaust emissions from gasoline passenger vehicles and diesel-powered heavy-duty vehicles as well as evaporative emissions from transportation fuels. VOC emissions may also originate from a variety of area sources (including solvents, architectural coatings, and dry cleaners) as well as from some point sources (e.g., industrial facilities and petroleum refineries).

Naturally occurring (biogenic) VOC emissions are caused by the release of natural organic compounds from plants in warm weather. Natural, or biogenic, VOCs contribute significantly to fine particle formation. Biogenic VOCs are not included in Figure 3-3, but nationally, they represent roughly two-thirds of all annual VOC emissions (USEPA, 2006). Biogenic emissions are extremely difficult to estimate, as it requires modeling the behavior of many plants as well as their responses to the environment.

With regard to fine particle formation, understanding the transport dynamics and source regions for organic carbon is likely to be more complex than for sulfate. This is partly because of the large number and variety of VOC species, the fact that their transport characteristics vary widely, and the fact that a given species may undergo numerous complex chemical reactions in the atmosphere. Thus, the organic carbon contribution to fine particles in the East is likely to include manmade pollution transported from a distance, manmade pollution from nearby sources, and biogenic emissions, especially terpenes from coniferous forests.

For fine particles derived from organic carbon, the oxidation of hydrocarbon molecules containing seven or more carbon atoms is generally the most significant pathway for their formation (Odum *et al.*, 1997). Recent research, however, suggests that smaller reactive hydrocarbons like isoprene not only contribute significantly to ground-level ozone, which may indirectly impact organic aerosol formation, but also contribute directly to ambient organic aerosol through heterogeneous processes (Claeys *et al.*, 2004; Kroll *et al.*, 2005).

