



AIR & WASTE MANAGEMENT
A S S O C I A T I O N

Georgia Chapter
Southern Section

Fall/Winter 2007
Edition

News for People with Environmental Vision

Upcoming Events:

- Brown Bag Luncheon on
Jan 11, 2008 at Powell
Goldstein LLP
“Greenhouse Gas- Program
Regulations in Georgia”
- Georgia Regulatory
Update Conference on
April 17, 2008
At the Sum Nunn Atlanta
Federal Center

Georgia’s Brownfields Program

by Kent Pierce, EPD – Hazardous Waste

“Location, Location, Location” has often been viewed as the predominant factor motivating real estate acquisition and development. One would assume that a 138-acre property in the heart of a thriving city would be a hot commodity. Not so when that property has been home to heavy industry, raising concerns about environmental contamination.

This was the case with the property then known as Atlantic Steel. The Atlantic Steel plant operated for over 100 years and was once the largest employer in the state. By the mid-1990’s it had outlived its usefulness and was badly in need of redevelopment. To most people, the property was just a hulking, industrial eyesore looming over Atlanta’s posh Midtown. Atlantic Steel was a hazardous waste facility. It took real vision to see beyond the contamination to the value of the location.

The vision came from Brian Leary, then a student at nearby Georgia Tech, and Jim Jacoby of Jacoby Development, Inc. Brian Leary saw what the Atlantic Steel property could become, and Jim Jacoby saw how it could be accomplished. Their vision was “Atlantic Station” a bustling, mixed-use city-within-a-city that would embody a new “live, work, play” lifestyle. But what about the contamination?

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Ethanol: This is not just your Granddaddy’s Moonshine Anymore!

By Tom Atkinson, Georgia EPD – Air Protection Branch

Drinking Alcohol or Ethyl Alcohol or the type people have been distilling and/or drinking is known by the chemical structure ETOH. For years, ETOH has been produced with a simple fermentation process using corn, yeast, sugar and heat. When certain species of yeast metabolize sugars in an aerobic condition, or the absence of oxygen, they produce ethanol or ETOH and carbon dioxide (CO₂). The entire process must take place in the absence of oxygen.

Ethanol has many other uses other than drinking; it is also one of the more powerful sources of combustion energy naturally derived by a chemical process. It is a little known fact that when Henry Ford first began the production of the Model T’s his primary source of fuel was projected to be ETOH. More widely known is the fact Rudolph Diesel had planned his engine to run on peanut oil. Both of these plans were changed by the flood of cheap and available crude oil derivatives.

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Hartsfield-Jackson Atlanta International Airport Air Emissions Inventory to Support Georgia EPD Air Quality State Implementation Plan

By Carrol Bryant, KB Environmental Sciences, Inc.; and Dr. Tom Nissalke, Hartsfield-Jackson Atlanta International Airport



BACKGROUND

The 1970 Clean Air Act established the National Ambient Air Quality Standards (NAAQS) to protect public health and welfare and required states to prepare and implement plans (referred to as State Implementation Plans (SIPs)) to demonstrate how the NAAQS would be achieved.

In accordance with the Clean Air Act, all areas within the United States are designated with respect to the NAAQS as attainment, non-attainment, maintenance, or unclassifiable. An area with air quality better than the NAAQS is designated attainment; an area with historical air quality conditions worse than the NAAQS is designated non-attainment. Maintenance areas are non-attainment areas that have been re-designated to attainment status. Finally, an area may be designated as being unclassifiable when there is a lack of data to form a basis of attainment status.

Hartsfield-Jackson Atlanta International Airport (HJIA) lies within both Fulton and Clayton counties (Exhibit 1). These counties are included in a larger area that is designated as non-attainment for the 8-hour ozone standard (marginal) and the annual standard for particulate matter 2.5 microns or less in size (PM_{2.5}). Notably, this same area was previously designated as non-attainment for the 1-hour standard for ozone (severe-15).

The 1-hour ozone State Implementation Plan (SIP) outlined the Georgia Department of National Resources, Environmental Protection Division (EPD)'s plans for bringing the area in compliance with the 1-hour NAAQS for ozone. The EPD is currently in the process of preparing SIPs that will address the 8-hour ozone standard and PM_{2.5}. These SIPs will include emission inventories for HJIA. The inventories were prepared by the City of Atlanta Department of Aviation for the years 2005, 2009, and 2012 with the future years of 2009 and 2012 represent compliance deadlines for the 8-hour ozone NAAQS.

