

Clearing the Air: Final Air Quality Permit for Fort Myer Construction Corporation – Plant 1

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GOVERNMENT OF THE
DISTRICT OF COLUMBIA
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Fort Myer Construction Corp. - Plant 1 Overview

- Located at 2001 5th Street NE, in the Eckington neighborhood of Washington DC.
- The facility includes:
 - A hot mix asphalt batch plant, also capable of producing cold mix asphalt (located to the west of the MBT).
 - A materials yard where recycled asphalt pavement (RAP) is crushed for incorporation into the process for reuse (located to the east of the MBT).



Air Quality Permit Status Update

2/16/2024

Draft permit 7301-SM issued for public review.

3/18/2024

Public hearing.

3/18/2024

Public notice initially set to end.

3/25/2024

Public notices extended in response to public request.

DOEE thoroughly reviewed and responded to comments from several hundred commenters.

11/21/2025

Final Permit 7301-SM was issued, along with a comment response document.

Comment Themes (1 of 6)

Limiting Plant Operations



- Limits on bad air quality days
- Limits on operating hours

Source Oversight



- Third party inspection, maintenance oversight, testing, record keeping
- Ambient monitoring
- Source testing
- Public engagement - require facility to meet with community

Comment Themes (2 of 6)

Permitting



- Concerns about “relief” from requirements and synthetic minor designation
- Development of total suspended particulate matter (TSP) limit from baghouse outlet (excluding certain stack tests)

Compliance



- Past compliance not sufficiently considered
- Lack of trust in future compliance

Comment Themes (3 of 6)

Dust



- Vehicle spillage
- Enclosures/filters
- Street sweeping

Odor



- Odor monitoring/odor detectors
- Additional controls such as thermal oxidizers
- Odor control plan (OCP)

Comment Themes (4 of 6)

Public Health



- Cumulative impacts/Emissions elimination/20 DCMR § 201: “Not inimical to public health and welfare”
- Particulate matter - concerns about NAAQS attainment

Comment Themes (5 of 6)

Zoning and Location



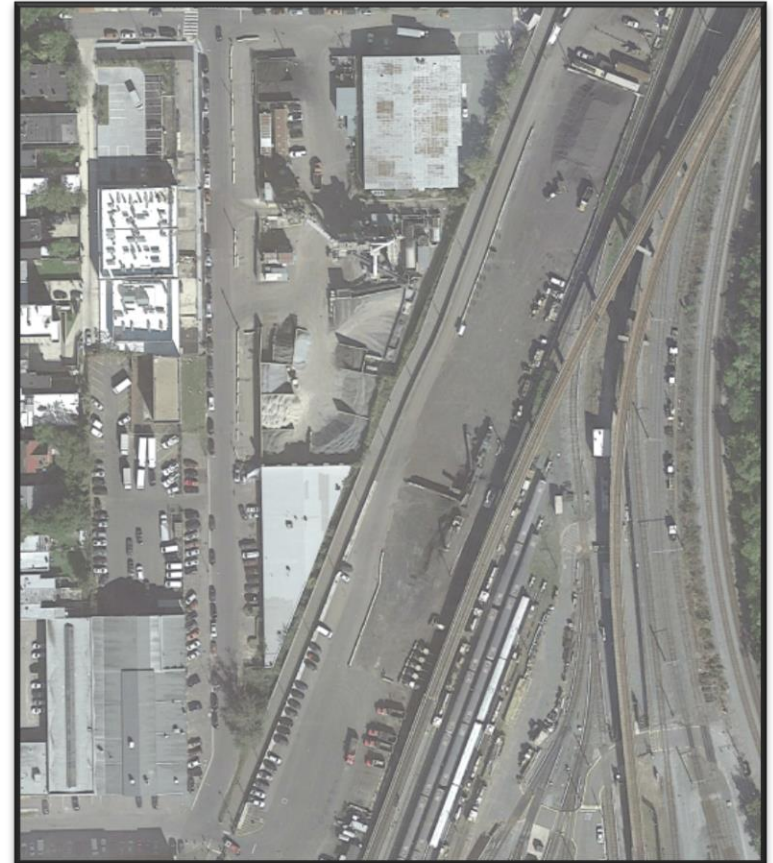
- Environmental Justice
- Residential growth
- Better use for the site
- Alternative plant location
- Should not be in “residential and school zone”
- Buffer zone
- Some support for current location to reduce trucking from out of the city.

Comment Themes (6 of 6)

Other



- Air filtration devices/subsidies for neighbors
- Tree planting
- Greenhouse gas/carbon dioxide limits



How Did the Draft FMCC Permit Differ from the Prior Permit? (1 of 6)

Operations were limited to ensure that the facility's emissions will remain below all major source thresholds.