Figure 3-3. 2002 MANE-VU state VOC inventories

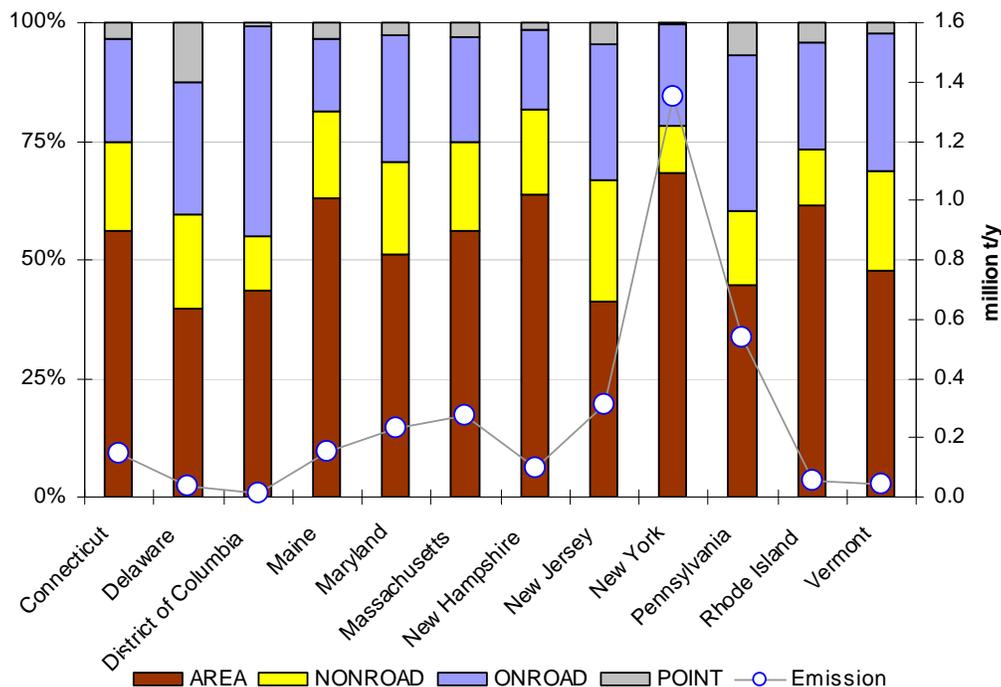


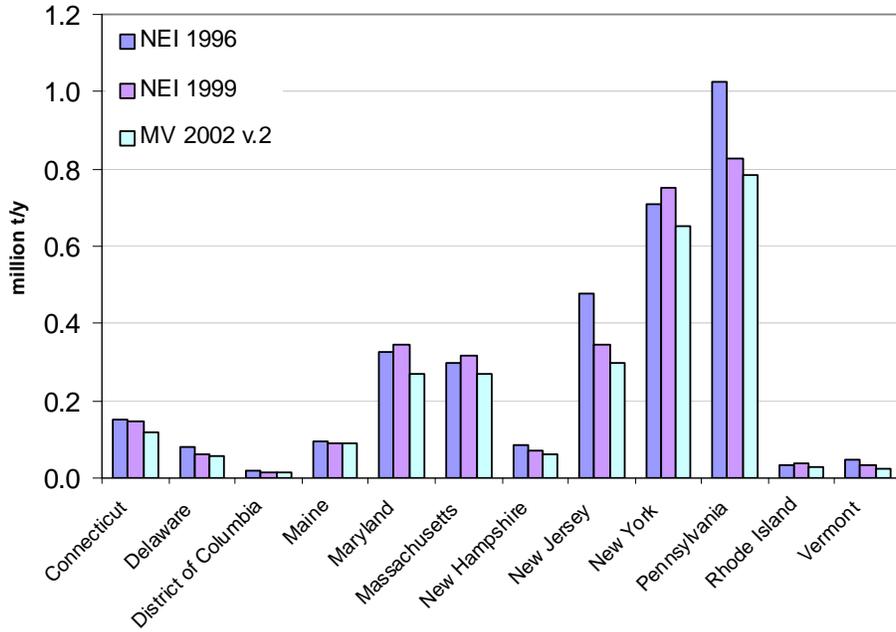
Figure key: Bars = Percentage fractions of four source categories; Circles = Annual emissions amount in 10⁶ tons per year. Note that Version 2 of the MANE-VU inventory was used and the Virginia portion of the Washington, DC metropolitan area is not shown in the figure. Biogenic VOCs are not included in this figure.

3.1.3. Oxides of nitrogen (NO_x)

NO_x emissions contribute directly to PM_{2.5} nonattainment and visibility impairment in the eastern U.S. by forming nitrate particles. Nitrate generally accounts for a substantially smaller fraction of fine particle mass and related light extinction than sulfate and organic carbon regionally in MANE-VU. Notably, nitrate may play a more important role at urban sites and in the wintertime. In addition, NO_x may have an indirect effect on summertime visibility by virtue of its role in the formation of ozone, which in turn promotes the formation of secondary organic aerosols (NESCAUM, 2001).

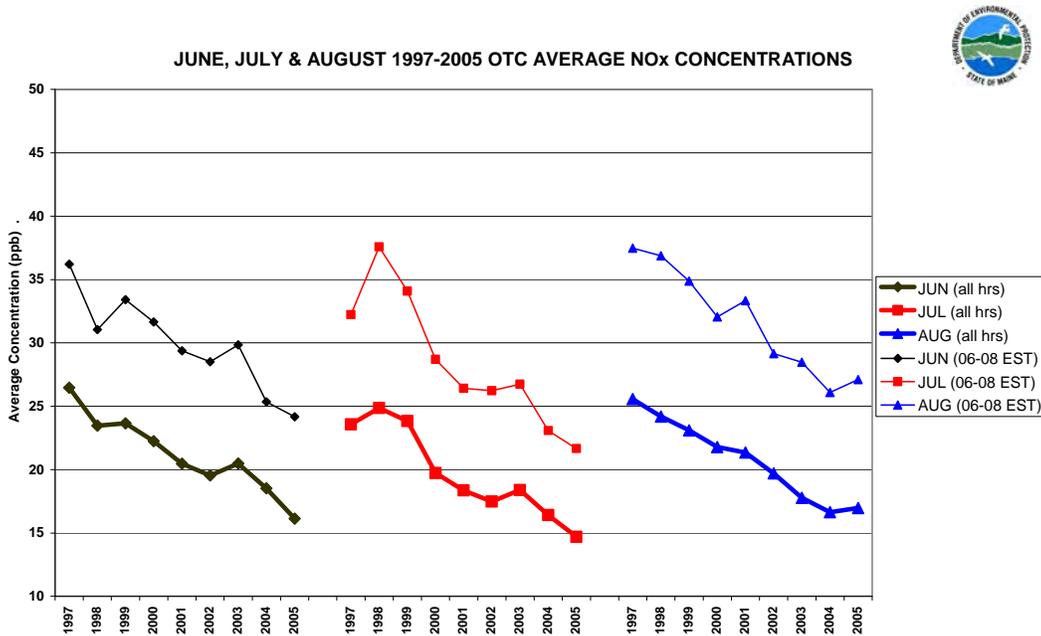
Figure 3-4 shows NO_x emissions in MANE-VU at the state level. Since 1980, nationwide emissions of NO_x from all sources have shown little change. In fact, emissions increased by 2 percent between 1989 and 1998 (USEPA, 2000a). This increase is most likely due to industrial sources and the transportation sector, as power plant combustion sources have implemented modest emissions reductions during the same time period. Most states in MANE-VU experienced declining NO_x emissions from 1996 through 2002, except Massachusetts, Maryland, New York, and Rhode Island, which show an increase in NO_x emissions in 1999 before declining to levels below 1996 emissions in 2002.

