

Bay Area Air Quality Management District
939 Ellis Street
San Francisco, California 94109

APPROVED MINUTES

Advisory Council Executive Committee Meeting
9:00 a.m., Wednesday, July 9, 2003

- 1. Call to Order – Roll Call.** 9:08 a.m. Quorum Present: William Hanna, Chairperson, Elinor Blake, Robert Harley, Ph.D., Kraig Kurucz, Brian Zamora. Also present: Stan Hayes.
- 2. Public Comment Period.** There were no public comments.
- 3. Approval of Minutes of March 12, 2003 and May 14, 2003.** Mr. Zamora moved approval of the minutes of March 12, 2003; seconded by Dr. Harley; carried unanimously. Mr. Zamora moved approval of the minutes of May 14, 2003; seconded by Dr. Harley; carried unanimously.
- 4. Standing Committee Chair Reports on Committee Work Plans and Recommendations.** Chairperson Hanna inquired about the status of Standing Committees work plans.

Mr. Kurucz reported that the Air Quality Planning Committee at its next meeting on July 22 will discuss the state of regulation on diesel fuel and diesel engines with District staff. Subsequent Committee work will focus on PM_{2.5} and its relationship to existing controls for NO_x.

Dr. Harley noted that Technical Committee will meet on August 7 to further discuss South Coast AQMD Rule 1118 regarding refinery flares and to receive a presentation from Communities for a Better Environment on flare emissions. Referring to the May 14, 2003 Advisory Council Executive Committee minutes, Chairperson Hanna inquired of Mr. Hess as to the timing of the forthcoming two staff presentations to the Technical Committee on (a) efforts in Canada and elsewhere to measure flare efficiency and (b) the District's Technical Assessment Document (TAD) on marine loading. Mr. Norton indicated that the marine loading TAD would be issued in September, at which time staff could report on it. Mr. Hess noted that the AWMA Journal in June published an article on methodology for calculating flare efficiency, and that staff would be interested in hearing the Technical Committee's opinion on this methodology. Chairperson Hanna suggested the first presentation be presented to the Technical Committee at its October meeting.

Mr. Zamora noted that the issue of flare efficiency overlaps with the Public Health Committee's review of the optical sensing of emissions at the refinery fence line. At its forthcoming meeting on August 11, refinery staff will meet with the Committee to discuss the data generated by the system. The Committee's charge is to evaluate whether fence line monitoring should be installed at other Bay Area refineries. The public considers this system and the data it generates an asset.

In discussion, the distinction was raised between evaluating flare emissions for purposes of ozone attainment modeling and toxic content in upset conditions. In the latter case, fence line monitoring would possibly provide early warnings from near real-time monitoring. This would provide an additional perspective on whether a given refinery emission posed a danger to public health.

Mr. Zamora stated the Public Health Committee will require another meeting or two to develop its recommendations. At the time it issues its first draft, it would like to jointly meet with the Technical Committee to review them. Chairperson Harley so agreed. Mr. Zamora added the Committee has been investigating emissions from ports and ships but would like to complete its work on optical monitoring before resuming its analysis of marine loading and shipping.

5. **Staff Comments on Items of Upcoming Importance.** Mr. Norton stated the U.S. Environmental Protection Agency (EPA) had indicated it will approve the District's 2001 Ozone Attainment Plan. Whether it will attach conditions to its approval is as yet unknown. EPA's approval will avert the highway sanctions that would have gone into effect in October of this year in the absence of an approved Plan. Mr. Hess added that should litigation be initiated, the removal of the sanctions will stand as approved unless the EPA's decision is overturned in a federal court proceeding.

Mr. Norton stated that the California Air Resources Board (CARB) has informed the District that it will recommend that the EPA designate the District as being in attainment of the eight-hour ozone standard. Mr. Hess added that EPA is developing documentation for implementing a plan for the eight-hour ozone standard, which will likely replace the one-hour standard. The EPA will publish its rule-making in December to meet a court-mandated deadline for designations by April 15, 2004.

However, one major potential complication concerns the extent to which such a designation can be affected by pollutant transport to the District's downwind neighbors, which are asking EPA not to designate the District as being in attainment. Chairperson Hanna inquired how monitoring data for attainment within a given region could be affected by measurements outside the region. Mr. Norton replied that EPA has some latitude in that context. In other places in the country, EPA has designated upwind areas the same as downwind neighbors because of transport problems. To date this has been applied only to inter-state transport. The question remains as to whether EPA has the authority to exercise the same discretion within intra-state situations as well.

At a recent CARB meeting, transport requirements were recently passed, and the District must comply with these. This constitutes the proper forum for dealing with the effects of transport. The next step will be to make evaluations based on modeling the data from the Central California Ozone Study (CCOS). Preliminary data show that while there is transport from the District into the northern part of the Central Valley, the ozone exceedances occur primarily in the southern region.

Dr. Harley inquired if the EPA is also concerned over how the Bay Area's attainment of the PM standard may be affected by wintertime transport from the Central Valley. Mr. Hess replied that it is likely the District will attain the PM_{2.5} standard. Evaluation of PM transport is complicated because fine PM is either a combustion particulate or a gaseous pollutant deriving from secondary atmospheric formation. Dr. Harley agreed, noting that nitrate is half of the wintertime problem in the Bay Area and comes from the gas phase emissions of NO_x rather than soot particles.

6. **Committee Member Comments/Other Business.** Mr. Hayes noted that the issue of climate protection was the subject of the keynote address at the recent AWMA conference and should be included on the Council's study program. The CEO of a large utility has recently spoken about how important climate change is to the electric utility industry. The Council should consider inviting speakers to introduce the entire membership to the issues. These could be invited from government, industry and academic institutions. For example, Stanford University has recently initiated a program to conduct research in energy as it might affect global climate change.

Chairperson Hanna stated that at the Board meeting of July 2, 2003, the Sonoma County Climate Protection Campaign did receive \$25,000 in District funding to conduct a greenhouse gas (GHG) emission inventory in that County. The Campaign staff explained to the Board that the State Climate Action Registry database was not functioning. This not only prevented the Campaign from coordinating with the Registry, but also required the Campaign to assist the Registry with getting its system up and operating. Chairperson Hanna added that the Campaign staff assured him that they would keep the Advisory Council informed.

Mr. Norton noted that regulation of GHGs is problematic because they are not criteria pollutants that the District is charged to regulate. The dedication of District resources to their regulation would depend upon whether a nexus could be demonstrated between reductions of GHGs and reductions in volatile organic compound emissions. Mr. Kurucz stated that one of the Council's Committees could review this issue and evaluate Sustainable Silicon Valley: a cooperative network of business, industry and government which is working to evaluate the impact that a large network of businesses and industry could have on the environment. This group has chosen to investigate water management and energy conservation. On a voluntary basis the participants have set a goal for the region for energy reduction on a percentage basis over previous years. Members of this group could address the Council on its methods, some of which far exceed the government in the area of GHG emission reductions.

7. Time and Place of Next Meeting. 9:00 a.m., Wednesday, September 10, 2003, 939 Ellis Street, San Francisco, California 94109. Messrs. Kurucz and Harley informed the Committee that they will be unable to attend the next Executive Committee meeting.

8. Adjournment. 9:58 a.m.

James N. Corazza
Deputy Clerk of the Boards