



AIR CURRENTS

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Air District Unveils Draft 2000 Clean Air Plan

The Bay Area Clean Air Plan (CAP) is the region's blueprint for reducing ground-level ozone. The Air District is preparing the 2000 update, and a draft of the 2000 Clean Air Plan is now available for public review.

In 1991, the Air District adopted its first Clean Air Plan to reduce ozone and carbon monoxide (CO) levels in the Bay Area. This first CAP was adopted pursuant to the California Clean Air Act of 1988, which required air districts that exceeded State air quality standards to prepare plans showing how they would meet those standards by the earliest possible date.

Clean Air Plans were required to include stationary, mobile source, and transportation control measures that together would reduce emissions by five percent per year. If this proved impossible, the plans had to include "all feasible measures" to achieve emission reductions.

The California Clean Air Act requires that the CAP be updated every three years (as the Air District's was in 1994 and 1997), and that it report on the progress that has been made toward meeting the State standards.

The Bay Area attained the State carbon monoxide standard in 1993, so that CO planning requirements are no longer applicable to the Bay Area. The region has not met the State ozone standard (of 0.09 ppm for one hour), however, nor has it met State standards for fine particulate matter (PM₁₀). The *Draft 2000 Clean Air Plan* focuses on identifying and implementing control measures that will reduce ozone. (The California Clean Air Act does not require a plan for reducing PM₁₀, although some of the ozone control measures will also reduce particulate emissions.)

The Air District has updated the CAP to reflect progress that has been made in

implementing the original 1991 Plan, and to ensure that it continues to include all feasible control measures. Several new measures are proposed to be included in the CAP, while some previous plan measures that are not feasible or cost-effective are proposed for removal. Yet another set of measures has been proposed for further study in anticipation of future plan updates.

Progress Since 1991

Regionwide ozone concentrations have been reduced by 1.4 percent per year, on average, since the late 1980s, resulting in a 68 percent reduction in population exposure to ozone levels above the State standard. Seven of the Air District's 22 air monitoring stations meet the State standard.

Control measures adopted since 1998 are estimated to have reduced reactive

continued on page 4

Air Board Stands by California Electric Car Mandate

The prospect of bringing the era of the gasoline-powered automobile to an end—and clearing away its oppressive pollution burden—may seem as far-fetched now as flying to the moon once did. But the California Air Resources Board took one giant step for mankind on September 8, when it unanimously upheld its zero-emission vehicle (ZEV) mandate.

This ground-breaking mandate requires, by the year 2003, that ten percent of all passenger automobiles and light trucks sold by major automakers in California be ZEVs or "ZEV-like" vehicles.

The Air Resources Board first adopted the mandate during Governor Deukmejian's administration in 1990, with a provision

that it undergo review every two years. The original mandate required that battery-electric ZEVs make up two percent of cars sold in the state by 1998, five percent by 2001, and ten percent by 2003. Although no substantive changes were made the first two years it came up for renewal, in 1996—after heavy petitioning by the automobile industry—the Air Board scrapped the 1998 and 2001 requirements.

In 1998, the mandate was further amended to allow major manufacturers to satisfy up to six percent of their ZEV requirements with partial credits from extremely low-emission ZEV-like automobiles, including compressed natural gas (CNG) cars, battery-electric/gasoline

hybrids, and Super Ultra Low Emission Vehicle (SULEV) gasoline cars. The other four percent of sales must still be made up of battery-electric ZEVs.

Although the mandate will come up for review once again in 2002, this year's renewal was a crucial—and bitterly contested—decision. That's because any revisions that might be made in the year 2002 will take place too late for manufacturers to adjust their 2003 production schedules.

Automakers continue to complain that electric vehicles are prohibitively expensive to build, and that demand is insuffi-

continued on page 2

ZEV Mandate

continued from front page

cient to support the mandate. They argue that it imposes a serious financial burden, and will leave thousands of unsellable cars sitting on dealers' lots. But the Air Resources Board received 75,000 letters of support from potential consumers, many of whom complained that the cars were unavailable because of limited supplies.

It's also important to note that the battery-electric portion of the ZEV mandate does *not* apply to four percent of *all* vehicles sold in California, but only to four percent of those sold by the Big Six auto producers. And it does *not* apply to four percent of their entire inventory, but to four percent of their passenger vehicles and light trucks, a category that does not include the popular, high-volume SUV lines.