Figure 3-4. State level nitrogen oxides emissions



Monitored ambient NO_x trends during the summer from 1997 to 2005 corroborate the downward trend in NO_x emissions seen in the emissions inventories for MANE-VU. As seen in Figure 3-5, the 24-hour (lower trend lines) and 6 a.m.-8 a.m. (upper trend lines) NO_x concentrations indicate decreases in NO_x over this time period in MANE-VU. The NO_x reductions likely come from decreasing vehicle NO_x emissions due to more stringent motor vehicle standards as well as NO_x reductions from MANE-VU NO_x Budget Program and the NO_x SIP Call (mainly power plants).

Figure 3-5. Plot of monitored NO_x trends in MANE-VU during 1997-2005



Note: Upper trend lines correspond to NO_x measured from 0600-0800 EST in the morning. Lower trend lines correspond to NO_x measured over entire day (created by Tom Downs, Maine Department of Environmental Protection).

Power plants and mobile sources generally dominate state and national NO_x emissions inventories. Nationally, power plants account for more than one-quarter of all NO_x emissions, amounting to over six million tons. The electric sector plays an even larger role, however, in parts of the industrial Midwest where high NO_x emissions have a particularly significant power plant contribution. By contrast, mobile sources dominate the NO_x inventories for more urbanized mid-Atlantic and New England states to a far greater extent, as shown in Figure 3-6. In these states, on-road mobile sources — a category that mainly includes highway vehicles — represent the most significant NO_x source category. Emissions from non-road (i.e., off-highway) mobile sources, primarily diesel-fired engines, also represent a substantial fraction of the inventory.

Figure 3-6. 2002 MANE-VU state NO_x inventories

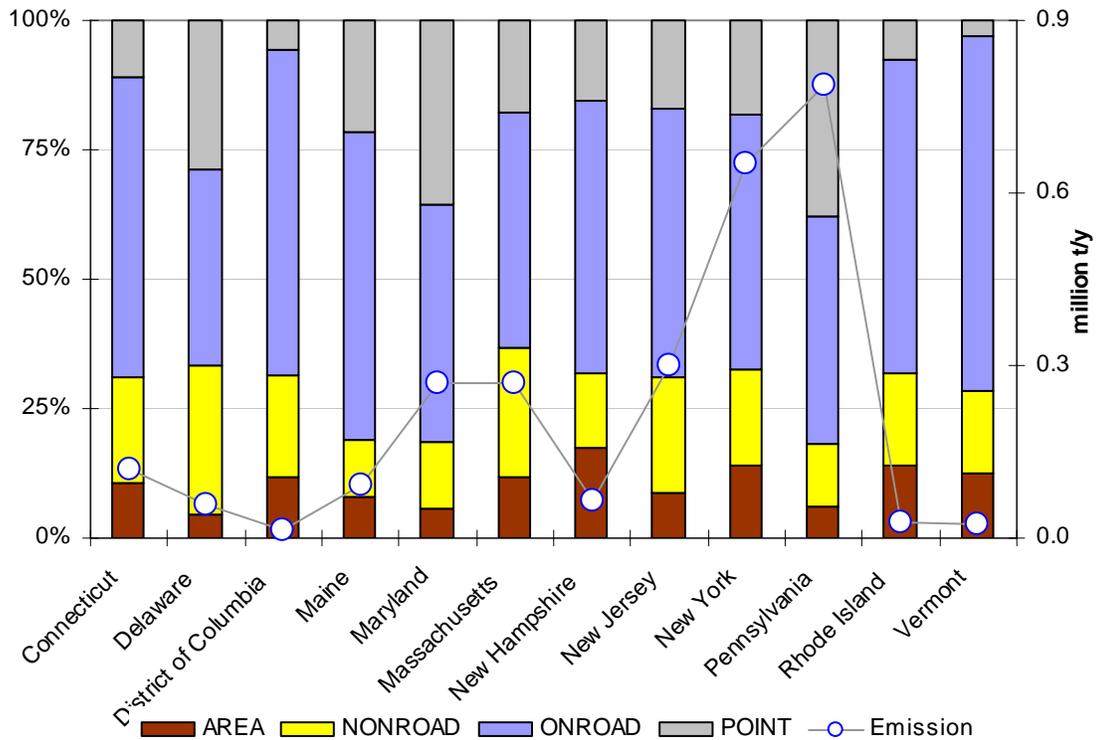


Figure key: Bars = Percentage fractions of four source categories; Circles = Annual emissions amount in 10⁶ tons per year. Note that Version 2 of the MANE-VU inventory was used and the Virginia portion of the Washington, DC metropolitan area is not shown in the figure.

3.1.4. Primary particulate matter (PM₁₀ and PM_{2.5})

Directly-emitted or “primary” particles (as distinct from secondary particles that form in the atmosphere through chemical reactions involving precursor pollutants like SO₂ and NO_x) also contribute to fine particle levels in the atmosphere. For regulatory purposes, we make a distinction between particles with an aerodynamic diameter less than or equal to 10 micrometers and smaller particles with an aerodynamic diameter less than or equal to 2.5 micrometers (i.e., primary PM₁₀ and PM_{2.5}, respectively).