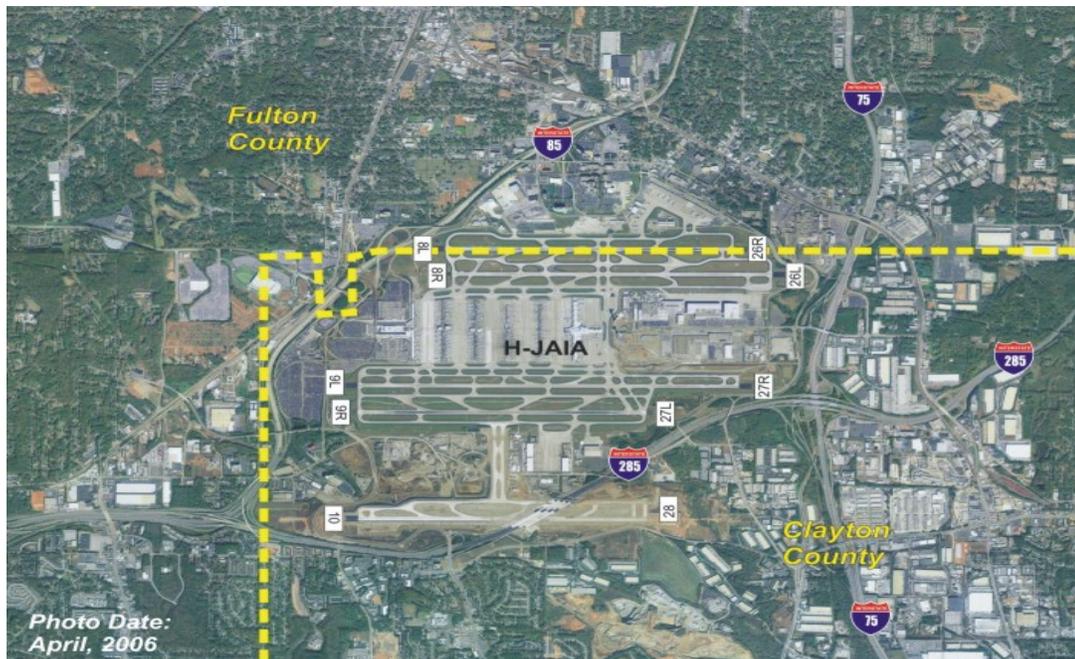


Exhibit 1: Airport Configuration

¹ During 2006, HJIA had more operations (arrivals and departures) and served more destinations than any other airport in the world.
² Proposed rule to redesignate the Atlanta area from marginal to moderate (Federal Register: October 16, 2007 (Volume 72, Number 199))
³ The USEPA revoked the 1-hour standard for ozone on June 15, 2005.

Georgia DNR Recreational Fish and Seafood Contaminant Monitoring

by Linda Ham, Elizabeth Booth and Debbie Siemon – Georgia EPD Watershed Protection Branch; Dr. Randy Manning – Georgia EPD Program Coordination Branch; and Susan Jenkins – Georgia EPD Air Protection

A partnership within the Georgia Department of Natural Resources between the Environmental Protection, Wildlife Resources and Coastal Resources Divisions was begun in the early 90's to test the states' recreational fisheries for contaminants that could pose a health risk to recreational anglers and their families. Water bodies with the greatest amount of fishing pressure such as large reservoirs, known contaminated sites, and highly industrialized areas were targeted initially, with other waters assessed as the program has continued. Prior to 1995 when DNR was evaluating other data assessment approaches, fish consumption advisories were issued using the Food and Drug Administration (FDA) action or threshold level. The GADNR adopted a more conservative risk-based method that was implemented with consumption guidance published in 1995 and annually thereafter, in the Georgia Sport Fishing Regulations and booklet entitled *Guidelines For Eating Fish From Georgia Waters*. Guidance consists of one of four consumption frequencies (no restriction; one meal per week; one meal per month; or, do not eat). Forty-three contaminants are evaluated including mercury, other metals, PCBs and pesticides. Retesting of fish in major fisheries, and first time evaluations at new sites is conducted annually. A map is provided showing monitoring locations through 2006. (refer to **Exhibit 1**).

The majority of advisories for restricted consumption in Georgia are due to mercury, followed by PCBs. Whereas the advisories due to PCBs are at locations where they were in use or in older populated urban and industrialized areas, mercury advisories exist statewide, due to atmospheric transport and deposition. PCBs and other organics have continued to decline, but mercury levels in fish have shown no apparent change. Mercury is converted to methylmercury in aquatic systems by microorganisms and bioaccumulates through the food web, with predatory fish at the top acquiring the largest exposures and body burdens. The chemistry of Georgia's blackwater coastal plain rivers and lakes favors the methylation of mercury and fish in those waters show the highest levels of mercury seen in the state.

PCBs and other organic contaminants are fat soluble and can be reduced by trimming out the fatty areas, skinning, and cooking so oils are drained away. Methylmercury binds to proteins and can not be reduced by cleaning or cooking methods.