The special limits established to ensure this are:

- A limit on the plant's annual production of 240,000 tons per year of asphalt product (compared to a previous permit limit of 1,752,000 tons per year).
- A limit on the hourly production of the plant to 120 tons per hour of asphalt product (compared to a previous permit limit of 200 tons per hour).
- A limit on operation of the crusher/screener unit at the site to 10 hours per day (this was a previously existing permit limit).
- A limit on throughput of the crusher/screener unit of 150 tons per hour (this was a previously existing permit limit).

How Did the Draft FMCC Permit Differ from the Prior Permit? (2 of 6)

Additional limits were incorporated into the permit to reduce the impact of the facility's pollutant emissions on the neighborhood as follows:

More stringent emission limits:

- A reduction of the filterable particulate matter emission limit from the main plant stack from 40 pounds per hour to 3.5 pounds per hour.
- A new total (filterable plus condensable) particulate matter emission limit from the main plant stack of 5.9 pounds per hour.
- A more stringent oxides of nitrogen (NO_x) emission limit of 6.4 pounds per hour.
- A more stringent visible emissions standard has been included in the permit to reflect updated District regulations.

How Did the Draft FMCC Permit Differ from the Prior Permit? (3 of 6)

Engine Idling Procedures:

- FMCC is now required to post signs at the facility in both English and Spanish, notifying drivers of the District's engine idling restrictions, which prohibit commercial vehicles from idling for more than three minutes.
- FMCC is now required to train their own drivers and conduct outreach to trucking companies that they contract with, to inform them of the District's engine idling restrictions.



How Did the Draft FMCC Permit Differ from the Prior Permit? (4 of 6)

Dust Controls:

- FMCC is now required to operate a wet sweeper broom truck to sweep up dust at the facility at least twice per day on each day of facility operations.
- FMCC is now required to maintain and operate water sprinklers throughout the facility, as necessary, to keep dust down.

How Did the Draft FMCC Permit Differ from the Prior Permit? (5 of 6)

Odor Controls:

- FMCC was required to install “blue smoke condensers” on two of their liquid asphalt tanks to minimize odors and volatile organic compound (VOC) emissions when filling the tanks.
- FMCC is now required to use odor neutralizers in their asphalt binders to minimize odors from plant operations.

How Did the Draft FMCC Permit Differ from the Prior Permit? (6 of 6)

Other Changes:

- Particulate matter testing frequency from the main exhaust point was increased to annually (from twice during a 5-year permit term).
- Particulate matter testing was required for both coarse and fine particulate matter (previously only required for coarse).
- Baghouse differential pressure monitoring unchanged, except that an exception has been added for a 1-day period after replacement of 20%+ of filter bags.
- Exceptions to zero percent visible emissions standard narrowed per updated regulation.

Changes to the Draft Resulting from Comments

Specifically requiring wet sweeping of the segment of 5th Street NE bordering the plant at least twice daily on each day of facility operations and as necessary to minimize fugitive dust from the facility;

Limiting nighttime (9:00 PM to 4:00 AM) operation of the plant to no more than 50 nights per year, including both production operations and loadout operations;

Increasing the required frequency of fluorescent dust leak tests of the baghouse to quarterly or within one week of reaching 25,000 tons of asphalt production since the last test, whichever comes later, but not less than twice per year; and

Prohibiting operation of the crusher/screener unit between the hours of 9:00 PM and 4:00 AM.

Compliance Updates



DOEE continues to respond to complaints as they are submitted, including one in response to visible emissions.

DOEE has no documented community enforcement engine idling violations in the last year.

In 9 inspections for engine idling since July 2024, DOEE did not observe engine idling at the facility.

On November 12, 2025, DOEE performed a full compliance evaluation inspection of their Title V Permit and observed no permit violations.

Odor Control Plan Status Update

An odor control plan (OCP) is required to be submitted by all asphalt plants in the District per the District's odor regulation (20 DCMR § 903)

- An original OCP was received dated October 2023
 - Disapproved December 28, 2023
- Revised OCP received February 12, 2024
 - Disapproved January 24, 2025
- Revised OCP received February 24, 2025
 - Approved December 23, 2025

Odor Control Plan Requirements

There is some overlap between the OCP requirements and the permit requirements.

Key OCP requirements include:

- Installation of “Blue Smoke vent condensers on the two main liquid asphalt tanks to reduce odor when filling.
- Use of low-odor asphalt mixed with odor neutralizer; low-odor binder put in truck before loading.
- Monitoring for truck idling/posting English and Spanish signs. **Most FMCC trucks have been updated with electric heaters to avoid idling.**
- Adds complaint response procedures.



