

# AIR CURRENTS

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

## A Message from the Air Pollution Control Officer

The Bay Area is one of the most diverse places in California, and by all indications it will continue to get more diverse. From 1990 to 1999, the number of people living in our state grew by four million, and 88 percent of that growth was attributable to increases in the Latino and Asian populations.



By 1999, three of our nine Bay Area counties—Alameda, San Francisco, and Santa Clara—no longer had a majority ethnic group, and by now San Mateo may have already joined that list.

In order to keep pace with these changes and enhance our ability to address the needs of every community in the region, the development of a new Community Outreach Program sits at the top of the Air District's list of projects for 2002.

In recent years, we have been challenged by a variety of community and environmental groups to reach out to the communities we serve and improve our accessibility. The Community Outreach Program will seek to expand our engagement with stakeholders and encourage community involvement in our policies and decisions.

The Program will include an environmental justice element, an employer partnership element, a multilingual element, and an educational element. It will embody the following goals:

- To bring the Air District closer to the lives of community residents.
- To strengthen and build partnerships with low income, ethnic, and limited-English proficient communities and those that serve them.
- To increase access to the Air District for all customers.
- To establish the Air District as a resource for the community, by networking with community groups, schools, and other organizations.
- To promote internships for community members, with the goal of enhancing their interest in environmental careers.
- To develop age-appropriate materials for use in schools.

The Community Outreach Program will be a dynamic work in progress. It marks a starting place in the Air District's attempts to build a new and stronger relationship with all of our stakeholders. The Program will also provide staff with a point of reference for their outreach activities. A draft plan for the Program is in the process of being discussed at meetings with various community and environmental groups. Final program elements will be included in the Air District's Fiscal Year 2002/2003 Budget.

In 2002, the Air District will continue to contend with the state's ongoing energy issues. Just as the entire nation was irrevocably changed by the events of

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## Air District Promotes Smart Growth Vision for Bay Area

The Air District has joined together with the Association of Bay Area Governments (ABAG), the Metropolitan Transportation Commission (MTC), other regional agencies, and the Bay Area Alliance for Sustainable Development to embark on a smart growth planning process for the Bay Area.

Through a series of workshops involving local officials, stakeholder groups, and the public, we hope to identify a preferred land use vision for the region—one that reduces reliance on the automobile, eases congestion, increases housing supply, preserves open space, and leads to other benefits for our quality of life.

The Air District is particularly interested in promoting the kind of infill and transit-oriented development that makes taking transit, walking, and cycling safer and more convenient. A second key goal of the project is to identify regulatory changes and other incentives at the local, regional, State, and federal level that will help implement the regional land use vision. ABAG will consider adopting an alternative set of demographic projections based on this vision. If adopted by ABAG, these alternative projections would inform a variety of regional plans, such as local air quality plans and the Regional Transportation Plan.

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## Air District Begins Measuring Dioxins

The Air District and the California Air Resources Board (CARB), in cooperation with the EPA, have established an ambient air monitoring network for dioxins and dioxin-like polychlorinated biphenyl compounds (PCBs).

Dioxins and dioxin-like PCBs are toxic compounds that have been shown to cause cancer and other health problems, such as birth defects and liver damage. They have a tendency to accumulate in the body and do not readily degrade.

The dioxin samplers are located around the San Francisco Bay Area and will monitor for 24 different toxic compounds. The monitoring network is capable of detecting very minute quantities of these compounds in the ambient air. Concentrations are measured in femptograms ( $10^{-15}$  grams), or one quadrillionth of a gram, per cubic meter of air.

The current sampling sites are at Fort Cronkhite, San Jose (4th Street), Richmond (7th Street), Crockett (Pomona Avenue), Oakland (68th Street), and Livermore (Rincon Avenue). This network will remain in operation for approximately two years.

"This network will help further our understanding of dioxins and how they might impact the public's health," said Peter Hess, Deputy Air Pollution Control Officer. "Given that 95 percent of dioxin exposure is from ingestion, the inhalation exposure is just a small portion of the health risk."

After finding dioxins in tissue samples taken from fish in San Francisco Bay, the EPA listed the Bay under Section 303(d) of the Clean Water Act as impaired for a number of pollutants, including dioxins and PCBs. Data from the dioxin monitoring network will help CARB and EPA understand how these contaminants are circulating through the environment and potentially impacting the Bay waters.