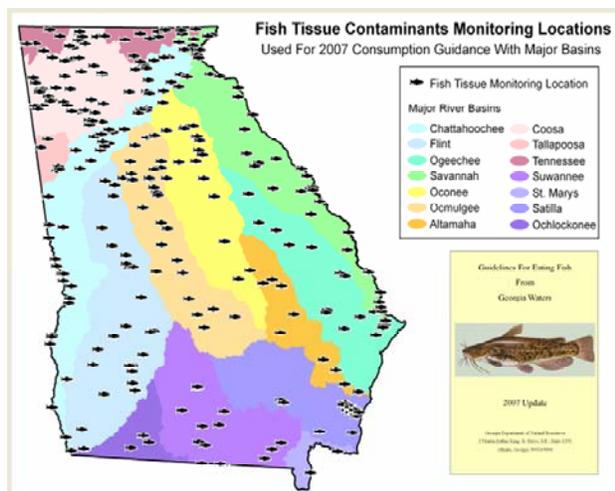


Exhibit 1: Fish Tissue Contaminant Monitoring Locations

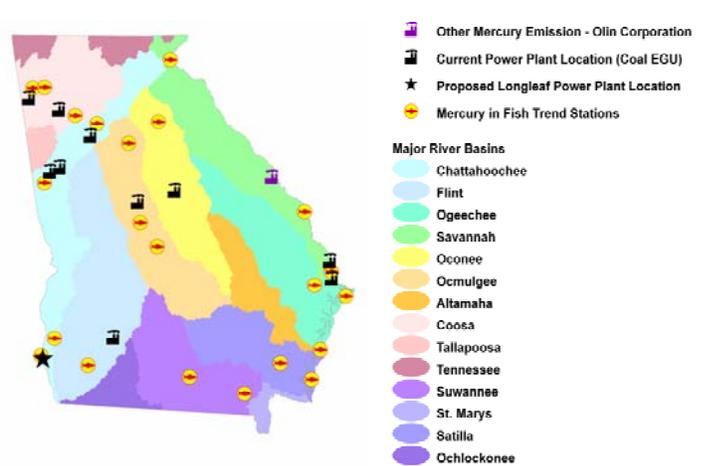


Exhibit 2: Illustration of New Mercury Monitoring Locations

In early 2007, Georgia adopted an air quality state-only rule known as the "Multipollutant Rule" as a companion to the Federal Clean Air Mercury Rule (CAMR), requiring the installation and operation of air pollution control equipment on specific Georgia coal-fired electric generating units to reduce emissions of nitrogen oxides and sulfur dioxide. The air pollution controls required by the "Multipollutant Rule" [Chapter 391-3-1-.02(2)(sss)] will also provide a co-benefit of reduce mercury emissions. EPD recognized that Georgia would need more data on mercury residues in fish than obtained in the general contaminants program, to support trend analysis and to evaluate any reductions due to reduced atmospheric loadings. A requirement to conduct a technology and mercury impact review was also required by the new "Multipollutant Rule". To that end, a new subproject was designed with 22 stations that had spatial significance to mercury emission sources and physical and hydrologic conditions amenable to annual sampling. Most of the 22 stations were first sampled in 2006. As part of the project design to control variables, each station has a designated predator species and the number of species were minimized. Age and sex are determined, targeting a 2-3 year age class. Of the 22 sites, 19 are freshwater and 3 are estuarine. Largemouth bass are collected at 17 stations, spotted bass and chain pickerel each at one site, and spotted sea trout at the 3 estuarine systems. (refer to **Exhibit 2**)

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Georgia's Brownfields Program continued from page 1

In 2002, Georgia amended the prospective purchaser liability provisions of its Hazardous Site Reuse and Redevelopment ("Brownfields") Act, thereby establishing the statutory framework for Georgia's Brownfields program. The amended law allows innocent prospective purchasers of contaminated properties to clean up soil contamination and source material in exchange for certain liability protections. Liability for groundwater cleanup costs and third party claims arising from prior contamination remain with the seller of the property. Following cleanup, the resulting limitation of liability can transfer to subsequent purchasers of the property.

A voluntary cleanup program funded by a federal Brownfields grant, the Georgia Brownfields program is administered under the Hazardous Waste Management Branch of EPD. The Brownfields cleanup standards are the same risk-based human-health standards that were previously established under Georgia's Hazardous Site Response Act (HSRA). Properties regulated under HSRA are eligible to participate, as are many contaminated properties that are not governed by state or federal regulations. The same team approach pioneered during the cleanup of Atlantic Steel is employed on Brownfields cleanups, with attention focused on the needs of Brownfields purchasers: timeliness, flexibility, and reliability.

Interest in redevelopment of brownfields in Georgia has grown dramatically in recent years. Additional legislation created a Brownfields tax incentive whereby purchasers can recoup some or all of their eligible investigation and cleanup costs. Following cleanup, property taxes for Brownfields can be essentially "frozen" for up to 10 years or until the cleanup costs are recovered. In 2005, the Brownfields law was amended to extend these incentives to properties with petroleum releases. Incentives such as these are often key ingredients to move a brownfields redevelopment project forward. Although "location" is still the major consideration, it may no longer be the predominate factor motivating redevelopment of brownfields in Georgia.

