

AIR CURRENTS

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Air District Begins to Update Ozone Strategy

In 2003, the Air District will be planning ahead to reduce air pollution. With the help of the public, two of our guiding documents will be updated with measures designed to reduce ground-level ozone in the Bay Area.

The Air District is legally required to prepare and implement strategies to achieve both the national and the State one-hour ozone standards. The *Ozone Attainment Strategy* is the region's blueprint for achieving the national ozone standard, and the *Clean Air Plan* is the strategy to achieve the more stringent California standard. We will prepare these air quality strategies in cooperation with the Metropolitan Transportation Commission and the Association of Bay Area Governments.

Ozone is a highly reactive gas that irritates the respiratory system and aggravates conditions such as asthma, bronchitis, and emphysema. Long-term exposure can permanently damage lung tissue.

Ozone conditions in the Bay Area have improved dramatically over the years. This improvement is largely due to cleaner motor vehicles and fuels, as well as reduced emissions from industrial and commercial sources. However, the Bay Area still exceeds national and State ozone standards for a few hours on one or more summer days each year, so further progress is needed in order to ensure that we have healthy air quality every day.

The current strategy for attaining the national standard, the *2001 Ozone Attainment Plan*, commits the Air District to

conducting a mid-course review in 2003 of the Bay Area's progress in attaining the national standard. It also requires us to provide the US EPA with a revised ozone attainment strategy by April 2004.

In addition, the California Clean Air Act requires the District to update the *Clean Air Plan* every three years. The *Clean Air Plan* was last updated in 2000, and thus is due for revision in 2003.

Key milestones in the planning process include: beginning the public outreach process in January 2003; determining the amount of emission reductions needed to achieve the national

standard as early as June; evaluating progress toward attainment and releasing draft documents as early as October; and adopting the final documents in March 2004.

The Air District will review air pollution control strategies, and determine what additional control strategies will be needed. Typically, these strategies include measures to reduce emissions of ozone-forming pollutants from transportation sources, industrial facilities, commercial processes, and other sources.

—continued on page 4

TFCA Celebrates Ten Year Anniversary

The Air District's Transportation Fund for Clean Air (TFCA) is celebrating ten years of success in cleaning up Bay Area skies. This grant program funds projects that reduce emissions from the single largest source of air pollution in the Bay Area—motor vehicles.

The TFCA is funded by a four-dollar surcharge on Department of Motor Vehicle registration fees collected in the Bay Area. Public agencies can apply for the funds themselves, or on behalf of private agencies that provide certain essential transportation-related public services, such as vanpools, taxis, trash collection, etc.

The goal of TFCA funds is to implement the most cost-effective projects in the Bay Area that will decrease motor vehicle emissions, and therefore improve

air quality. The fund covers a wide range of project types, including purchase or lease of clean fuel buses; purchase of clean air vehicles; shuttle and feeder bus service to train stations; ridesharing programs to encourage carpool and

—continued on page 2



TOLL-FREE NUMBERS

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

TFCA

continued from page 1

transit use; bicycle facility improvements such as bike lanes, bicycle racks, and lockers; arterial management improvement projects to speed the flow of transit buses and traffic on major arterials; and transit information projects to enhance the availability and accessibility of transit information.

The funds are available through two channels: the Regional Fund and the County Program Manager Funds. The Regional Fund, which comes from 60 percent of the motor vehicle registrations, is allocated directly by the Air District. The Program Manager Funds, which constitute the other 40 percent, are allocated by the Bay Area's nine county congestion management agencies.

Some of the criteria used to determine awards include cost effectiveness at reducing emissions, feasibility, matching funds, effect on disadvantaged communities, and promotion of alternative transportation modes.

In the decade since the Air District inaugurated the TFCA grant program, the Regional and Program Manager Funds have dispensed a total of \$226 million in grants for 1,407 projects in the Bay Area. In this time, Regional- and Program Manager-funded projects have reduced smog-forming and particulate emissions by an estimated 12,600 tons.

Besides the Program Manager Fund and Regional Fund grants to public and private agencies, a portion of the TFCA Funds is earmarked for eligible projects implemented directly by the Air District. These include six programs established to improve air quality in various ways.