CARB has officially listed the group of dioxin compounds as a toxic air contaminant, and EPA has registered it as a hazardous air pollutant. Understanding the ambient concentrations of dioxins in the Bay Area is an important first step towards addressing their health risk. "This network will produce some very valuable research information," adds Hess.

For more information regarding the dioxin air monitoring network, check the Air District's website at [www.baaqmd.gov/dioxins](http://www.baaqmd.gov/dioxins).

—Kelly Wee and Mark Stoelting

## Message

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September 11, California may well be dealing with the repercussions of last year's energy crisis for years to come. During the past year, we had to reallocate many of our resources to address the power shortage. Staff worked closely with the California Energy Commission to permit a number of base-loaded power plants, and a large number of peaking power plants were permitted according to the streamlined procedures outlined in the governor's executive orders. Even though these projects were reviewed under an expedited schedule, at state

request, no air quality compromises were made. All projects were required as usual to install the customary Best Available Control Technology to limit air pollution.

Last year's energy crisis also resulted in increased industrial reliance on small, diesel-fueled back-up generators (BUGs). These devices, meant as a safeguard against energy loss during catastrophic situations such as earthquakes, were used in 2001 by certain facilities as a back-up power source during blackouts and near-blackout conditions.

Recognizing that widespread use of BUGs would have an adverse effect on air quality, the Air District adopted a new regulation in 2001 to limit their emissions.

Under this regulation, all new BUGs with a capacity greater than 50 horsepower would need to retrofit to meet stricter standards before we will grant them a permit. Already existing generators will need to register with our permit program as well, to give us a better sense of the regional inventory and its impact on air quality.

The Air District is in the process of reviewing and permitting hundreds of these BUGs. In the coming year, we will be moving aggressively to identify and permit as many of these generators as possible. Given that diesel particulate has been named a Toxic Air Contaminant in California, we want to act as quickly as we can to minimize emissions from these engines.

In spite of this increased reliance on diesel generators, however, the overall air quality in 2001 was remarkably clean. The summer ozone season ended with only one day of exceedance of the federal one-hour standard. *This is the second lowest number of federal excesses recorded since the Air District began to monitor the air in the 1960s.* (The cleanest year was 1997 with no recorded federal exceedances.) Although weather patterns always play a big role in the development of summertime pollution levels, last year's clean record is a very encouraging sign of progress for air quality in the Bay Area.

However, despite last year's low pollution measurements, the Bay Area remains officially out of attainment for ozone, based on the federal government's three-year averaging system. To bring the region back into attainment, the Air District spent much of last year developing the *2001 Bay Area Ozone Attainment Plan*, currently under review by EPA.

This year, we have begun to implement the control measures included in the *2001 Plan*, which means adopting additional regulations for certain source categories. Beyond this, we have made a commitment to evaluating a series of further study measures, four of which apply to refineries.

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# 2001 Clean Air Champions Announced

What do a local TV weathercaster, a Berkeley grass-roots organizer, a “car-sharing” entrepreneur, an 18-year old student, and a Silicon Valley software engineer all have in common?

All are winners of the 2001 Clean Air Champions Award!

The Clean Air Champions Award is an annual program to honor Bay Area individuals who are committed to clean air. A consortium of clean air advocates—including the Air District, the American Lung Association, RIDES for Bay Area Commuters, LIVE 105, KCBS All News Radio, and the US EPA—sponsor this award. The Air District’s Board of Directors presented the award to the winners in September 2001.

“Clean Air Champions are all exceptional individuals who are recognized because of their efforts to keep Bay Area air clean,” said Air District Air Pollution Control Officer Ellen Garvey. “We’re thrilled to find such diverse examples of the clean air spirit!”

## ABOUT THE WINNERS

**Jami Caseber**, a long-time resident of West Berkeley, got involved with air quality issues 13 years ago out of a concern about industrial pollution. He founded the group *Citizens Opposing a Polluting Environment* (COPE), which eventually persuaded the City of Berkeley to create an Environmental Commission, which Jami currently chairs. Thanks to Jami, and over two years of continuous effort, Berkeley recently passed an ordinance banning woodburning fireplaces in new construction.

Jami does what he does because often there’s no one else to do it. “Everyone has to breathe air—it’s a matter of environmental justice,” he says. “If each of us does our part, things get better.”