Since the inception of Georgia's Brownfield program, over 225 Brownfield applications representing approximately 2,600 acres have enrolled in the program. The number of applications received annually has dramatically increased from three applications in 2002 to over 65 in 2007. To date, 104 of these sites have been cleaned up and redeveloped or redevelopment is underway.



**Sea Turtle Center
before and after**

The following are notable success stories about Georgia Brownfields redevelopment projects:

Georgia's Sea Turtle Center, Jekyll Island. What is now the main building for the Center originally housed the boilers used to generate power for the historic Jekyll Island Club back in 1901. The Power Plant building, itself an historic structure, was renovated and transformed into a rehabilitation center for Georgia's endangered sea turtles. The building contained asbestos and lead-based paint, which were remediated using Brownfields funding from Georgia EPD and U.S. EPA. It now contains educational exhibits, surgical and rehabilitation areas, information center and gift shop. The building is the iconic entrance for visitors interested in the efforts the Center pursues for the health of the endangered species of sea turtles that nest on the coastal island beaches of Georgia.



Georgia State University. Georgia State University recently completed construction of one of the nation's largest student housing complex on a portion of the 6.9-acre brownfield site that was the former Beaudry Ford dealership at Piedmont Avenue and Ellis Street. The four-building, 2,000-bed complex includes a courtyard, meeting and study rooms, a student commons central area and 786 parking spaces. It was opened for student tenants at the beginning of the 2007 fall semester.

The following are notable brownfield projects that are in the pipeline.

Streets of Buckhead – Atlanta Formerly known as the Buckhead Village area of Atlanta, the various parcels that makeup this site are slated for redevelopment into a multiuse center of nearly a half-million square feet of luxury streetscape retail and restaurant space, four hotels, high-rise residential units and 300,000 square feet of Class A office space. Existing structures are currently under demolition with the first stages of remediation and redevelopment beginning later this year.

New River / LandMar – St. Marys This brownfield redevelopment project is the 720-acre site of the former Gilman/Durango paper mill. Extensive plans for redevelopment at this multiuse riverfront center include single family homes, townhomes, condominiums, marina, neighborhood retail, parks, green space, marsh preserve and a protected rookery for the native wood stork. Demolition and removal was recently completed for all existing paper mill equipment and operations buildings. Site remediation has commenced.

Liberty Harbor – Brunswick A portion of this 110-acre site was used for the construction of the Liberty ships during World War II. Future redevelopment plans for this mixed use property include approximately 1600 waterfront condominiums, hotel, marina, and retail development in the Golden Isles area of Georgia's Atlantic Coast. Currently the majority of the site has been cleared with remediation and redevelopment ongoing.

Atlanta Beltline Project The Beltline project is one of the most comprehensive economic development efforts ever undertaken in the City of Atlanta and the largest, most wide-ranging urban redevelopment currently underway in the U.S. The Beltline will combine green space, trails, transit, and new development along 22 miles of historic rail segments that encircle the urban core. There is an estimated 1,100 acres of brownfields within the 6,500 acre Beltline project.

The Georgia Brownfields Act and other related environmental statute are accessible on the Internet at the following links. Prospective purchasers, environmental professionals and other parties interested in brownfields redevelopment in Georgia are encouraged to review the Brownfields Act and all associated materials so informed decisions can be made.

Ethanol: This is not just your Granddaddy's Moonshine Anymore! continued from page 1

Today, the tide is beginning to turn the other direction. With the statements made by President George W. Bush in his 2005 State of the Union Speech, the U.S. was mandated to reduce the country's dependence on foreign oil and turn to renewable sources within our own borders. The primary concerns seen by this dependence have been gasoline and diesel consumption coupled with \$100.00 per barrel oil prices. Both of these demands can be met through the use of novel approaches to the production of Ethanol and Bio-diesel.

The good. The automobile industry reports all cars on the road today can run on E10 or 10% ETOH, the vast majority can also run on E 85. This is a dramatic increase in the demand for ethanol blends for the American consumer. There are a number of sources for the raw materials or feed stock needed in the production of ethanol. These range from agriculture products that include corn, soybeans, sugar cane and wiregrass, to cellulosic (tree based) materials. Each of these materials require their own process to turn feedstock materials into usable ethanol. The agricultural products used, for the most part, in the fermentation process as outlined above, the cellulosic method uses a new method known as pyrolysis, that will open the doors for the reclamation of what was once considered a waste product of forestry. The turning of this material into a motor fuel will serve two purposes. First, it will reduce direct emissions from land clearing/site preparation burning. Secondly it will reduce the amount of landfill space used by woody waste materials.

Further more detailed studies indicate the use of ETOH may reduce ozone precursors such as oxides of nitrogen (NOx), as well as air toxics detected in regular or reformulated gasoline.