One of the most familiar to Bay Area residents is the Spare the Air Program. This program advises the public when air quality is poor and asks for cooperation in limiting polluting behaviors such as driving. To find out if it's a "Spare the Air" day, listen to your local radio or

—continued on page 3

TFCA Policy Changes for FY 2003-04 Cycle

The Air District's Board of Directors has adopted the *FY 2003-04 Transportation Fund for Clean Air (TFCA) Policies and Evaluation Criteria* that govern the distribution of this grant program. (You can read these online at www.baaqmd.gov.) Before each annual funding cycle, the Air District considers whether to revise these parameters. Comments from interested parties and the public are solicited and reviewed as part of the annual process.

For the next funding cycle, FY 2003-04, several changes have been made to the TFCA policies. No changes have been made to the evaluation criteria. Most of the changes were relatively minor administrative improvements, including a renumbering of the policy listings. Some of the more substantive policy changes are discussed below:

Policy #23: Incentive Levels for Light-Duty Clean Air Vehicles

The changes will increase the incentive amount for hybrid vehicles that achieve the super-ultra-low emission vehicle, or SULEV, standard from \$1,000 to \$2,000 per vehicle. The incentive for ultra-low emission vehicle (ULEV) rated hybrids will remain at \$1,000 per vehicle. Staff proposed this change because SULEV hybrids offer greater emission reductions than ULEV hybrids.

Policy #26 Heavy-Duty Vehicle Replacement

This policy required grant-winners for heavy-duty vehicle projects to scrap an existing equivalent vehicle in their fleet. However, comments have indicated that this requirement has been burdensome to some applicants. The new changes to this policy will add an option that will provide additional flexibility for applicants, while preserving the intent of the Board to reduce emissions from the existing vehicle fleet. The option allows for installment of a particulate filter on a fleet vehicle, rather than scrapping.

Policy #27: Reducing Emissions from Existing Heavy-Duty Diesel Engines

This new policy for the first time makes diesel re-powers, retrofit technologies, and fuel additives and substitutes to existing on-road heavy-duty vehicles eligible for TFCA funding.

Emissions of particulate matter and toxics from diesel engines are a major public health issue. The California Air Resources Board (CARB) has adopted stringent standards for new diesel engines, but these standards do not apply to existing diesel engines. Since diesel engines are very durable, older diesel-powered vehicles may continue to emit toxic particulates for many years before they must be replaced. However, recent developments in control technologies have the potential to reduce emissions from these existing diesel engines.

Staff believes that these new technologies offer an opportunity to achieve significant emission reductions in a cost-effective manner. The new policy responds to an interest in these new technologies expressed by a number of applicants. Staff will review the experience with this policy during its annual evaluation prior to the FY 2004/05 funding cycle.

Policy #29: Shuttle/Feeder Bus Service

This policy has included a requirement that shuttle operators comply with CARB particulate matter standards for public transit fleets. Shuttle operators requested that the policy be modified to provide greater clarity. The new policy language offers several compliance options.

TFCA

continued from page 2

television weather report, or call 1-800-HELP-AIR for daily-recorded smog forecasts.

Another program that many in the Bay Area know well is the Vehicle Buy Back Program. The Air District offers \$500 to scrap your 1981 or older car, van, or pick-up truck. Because these older vehicles have less-efficient emission-control equipment, they produce significantly more air pollution than newer vehicles. This program is completely voluntary. Since inception, the Vehicle Buy Back program has purchased 15,656 vehicles and decreased emissions by 2,051 tons.

One Air District program in which everyone can participate is the Smoking Vehicle Program. Smoking vehicles that emit excessive visible exhaust generate 10 to 15 times more pollution than well-tuned vehicles, and up to 30 percent of the soot and particles in the air we breathe. Under this program, people can report smoking vehicles they see on the road by calling 1-800-EXHAUST, or by filling out a short complaint on-line at www.800exhaust.org. The Air District then sends a notification to the vehicle owner informing them that their vehicle

was reported to be emitting excessive exhaust, and that the vehicle may have a mechanical problem. Since 1992, this program has resulted in approximately 425,000 smoking vehicle complaints. Many vehicle owners who are reported return a form to the Air District confirming that steps were taken to repair the problem.