**Roberta Gonzales**, the energetic, informative weathercaster on *Channel Five*



2001 Clean Air Champions: (left to right), Kathleen Mikkelson (mother of Aaron Mihaly), Elizabeth Sullivan, Jami Caseber, Roberta Gonzales, and Mike Thompson

*Eyewitness News* was selected for how enthusiastically she promotes clean air “on the air”! Besides her daily air quality reports and her past work promoting the *Spare the Air* children’s calendar, Roberta has done community work with the American Lung Association and is one of the few weather anchors who utilizes a regional Air Quality Index map on TV.

“As the mother of a child who suffers from asthma, it is my duty to do my part to *Spare The Air*,” Roberta said when she was notified of the award. “As a weathercaster in the Bay Area, I feel it is my responsibility to keep the public informed about existing conditions that contribute to the quality of air we all breathe,” she added. “To be named as a Clean Air Champion touches my soul. It

means I am doing my job as a parent and a professional and I thank you for such an incredible honor.”

**Aaron Mihaly**’s activism in support of clean air and the environment started as early as the fourth grade when he took part in a class project to save endangered shrimp. Since then he has made a monetary donation to the Trust for Public Land, participated in a battery-recycling project, and has worked with environmental organizations in Marin County.

For the last two years Aaron organized *Bike to School Day* at his high school, Marin Academy. This event encourages people to not drive cars to school. *Bike to School Day* has been noticeably successful—some faculty members even took part. He says biking and walking are just two ways an individual can help to clean

up the air. The Clean Air Champion acknowledges how difficult it can be to nudge fellow high school students away from youthful thoughts of cars and driver’s licenses. Says Aaron, “It’s been a challenge advocating environmental issues and not being a hypocrite.”

Aaron graduated from Marin Academy in June and spent the summer in Central America. He is now a student at Harvard and even though he’s not sure what form his activism will take, he intends to continue working for clean air.

It may seem like a contradiction, but **Elizabeth Sullivan**’s job as an automobile fleet manager helps keep cars off the road. That’s because her non-profit *City CarShare* program allows people to use cars only when they really need them.

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# Clean Air Champions

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Sullivan says car ownership encourages automobile use and discourages alternatives. Sullivan co-founded *City CarShare* in San Francisco as one alternative to help reduce air pollution and other negative impacts of cars, while giving people mobility when they need it. Since its inception in March 2001, *City CarShare* has already registered 700 members, who can check out cars in eight different locations, paying the costs on a per-use basis. Just recently, *City CarShare* branched out its operations to include parts of the Cities of Oakland and Berkeley.

“Car sharing allows people to change their relationship to cars, so they think about each trip they take,” Elizabeth says. “It’s a response to our over-use of the automobile. It reduces our dependence on cars and enhances the environment.”

**Mike Thompson** can best be described as an EV enthusiast—“EV,” as in “electric vehicle.” His resume as a volunteer advocate for clean air vehicles includes appearances at Earth Day festivities and many other events. He also provides test drives of his own electric auto (a GM EV1), has given testimony about Zero Emission Vehicles before the California Air Resources Board (CARB), and maintains an EV/Clean Air website featuring exclusive content ([www.madkatz.com](http://www.madkatz.com)).

Mike is a tireless activist. He has spoken out during the current power emergency in California, and is lobbying hard against diesel energy generation, even for back-up purposes. Mike firmly believes that the individual can make a difference in cleaning the air. That belief motivates him to make as many appearances at public events as he can. Mike Thompson says he is “thrilled” to be named a Clean Air Champion.

—Luna Salaver

## \$9.6 Million Allocated to TFCA Projects

In fall 2001, the Air District awarded a total of \$9.6 million in grants from its Transportation Fund for Clean Air (TFCA) Regional Fund program to 24 projects designed to reduce emissions from motor vehicles.

The total emission reductions expected over the lifetime of the 24 projects is 561 tons of ozone precursors (reactive organic compounds and oxides of nitrogen) and particulate matter smaller than ten microns.

The amount of the FY 2001/02 TFCA Regional Funds awarded by project type is shown below.