Bio-Diesel is the introduction of fatty material into raw diesel hence the name Bio or Biological material added to Diesel fuel. The ratio shows the amount of Bio material in the compound for example B50 is 50% bio material and 50% diesel. Biodiesel has been tested and shows a very slight, if significant, levels of NOx increase but HUGE particulate matter reductions. This is a very important item for areas facing NAAQS violations of the PM 2.5 standard

The bad. The energy derived from one gallon of ethanol is less than the amount of energy obtained from one gallon of gasoline. Ethanol is less fuel efficient than commercial crude oil based petroleum seen by the consumers today. Another factor in this equation is the evaporative rate shown by ETOH is far greater than gasoline. The negatives of ethanol include: (1) less miles per gallon; and (2) more product evaporation means again less efficiency. The decrease in efficiency is also seen in biodiesel, but to a lesser extent. Diesel fuel regardless of source or type has very little if any evaporative loss.

The ugly. Ethanol is a very powerful solvent - it will clean any surface in which it comes in contact. This includes pipelines, storage tanks, gasoline tanks and automobile fuel intake systems. A huge challenge stated by industry groups is transport and storage of this material. If it can not be shipped via pipeline it will require the use of tanker truck transport to from production facility to the terminal locations. Once transported to these location is requires the use of dedicated storage tanks specifically engineered for the use of this material. After the reception at terminal the ETOH must be mixed in the appropriate ratios to complete the desired blend E85 or others as requested.

Another challenge in transporting and storing ethanol is its ability to find and bind itself to water. This can be an frustrating problem if there is water allowed to infect a Underground Storage Tank, or UST. The water will bind to the ETOH and make the residual product in the UST unuseable in automobile engines.

So it comes to the decision we all must make, the continued dependence on foreign oil or making the switch to a natural, domestically produced fuel for our transportation needs.

Biofuels either Bio-Diesel or Ethanol can be produced from the materials we grow here in the U.S.A. with a little modification and with patience we can purge ourselves from the thirst for foreign oil.

Get Involved!

We're always looking for volunteers. See anyone from our Georgia Chapter Board about joining.

Georgia DNR Recreational Fish and Seafood Contaminant Monitoring continued from page 3

Frozen whole fish are received, filleted and skinned for a sample of muscle tissue at one location, and are analyzed individually (*refer to Exhibit 3*). The tissue mercury concentrations will be further normalized to a 3-year age. Approximately 5 years of trend data will be collected as a baseline and prior to the first stack emission reductions required by the Georgia CAMR. An example of 2006 data is provided from Banks Lake National Wildlife Refuge in Lanier County (*refer to Exhibit 4*). Banks Lake is a blackwater wetland lake system in south-central Georgia, managed by the U.S. Fish and Wildlife along with the Okefenokee NWR.

Exhibit 3: Photographs of Tissue Preparation

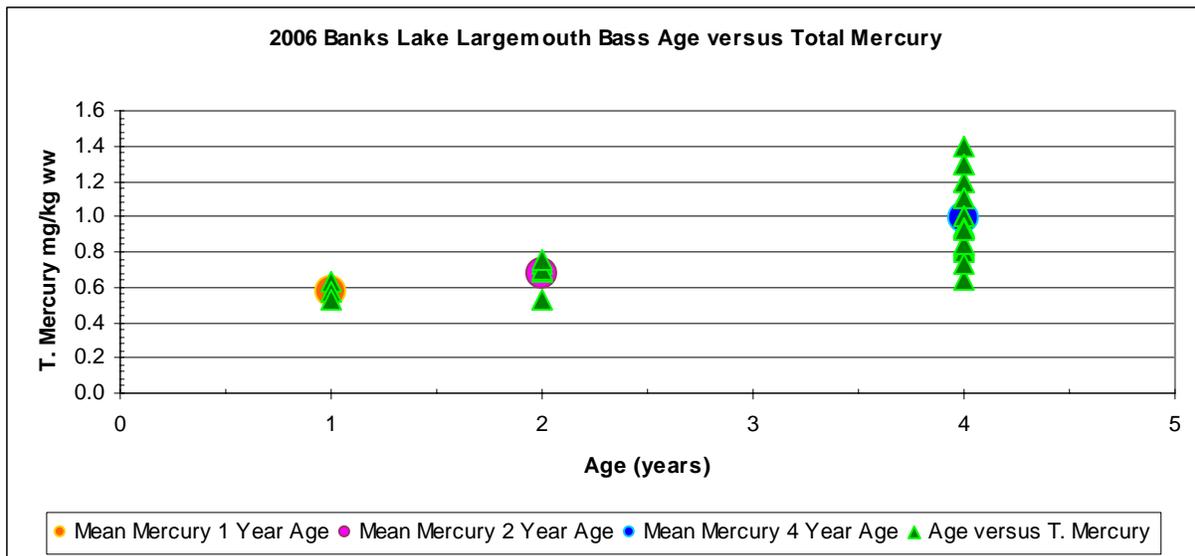


Exhibit 4: Banks Lake National Wildlife Refuge in Lanier County

Hartsfield-Jackson Atlanta International Airport Air Emissions Inventory continued from page 2

