



BAY AREA AIR QUALITY
MANAGEMENT DISTRICT

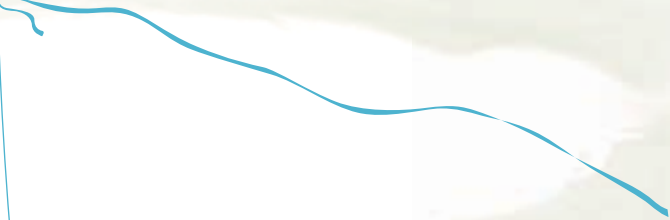
2013 ANNUAL REPORT

dedicated



to clean air

We are the Bay Area Air Quality Management District.

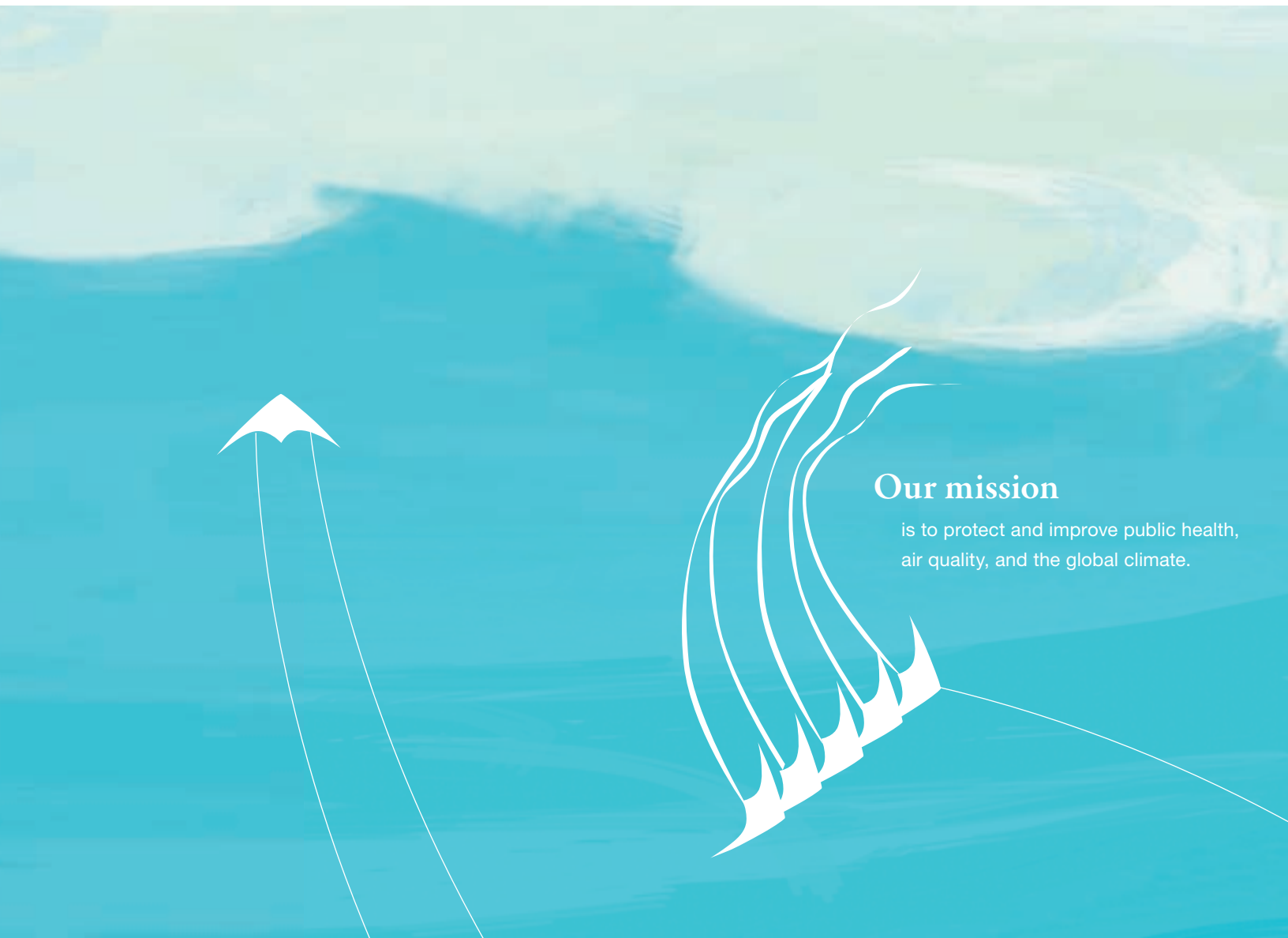


Our vision

is to provide a healthy breathing environment
for every Bay Area resident.



We are responsible for protecting the air you breathe in the nine counties that surround San Francisco Bay: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, southwestern Solano, and southern Sonoma counties.



Our mission

is to protect and improve public health, air quality, and the global climate.

Our Jurisdiction

ACROSS THE NINE COUNTIES IN THE BAY AREA



LETTER FROM THE EXECUTIVE OFFICER Over the past 20 years, California’s population has increased by 22 percent and the average daily miles driven have increased by 45 percent. At the same time, statewide emissions of smog-forming pollutants have dropped by over 50 percent.

At the Bay Area Air District, we’re proud to have played a role in this air quality success story. But as population and traffic in the region continue to grow, and as we grapple with the looming threat of climate change, it will require all our ingenuity and resourcefulness as an agency—and as members of the greater community—to continue this positive trend.

This past year, our agency was instrumental in rolling out the first bike share program in the nation to debut as a regional system. Bay Area Bike Share is proving to be a viable transportation option in the five cities and three counties to which it extends. We also finalized our *Plug-In Electric Vehicle Plan*, which provides guidance to local government and other stakeholders to expedite the infrastructure necessary to establish plug-in electric vehicles as a critical means of reducing air pollution in the region.

In 2013, our Board passed a milestone Climate Protection Resolution that sets as a goal the reduction of greenhouse gas emissions to 80 percent below 1990 levels by 2050. The Board also approved implementation of a *Public Participation Plan* that will enable the Air District to better engage with the many diverse neighborhoods and communities in the region. And we passed rules that address emissions from refinery boilers and heaters, as well as forges, foundries, and metal recycling facilities.