Environmentally conscious public agencies are pleased with the Vehicle Incentive Program, which provides incentives to assist in the purchase or lease of cleaner-fueled fleet vehicles. Fleet vehicles often travel extensive distances to do their jobs and so are good candidates for emissions reductions. This program has funded many of the natural gas, propane, hydrogen, electric, and hybrid-electric vehicles driving on Bay Area roadways. All funded vehicles are certified to the ultra-low, super-ultra-low, or the zero emissions vehicle standard. This program has provided over \$3.2 million for the purchase and lease of 796 vehicles.



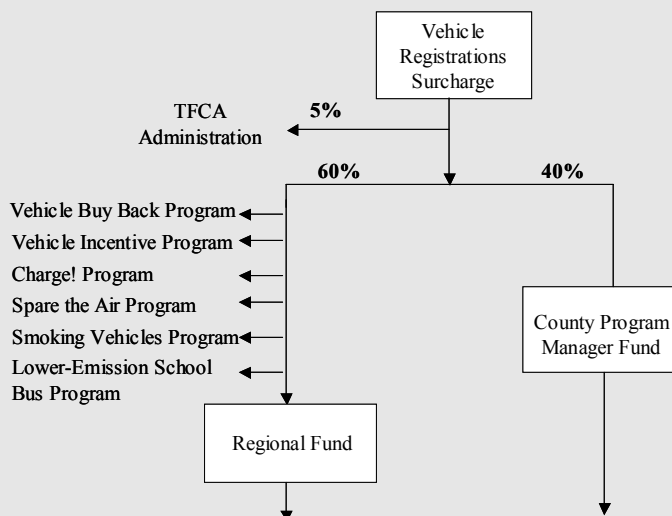
Compressed Natural Gas Bus Purchased by Sonoma County Transit with TFCA Grant

The Lower-Emission School Bus Program helps school districts buy cleaner school buses. By replacing old school buses with new natural gas, propane, or electric-powered buses, this program reduces harmful emissions of diesel particulate matter and oxides of nitrogen. These emissions contribute to the formation of smog in the Bay Area and negatively impact public health. Because school children, who are more susceptible to the adverse health effects of air pollution than adults, are around these buses on a daily basis, reduced emissions from buses provides substantial health benefits. The Lower-Emission School Bus Program has funded in excess of \$13.6 million for 125 bus replacements and 29 bus retrofits.

Charge! is aimed at helping to create a network of public access electric vehicle (EV) charging stations. Both public and private entities can apply to purchase and install EV chargers within the boundaries of the Air District's nine counties. One barrier to the increased market penetra-

—continued on page 4

TFCA Fund Flow Chart



TFCA

continued from page 3

tion of EVs has been their limited driving range. The Charge! program was developed to increase EV range and boost consumer confidence by providing a network of public access charging stations in the Bay Area. Thus far it has given \$73,000 in grants to install 27 inductive and conductive charging stations.

The number of TFCA project applications has increased annually, ensuring that the funds are being spent on the best projects that the Bay Area has to offer. Despite California budget cuts, TFCA will keep reducing air pollution and is always looking for good applications for the following year's funding cycle.

—Liz Berdugo

Ozone Plans

continued from page 1

This round of ozone planning will benefit from the results of the Central California Ozone Study, or CCOS. CCOS has been an extensive field study, culminating in complex photochemical modeling, that examines air pollutant emissions, weather conditions, and ozone concentrations during several high ozone days in 2000. The CCOS data will help determine the most effective means for reducing ozone levels in the Bay Area and in neighboring downwind regions.

Members of the public will have many opportunities to participate in the ozone planning process as well—the Air District strongly encourages public involvement. In 2003 and early 2004, numerous public meetings will be held to explain the process and seek input on strategies to reduce emissions and other issues. All suggestions from the public will be evaluated for their feasibility and potential to reduce ozone.