Fuel Cell Transit Bus Purchases	\$2,150,000
Shuttle Services	\$1,929,000
Natural Gas Vehicle Purchases	\$1,360,000
Regional Ridesharing	\$1,195,000
Arterial Management	\$1,191,000
Natural Gas Transit Bus Purchases	\$1,050,000
Bicycle Facility Improvements	\$388,000
Smart Growth	\$370,000
<b>Total</b>	<b>\$9,633,000</b>

In addition, \$1.92 million of the 2001/02 TFCA Regional Funds was allocated by the Air District as local matching funds for the second round of the Lower Emission School Bus Program, which is primarily funded by the California Air Resources Board.

TFCA funds are generated by a four dollar per vehicle surcharge on motor vehicle license fees in the nine Bay Area counties. Forty percent of the revenues generated is distributed by the Congestion Management Agencies in each Bay Area county. The other 60 percent is known as the TFCA Regional Funds. A portion of the Regional Funds is used to fund eligible programs implemented by the Air District (Spare the Air, the Smoking Vehicle program, and the Vehicle Buy-Back program). The remainder is allocated on a competitive basis to projects proposed by public agencies.

TFCA funding may only be used to fund projects that reduce motor vehicle emissions and support the implementation of selected transportation and mobile source control measures in the State-approved Clean Air Plan. All projects must fall within the categories listed in State law (California Health and Safety Code §44241).

## Help Us Find the Next Clean Air Champion!

Do you know a person, organization, business, or public agency that does extraordinary work to clean up the air? A person or group that inspires others to keep our air healthy?

We want to know about them!

If you know an individual or group that is making a difference for cleaner air, simply visit our website at [www.sparetheair.org](http://www.sparetheair.org) for a downloadable nomination form, or call 1-800 HELP AIR to request one.

Send your nominations to Clean Air Champions Award, Bay Area Air Quality Management District, 939 Ellis Street, San Francisco, CA 94109, or fax it to (415) 749-5101. Besides your nominee’s name, include an address and daytime phone number for both you and your nominee.

The deadline for the contest is April 30, 2002.

# Transportation Fund for Clean Air

## FY 2001/2002 REGIONAL FUND GRANT AWARDS

### REGIONAL

Metropolitan Transportation Program	\$1,000,000	Regional Rideshare Program
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### ALAMEDA COUNTY

AC Transit	\$700,000	Fuel Cell Vehicle Purchase—9 Transit Buses
Alameda County Congestion Mgmt Agency	\$500,000	Arterial Management—San Pablo Boulevard Transit Bus Priority
City of Oakland	\$394,812	Natural Gas Vehicle Purchase—10 Refuse Trucks
City of San Leandro	\$147,000	West San Leandro Shuttle
City of Union City	\$300,000	Natural Gas Vehicle Purchase—2 Transit buses
County of Alameda	\$20,000	Arterial Management—Redwood Road Traffic Signal Timing
County of Alameda	\$70,000	Class 2 Bicycle Lane (1.0 mi.)—Tesla Road
Livermore/Amador Valley Transit Authority	\$44,900	Ridesharing—Tri-Valley School Pass Program

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### CONTRA COSTA COUNTY

City of Orinda	\$370,000	Traffic Calming—Orinda Way Central Village North
City of Walnut Creek	\$10,000	Bicycle racks—200 bicycle capacity

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### MARIN COUNTY

City of Novato	\$98,125	Class 2 Bicycle Lane—Redwood Boulevard at Diablo/De Long Ave.
County of Marin	\$110,000	Class 2 Bicycle Lane (0.4 mi.)—Ranchitos Road
Golden Gate Bridge, Hwy & Transp District	\$450,000	Fuel Cell Vehicle Purchase—3 Transit Buses

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### SANTA CLARA COUNTY

San Jose State University—Assoc Students, Inc.	\$150,000	Campus Ridesharing Program
Santa Clara Valley Transportation Authority	\$782,000	Shuttle Bus Service—ACE Commuter Rail
Santa Clara Valley Transportation Authority	\$1,000,000	Fuel Cell Vehicle Purchase—3 Transit Buses

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### SAN FRANCISCO COUNTY

City & County of San Francisco	\$965,000	Natural Gas Vehicle Purchase—15 LNG/Diesel Class 8 trucks
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### SAN MATEO COUNTY

City of San Mateo	\$71,000	Arterial Management—East Hillsdale Boulevard
Peninsula Corridor Joint Powers Board	\$1,000,000	Caltrain Shuttle Bus Service

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### SOLANO COUNTY

City of Fairfield	\$100,000	Class 1 Bicycle Path (1.6 mi.)—Linear Park
City of Fairfield	\$600,000	Arterial Management—Air Base Parkway, Texas St., Travis Blvd., Pennsylvania St.