Throughout the year, we measured and analyzed air quality, enforced air quality regulations, issued permits for emission sources, and provided grants for clean air projects in the nine-county Bay Area region.

As the Bay Area Air District’s Executive Officer, I’m proud of the work we do to improve our overall quality of life in this beautiful region. We appreciate your continued commitment to air quality and hope you enjoy this review of our efforts in this *2013 Annual Report*.




Jack P. Broadbent
Executive Officer
Air Pollution Control Officer

4%

The Bay Area exceeded national health standards for air pollution on only 4% of days in 2013 (16 out of 365).

04



We measure and analyze air quality.

The Air District operates an extensive air quality monitoring network that measures concentrations of air pollutants in the Bay Area. Air District meteorologists use this monitoring data, along with up-to-date weather information, to make air quality forecasts. Information collected from this network is also analyzed in the Air District laboratory, and used by staff to develop air quality models and examine long-term air quality trends.

Two pollutants that can affect public health in the Bay Area are ozone and particulate matter. Ozone is the main ingredient in summertime smog, and particulate matter is composed of an assortment of extremely small airborne particles, or mixtures of solid particles and liquid droplets, and is primarily a problem in the wintertime. (See charts on pages 10 and 11.)

For more information, see annualreport.baaqmd.gov/measure.

five

In 2013, five rules were adopted or amended by the Air District.

05



We implement standards, guidelines, and rules for clean air.

The Air District analyzes air monitoring data, air emissions from a variety of sources, and traffic and demographic statistics and uses this information to form air quality plans, programs, and regulations.

These activities improve public health by reducing regional air pollution and helping the Bay Area meet federal and state air quality standards.

For more information, see annualreport.baaqmd.gov/implement.

21,818

The Air District conducted 21,818 air quality inspections in 2013.

06



We ensure that businesses comply with air pollution laws and regulations.

The Air District issues air quality permits for facilities with stationary sources of air pollution. These permits ensure that businesses comply with air pollution laws and regulations, often by installing abatement equipment to control emissions. Permits are reviewed annually, and the Air District conducts on-site facility inspections and tests emission sources to make sure businesses stay in compliance.

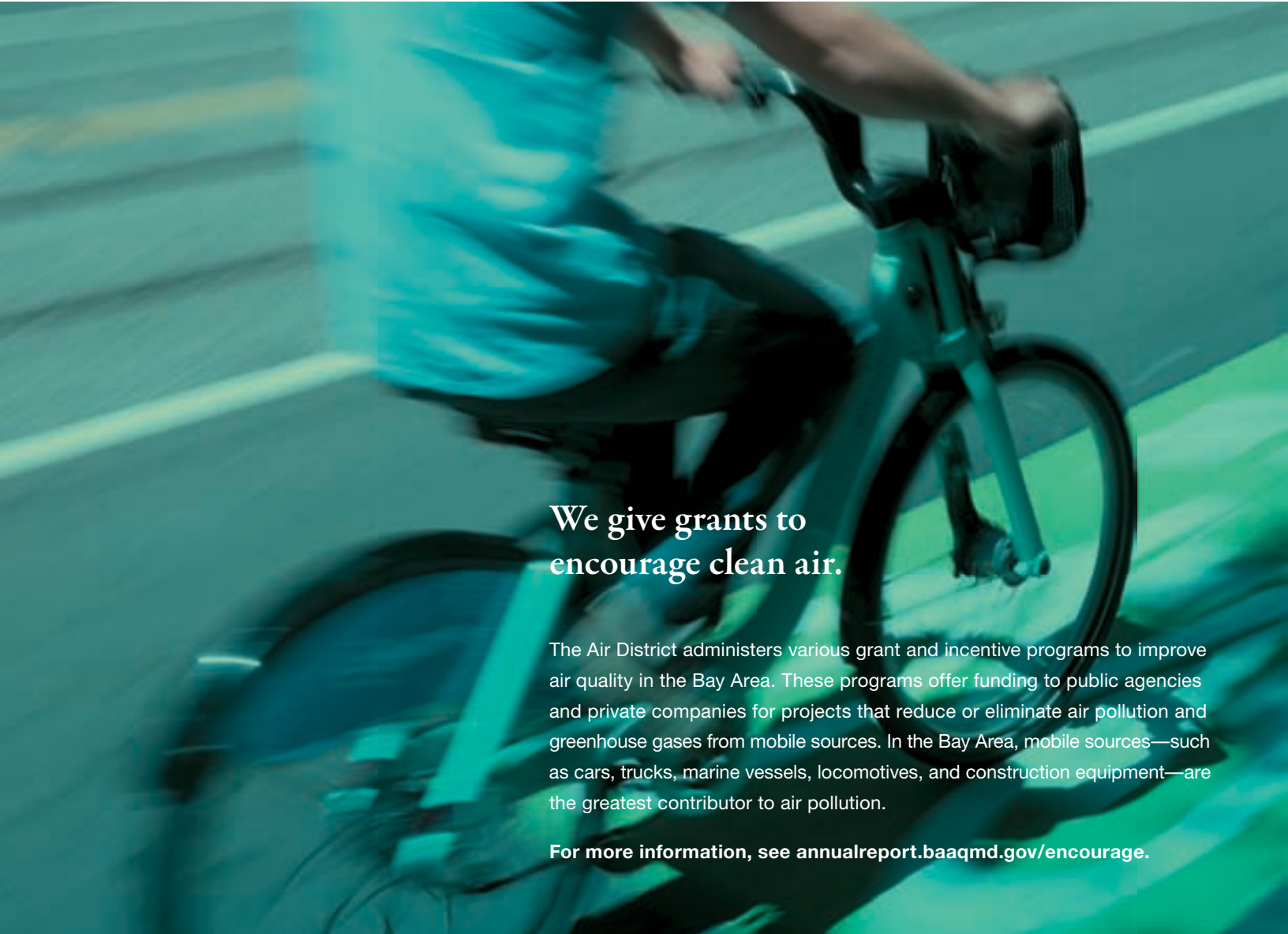
The Air District also responds to air quality complaints and provides technical assistance to businesses to help them comply with air quality regulations.

For more information, see annualreport.baaqmd.gov/ensure.

