

# ClearView

## Air Managers Committee/State Caucus

Regional Haze/WRAP Activity Update  
December, 2005

### EPA Drafts Guidance on Setting Reasonable Progress Goals, Asks for Comment

EPA is requesting comment on draft guidance on setting reasonable progress goals for each planning period. The draft lays out a process for establishing long-range strategies that achieve incremental improvements in visibility for each Class I area at the end of each planning period, and demonstrating whether the improvements are above or below a "glidepath" representing uniform rate of progress toward natural conditions in 2064. The guidance is up for comment.

One aspect of the guidance is the level of flexibility offered, and whether all reasonable measures should be considered as part of long-range strategies regardless of where the resultant visibility improvement falls along the glidepath. ([Click Here](#)) to see the draft

### Fire Forum Update

The Fire Emissions Joint Forum is finishing up Phase III (planning 2000-2004) and Phase IV (planning 2018) fire emissions inventories, which will be used in the base year and projected base case modeling. The Forum is also scoping development of a fire tracking system, which is required for implementing the 309 SIPs. Final amendments were approved on **guidance for classifying fire types into "anthropogenic" and "natural."** See the meeting notes at: [PDF](#) or [DOC](#)

### WRAP Board Meeting Update

At its December meeting, the WRAP board appointed Steve Arnold as the new co-chair of the TOC, Lee Gribovicz as a TOC member, and Brian Finneran for a new term as a member of IOC.

The board also heard a good overview of status of **mercury** programs nationally and in the West organized by the Tribal Caucus. The board agreed to track mercury program development and be a forum for information exchange. This commitment is similar to the earlier decision to track global climate change. The presentations are available at: [PPT](#), [PPT](#), [PPT](#), [PPT](#).

### Summary of WRAP Technical Analyses presented at WRAP board meeting

The following is cribbed from Tom Moore's presentation at the WRAP board meeting. It is a concise overview of the **present status of technical work by the WRAP forums**, and our understanding of emissions and air quality monitoring throughout the WRAP region:

*What do we know?*

- Wide variety of technical work proceeding on schedule
- Monitoring data show yearly variation, some trends, many trends are flat
- Emissions inventories complete – 2002 to 2018 changes estimated
  - Change of emissions (from 2002 to 2018) for point and area sources varies up and down by state
  - Mobile emissions down noticeably, except for commercial marine shipping which shows an increase from 2002 to 2018)
  - Fire scenario forecasts for 2018 are developed, variable fire activity by year and location
  - Dust and other sources generally held constant, unless change in future estimates can be supported
  - Oil and gas emissions data – first try, will continue to improve
  - Tribal data becoming more complete
  - Complete and comprehensive emissions data available

*What are the next steps?*

- Modeling to estimate the air quality impacts of emissions changes
- Results of monitoring, emissions, and modeling analyses integrated into “Weight-of-Evidence” analysis for haze planning
- Data & analyses accessible and usable through Technical Support System (TSS)

See the full presentation of this summary at: [PDF](#) or [PPT](#)

**Mobile Sources Forum Hosts Diesel Retrofit “Boot Camp”**

This Boot Camp™, designed by the contractor, Emissions Advantage, LLC was the first of 5-6 planned throughout the WRAP region. It provides opportunity for organizations involved or interested in diesel retrofit programs to learn about the basics of current programs, the technology and resources.

**IMPROVE Proposes Revised Visibility Algorithm**

This is the calculation that yields haze values from concentrations of combined haze-producing pollutants. The proposed revision incorporates more refined factors and variables that appear in the real world. The results appear to be somewhat more accurate, but less precise. Overall the new formula is generally more robust. The effects on calculated visibility glidepaths for individual Class I areas in the West don't appear to be great.