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### SONOMA COUNTY

City of Petaluma	\$300,000	Natural Gas Vehicle Purchase—4 CNG transit buses
Sonoma County Transit	\$450,000	Natural Gas Vehicle Purchase—3 Transit buses

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<b>T O T A L</b>	<b>\$9,632,837</b>	
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## Air District Adopts Stricter Coatings Regulation

In November 2001, the Air District's Board of Directors adopted amendments to further reduce smog-forming emissions from paints and coatings used on architectural structures, pavements, and curbs.

These coatings emit an estimated 24.7 tons of volatile organic emissions—a major ingredient in ground-level ozone—in the Bay Area each day. The architectural coatings rule is the first of seven control measures outlined in the recently adopted 2001 Bay Area Ozone Attainment Plan. The Plan is a regional strategy to reduce air pollution and bring the Bay Area back into attainment of the federal ozone standard, which is set by EPA to protect public health.

The architectural coatings amendments will reduce emissions of volatile organic compounds by 3.75 tons a day by limiting the solvent content used in paints that are specially formulated for buildings and other structures.

The new amendments also apply to accessories that are painted on-site, including bathroom and kitchen fixtures, cabinets, concrete forms, doors, elevators, fences, hand railings, stairways, fire escapes, and fixed mechanical equipment, such as air conditioning equipment or heating equipment.

"Reformulating these paints to reduce air pollution is the Air District's first step in implementing the 2001 Ozone Attainment Plan," said Deputy Air Pollution Control Officer Peter Hess. "Full implementation of the Plan will result in a 20 percent reduction in pollution in the Bay Area by the year 2006."

## Message

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When all of the current control measures are implemented, it will mean that Bay Area air pollution regulations are as strict as any in the state. And if the further study measures prove feasible and are adopted by the Air District, it will take us to the very forefront of California's air agencies for stringency.

In 2002, clean cars and clean transportation issues will continue to be a priority for the Air District's Board of Directors. Through our TFCA program we will continue to allocate funds to reduce congestion and improve air quality. Typical TFCA projects include cleaner natural gas buses, shuttle and smart growth projects, bike lanes and racks, increased HOV lanes, and traffic signal synchronization to smooth traffic flow.

In addition, the Air District continues to offer other incentives for the replacement of old dirty heavy-duty diesel engines. Through our participation in the state's Lower Emission School Bus Program, we have funded the conversion of many old school buses to cleaner CNG

engines. Since children are particularly vulnerable to the effects of air pollution, it's important that they go to school every day in the cleanest possible environment. The Air District also administers local funds for the Carl Moyer Program, which provides money for clean alternatives to additional diesel sources like marine engines and locomotives.

In 2002, we will continue to work with our downwind neighbors on the Central California Ozone Study modeling effort, which is scheduled for completion in 2003. This important, multi-agency study will give us invaluable information on the transport patterns of summertime ozone over a broad span of central California. This year, we will also be considering some potential amendments to our air toxics regulations. Our 2002 agenda also includes the completion of a number of important Title V permits, which will involve the coordination of a series of meetings to solicit public comment.

In summary, 2002 should be a busy year for the Air District. It will be a time to increase our flexibility and responsiveness to the public, to expand our ties to

## Smart Growth

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The first round of county-level public workshops occurred last fall. Hundreds of Bay Area residents and officials engaged in lively discussions of alternative growth patterns and necessary implementation tools. Dozens of alternative scenarios were developed, demonstrating a variety of strategies for accommodating projected growth. The many scenarios have been distilled down to three region-wide thematic alternatives. Next, each alternative is being analyzed for its impacts on transportation and air quality, housing supply and affordability, jobs/housing balance, and other indicators.

A second round of county workshops will take place from April 13 through May 18 (see schedule below). Participants will review the analysis and incentives, and work together to choose a smart growth vision for the region. Visit ABAG's website at [www.abag.ca.gov/planning/smartgrowth/](http://www.abag.ca.gov/planning/smartgrowth/) for more information (including exact workshop locations and times) and to register for the workshops.