\$56.25M

In 2013, the Air District distributed \$56.25 million in grants for clean air projects.

07



We give grants to encourage clean air.

The Air District administers various grant and incentive programs to improve air quality in the Bay Area. These programs offer funding to public agencies and private companies for projects that reduce or eliminate air pollution and greenhouse gases from mobile sources. In the Bay Area, mobile sources—such as cars, trucks, marine vessels, locomotives, and construction equipment—are the greatest contributor to air pollution.

For more information, see annualreport.baaqmd.gov/encourage.

75%

75% of Bay Area residents support the Wood Burning Rule.

08

We spare the air.

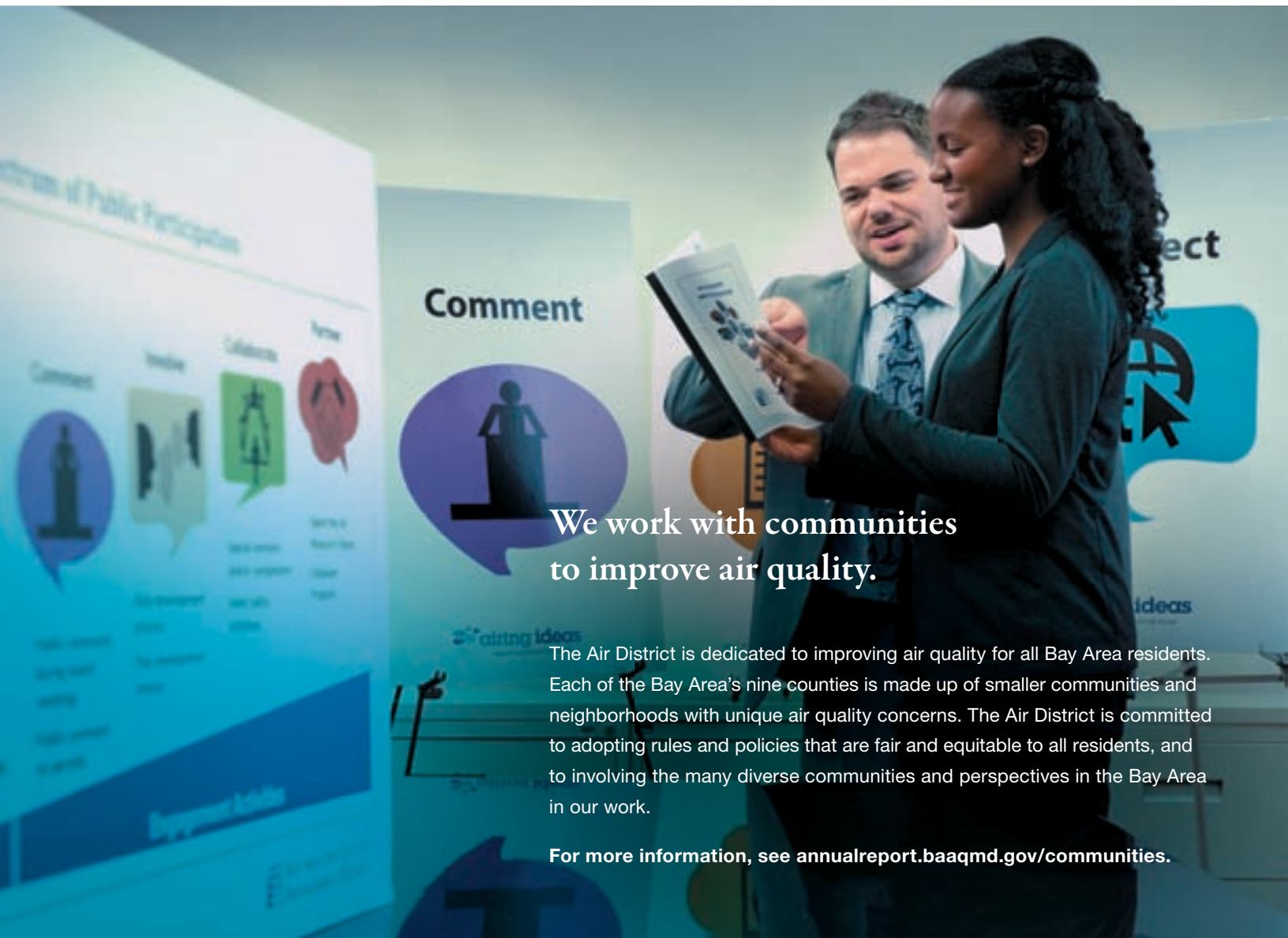
The Air District's summer and winter Spare the Air campaigns focus on educating and encouraging the public to rethink their everyday choices that contribute to air pollution. During the summer and throughout the year, the Spare the Air program urges residents to reduce their driving by walking, taking transit, or carpooling. During the winter months, smoke from residential wood burning becomes a major health concern in the Bay Area. From November to February, wood burning is illegal when the Air District issues a Winter Spare the Air Alert.

In 2013, the Air District issued six Spare the Air alerts in the summer and a record-breaking 33 Winter Spare the Air alerts on days when air quality was forecast to be unhealthy. Air District survey results show that the public responded and took action on those days—and all year long—to reduce pollution.

For more information, see annualreport.baaqmd.gov/sparetheair.

192

The Air District held 192 community meetings and outreach events in 2013.