Figure 3-7 and Figure 3-8 show PM₁₀ and PM_{2.5} emissions for MANE-VU states for the years 1996, 1999, and 2002. Note that, as opposed to the other constituents of PM, the 2002 inventory values for PM₁₀ are drawn from the 2002 NEI. Most states show a steady decline in annual PM₁₀ emissions over this time period. By contrast, emission trends for primary PM_{2.5} are more variable.

Crustal sources are significant contributors of primary PM emissions. This category includes fugitive dust emissions from construction activities, paved and unpaved roads, and agricultural tilling. Typically, monitors estimate PM₁₀ emissions from these types of sources by measuring the horizontal flux of particulate mass at a fixed downwind sampling location within perhaps 10 meters of a road or field. Comparisons between estimated emission rates for fine particles using these types of measurement techniques and observed concentrations of crustal matter in the ambient air at downwind receptor sites suggest that physical or chemical processes remove a significant fraction of crustal material relatively quickly. As a result, it rarely entrains into layers of the atmosphere where it can transport to downwind receptor locations. Because of this discrepancy between estimated emissions and observed ambient concentrations, modelers typically reduce estimates of total PM_{2.5} emissions from all crustal sources by applying a factor of 0.15 to 0.25 before including in modeling analyses.

From a regional haze perspective, crustal material generally does not play a major role. On the 20 percent best-visibility days during the baseline period (2000-2004), it accounted for 6 to 11 percent of particle-related light extinction at MANE-VU Class 1 sites. On the 20 percent worst-visibility days, however, crustal material generally plays a much smaller role relative to other haze-forming pollutants, ranging from 2 to 3 percent. Moreover, the crustal fraction includes material of natural origin (such as soil or sea salt) that is not targeted under USEPA's Regional Haze Rule. Of course, the crustal fraction can be influenced by certain human activities, such as construction, agricultural practices, and road maintenance (including wintertime salting) — thus, to the extent that these types of activities are found to affect visibility at northeastern Class I sites, control measures targeted at crustal material may prove beneficial.

Experience from the western United States, where the crustal component has generally played a more significant role in driving overall particulate levels, may be helpful where it is relevant in the eastern context. In addition, a few areas in the Northeast, such as New Haven, Connecticut and Presque Isle, Maine, have some experience with the control of dust and road-salt as a result of regulatory obligations stemming from their past nonattainment status with respect to the NAAQS for PM₁₀.

Current emissions inventories for the entire MANE-VU area indicate residential wood combustion represents 25 percent of primary fine particulate emissions in the region. This implies that rural sources can play an important role in addition to the contribution from the region's many highly populated urban areas. An important consideration in this regard is that residential wood combustion occurs primarily in the winter months, while managed or prescribed burning activities occur largely in other seasons. The latter category includes agricultural field-burning activities, prescribed burning of forested areas, and other burning activities such as construction waste burning. Limiting burning to times when favorable meteorological conditions can efficiently disperse resulting emissions can manage many of these types of sources.