METHODOLOGY

The HJIAA emission inventories were prepared using the Federal Aviation Administration’s (FAA’s) Emissions and Dispersion Modeling System (EDMS – Version 4.5). EDMS is the FAA’s required model when performing air quality analyses for aviation sources and the US Environmental Protection Agency’s (EPA’s) preferred guideline model for use at civil airports. The model was specifically designed by the FAA to assess pollutant emission totals from airport-related sources.

The emission inventories were prepared for the following airport-related sources: aircraft, auxiliary power units (APUs), ground support equipment (GSE), passenger-related motor vehicles, construction, deicing, aircraft refueling, engine testing, and fire training. The inventories were prepared for the PM2.5 and the precursors to the air pollutant ozone (volatile organic compounds (VOC) and nitrogen oxides (NOx)).



STUDY DATA

Aircraft

The type of aircraft that operate at an airport (the aircraft fleet mix) is an important factor in determining the level of air pollutant emissions at an airport. For the HJIAA emission inventories, the aircraft fleet mixes were segregated into three categories: passenger (air carrier and commuter), cargo (air carrier and general aviation), and general aviation.

The FAA’s EDMS contains a database of aircraft engine-specific emission factors based on engine and operational mode. The level of aircraft-related emissions is reflective of the time that an aircraft operates in each of four operational modes with the entire cycle referred to as a landing/takeoff cycle (LTO). An LTO cycle consists of the taxi/idle (in and out), approach, takeoff, and climbout operational modes.

Ground Support Equipment

EDMS also contains a database of emission factors for GSE. Air pollutant and pollutant precursor emissions resulting from the operation of GSE vary depending on the type of equipment, fuel type (gasoline, diesel, propane, electric, etc.) and the duration of equipment operation (engine run time). The type of GSE used depends on the aircraft type and the designated category of an aircraft operation (i.e., passenger, cargo, etc.).

Operational Profiles

Operational profiles describe the relationship of one period of time to another period of time (i.e., the relationship of the activity during 1-hour to the activity of every other hour in a 24-hour period). In EDMS, operational profiles represent varying levels of activity as a fraction of a peak hour. In order to simulate aircraft activity at HJIAA throughout a calendar year, hour-of-day, day-of-week, and month-of-year factors were developed by the DOA. Exhibit 2 provides illustrates the hourly operational profiles.

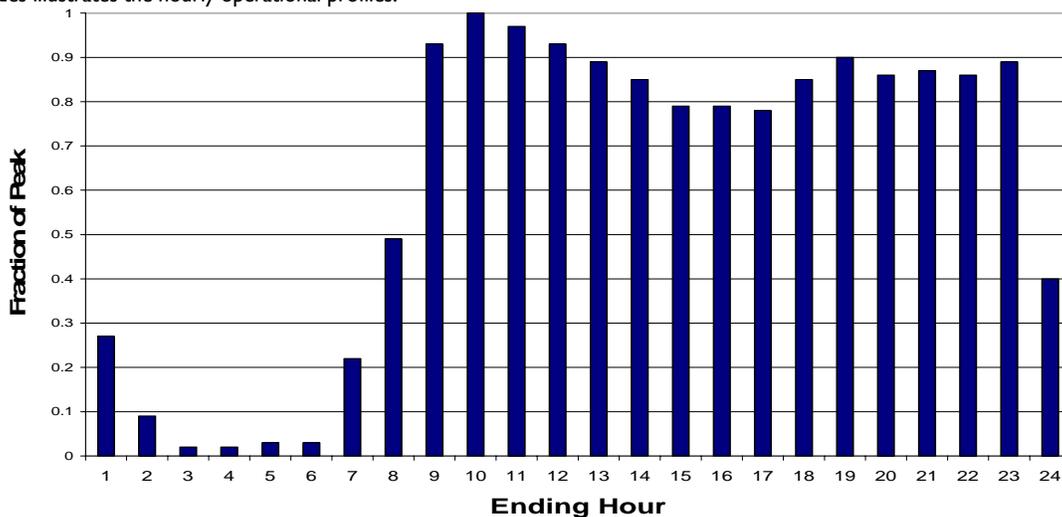


Exhibit 2: Hourly Operational Profiles

Motor Vehicles

Air pollutant emission inventories also provide an estimate of emissions that result from the operation of motor vehicles on Airport-related roadways and within parking facilities. The level of emissions from the annual operation of motor vehicles associated with passengers at HJIAA is dependent on several factors including the volume of vehicles, the vehicle fleet mix, the motor vehicle emission rates (a function of ambient temperature and speed), travel distance, and the year of analysis. Emissions from motor vehicles in parking facilities are a result of four functional components: the total time vehicles spend idling within a parking facility, the distance vehicles travel within the facility, the speed of the vehicles, and, the types of vehicle.