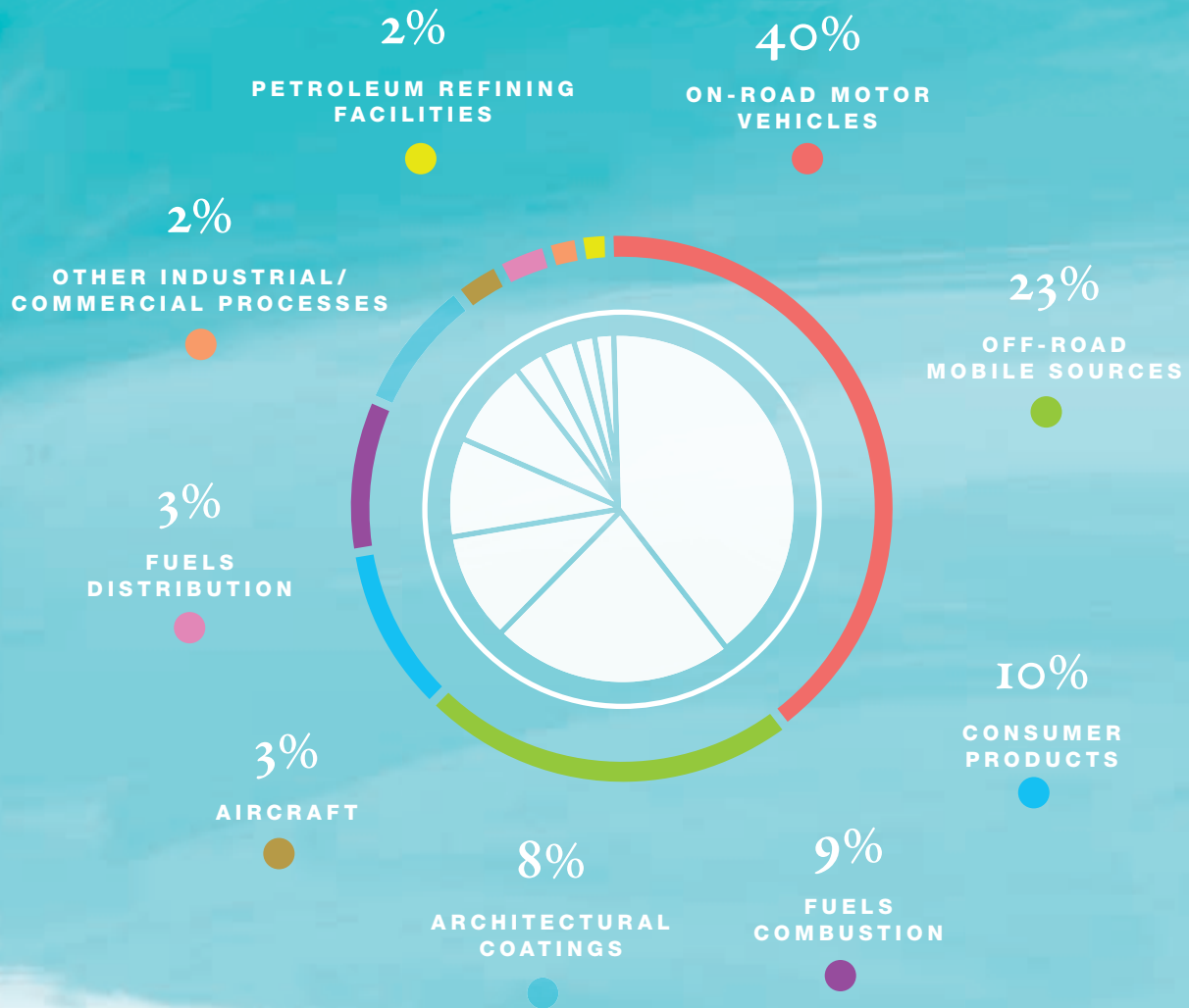
We work with communities to improve air quality.

The Air District is dedicated to improving air quality for all Bay Area residents. Each of the Bay Area's nine counties is made up of smaller communities and neighborhoods with unique air quality concerns. The Air District is committed to adopting rules and policies that are fair and equitable to all residents, and to involving the many diverse communities and perspectives in the Bay Area in our work.

For more information, see annualreport.baaqmd.gov/communities.