Figure 3-7. State level primary PM₁₀ emissions

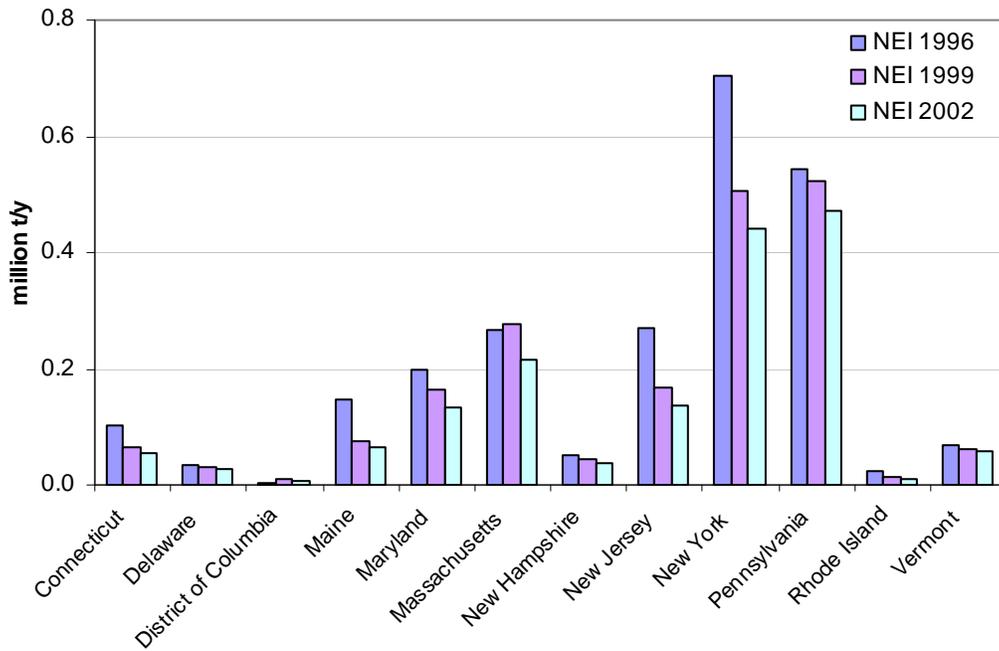


Figure 3-8. State level primary PM_{2.5} emissions

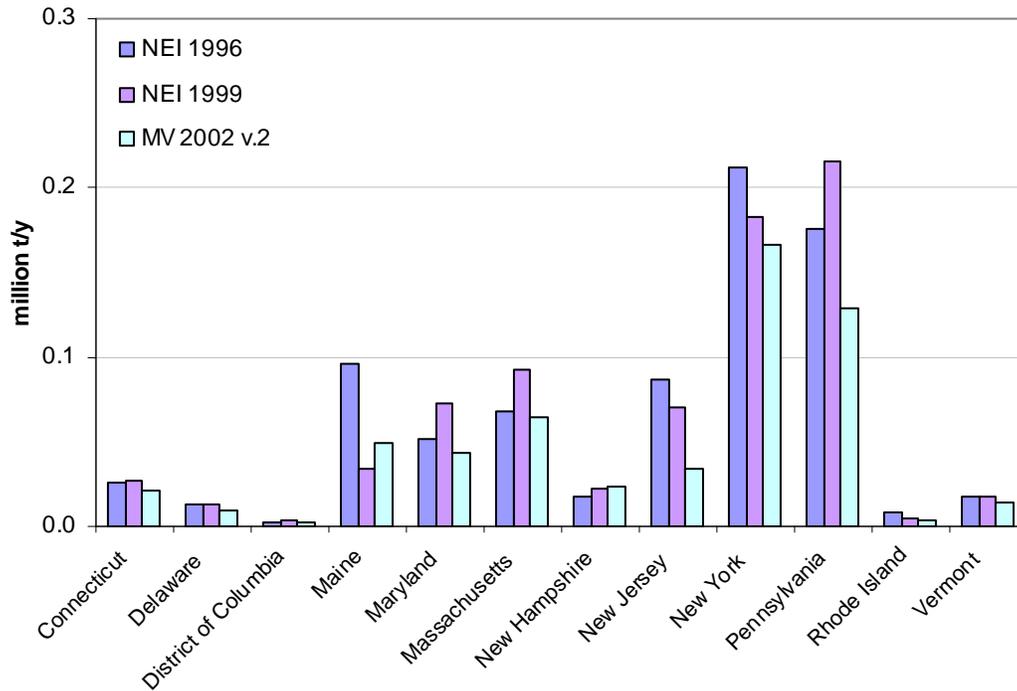


Figure 3-9 and Figure 3-10 show that area and mobile sources dominate primary PM emissions. (The NEI inventory categorizes residential wood combustion and some other combustion sources as area sources.) The relative contribution of point sources is larger in the primary PM_{2.5} inventory than in the primary PM₁₀ inventory since the crustal

component (which consists mainly of larger or “coarse-mode” particles) contributes mostly to overall PM₁₀ levels. At the same time, pollution control equipment commonly installed at large point sources is usually more efficient at capturing coarse-mode particles.