In rough numbers, that should put about 22,000 battery electric vehicles on the road in 2003—although the mandate allows for extra credits if manufacturers produce these vehicles earlier, thereby reducing the number required in the deadline year.

There are already about 2,300 battery-electric ZEVs being driven in California. All of these were built in the last four years, as part of a demonstration fleet automakers were required by the mandate to produce. The car companies satisfied these minimum fleet requirements, and promptly stopped turning them out.

Although California has made great progress in improving air quality over the past 30 years, more than 95 percent of Californians still live in areas that fail to meet federal or state air quality standards. Cars sold today are, in some cases, as much as 98 percent cleaner than those sold 30 years ago. But the continued increase in population (with at least 1 million more people expected in the next 20 years in the Bay Area alone) as well as in commute distances threatens to offset these gains.

The fact remains that vehicles running on gasoline and diesel still contribute about 50 percent of the smog-forming pollutants in the state. Compared to today's gasoline cars, ZEV-like compressed natural gas vehicles and gasoline-electric hybrids

State Allows Clean Air Cars in Carpool Lanes

California has always been a land of dream-seekers. From the Gold Rush to the movie boom to the current dot.com craze, it has drawn scores of fortune-hunters hoping to hit the lifestyle jackpot. But lately this lifestyle is showing signs of wear-and-tear—ask anyone caught under smog-choked skies in the daily, agonizing, bumper-to-bumper commuter crawl.

Last year, however, the California state legislature gave us something new to dream about: clean skies and clear lanes. Assembly Bill 71, sponsored by Republican Assemblyman Jim Cunneen of the South Bay, allows everyone driving an alternative-fuel, low-polluting vehicle to bypass the daily bottleneck by using High Occupancy Vehicle (HOV) lanes.

This bill, which kicked in on July 1, 2000, is designed to reward drivers of battery-electric or dedicated compressed natural gas automobiles, vehicles that produce significantly less pollution than cars running on gasoline. In July, Air District staff participated in press events publicizing this clean air initiative, riding in convoys of vehicles in HOV lanes.

Since carpool lanes normally require vehicles to have at least two occupants, drivers of alternative-fuel cars must first obtain a permit and identification stickers from the California Department of Motor Vehicles. To get an application online, visit the DMV's website at: <http://www.dmv.ca.gov/forms/reg/reg156.pdf>.

Qualifying vehicles include all California Air Resources Board (CARB) certified Zero-Emission vehicles (ZEVs), and all Ultra-Low-Emission (ULEV) and Super-Ultra-Low-Emission (SULEV) vehicles powered by alternative fuels. For a full list of qualifying vehicles see the CARB website at <http://arbis.arb.ca.gov/msprog/carpool/carpool.htm>. You can also call the CARB Motor Vehicle Information Hotline at 1 (800) 242-4450.

—Aaron Richardson



Clean Air Vehicle HOV lane sticker

produce slightly less than half as much pollution. But battery-electric vehicles—even taking into account the related quantity of emissions from electric power plants—only contribute 1.5 percent as much pollution.

Supervisor Mark DeSaulnier from Contra Costa County, who serves dual duty on the Bay Area Air Quality Management District's Board of Directors and the California Air Resources Board, has been designated the Air Resources Board's point person for implementing the mandate. The BAAQMD's Board adopted a resolution encouraging the Air Board to uphold the mandate, and Air District Executive Officer Ellen Garvey worked hard in its support—among other things, by personally testifying to the Air Board and working with the local media.

Since several states have copied California's ZEV requirements, the Air Board's decision to uphold the mandate has broad implications. According to Tom Addison, the Air District's Legislative Analyst, "The ZEV mandate has had revolutionary effects in terms of forcing technology worldwide."

"Electric vehicles are the gold standard," says Addison. "Unlike all internal combustion vehicles, their emission control systems do not deteriorate over time. With the affirmation of the mandate, the ARB has clearly told the auto manufacturers that we're on the road to zero. The dominant transportation paradigm of the last century was internal combustion; the dominant paradigm for this century is clean electric drive."

—Aaron Richardson

Introducing Kaila the Clean Air Champion and Her Clean Air Crew!

She glides to the scene in her solar-powered car, spreading Spare the Air messages to Bay Area children. She's a fourteen-year-old prodigy, visiting us from the future, using environmentally friendly inventions to educate young people about air pollution prevention. Who is she?