### **WORKSHOP SCHEDULE**

- April 13 - Marin
- April 20 - Sonoma
- May 4 - San Francisco
- May 4 - Santa Clara
- May 11 - Contra Costa
- May 11 - San Mateo
- May 11 - Solano
- May 18 - Alameda
- May 18 - Napa

—Henry Hilken

local communities as we attempt to keep pace with the changing demographic nature of California. We will also continue to cope with the energy pressures facing our state. After the World Trade Center attacks, it's obvious our patterns of energy and fossil fuel use have wide ramifications. So 2002 will be a year to take our governmental authority seriously; above all, it's a year to make some important adjustments as we continue to build on last year's measurable air quality successes.

—Ellen Garvey

# Board Actions

May 2, 2001

**RESOLUTION NO. 01-5: Amendments**

*A Resolution Certifying the CEQA Negative Declaration for Proposed Amended Regulation 8, Rule 51: Adhesive and Sealant Products. A Resolution Amending that Regulation.*

The amendments make changes necessary for EPA's full approval of the rule into the California SIP. The amendments also (1) establish new adhesive categories to insure that complying adhesives are available for several narrow applications, (2) exempt aerosol adhesives in favor of more stringent standards in the CARB consumer products regulations, and (3) generally clarify rule language.

**RESOLUTION NO. 01-6: Amendments**

*A Resolution Approving the CEQA Notice of Exemption for Proposed Amended Regulation 1, General Provisions and Definitions; Regulation 2, Rule 1, General Requirements; Regulation 2, Rule 6: Major Facility Review; and Manual of Procedures, Volume II, Part 3: Major Facility Review Permit Requirements. A Resolution Amending those Regulations.*

These amendments resolve several issues required by EPA for full approval of the Air District's Major Facility Review Permit Program (Title V). They add provisions for denial and revocation of permits, add provisions for appeals of permits, and make minor changes and corrections.

June 6, 2001

**RESOLUTION NO. 01-7: Amendments**

*A Resolution Approving the CEQA Notice of Exemption for Amendments to Regulation 3—Fees. A Resolution Amending Regulation 3—Fees.*

The amendments will increase all District fees in Regulation 3 by 4.4 percent effective July 1, 2001. This proposed increase is equal to the increase in the Consumer Price Index for the California Bay Area for 2000.

June 20, 2001

**RESOLUTION NO. 01-8**

*A Resolution Approving the Budget for the Fiscal Year Ending June 30, 2002 (FY 2001-02) and Various Budget-Related Actions.*

July 18, 2001

**RESOLUTION NO. 01-9**

*A Resolution Approving the Draft CEQA Negative Declaration prepared for the Proposed 2001 San Francisco Bay Area Ozone Attainment Plan. A Resolution Adopting the Proposed Final 2001 San Francisco Bay Area Ozone Attainment Plan for the One-Hour National Ambient Air Quality Standard for Ozone.*

August 1, 2001

**RESOLUTION NO. 01-10: Amendments**

*A Resolution Approving the CEQA Notice of Exemption for Amendments to Regulation 3—Schedule L (Asbestos Operations) and Q (Aeration of Contaminated Soil and Removal of Underground Storage Tanks). A Resolution Amending that Regulation.*

Pursuant to California Health and Safety Code Section 41512.5, the amendments add a cost of living increase of 4.4 percent to permit fees in Schedules L and Q.

**RESOLUTION NO. 01-11: Amendments**

*A Resolution Approving the Mitigated Negative Declaration for Proposed Amended Regulation 2: Permits, Rule 1: General Requirements, and Regulation 9: Inorganic Gaseous Pollutants, Rule 8: Nitrogen Oxides and Carbon Monoxide from Stationary Internal Combustion Engines. A Resolution Amending those Regulations.*

The amendments seek to clarify requirements for emergency standby engines. The revisions will (1) delete the current permit exemption for these engines, and (2) clarify the circumstances under which existing emergency standby engines may be used in emergency conditions.

October 3, 2001

**RESOLUTION NO. 01-12**

*A Resolution Authorizing BAAQMD Participation in CARB Lower Emission School Bus Program.*

This program provides funding to replace or retrofit older schoolbuses to reduce harmful emissions of diesel particulate matter and oxides of nitrogen.