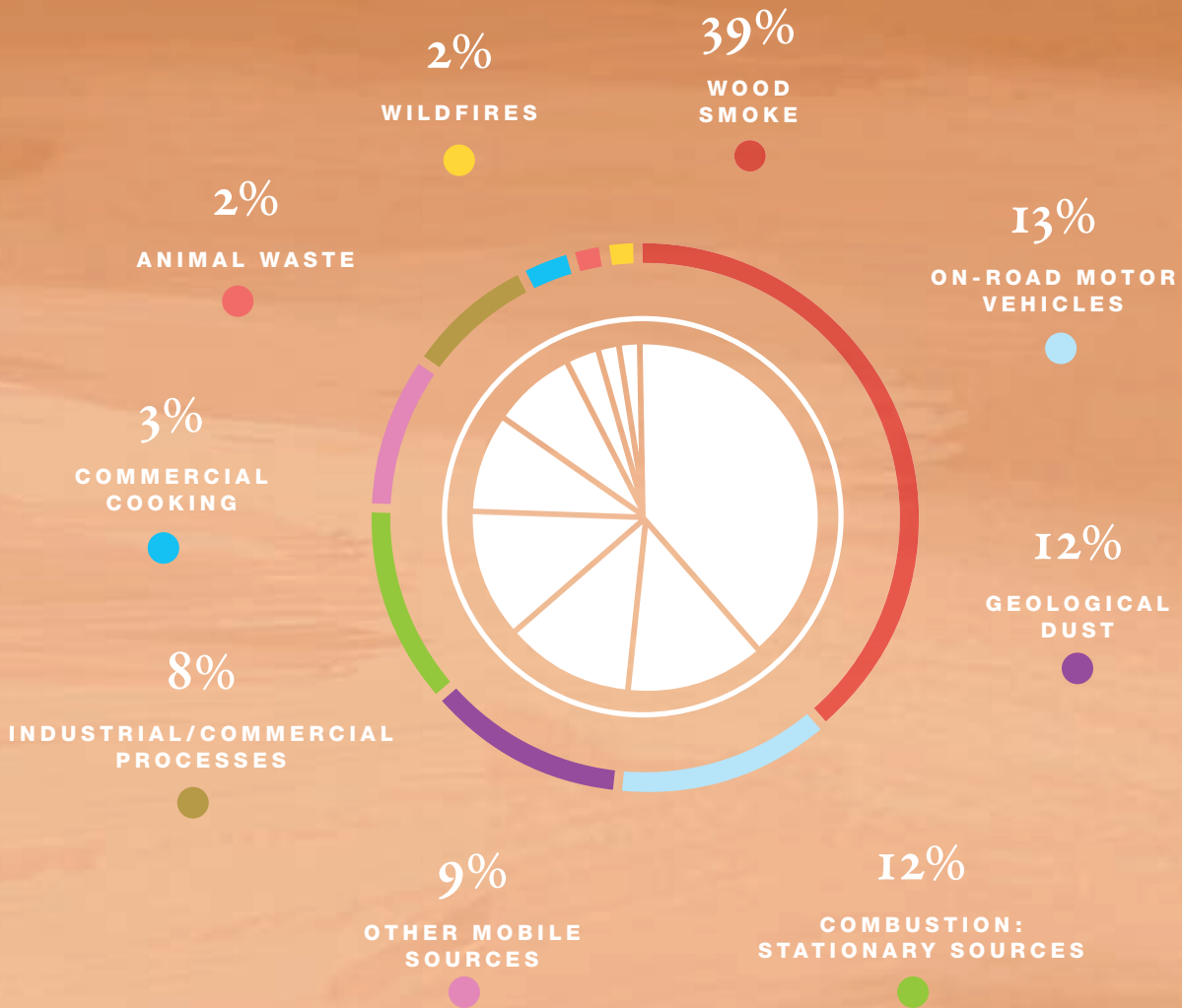
Summer Sources

OF BAY AREA OZONE-FORMING POLLUTANTS



Winter Sources

OF BAY AREA FINE PARTICLE POLLUTION



80%

2 0 5 0

The Air District's Climate Protection Resolution sets a goal of reducing greenhouse gases 80 percent below 1990 levels by the year 2050.

12



The Air District funds plug-in electric vehicle infrastructure projects throughout the Bay Area.

15%

ELECTRICITY/
CO-GENERATION

8%

RESIDENTIAL
FUEL USAGE

38%

TRANSPORTATION

Bay Area Sources

OF GREENHOUSE GAS EMISSIONS

36%

INDUSTRIAL/
COMMERCIAL

2%

OFF-ROAD
EQUIPMENT

1%

AGRICULTURE/
FARMING



In January 2014, the Air District opened the Bay Area's first near-freeway monitoring station at Laney College in Oakland.

Moving Forward

EXPANDING OUR PLANS AND PROGRAMS

By improving air quality over the past few decades, the Air District's programs have produced substantial public health benefits and saved the region millions of dollars in health-related costs. But there are still challenges to be met, as population, traffic, and industry continue to expand throughout the region.

To meet these challenges and keep this momentum moving forward, the Air District will continue to pursue emission reductions through its traditional programs, while developing and expanding new initiatives to effectively address key sources of air pollution in the Bay Area.

Public Participation Plan

In December, the Air District's Board of Directors approved implementation of the agency's milestone Public Participation Plan. This plan includes strategies for increasing the Air District's visibility in the community and providing residents with easier access to the Air District. It will enable the Air District to better engage with the many diverse neighborhoods and communities in the region.

The plan had been under development since 2011, with workshops and public review taking place throughout the past year. Action items include improvements to the Air District's website, public meeting procedures, and air quality complaint systems. The plan was developed in conjunction with a Stakeholder Advisory Task Force made up of community groups, nonprofits, industry, and civic organizations.

Bay Area Bike Share

The Bay Area Bike Share service launched in August as the first public bike share program in California, as well as the first bike share program in the nation to start up as a regional service.

The system debuted as a pilot project with 700 mint-green-colored bicycles available at 70 stations. The initial service areas include five cities along the Caltrain commuter rail corridor—San Francisco, Redwood City, Palo Alto, Mountain View, and San Jose.

With leadership and funding from the Air District and the Metropolitan Transportation Commission, the project is a partnership among local government agencies including the City and County of San Francisco, SamTrans, Caltrain, San Mateo County Transportation Authority, the County of San Mateo, the

City of Redwood City, and the Santa Clara Valley Transportation Authority. It encourages Bay Area residents and visitors to make short trips by bike by providing an easy and cost-effective "first and last mile" solution linking public transit with riders' origins and final destinations.

The Bay Area Bike Share pilot program aims to evaluate bike sharing's potential to effectively reduce vehicle traffic and improve local air quality. Opportunities will be assessed for expanding the program within the current communities as well as in additional areas within the region. The second phase of the pilot program will add another 300 bikes and 30 kiosk stations to reach the full pilot goal of 1,000 bicycles at 100 stations. Funding generated from membership fees and private sponsorships will be used to grow the system to reach its full future potential of between 6,000 to 10,000 bicycles.

Plug-In Electric Vehicle Readiness Plan

In December, the Air District, in partnership with the Metropolitan Transportation Commission and the Association of Bay Area Governments, released the *Bay Area Plug-In Electric Vehicle Readiness Plan*. This plan contains strategies, best practices, and guidance to help the Bay Area achieve its goal of becoming "PEV Ready" over the next 10 years.

The plan includes guidance for local and regional government, utilities, and other stakeholders in the areas of building codes, permitting and inspections, and zoning and local ordinances. It includes estimates of current and projected deployment of PEVs, guidance for siting public charging infrastructure, and strategies for accelerating PEV adoption in the Bay Area—including incentives, consumer education and outreach, and opportunities for attracting and retaining PEV manufacturing and services.

The plan was completed as the result of grants from the Air District, the Department of Energy, and the California Energy Commission and a two-year outreach and collaboration process between residents and businesses; local, regional, state, and federal agencies; members of the California Plug-in Electric Vehicle Coordinating Council; staff from the electric vehicle industry; and other stakeholders who are working to support accelerated PEV deployment in the nine-county Bay Area.

By improving air quality over the past few decades, the Air District's programs have produced substantial public health benefits and saved the region millions of dollars in health-related costs. But there are still challenges to be met, as population, traffic, and industry continue to expand throughout the region.

Bay Area Commuter Benefits Program

In March 2014, the Air District and the Metropolitan Transportation Commission approved an ordinance implementing a regional commuter benefits pilot program for employers in the San Francisco Bay Area.

This regulation was adopted as the result of Senate Bill 1339, signed into law by Governor Brown in 2012. This legislation authorized the Air District and MTC to jointly develop a pilot regional commuter benefits program, which would be effective through December 2016. Bay Area employers with 50 or more employees now have until September 30 to register and comply.

