

**MWAQC Technical Advisory Committee**  
**1-Page Summary of Policy-Relevant Issues**  
**January 21, 2005**

Key policy-relevant issues discussed at the January 21 TAC meeting are summarized below.

Pollution Controls at Mirant

- Mirant has developed a plan for installing controls to meet the requirements of the Consent Decree. To meet the 0.15 lb NO<sub>x</sub>/mmBtu system-wide cap, nearly all units in the Mirant system will need controls.
- Selective Catalytic Reduction (SCR) pollution controls (about 90% reduction) are planned for installation at the Morgantown plant.
- Separated overfire air pollution controls (about 30% reduction) are being installed at the Potomac River plant.
- Selective Auto Catalytic Reduction (SACR) units (approximately 50% reduction) are being installed at the Chalk Point plant.
- Mirant will report back to TAC as they make additional decisions on how to control specific units.

New Research on Night-Time Transport Affecting the Washington, D.C. Area

- New research indicates that “low level night-time jets” of air push pollution from southern Virginia and the Carolinas into the Washington area on many summer nights. Washington’s pollution is pushed to Pennsylvania and New Jersey.
- New equipment has been installed up and down the East Coast over the past 5 years that allows researchers to measure the speed and duration of these wind jets.
- This research supports the idea that the pollution control playing field needs to be leveled over much broader areas than the nonattainment areas.

Control Measure Development

- A short list of potential control measures will soon be finalized.
- Achieving significant additional local reductions is becoming increasingly difficult, as the Washington area is already implementing many of the more cost-effective pollution control programs.
- One option being evaluated is to expand the pollution control programs being implemented in the Washington area to upwind counties.

Other issues

- As part of the conformity discussion, it was reiterated that the current “surplus” is only temporary and that the new 2010 transportation budget for the 8-hour ozone standard will be much tougher.
- Legislation to control power plants will be introduced in both the Virginia and Maryland legislatures. A California clean car bill is expected to be introduced in Maryland.