Odor Control Plan Compliance

DOEE will investigate odor complaints as they are received.



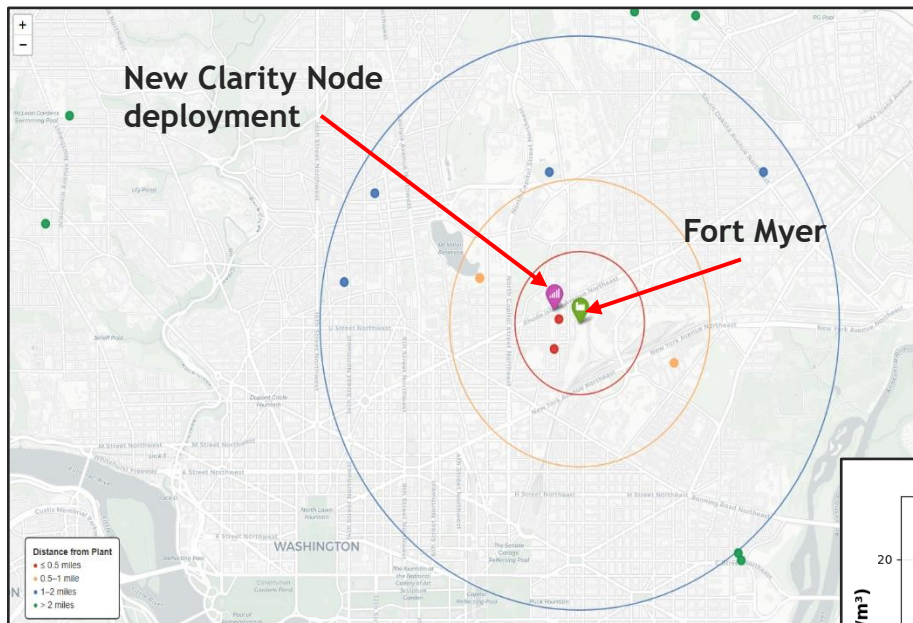
Upon receipt of a complaint, DOEE will verify the odor and the source of odor.



If an odor is identified with the olfactometer at two dilutions, as coming from the plant, DOEE will verify facility compliance with the OCP:

- If non-compliant with OCP, DOEE may pursue enforcement.
- If compliant, DOEE will re-open OCP to address the odor source.

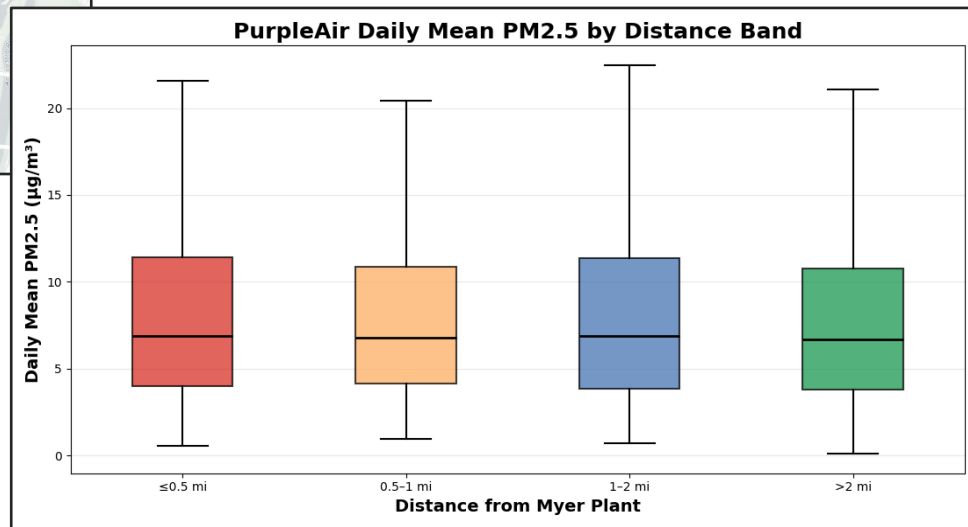
Daily PM_{2.5} Levels Measured by Nearby PurpleAir Sensors



PurpleAir Deployment Map

Median and upper-percentile values do not show a consistent increase at locations closest to the site compared with sensors farther away.

Daily average PM_{2.5} concentrations are broadly similar across distance bands from the Fort Myer plant, meaning that PM_{2.5} levels are generally not higher near the plant.



*Alt 3.4 correction factor applied

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Questions?

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