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⁴ An aircraft auxiliary power unit is a relatively small, self-contained generator that is used to start the jet engines. The auxiliary power unit can also provide electricity and air conditioning to the aircraft while the aircraft is on the ground.

⁵ Because the sources are already accounted for in EPD’s regional inventories, emission estimates for sources at HJIAA requiring air quality permits were not included

Hartsfield-Jackson Atlanta International Airport Air Emissions Inventory continued from page 7

Construction Activities

The level of construction activity at HJIA varies considerably from year to year. As such, construction-related emissions were obtained from environmental assessment documents for various projects at HJIA. These projects are:

- The expansion of Concourse E (to include landside access for international passengers)
- A fifth runway (Runway 10-28 which opened in May of 2006)
- A consolidated rent-a-car facility (referred to as the CONRAC)
- A study which evaluated site preparation activities for a south complex which would provide additional aircraft gates.

EMISSION INVENTORIES

Table 1 provides a summary of HJIA's annual emissions of VOC, NOx, and PM2.5 for the years 2005, 2009, and 2012. Exhibits 3 through 5 illustrate the emissions by source category. A comparison of the 2005, 2009, and 2012 inventories indicates that annual HJIA-related emissions will increase with time. This increase is generally attributed to a forecast increase in aircraft operations, forecast changes to the aircraft fleet mix, and corresponding changes in the types of GSE that will be used. Notably, annual emissions from motor vehicles tend to decrease with time despite increases in vehicle miles traveled due to improvements in engine efficiency.

Pollutant	2005	2009	2012
NOx	6,111	6,423	6,757
VOC	1,529	1,498	1,551
PM2.5	140	157	173

Table 1: Annual Emissions (tons)

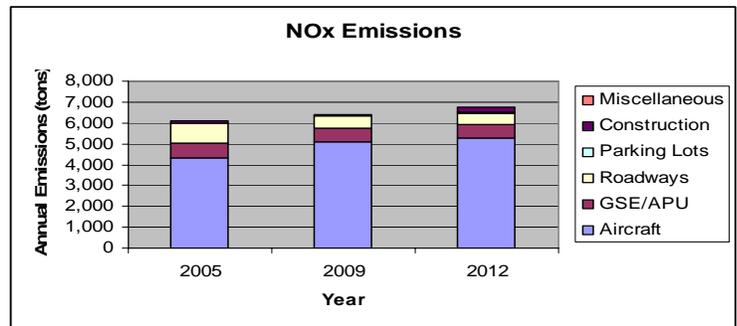


Exhibit 3: Annual NOx Emissions

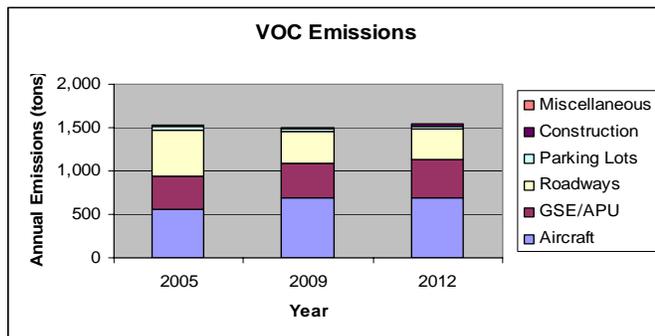


Exhibit 4: Annual VOC Emissions

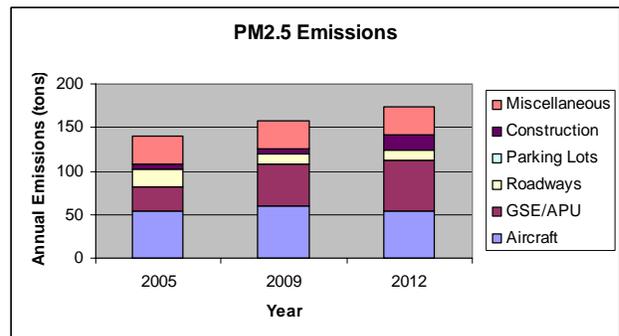


Exhibit 5: Annual PM2.5 Emissions

⁶ Based on a mixing height of 3,000 feet.

GEORGIA AWMA CHAPTER SCHOLARSHIP WINNERS

by Rochelle Routman, Georgia Power Company

Due to the generosity of our sponsors and the success of our AWMA Georgia chapter programs, three scholarships, each valued at \$1500.00, were awarded this year. A panel of judges rated each applicant's research on three factors:

1. Contribution to improving environmental knowledge
2. Contribution to critical decision-making for the benefit of society and
3. Originality of the research concept.