—continued on page 5

TFCA Regional Fund Applications

The Air District will begin accepting applications in April for Transportation Fund for Clean Air (TFCA) Regional Fund grants for fiscal year 2003/04. Approximately \$10 million will be available for distribution by the Air District this year.

TFCA Regional Fund grants fund transportation projects that reduce motor vehicle emissions, consistent with the 1988 California Clean Air Act and the *Bay Area Clean Air Plan*. Only public agencies are eligible to receive the grants. These include cities, counties, school districts, transit districts, and regional and state agencies.

Some of the eligible project types include purchase or lease of clean fuel buses; purchase of clean air vehicles; shuttle and feeder bus service to train stations; ridesharing programs; bicycle facility improvements; arterial management improvement projects to speed the flow of traffic on major arterials; and transit information projects. A full list of eligible projects and additional information can be obtained from the contact information below.

Applications are evaluated, scored, and ranked using evaluation criteria approved by the Air District's Board of Directors and are funded in the order of ranking.

In April, the application form will be available at www.baaqmd.gov/planning/plntrns/tfcapage.htm or via e-mail at tfca@baaqmd.gov. You can also call (415) 749-4994 to request an application form and related information. Public agencies should apply directly to the Air District for funds.

The application deadline is 5:00 PM Monday, June 30, 2003. Please mail or hand-deliver your applications; they will **not** be accepted by fax or e-mail.

In addition, please note that the Air District is still accepting applications, on a first-come, first-served basis, through June 2003, for the Vehicle Incentive Program (VIP). The VIP program provides incentives to help public agencies acquire low emission, alternative fuel vehicles weighing 10,000 pounds or less. VIP application guidelines and forms are available at www.baaqmd.gov/planning/plntrns/vip.htm.

Help Us Find the Next Clean Air Champion!

Do you know any group, employer, public agency, or individual who exemplifies the Clean Air Champion spirit? Is there a teacher, child, volunteer, or co-worker that you know who goes above and beyond to help keep the air healthy?

The Clean Air Champions Award Program—started in 1992 by the Air District and other partners, such as RIDES, the EPA, and the American Lung Association—recognizes individuals, businesses, or organizations whose extra efforts help to clean up the air in the Bay Area. Nominate a person or group in your community to show your apprecia-

tion for their efforts in making breathing easier and more pleasant!

Nominations will be accepted until April 30, 2003. This year's Clean Air Champions will be honored at a public ceremony held at the Air District's offices.

Nominating is easy. To nominate your champion, you can call 1-800-HELP-AIR to request a form; or fill out a downloadable form available at www.sparetheair.org. Mail your nominations to: Clean Air Champions Award, c/o BAAQMD, Public Information and Outreach, 939 Ellis Street, San Francisco, CA, 94109; or fax your form to (415) 749-5101.

—Luna Salaver

APRIL is EARTH MONTH



This April, the Air District will be participating in a series of events held at various locations around the Bay Area to commemorate Earth Day. Officially April 22, Earth Day celebrations will be held throughout the month to encourage sustainable living and promote a healthy environment. We hope to see you at one of these events!

APRIL 12

Earth Day / Arbor Day Fair
Central Park
Millbrae

Earth Day
Oakland Zoo
Oakland

Earth Day Celebration
Castro Valley Sanitary District
Castro Valley

APRIL 16

City of Oakland - 9th Annual Earth Expo
Frank H. Ogawa Plaza
Oakland

APRIL 19

Tech Museum Earth Day Celebration
201 South Market St.
San Jose

Berkeley Earth Day
Civic Center Park
Berkeley

APRIL 26

Earth Day Celebration
Farmers Market
Vallejo

Ghirardelli Square Earth Day Celebration
Ghirardelli Square
San Francisco

West County Earth Day Celebration
Integrated Resource Recovery Facility
Richmond

Berkeley Bay Festival
Berkeley Marina
Berkeley

Earth Day Fair
Chabot Space & Science Center
Oakland

For more information, contact Michelle Torres at 415-749-5021 or mtorres@baaqmd.gov

Ozone Strategies

continued from page 4

The first public ozone planning meeting was held on Thursday, March 27 at MTC headquarters, 101-8th Street, Oakland. A series of meetings will follow, to be held on a bimonthly basis throughout the year. Air District staff are also available to meet with community groups interested in the ozone planning process. For more information, or to provide input, visit the District's website at www.baaqmd.gov/planning/cap/aqp.htm.