October 24, 2001

**RESOLUTION NO. 01-13**

*A Resolution Approving the Draft CEQA Negative Declaration Prepared for the Proposed 2001 San Francisco Bay Area Ozone Attainment Plan for the One-Hour National Ambient Air Quality Standard for Ozone.*

**RESOLUTION NO. 01-14**

*A Resolution Adopting the Revised 2001 San Francisco Bay Area Ozone Attainment Plan for the One-Hour National Ambient Air Quality Standard for Ozone.*

November 21, 2001

**RESOLUTION NO. 01-15: Amendments**

*A Resolution Certifying an Environmental Impact Report Pursuant to CEQA for Proposed Amended Regulation 8, Rule 3: Architectural Coatings; and District Manual of Procedures, Volume 1, Number 7: Emissions Averaging Procedure for Architectural Coatings. A Resolution Adopting the Amended Regulations.*

The amendments will impose more stringent VOC requirements on some categories of coatings. The existing exemption for one-liter containers will remain in effect. The amendments are derived from the Suggested Control Measure developed by CARB, which contains definitions, VOC limits, container labeling requirements, reporting requirements, and references to test methods for compliance determinations.

December 20, 2001

**RESOLUTION NO. 01-16**

*A Resolution to Authorize the Executive Officer to Apply for Funding from the CARB's Carl Moyer Memorial Air Quality Standards Attainment Program.*

This program provides grants to reduce emissions from heavy-duty diesel engines by either replacing or retrofitting existing engines. Funds come from the CARB and are distributed in the Bay Area by the Air District.

**RESOLUTION NO. 01-17**

*A Resolution to Authorize the Executive Officer to Enter Necessary Agreements to Implement the CARB's Alternative Diesel Fuel Program (ADFP).*

CARB has established a new program to reduce oxides of nitrogen and particulate matter emissions from heavy-duty diesel engines. The ADFP will distribute \$500,000 to air districts to offset the incremental operating costs of alternative diesel fuel incurred by truck and equipment operators.



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## 2002 LAWN MOWER BUYBACK EVENTS

This spring, the Air District is co-sponsoring lawn mower exchange events with several participating Bay Area waste management agencies. A \$100 rebate will be available to residents of Contra Costa, Napa, Santa Clara, Solano, and Sonoma counties who wish to exchange their old gas-powered mower for a new air pollution-free electric one.

Interested residents should bring their mowers, drained of gas and oil, to a participating Home Depot store on the dates listed below. (See our website, www.baaqmd.gov for exact locations and times.) They must turn in their old mower for recycling to get the \$100 discount. In return, they may choose either a Black & Decker corded MM 575 model for a reduced price of \$79 plus tax, or the cordless CMM 1000 model for a reduced price of \$279 plus tax.

All events are on a first come, first-served basis, for as long as supplies last.

Napa	April 13
Sonoma	April 20
Contra Costa	April 20 & 27
Solano	April 27
Santa Clara	May 11

(In addition, the Alameda County Waste Management Authority is arranging a similar lawn mower buyback on April 13 at the Southland Mall off I-880 in Hayward. See www.stopwaste.org for more information.)

## BAAQMD ACTIVITIES

	SEP	OCT	NOV	DEC
<b>ENFORCEMENT</b>				
Total Inspections	753	1,122	650	577
Complaints Processed	244	319	190	99
Violation Notices	181	116	138	225

<b>LEGAL</b>				
Cases Resolved	11	27	37	39
Mutual Settlement	\$9,139	\$24,658	\$31,090	\$40,680
Civil Penalties	0	0	0	0

<b>PERMIT SERVICES</b>				
Authorities to Construct	16	36	15	31
Permits to Operate	79	91	75	74

<b>TECHNICAL</b>				
Highest Ozone AQI	111	66	37	31
Highest CO AQI	23	38	39	30
Highest Particulates AQI	33	51	66	40
State Ozone Excess Days	1	1	0	0
Source Tests	59	76	51	45

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. *Results listed are preliminary.* The District issues "Spare the Air" requests when air quality forecasts predict that concentrations of pollutants will exceed the national health standard (100 on the AQI scale).

<b>YEAR TO DATE</b>	<b>(12/31/01)</b>
State Ozone Exceedences	15
Federal Ozone Exceedences (1-Hour)	1
Carbon Monoxide Exceedences	0

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