

Air Quality Public Advisory Committee

Suite 300, 777 North Capitol Street, N.E. Washington, DC 20002-4239 (202) 962-3360 Fax: (202) 962-3203
<http://www.mwcog.org/environment/committee/>

The Air Quality Public Advisory Committee (AQPAC) is an advisory body to the
Metropolitan Washington Air Quality Committee (MWAQC).

Meeting Minutes
Monday, May 17, 2004
Room 3
5:00 P.M.-7:00 P.M.

In Attendance:

Julie Crenshaw, Stewardship of Creation, Chair
Brian Holmes, MD Highway Contractors Assn.
Jill Engel-Cox, District of Columbia
Rodney Livingston, District Interracial Com. Environmental Equity (DICEE)
Sam Black, Greater Washington Board of Trade
Bill Butler, Mirant

Staff:

Joan Rohlfs, MWCOG
Jen Desimone, MWCOG

1. Call To Order, Adoption of Agenda, Approval of Minutes

Julie Crenshaw, Chair, called the meeting to order at 5:11 pm.

2. Approval of Minutes

Ms. Crenshaw asked for comments on the minutes of April 19, 2004. There were no changes and the minutes were approved as submitted.

3. Membership and Attendance

New Membership

Ms. Crenshaw discussed the AQPAC membership application from Deron Lovaas. Councilman Eric Olsen, from the City of College Park and an MWAQC member, asked Deron to apply for the vacant MD-Urban seat. Deron has an extensive environmental background, including experience with the Natural Resource Defense Council and the Sierra Club.

Sam Black has experience working with Deron and recommended him for membership.

Brian Holmes observed that there is no provision in the bylaws to remove a member representing a geographical area. Ms. Crenshaw said this issue will be taken up as we revise the bylaws.

AQPAC members approved Deron joining the group for MWAQC to consider.

Attendance

Ms. Crenshaw discussed the AQPAC members' attendance during the past three years.

According to Section 9 of the bylaws, the chair is to be proactive with meeting attendance. Lee Ruck, the COG lawyer, reviewed the AQPAC attendance and determined that Ms. Crenshaw should take action as soon as possible. If any member wishes to discuss their attendance, please contact Ms. Crenshaw, the chair.

Rodney Livingston suggested that attendance should be considered since the formation of AQPAC. The meetings are not using the best tools and technology available, for instance conference calls or video conferencing. The meetings should be available by other means to allow more flexibility for members to attend.

It was decided that Ms. Crenshaw send letters to each member/organization member of the committee that has failed to attend 6 meetings out of the preceding 12 months. The letters will state that the organization has not met the attendance requirements of the bylaws and state the current bylaws regarding attendance. In addition, copies of the letters will be sent to MWAQC as per the bylaws.

4. Report on Technical Advisory Committee (TAC) and MWAQC Activities

Ms. Rohlfs gave an update on the TAC meeting held on Friday, May 14th. The TAC discussed the 2002 Periodic Emissions Inventory (PEI), non-road diesel engine rule, and the Ozone Transport Commission's (OTC) workplan.

2002 PEI:

The Washington Region is required to submit a 2002 Periodic Emissions Inventory by June 1st, 2004 to the Environmental Protection Agency (EPA). Ozone non-attainment areas must complete a PEI every three years. The PEI includes actual volatile organic compound (VOC) and nitrogen oxide (NOx) emissions data collected by the states for point, area, mobile, and non-road sources. This inventory will be used in future 8-hour ozone modeling.

Compared to 1990, point, area and on-road VOCs and NOx emissions have decreased. An increase in non-road emissions is attributed to the use of a new model (MOBILE6), which calculates emissions differently than the previous version of the model.

Sam Black asked if there were any plans to develop a toxics inventory. Ms. Rohlfs responded that this type of inventory is the responsibility of the states and is outside the Council of Governments scope of work.

Nonroad Diesel Engine Rule:

EPA administrator, Mike Levitt, signed the nonroad diesel rule on May 10, 2004. This rule requires lower sulfur levels for diesel fuels by land-based non-road equipment, locomotive and marine engines. It sets new emission limits for land-based non-road equipment. The sulfur restrictions will be phased in with a limit of 500 parts per million (ppm) for all effected fuels by 2008. By 2010, limits for land-based fuels must not exceed 15 ppm of sulfur. Marine and locomotive fuels must meet the 15 ppm sulfur limits by 2012. Particulate emission controls will be phased in from 2008 to 2013 and is expected to reduce particulate emission by 95%. NOx controls will be phased in from 2011 to 2014 and is expected to reduce NOx emission by 90%.

The NO_x controls will be implemented as a non-methane/hydrocarbon plus NO_x standard causing VOCs to be reduced by 35%.

The EPA on-road heavy duty diesel rule, which should go into effect in 2007, may be delayed. California has adopted its own heavy duty diesel rule. EPA has issued a waiver to California allowing other states to join on to their rule if they believe EPA will delay the federal heavy duty diesel rule. Multiple states have decided to opt in to the California rule, which has caused manufactures to comply with the requirement of the rule by 2007.

Ms. Crenshaw updated the committee on the next two items from the TAC meeting.

Ozone Transport Commission (OTC) Workplan:

The 8-hour SIP timetable is as follows:

Meteorology, March 04 – June 04

Emission Inventory, July 04 – December 04

Modeling, February 05 – January 06

Control Strategy Plan, July 05 – September 05

Document the Results, June 06

The Washington, DC region has an attainment date set for 2010. Attainment must be shown through the 2009 season, as that is the last season before the 2010 date.

Ms. Rohlf explained that the OTC modeling will be completed by states within the ozone transport region. The OTC and the Mid-Atlantic Regional Air Management Association (MARAMA) are hiring contractors to complete the various inventories required for the modeling initiative. Photochemical modeling in the Washington Region will be completed by a joint effort between Virginia Department of the Environmental Quality, Maryland Department of the Environment, and the University of Maryland.

Selective Catalytic Reduction (SCR) Technology

SCR is a type of pollution control equipment aimed at reducing power plant NO_x emissions. This technology is expected to cause a 90% reduction in emissions. Constellation Energy has installed SCR at local power plants. This project cost approximately \$200 million and reduced NO_x emissions at three of Maryland's largest sources by 80-90%. Many mid-west power plants will be installing this equipment with the majority in Indiana, Ohio and Kentucky. This will help reduce the transport of pollutants to this region.

Bill Butler noted that most SRC will be available by May 31, 2004.

5. Discussion of Updating the Bylaws

As agreed at the April meeting, the committee discussed revisions of Section 4 of the AQPAC bylaws. Section 5 and 6 will be discussed at the June meeting. We will look at the bylaws in their entirety once all sections have been discussed before finalizing them for approval.

6. Report on the Joint Technical Working Group (JTWG)

Ms. Crenshaw updated the committee on the JTWG meeting held Friday, May 14th, 2004.

The majority of the discussion addressed the changes in the bus transportation and routes.

Modeling of the scenarios the group has been working on will take place in June, with a report to the TPB in July.

The Maryland Department of Transportation (MDOT) is planning to put in express toll lanes. Brochures are available through MDOT or the COG transportation department.

7. New Business

None

8. Next Meeting Date

The next meeting date is Monday, June 14th with the potential for it to be rescheduled or cancelled per the June meeting schedule of MWAQC. The committee decided that staff would survey the members regarding their availability to meet on different dates, or accordingly if MWAQC changes their meeting schedule.

There being no further business, the meeting adjourned at 7:00 p.m.