Under this program, employers will offer one of four commuter benefit options to encourage their employees to take transit, vanpool, carpool, bicycle, or walk rather than drive alone to work:

- An option for employees to pay for their transit or vanpooling expenses with pre-tax dollars, as permitted by current federal law;
- A transit or vanpool subsidy to help cover employees' monthly commute costs;
- A free or low-cost bus, shuttle, or vanpool; or
- An alternative program that provides benefits similar to the options outlined above.

The regional commuter benefits program will provide a powerful and economically viable new tool to cut traffic congestion, improve air quality, and reduce greenhouse gas emissions in the Bay Area.

Climate Protection Resolution

In November, the Air District passed a Climate Protection Resolution, committing the agency to developing a regional climate protection strategy and setting as a regional goal the reduction of greenhouse gas, or GHG, emissions to 80 percent below 1990 levels by 2050.

Under this resolution, Air District staff prepared a Bay Area climate protection work program in 2014 to guide Air District climate protection activities and to identify necessary resources for future action.

This work program includes measures for updating efforts to inventory, forecast, and monitor GHGs; for accelerating development of rules limiting GHG emissions; for expanding

enforcement; and for working with state, regional, and local agencies, as well as stakeholders, to develop the regional climate protection strategy.

This regional climate protection strategy will be included as an element of the Air District's *Bay Area 2015 Clean Air Plan*, and will complement the considerable climate planning efforts already taking place at state, regional, and local levels.

2015 Clean Air Plan

This year, the Air District—in cooperation with the Metropolitan Transportation Commission, the Association of Bay Area Governments, the Bay Conservation Development Commission, and the Joint Policy Committee—will be updating the *Bay Area 2010 Clean Air Plan*, with adoption anticipated in 2015.

The 2010 Clean Air Plan included a comprehensive multi-pollutant strategy for reducing ozone precursor emissions, particulate matter, toxic air contaminants, and greenhouse gas emissions. The 2015 Clean Air Plan will continue this multi-pollutant approach to reducing these air pollutants, but will also include a comprehensive regional climate protection strategy consistent with the Climate Protection Resolution adopted by the Air District's Board of Directors in 2013.

Freeway Monitoring

In December, construction was completed at the Air District's new near-roadway monitoring site at Laney College adjacent to I-880 in Oakland. The site became operational in January 2014, and two additional sites under development in Berkeley and San Jose are expected to be operational by 2015.

The new air monitors are being set up in an effort to better understand localized levels of traffic-related air pollution. The effort is the product of regulatory amendments issued by the U.S. Environmental Protection Agency that require air districts throughout the nation to monitor pollutants in higher population areas near heavily traveled roadways.

The locations of the Bay Area monitors were based on U.S. EPA guidelines, traffic counts, and input from the U.S. EPA Region 9 office as well as local community groups.

In 2013, the Air District made substantial progress in the development of a new Petroleum Refining Emissions Tracking Rule, designed to track air emissions at refineries over time.

Winter PM Studies

In December, the Air District began its fourth seasonal winter-time study to evaluate PM_{2.5} composition at three monitoring locations: Concord, San Francisco, and Napa. The purpose of this ongoing seasonal study, which employs carbon-14 analysis to assess levels of elemental carbon in relation to organic carbon, is to help evaluate the wintertime wood smoke contribution to particulate matter on Winter Spare the Air days.

The Air District also provided assistance and resources to Sonoma Technology Inc. for a Santa Rosa winter PM_{2.5} study that was conducted between November 2013 and February 2014. The study included collection of continuous PM_{2.5} data from five residential sites in Santa Rosa which will be analyzed to better understand the spatial and temporal characteristics of PM_{2.5}.

Black Carbon Data Collection

The Air District began collecting black carbon data in Forest Knolls in January of last year, in order to analyze air quality trends and assess the effectiveness of the agency's wood smoke control measures. The Air District plans to maintain this site in continuous operation for a minimum of three years, through 2015, before data analysis is conducted.

Measurements from this location, which is impacted by a higher incidence of residential wood burning, can be compared to measurements from other locations in the Bay Area to provide information about regional differences in fine particulate matter composition, and to evaluate whether the Air District's wood smoke reduction methods are producing the desired results, both for the region as a whole and in heavily impacted areas.

Air Monitoring Panel

In July, the Air District hosted a day-long expert panel discussion assessing various technologies and methodologies for enhancing community monitoring near refineries. The panel included specialists from across the state and nation.

As a starting point for the panel discussion, the Desert Research Institute presented their report, *Review of Current Air Monitoring Capabilities near Refineries in the San Francisco Bay*. This report, commissioned by the Air District, analyzes the Air District's current air monitoring network and identifies the latest instrumentation and practices.

The panel discussion will be used by the Air District to evaluate its air monitoring capabilities and to develop community air monitoring requirements for inclusion in the agency's proposed petroleum refining emissions tracking rule.

Petroleum Refining Emissions Tracking Rule

In 2013, the Air District made substantial progress in the development of a new Petroleum Refining Emissions Tracking Rule, designed to track air emissions at refineries over time. The rule would also require additional fence-line and community air monitoring.

In March and April, an initial draft rule was released for public review, along with a workshop report, and a series of three public workshops were held at various sites including Martinez and Richmond. In September, *Draft Refinery Emissions Inventory Guidelines* were issued, and the first Stakeholder Technical Work Group meeting was held to discuss the details of the new rule.

During the year, the Air District held additional meetings with a variety of interested stakeholders, and began to compile preliminary responses to the many public comments received on this rule. The new rule is expected to be presented to the agency's Board of Directors for adoption in the fall of 2014.

Rule Changes

In June, the Air District adopted amendments to its fee regulation consistent with the agency's Cost Recovery Policy, resulting in an overall fee increase of approximately 6.4 percent. Two new fees were also adopted: a fee to recover the costs associated with open burning, and an incident response fee to recover the costs incurred in responding to unplanned industrial releases of air pollutants with potential adverse public health consequences.

In May, the Air District adopted two new rules designed to further reduce particulate matter pollution and odors from foundries, forges, and metal recycling facilities. These rules are the first in California to address fugitive emissions from these facilities, by requiring that facilities develop and implement Emissions Minimization Plans to reduce air pollutants and odors. These plans must be approved by the Air District and revised and resubmitted every five years.