She's Kaila, the Clean Air Champion!

This summer, the Air District introduced an animated component to the Spare the Air campaign: Kaila and the Clean Air Crew. The Crew are characters drawn in the Japanese anime-style so popular with today's youth. Kaila was created as a fun way to educate children about the causes of air pollution, its health effects, and what individuals can do to Spare the Air.

Kaila's public service announcement, which was launched in August, urges children to call the Air District's 1-800 HELP AIR line to order the new Clean Air Crew kit. The kit features a color/comic/activity book starring Kaila and her Clean Air Crew. The kit also includes a membership card, a bookmark, a ruler, and a temporary tattoo. To drive the educational points home, the kit has a quiz so kids can test their "Air Quality IQ." If they mail back the quiz to the Air District, the kids get a special prize. Over 470 kits have been mailed out since the inception of the campaign.



The Air District has received a lot of positive feedback about this cartoon spokesperson. Kaila inspired little Hannah Siegel of Santa Clara to make her own copies of the quiz and distribute them among her friends, so that they too, "can learn all about air pollution!" Patricia Schafer, Spare the Air Coordinator for the City of Rohnert Park, worked

with nine-year-old Ariel Lohmeyer to feature Ariel as Kaila for the September 23, 2000 Rohnert Park Founder's Day Parade.

The animated public service announcement aired on the Cartoon Channel, Nickelodeon, and MTV in Contra Costa County through the month of August and in Santa Clara County in September

Two more air pollution books are planned as part of Kaila's campaign. The next comic will be about particulate matter (small particle) pollution in the winter-time, and the last book—due in April—will have an Earth Day theme: "Why Kids Should Care About the Air."

To order a kit, call 1-800 HELP AIR and leave your name, street address, city, and zip code. Please speak slowly and clearly. Call soon, because there are limited supplies available!

—Luna Salaver



L to R: Morgain (3 yrs), Kendal (7 yrs), and Ariel Lohmeyer (9 yrs), and Julia Brooks (12 yrs), starring as Kaila and the Clean Air Crew at the Rohnert Park Founder's Day Parade.



2000 Clean Air Champions Amanda Jones of Palo Alto and John B. Ruzek of Walnut Creek

Clean Air Champion 2000 Award-Winners Honored

At the Air District's September 6 Board of Directors meeting, two inspirational individuals were honored for their extraordinary efforts on behalf of clean, healthy air. Amanda Jones of Palo Alto and John B. Ruzek of Walnut Creek were selected as the Bay Area Clean Air Champions for 2000.

This recognition was based on their dedication to reducing air pollution by encouraging the public to choose clean air alternatives to motor vehicles—the number one source of pollution in the region.

Jones was selected for her bicycle advocacy work in the South Bay. She established the Palo Alto Bike Station, the first in northern California, to foster the use of bicycles, as opposed to cars, in local commutes to the University Avenue Caltrain station. Ms. Jones serves on a national board for the establishment of bike stations, as well as the Palo Alto Bicycle Advisory Committee. She is employed as the commute coordinator for the City of Palo Alto.

Ruzek is a member of the board of directors of both the East Bay Bicycle Coalition (EBBC) and the San Francisco Bay Regional Bicycle Advisory Committee (REBAC). Ruzek has devoted years of effort to promote safer biking and pedestrian projects in the Bay Area. He believes that, if better facilities are built, more people will use non-motorized, non-polluting alternatives to automobiles for local trips. Currently, he is an engineer at BART, working on the West Bay extension into the San Francisco Airport—another project that will help cut down on automobile emissions.

The Clean Air Champions award is in its eighth year and is sponsored by the Bay Area Air Quality Management District, the American Lung Association, RIDES for Bay Area Commuters, the Environmental Protection Agency, and KCBS All News Radio.

—Luna Salaver

Clean Air Plan

continued from front page

organic gases (ROG) by 11.7 tons per day, exceeding the 1997 CAP's estimate of 10.1 tons per day. In addition, Transportation Control Measures (TCMs) helped reduce both ROG and nitrogen oxides (NO_x).

New Control Measures

The *Draft 2000 Clean Air Plan* identifies four new stationary source control measures:

- Improved auto refinish coatings
- Improved wood products coatings
- VOC limits for concrete coatings
- Improved residential water heaters

The Air District expects that the control measures in the CAP will reduce ROG by 10 tons per day, and NO_x by 3.5 tons per day. This estimate does not include the added benefit of TCMs.