The 2007 scholarship winners are 1) Justin Ellis 2) Kevin O'Halloran and 3) Cynthia Tant. All three scholarship winners attended the conference to accept their scholarships, and made a presentation about their research during the luncheon.

Justin Ellis is a graduate student at the Odum School of Ecology at the University of Georgia, where he is studying factors that influence farmers' interest in adopting sustainable production practices, including market information. Justin is working on a Master's of Science Degree in Ecology with an emphasis in Agro-ecology and Social Research methodologies. The title of Justin's research is *Farmer Oriented Directives for Sustainable Agriculture*. After obtaining his degree at UGA he hopes to continue to work with Land Grant universities to incorporate sustainable agriculture into teaching, research and extension activities.

Kevin O'Halloran is a graduate student at the Department of Chemistry at Emory University, where he is studying transition metal oxide clusters, metal oxide clusters, catalysis, and environmentally friendly chemical applications. The title of Kevin's research is *Degradation of Carbon Tetrachloride Using Polyoxometalates*. Kevin's career goal is to seek employment in a private chemical company developing new products and materials.

Cynthia Tant is a graduate student at the Odum School of Ecology at the University of Georgia, where she is studying the effects of elevated nutrient concentrations on food webs that are primarily driven by external detrital inputs in Southern Appalachian stream ecosystems. The title of Cynthia's research is: *Long-term Nutrient Enrichment Effects on Organic Matter Resources and Consumers in Stream Ecosystems*. Cynthia expects to graduate in spring 2009 with a PhD in Ecology. After graduation, she hopes to continue doing stream research, particularly applied research aimed at protecting stream habitats. She's particularly interested in a teaching position that allows her to engage undergraduates in both traditional learning and research, and is also interested in using her background to educate the public about water resource issues.

The AWMA-Ga Chapter congratulates all three scholarship winners and wishes them the best of luck in their future endeavors!



Georgia's Brownfields Program continued from page 4

Georgia EPD – Brownfields website http://www.gaepd.org/Documents/brownfields.html
Article 9 – Georgia Hazardous Site Reuse and Redevelopment (“Brownfields”) Act http://www.legis.state.ga.us/cgi-bin/gl_codes_detail.pl?code=12-8-200
Article 3, Part 1 – Georgia Hazardous Waste Management Act http://www.legis.state.ga.us/cgi-bin/gl_codes_detail.pl?code=12-8-60
Article 3, Part 2 – Georgia Hazardous Site Response Act http://www.legis.state.ga.us/cgi-bin/gl_codes_detail.pl?code=12-8-90
Georgia EPD’s website for existing rules and corresponding statute http://www.gaepd.org/Documents/rules_exist.html

Georgia Chapter A&WMA Executive Board 2007

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Global Environmental Solutions

kdorman@gesinc.com

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roturner@gapac.com

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United Consulting

rgriebel@unitedconsulting.com

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Environmental Planning Specialists, Inc.

tsweat@envplanning.com

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C.E.R.M.

aedwards@cerm.com

Membership Committee/Publications Committee

Melissa Eller

Pangean-CMD Associates

meller@pangean-cmd.com

Secretary / Publications Committee:

Susan Jenkins

Georgia EPD, Air Protection Branch

susan_jenkins@dnr.state.ga.us

Director 2005-2007:

Marlin R. Gottschalk, PhD

Georgia DNR-EPD

mgottschalk@gadnr.org

Education Committee:

Rochelle Routman

Georgia Power

riroutma@southernco.com



A Letter from our Chair

Congratulations to our newly elected officers:

- Ron Methier is our new Vice Chair for 2008 and will rotate into the Chair position in 2009. Ron is currently an environmental consultant working through his own company, Methier and Associates. Ron was previously the Chief of the Air Protection Branch of Georgia EPD. He was also chair of the Georgia chapter way back in the 1990s --- Welcome back Ron!
- Heather Abrams is our new Director and will be serving a three-year term from 2008-2010. Heather is currently the Chief of the Air Protection Branch of Georgia EPD. We are looking forward to your input, Heather!

Many thanks to our out-going Director, Marlin Gottschalk (Georgia EPD), who has served on the executive board as director for many years. Marlin has been active with the Georgia Chapter since prior to 2000 (which is before I became involved).

Also, a big thank you to Tommy Sweat (Environmental Planning Specialists, Inc.), our Past Chair. Tommy has not only served in the Chair position but has also helped with numerous other committees including membership.

For both Marlin and Tommy, we appreciate your hard work and dedication to our Chapter, and we look forward to working with you in the years to come.

Karen Dorman Chair, 2007

A reminder to renew your Georgia Chapter membership after the 1st of January. All Chapter memberships expire on December 31. www.gaawma.org



If you're interested in joining the National A&WMA join online at www.awma.org

We're accepting articles for future newsletters. Please send them to Susan Jenkins at susan_jenkins@dnr.state.ga.us