Figure 3-9. 2002 MANE-VU state primary PM₁₀ inventories

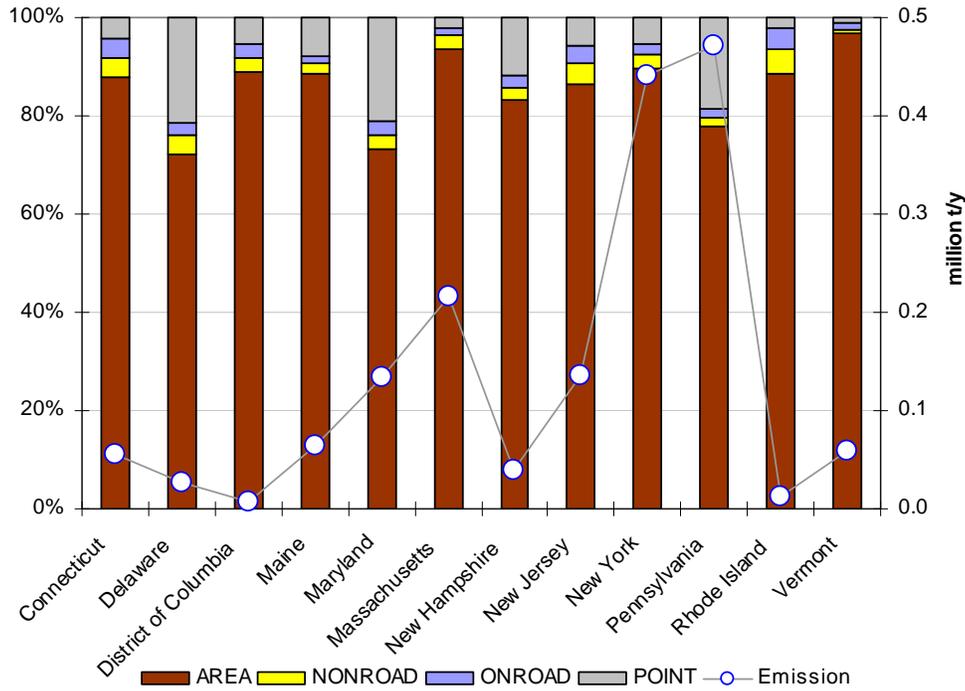


Figure 3-10. 2002 MANE-VU state primary PM_{2.5} inventories

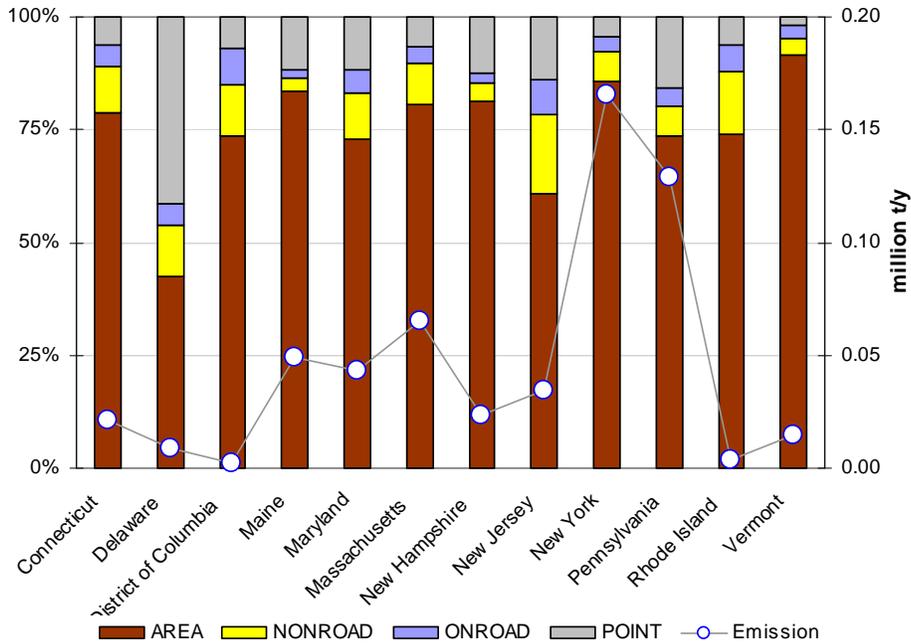


Figure key: Bars = Percentage fractions of four source categories; Circles = Annual emissions amount in 10⁶ tons per year. Note that Version 2 of the MANE-VU inventory was used and the Virginia portion of the Washington, DC metropolitan area is not shown in the figure.

3.1.5. Ammonia emissions (NH₃)

Knowledge of ammonia emission sources will be necessary in developing effective regional haze reduction strategies because of the importance of ammonium sulfate and ammonium nitrate in determining overall fine particle mass and light scattering. According to 1998 estimates, livestock and agriculture fertilizer use accounted for approximately 85 percent of all ammonia emissions to the atmosphere (USEPA, 2000b). We need, however, better ammonia inventory data for the photochemical models used to simulate fine particle formation and transport in the eastern United States. Because the USEPA does not regulate ammonia as a criteria pollutant or as a criteria pollutant precursor, these data do not presently exist at the same level of detail or certainty as for NO_x and SO₂.

Ammonium ion (formed from ammonia emissions to the atmosphere) is an important constituent of airborne particulate matter, typically accounting for 10–20 percent of total fine particle mass. Reductions in ammonium ion concentrations can be extremely beneficial because a more-than-proportional reduction in fine particle mass can result. Ansari and Pandis (1998) showed that a one $\mu\text{g}/\text{m}^3$ reduction in ammonium ion could result in up to a four $\mu\text{g}/\text{m}^3$ reduction in fine particulate matter. Decision makers, however, must weigh the benefits of ammonia reduction against the significant role it plays in neutralizing acidic aerosol. SO₂ reacts in the atmosphere to form sulfuric acid (H₂SO₄). Ammonia can partially or fully neutralize this strong acid to form ammonium bisulfate or ammonium sulfate. If planners focus future control strategies on ammonia and do not achieve corresponding SO₂ reductions, fine particles formed in the atmosphere will be substantially more acidic than those presently observed.

To address the need for improved ammonia inventories, MARAMA, NESCAUM and USEPA funded researchers at Carnegie Mellon University (CMU) in Pittsburgh to develop a regional ammonia inventory system (Davidson et al., 1999). This study focused on three issues with respect to current emissions estimates: (1) a wide range of ammonia emission factor values, (2) inadequate temporal and spatial resolution of ammonia emissions estimates, and (3) a lack of standardized ammonia source categories.