—Henry Hilken

Celebrate Earth Day at



TheTech

The Air District, The Tech Museum of Innovation, NBC11, the Coral Reef Alliance, Surfrider Foundation, and more have partnered to create a special Earth Day event. The theme is "Exploring Our Place on Earth: Sustainability and the Environment" and will be held at The Tech Museum on Saturday, April 19, 2003, from 11 AM to 4 PM.

Several guest speakers will discuss an array of topics, including improving air quality and ocean and coral reef protection. Come and check out clean fuel vehicles, from electric scooters and cars to garbage trucks!

Join in this fun, educational event and learn how you can help contribute to a more sustainable environment. Sign-up for tech/e/news at www.thetech.org for an updated schedule of events.



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

Board of Directors

Scott Haggerty
 Chairperson
 Alameda County
Marland Townsend
 Vice Chairperson
 San Mateo County
Gayle Uilkema
 Secretary
 Contra Costa County

Harold C. Brown, Jr.
 Marin County
Willie Brown, Jr.
 San Francisco
Roberta Cooper
 Alameda County
Chris Daly
 San Francisco
Mark DeSaulnier
 Contra Costa County

Jerry Hill
 San Mateo
Liz Kniss
 Santa Clara County
Jake McGoldrick
 San Francisco
Nate Miley
 Alameda County
Julia Miller
 Santa Clara County

Dena Mossar
 Santa Clara County
Mark Ross
 Contra Costa County
John Silva
 Solano County
Tim Smith
 Sonoma County
Pamela Torliatt
 Sonoma County

Brad Wagenknecht
 Napa 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

**2003 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, Sonoma, Solano, Napa, and Marin counties, and for residents of the City of Sunnyvale, 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 times and locations.) Participants must turn in an old mower for recycling to get the \$100 discount. In exchange, they are entitled to a Black & Decker corded MM 575 model for the reduced price of \$79 (after the discount) plus tax.

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

- April 12 Marin
 Solano
- April 26 Contra Costa (in Concord)
 City of Sunnyvale
 Sonoma
- May 3 Napa
 Contra Costa (in Pittsburgh)

In addition, the Alameda County Waste Management Authority is arranging a similar lawn mower buyback on May 10 in the parking lot of the Henry J. Kaiser Convention Center in Oakland. See www.stopwaste.org for more information.

SMART GROWTH CONFERENCE

The Local Government Commission is convening a conference to promote more sustainable development patterns. Entitled *Planning and Building More Livable Communities*, it will be held at the U.S. Grant Hotel in San Diego, June 27 – 28, 2003.

The conference will focus on critical issues facing California—rapid population growth; and the associated pressures on air quality, water quality, transportation systems, housing supply, agricultural lands and open space, energy, and other resources. The event will bring together organizations and individuals who are working to plan and build more livable communities. The conference will examine the barriers to creating a more livable future for California as well as strategies to overcome them, and will feature innovative local projects and case studies.

The Air District is a cosponsor of the conference, as are MTC and ABAG. This conference will be a useful complement to the Smart Growth Strategy/Regional Livability Footprint project that the regional agencies and the Bay Area Alliance for Sustainable Communities have been pursuing for the past three years.

The Air District is interested in smart growth because the location, intensity, and design of development directly influence how we travel between our homes, jobs, stores, schools, and other destinations. Long distance commutes and auto-dependent development mean more air pollutant emissions from motor vehicles. By encouraging more infill, compact, and transit-oriented development, transit, walking and cycling become more attractive choices for many of our daily trips, and air pollutant emissions will be reduced.

For more information on the conference, visit the LGC website at www.lgc.org. For more information on the Smart Growth Strategy/Regional Livability Footprint project, visit ABAG's website at www.abag.ca.gov/planning/smartgrowth.