Fugitive emissions, which enter the atmosphere through doors, windows, or open work areas, comprise the largest portion of overall emissions from these metal-processing facilities. The Air District estimates that these rules will reduce particulate matter emissions in the Bay Area by about 12 tons a year.



- 42%
SPANISH
- 17%
CHINESE
- 9%
TAGALOG
- 6%
VIETNAMESE
- 26%
OTHER

In October, the Air District adopted a series of air quality rule amendments that streamline the replacement of pre-1994 boilers, steam generators, and process heaters at petroleum refineries in order to reduce pollution and greenhouse gas emissions. Refinery heaters make steam or heat fluids to necessary operational temperatures. Heaters made before 1994 emit pollutants at a much higher rate than allowed by current standards for new boilers.

These amendments create a new, alternative standard for oxides of nitrogen, or NOx, that applies to pre-1994 heaters. They also require continuous emissions monitoring systems on 95 percent of the NOx emissions from older heaters, and establish additional reporting requirements to protect public health.

Vehicle Buy Back Program

In 2013, the Air District allocated \$7 million in funding to renew the agency's Vehicle Buy Back Program for the nine-county Bay Area region. Under this program, residents with registered and smog-check-certified vehicles model year 1994 and older are eligible to receive \$1,000 to voluntarily retire these higher-polluting cars. Older vehicles lack modern emission-control technologies and pollute significantly more than newer models.

Wayside Power Grant

In 2013, the Air District gave a grant of \$315,000 to fund the region's first "wayside" power project to reduce train emissions in San Jose.

Wayside power enables trains to turn off their diesel generators while parked in a station, by connecting instead to cleaner electric power from the grid. This enables a train to run refrigeration and other systems in station while eliminating toxic diesel engine emissions.

Conducted in partnership with the Peninsula Corridor Joint Powers Board, the project involves installation of eight cabinets to provide electric power at the San Jose Diridon Station.

NASA Air Quality Study

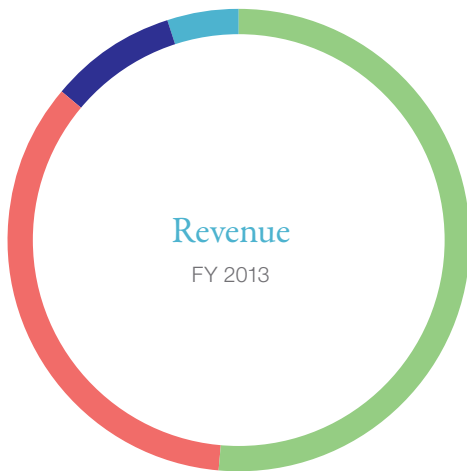
In 2013, as part of a study of air quality in California, four NASA airplanes employed high-tech measuring equipment to sample air pollution at levels of the atmosphere previously uncharted in the wintertime. When analyzed, the results will give researchers an unprecedented three-dimensional perspective on how air pollution forms and travels at different atmospheric heights.

Air District staff arranged for the originally central-California-based project to be extended into the Bay Area, and the agency contributed \$28,000 to fund this increase in scope. The project is a partnership between the Air District and the National Aeronautics and Space Administration, the National Oceanic and Atmospheric Administration, the U.S. Environmental Protection Agency, the California Air Resources Board, a broad array of universities in California and across the nation, and the San Joaquin Valley Air Pollution Control District.

Low-Sulfur Shipping Fuel Study

Researchers at the Air District, UC Berkeley, and UC Davis collaborated to produce a recent scientific study of the effects of low-sulfur shipping fuel on local air quality. Published in *Environmental Science & Technology*, the study concluded that fine particulates have been reduced by three percent in the San Francisco Bay Area, as a result of a 2008 state regulation requiring ocean-going ships to switch to low-sulfur fuel before entering local waters.

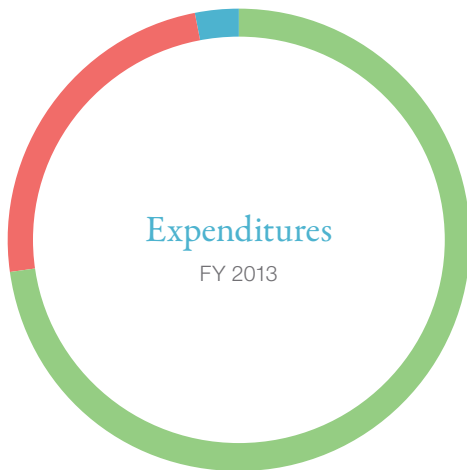
BY THE NUMBERS



Revenue

FY 2013

- 52% // Permit-Related Revenue
- 35% // County Property Tax
- 9% // Federal Grants
- 4% // State and Other Grants



Expenditures

FY 2013

- 73% // Personnel
- 24% // Services and Supplies
- 3% // Capital Outlay

BAY AREA AIR QUALITY

2013 Exceedances of Air Quality Standards

Ozone

Days over National 8-Hour Standard	3
Days over California 1-Hour Standard	3
Days over California 8-Hour Standard	3

Particulate Matter

Days over National 24-Hour PM10 Standard	0
Days over California 24-Hour PM10 Standard	6
Days over National 24-Hour PM2.5 Standard	13

RULEMAKING ACTIVITY

2013 Rules Adopted or Amended

May 1, 2013

Regulation 12: Miscellaneous Standards of Performance, *Rule 13:* Foundry and Forging Operations—new rule adopted

May 1, 2013

Regulation 6: Particulate Matter, *Rule 4:* Metal Recycling and Shredding Operations—new rule adopted

June 19, 2013

Regulation 3: Fees—amendments adopted

June 19, 2013

Regulation 5: Open Burning—amendments adopted

October 16, 2013

Regulation 9: Inorganic Gaseous Pollutants, *Rule 10:* Nitrogen Oxides and Carbon Monoxide From Boilers, Steam Generators and Process Heaters in Petroleum Refineries—amendments adopted

PERMITTING ACTIVITY

2013 Bay Area Permitted Facilities

Refineries	5
Major Facilities Excluding Refineries	88
Gasoline-Dispensing Facilities	2,368
All Other Facilities	7,071
Total	9,532

2013 Permitted Devices and Operations Total Including Registrations	23,929
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2013 New Permit Applications Received