Figure 3-11 shows that estimated ammonia emissions were fairly stable in the 1996, 1999, and 2002 NEI for MANE-VU states, with some increases observed for Massachusetts, New Jersey and New York. Area and on-road mobile sources dominate the ammonia inventory, according to Figure 3-12. Specifically, emissions from agricultural sources and livestock production account for the largest share of estimated ammonia emissions in MANE-VU, except in the District of Columbia. The two remaining sources with a significant emissions contribution are wastewater treatment systems and gasoline exhaust from highway vehicles.

Figure 3-11. State level ammonia emissions

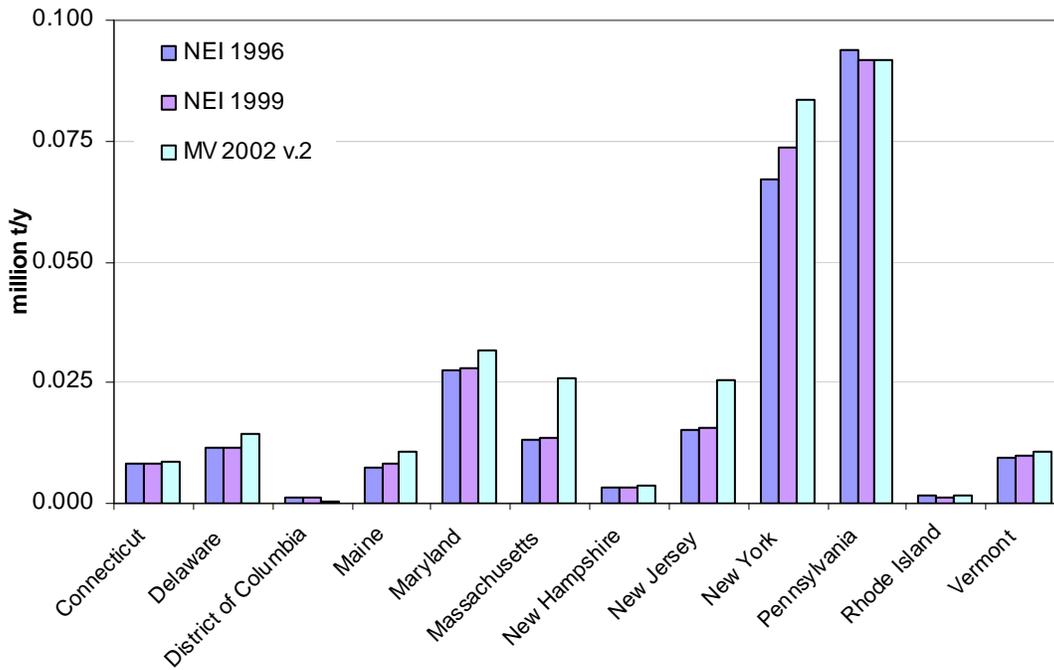


Figure 3-12. 2002 MANE-VU state NH₃ inventories

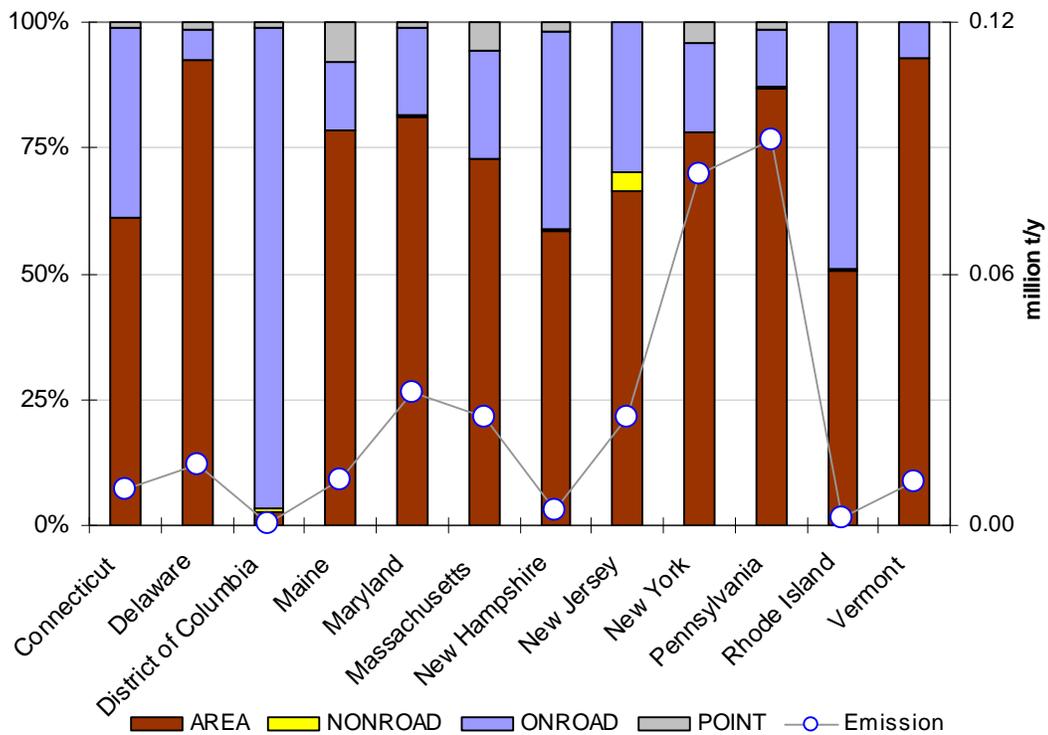


Figure key: Bars = Percentage fractions of four source categories; Circles = Annual emissions amount in 10⁶ tons per year. Note that Version 2 of the MANE-VU inventory was used and the Virginia portion of the Washington, DC metropolitan area is not shown in the figure.

3.2. Emissions inventory characteristics outside MANE-VU

SO₂, NO_x and VOC emissions from within MANE-VU are only one component of the emissions contributing to fine particles affecting the MANE-VU region. As regional modeling for the CAIR has shown, emission sources, primarily of SO₂ and NO_x, located outside MANE-VU can significantly contribute to particle sulfate and nitrate transported into the MANE-VU region. Here we present regional emissions information grouped by the three eastern RPOs – MANE-VU, VISTAS (Visibility Improvement State and Tribal Association of the Southeast), and the MWRPO (Midwest RPO). Table 3-1 lists the states in each RPO.

The inventory information is extracted from the USEPA final 2002 National Emissions Inventory (NEI). For consistency, the MANE-VU information here also comes from the 2002 NEI rather than from the MANE-VU Version 2 regional haze emissions inventory described in Section 3.1. The differences between the inventories are not great, as the NEI and the MANE-VU Version 2 inventory are both based on the same inventory information provided by the states.

