

Mobile Source Work Group Meeting Summary

November 7, 2005

The Mobile Source Work Group met for the fifth time on November 7, 2005, from 1:30–3:30 PM at NOACA’s offices.

The Work Group first heard from Glenn Luksik, Ohio EPA, who reported on changes to the E-Check program. He stated that the Ohio Legislature had decided to fund the program with state tobacco settlement dollars, which would make the program free to the public as of January 2006. He reported that the exemption for new cars was increased from 2 years to 4 years, meaning that any vehicle less than 4 years old would not be tested.

He reported that vehicles would not have to be tested at the time they are sold, but rather would wait until their next regularly scheduled time. This point may be the subject of further legislative action. An amendment to require that all vehicles be tested at E-Check before being sold as “used” was eliminated in a Conference Committee.

Luksik commented on the Mobile 6.2 figures produced by NOACA staff for enhancing the program by moving to the ASM 2525 Final Standards. He noted that the steep increase in the cutpoints for those older vehicles (pre-1996) would result in a very steep increase in the number of failures. The Work Group will consider the cost versus the benefit.

Luksik reported on Roadside Diesel Testing programs, as requested by the Work Group. Such programs do not test for NO_x, but do use a simple opacity test for particulates. More than 22 states have such programs. If a fine of \$700 was imposed, and the program was implemented statewide, more than \$13 million would be generated annually. These funds could be used for air pollution programs, such as diesel truck retrofits, etc.

The Work Group received USEPA’s “State Idle Reduction Model Law” and the members agreed to study the document for the next meeting. The Work Group agreed that anti-idling practices were among the cheapest and most effective for controlling for NO_x, PM_{2.5}, and VOCs.

The Work Group discussed PuriNO_x, made by Lubrizol of Wickliffe, Ohio, which has a good track record of reducing both NO_x and PM_{2.5} in diesel engines. PuriNO_x is an emulsion diesel fuel that mixes water with diesel, reducing emissions, but also reducing horsepower. The Work Group requested a list of the types of diesel engines in which PuriNO_x works successfully. It was noted that PuriNO_x requires a centrally fueled fleet.

The Work Group heard a presentation on ACES II, which is a fuel-borne catalyst for diesel fuel that reduces emissions. The produce is not yet USEPA-certified.

Michael Bower of the Cleveland Municipal School District reported on his school bus retirement and retrofit program. The District has retired 270 school buses, most of which were scrapped.

Bower is tracking the remainder to see whether they left the nonattainment area. He reported that he has received grant funding that will enable him to buy PM filters for the remaining buses. His buses with filters have already switched to low-sulfur diesel.

Ryan MacKenzie of EcoCity Cleveland reported on their upcoming “car sharing” programs, where participants will pay to have occasional use of a car. The program will allow the participants to share the cost of a car. Hybrid vehicles are planned for the program.

The Work Group will meet next on December 15, 2005.