The *Draft 2000 Clean Air Plan* is available for review on our website, www.baaqmd.gov/planning/cap/aqp.htm, and you can call the Air District's Public Information Office at (415) 749-4900 for a copy.

Comments on the Draft Plan are due by October 27. They should be addressed in writing to Jean Roggenkamp, Planning and Transportation Manager, BAAQMD, 939 Ellis Street, San Francisco, CA 94109. They can also be submitted by e-mail to jroggenkamp@baaqmd.gov.

—David Marshall

CORRECTION

There was an error in last issue's **Bay Area Air Pollution Summary—1999** table.

The Maximum 1-Hour reading for Carbon Monoxide at the Redwood City station should correctly read 8.0 parts per million (not 9.0 ppm as printed).

This mistake has been corrected in the internet version of the May/June 2000 issue (www.baaqmd.gov/aircurrents).

Recent Board Actions

May 3, 2000

RESOLUTION NO. 00-3

A Resolution to Amend the Administrative Code to Create the Public Outreach Committee as a Standing Committee of the Board of Directors, and to Clarify its Committee Procedures.

May 17, 2000

RESOLUTION NO. 00-4: Amendments

Regulation 1: General Provisions

Regulation 2, Rule 1: General Requirements

Regulation 2, Rule 2: New Source Review

Regulation 2, Rule 4: Emissions Banking

Addresses deficiencies identified by the EPA in the Air District's permit rules for major new and modified sources, so that the permit rules can receive full approval under the Clean Air Act. In addition, the proposed amendments will: (1) lower the permit exemption level for internal combustion engines from less than 250 hp rating to less than 50 hp rating; (2) delete the exclusion found in Regulation 1 for emergency standby generators; and (3) create a permitting exemption for standby internal combustion engines and gas turbines used less than 200 hours per year. The proposed amendments will also implement federal Clean Air Act requirements related to new sources of hazardous air pollutants and analysis of alternatives for major modifications.

RESOLUTION NO. 00-5: Amendments

Regulation 11, Rule 9, Ethylene Oxide Sterilizers

Deletes Regulation 11, Rule 9 in its entirety and adopts, by reference, the California Air Resources Board Airborne Toxics Control Measure (ATCM) for Emissions of Ethylene Oxide Sterilizers and Aerators. The ATCM was amended on May 21, 1998 to consolidate federal and state monitoring and recordkeeping requirements so as to apply to the EPA for a determination of equivalency with the National Emission Standards for Hazardous Air Pollutants for Ethylene Oxide Commercial Sterilization and Fumigation Operations. The deletion of the Air District rule, adoption of the ATCM, and the expected equivalency determination will subject facilities to one set of standards for monitoring and recordkeeping requirements rather than three.

RESOLUTION NO. 00-6: Amendments

Regulation 9, Rule 11: Nitrogen Oxides and Carbon Monoxide from Utility Electric Power Generating Boilers

Ensures that existing regulatory requirements continue to apply to all electric power generating steam boilers in the Air District, regardless of California Public Utility Commission regulatory status or facility ownership. The proposed amendments: (1) clarify the definition of "electric utility power generating system" to recognize industry divestiture and allow emission averaging for multiple facilities under common ownership; (2) streamline the definitions of "electric system emergency" and "force majeure natural gas curtailment"; and (3) prevent "backsliding" to less stringent emission limits due to industry restructuring.

June 7, 2000

RESOLUTION NO. 00-7

The subject of this resolution was an issue relating to the terms and conditions of employment for employees of the Air District.

RESOLUTION NO. 00-8: Amendments

Approves CEQA Notice of Exemption for Amendments to Regulation 3—Fees. Adopts proposed amendments to the District's Regulation 3—Fees as associated fee schedules. Fees will be increased to continue to close the gap between the actual cost of District programs and the current fee revenues. Amendments include a 4.3 percent CPI adjustment, plus specific additional increases of up to 10.7 percent for various permit fee schedules. Total permit fee revenues will be increased by about 12 percent.

July 5, 2000

RESOLUTION NO. 00-9

The subject of this resolution was an issue relating to the terms and conditions of employment for employees of the Air District.