Table 3-1. Eastern U.S. RPOs and their state members

RPO	State
MWRPO	Illinois
MWRPO	Indiana
MWRPO	Michigan
MWRPO	Ohio
MWRPO	Wisconsin
MANE-VU	Connecticut
MANE-VU	Delaware
MANE-VU	District of Columbia
MANE-VU	Maine
MANE-VU	Maryland
MANE-VU	Massachusetts
MANE-VU	New Hampshire
MANE-VU	New Jersey
MANE-VU	New York
MANE-VU	Pennsylvania
MANE-VU	Rhode Island
MANE-VU	Vermont
VISTAS	Alabama
VISTAS	Florida
VISTAS	Georgia
VISTAS	Kentucky
VISTAS	Mississippi
VISTAS	North Carolina
VISTAS	South Carolina
VISTAS	Tennessee
VISTAS	Virginia
VISTAS	West Virginia

Table 3-2 presents SO₂ emissions by source sector and RPO for the eastern United States. The NO_x emissions by source sector and RPO are presented in Table 3-3 and VOC emissions in Table 3-4. Regionally, SO₂ emissions are more important with respect to regional particle formation and transport. NO_x emissions play an important role in determining the equilibrium between ammonium sulfate and ammonium nitrate formation, especially during winter. VOC emissions contribute to secondary organic aerosol formation.

Table 3-2. SO₂ emissions in eastern RPOs (tons/yr)

RPO	Point	Area	On-road	Non-road	Total
MWRPO	3,336,967	133,415	49,191	82,307	3,601,880
MANE-VU	1,924,573	353,176	39,368	74,566	2,391,683
VISTAS	4,349,437	448,023	83,001	91,307	4,971,769

Table 3-3. NO_x emissions in eastern RPOs (tons/yr)

RPO	Point	Area	On-road	Non-road	Total
MWRPO	1,437,284	184,790	1,290,178	723,844	3,636,096
MANE-VU	680,975	268,997	1,297,357	534,454	2,781,783
VISTAS	2,094,228	266,848	2,160,601	812,615	5,334,293

Table 3-4. VOC emissions in eastern RPOs (tons/yr)

RPO	Point	Area	On-road	Non-road	Total
MWRPO	234,938	1,182,186	660,010	492,027	2,569,160
MANE-VU	93,691	1,798,158	793,541	494,115	3,179,504
VISTAS	458,740	2,047,359	1,314,979	609,539	4,430,617

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USEPA. *2002 Final National Emissions Inventory (NEI)*, available online: <ftp://ftp.epa.gov/EmisInventory/2002finalnei/>, 2006 (accessed October 10, 2006) [The 2002 NEI reports national annual emissions for total anthropogenic VOC emissions as 16.8 million tons, and total biogenic VOC emissions as 41.8 million tons].