RESOLUTION NO. 00-10

A Resolution to Approve the Budget for the Fiscal Year Ending June 30, 2001 (FY 2000–2001) and Various Budget Related Actions.

RESOLUTION NO. 00-11

(This action took place on the December 15, 1999 Board Meeting, but was retroactively identified as a resolution.)
A Resolution Authorizing Bay Area Air Quality Management District's Participation in California Energy Commission Grant Program for Clean Fuel Infrastructure Projects.

July 19, 2000

RESOLUTION NO. 00-12

Approves the CEQA Notice of Exemption for Amendments to Regulation 3 - Fees, Schedule L: Asbestos Operations and Schedule Q: Aeration of Contaminated Soil and Removal of Underground Storage Tanks and Amends Regulation 3 - Fees, Schedule L: Asbestos Operations and Schedule Q: Aeration of Contaminated Soil and Removal of Underground Storage Tanks. Adopts proposed amendments to add a cost of living increase of 4.3 percent to Schedule L: Asbestos Operations and Schedule Q: Aeration of Contaminated Soil and Removal of Underground Storage Tanks pursuant to California Health and Safety Code Section 41512.5 and approval of CEQA Notice of Exemption.



Published bimonthly
B.A.A.Q.M.D.
 939 Ellis Street
 San Francisco, CA 94109

Board of Directors

Michael D. Nevin
 Chairperson
 San Mateo County
Randy Attaway
 Vice Chairperson
 Santa Clara County
William Carroll
 Secretary
 Solano County

Amos Brown
 San Francisco County
Harold C. Brown, Jr.
 Marin County
Roberta Cooper
 Alameda County
Mark DeSaulnier
 Contra Costa County
Don Gage
 Santa Clara County
Scott Haggerty
 Alameda County
Mary King
 Alameda County
Julia Miller
 Santa Clara County
Dena Mossar
 Santa Clara County
Mark A. Ross
 Contra Costa County
Tim Smith
 Sonoma County
Pamela Torliatt
 Sonoma County
Marland Townsend
 San Mateo County
Gayle Uilkema
 Contra Costa County
Brad Wagenknecht
 Napa County
Michael Yaki
 San Francisco County
Shelia Young
 Alameda County

GENERAL BUSINESS/FAX
 415-771-6000/415-928-8560
 WEBSITE: www.baaqmd.gov

Newsletter Production

Teresa Lee, Director of
 Public Information

Aaron Richardson, Editor

PUBLIC HEARINGS

Wednesday, November 15

A public hearing is scheduled to begin at 9:30 AM in the 7th floor Conference Room, 939 Ellis Street, San Francisco, to consider amendments to:

Regulation 1: General Provisions; Regulation 2: Permits, Rule 1: General Requirements; and Regulation 3, Fees. The proposed amendments address comments made by affected industry members at the May 17, 2000 Board of Directors Meeting.

ATTENTION

We have a new
 BAAQMD
PUBLIC RECORDS
 phone number:

415-749-4761

To make a request by e-mail:
publicrecords@baaqmd.gov

BAAQMD ACTIVITIES

ENFORCEMENT	JUN	JUL
Total Inspections	908	802
Complaints Processed	265	207
Violation Notices	128	116

LEGAL		
Cases Resolved	105	48
Mutual Settlement	\$ 44,676	\$ 27,682
Civil Penalties	\$ 91,000	\$ 0

PERMIT SERVICES		
Authorities to Construct Granted	29	27
Permits to Operate Granted	91	90

TECHNICAL		
Highest Ozone AQI	174	111
Highest CO AQI	27	15
Highest Particulates AQI	34	23
State Excess Days	2	2
Source Tests	85	62

Pollutant values are expressed according to the Air Quality Index Scale: 0-50 Good; 51-100 Moderate; 101-150 Unhealthy for Sensitive Groups; 151- 200 Unhealthy; 201-300 Very Unhealthy; Over-300 Hazardous.

The District issues "Spare the Air" requests when air quality forecasts predict that concentrations of ozone will exceed the national health standard (100 on the AQI).

YEAR TO DATE (08/31/00)	
State Ozone Violations	9
Federal Ozone Violations (8-Hour)	4
Federal Ozone Violations (1-Hour)	2
Carbon Monoxide Violations	0

DAILY AIR QUALITY	1-800-HELP-AIR
COMPLAINT LINE	1-800-334-ODOR
SMOKING VEHICLES	1-800-EXHAUST