Major Facility Review (Title V)	51
New Source Review (NSR)	998
Total	1,049

TOXIC PROGRAM ACTIVITY

2013 Health Risk Screening Analyses

Diesel Engines	192
Gasoline-Dispensing Facilities	16
Other Commercial/Industrial	62
Total Number of Analyses	270

COMPLIANCE & ENFORCEMENT ACTIVITY

2013 Compliance Inspections

Source Inspections	6,080
Air Pollution Complaints (Excluding Smoking Vehicles)	8,920
Gasoline-Dispensing Facility Inspections	815
Asbestos Inspections	2,355
Reportable Compliance Activities	418
Diesel Compliance and Grant Inspections	3,230
Total	21,818

2013 Violations and Penalties	
Civil Penalties	\$1,958,903
Violations Resolved with Penalties	556

AIR POLLUTION COMPLAINT CATEGORIES	
Total Complaints	14,348
Woodsmoke	43.4%
Smoking Vehicle	37.8%
Odor	12.5%
Dust	2.4%
Outdoor Fires/Open Burning	0.9%
Smoke	0.8%
Asbestos	0.8%
Other	0.5%
Gas Stations	0.3%
Miscellaneous Categories	0.5%

SOURCE TEST ACTIVITY	
2013 Number of Source Tests	
Refinery Source Tests	151
Compliance Rate	90.7%
Title V Facility Source Tests (Excluding Refineries)	150
Compliance Rate	94.0%
Gasoline Cargo Tank Source Tests	561
Compliance Rate	97.1%
Gasoline-Dispensing Facility Source Tests	93
Compliance Rate	74.2%
Other Miscellaneous Source Tests	13,329
Compliance Rate	99.6%
Total Source Tests	14,284
Total Violations	118
Compliance Rate	99.2%

LABORATORY	
2013 Samples Analyzed in Lab	
PM10	3,850
PM2.5	1,139
Toxics	16,427
Cartridge/Aldehyde	780
VOC and Speciation	9
Metals by XRF	2,182
Metals	0
Microscopy	4
VOC	10
Miscellaneous	67
Total	24,468

GRANT AND INCENTIVE PROGRAMS	
Carl Moyer Program/Mobile Source Incentive Fund—2013	
Total Funds Awarded	\$19.1M
Number of Engines Covered by Grant Projects	190
Percent of Funding Awarded to Projects in Impacted Communities	30%

Estimated Lifetime Emissions Reduction for the Projects Funded (tons)	
Reactive Organic Gases (ROG)	40
Oxides of Nitrogen (NOx)	950
Particulate Matter (PM10)	15
Total	1,005

Goods Movement Program—2013	
Total Funds Awarded	\$2.3M
Number of Engines Covered by Grant Projects	81
Percent of Funding Awarded to Projects in Impacted Communities	100%

Estimated Lifetime Emissions Reduction for the Projects Funded (tons)	
NOx	300
PM10	0.16
Total	300.16

TFCA Regional Fund Grants—FYE 2013	
Total Funds Awarded	\$7.55M
Number of Projects/Programs Awarded Grants	15

Estimated Lifetime Emissions Reduction for the Projects Funded (tons)	
ROG	23
NOx	21
PM10	17
Total	61
Carbon Dioxide (CO ₂)—a Greenhouse Gas (tons)	29,766

TFCA County Program Manager Fund Grants—FYE 2013	
Total Funds Awarded	\$9.0M
Number of Projects/Programs Awarded Grants	57

Estimated Lifetime Emissions Reduction for the Projects Funded (tons)	
ROG	35
NOx	49
PM10	22
Total	106
CO ₂	35,900

Lower Emission School Bus Program—2013	
Bus Replacements, Retrofits, and CNG Tank Replacements (MSIF funds)	
Total Funds Awarded	\$18.3M
Number of Projects Awarded Grants	46

Vehicle Buy Back Program—2013	
Number of vehicles scrapped in 2013	1,434
Estimated reductions:	
ROG	72
NOx	449
PM	0.9
Total	521.9

PUBLIC OUTREACH ACTIVITIES

2013 Spare the Air Program

Spare the Air Days	6
AirAlert Registrations	107,301
Employers Registered	2,106
Winter Spare the Air Alerts	33

2013 Smoking Vehicle Program

Vehicles Reported	5,414
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2013 Community Outreach Meetings/Events

Public Meetings and Workshops Held by District	35
Meetings with Local Organizations	45
Spare the Air Resource Team Meetings	31
Fairs and Events	81
Total	192

Community Air Risk Evaluation (CARE) 2013 Accomplishments

- Developed a Panel on the *Bay Area Air District's Local Scale Air Quality Management Programs* for the 2013 Annual Meeting of the Air & Waste Management Association. Panel presentations by Air District staff and research partners showcased studies and programs designed to understand and mitigate exposures to local sources of air pollution. The presentations provided a summary of the CARE program, highlighting the program's scientific studies and partnerships with local agencies and academics. The panel discussed the findings of the Air District's research and how the results have guided policy decisions and enhanced other Air District programs.
- Developed an updated methodology for identifying areas with the greatest health impacts from air pollution, as determined through an analysis of ozone, fine particles, and toxic air contaminant levels in Bay Area communities. Areas identified through the CARE program help focus Air District actions to reduce exposures to air pollution and to support healthy communities.
- Worked with local and regional planners to assist cities and project leads in assessing and reducing impacts of new development projects.
- Began a project with the San Francisco Public Health Department and the Lawrence Berkeley National Laboratory to evaluate the effectiveness of installing high performance filtration systems and improving energy efficiency of existing homes near busy roadways by collecting indoor and outdoor air quality measurements before and after the improvements were installed.

2013 Legislative Summary

The Air District had two primary legislative goals for 2013: to reauthorize air quality funding programs that expire in the next few years, such as the Carl Moyer and AB 923 programs, and to pass legislation in response to the Chevron Richmond refinery fire of August 2012.

The Air District collaborated with a large coalition of diverse organizations on two identical bills, AB 8 (Perea and Skinner) and SB 11 (Pavley and Cannella), supporting the reauthorization of air quality funding. AB 8 was ultimately passed by both houses of the Legislature and signed into law. It extends to 2023 a series of fees that are currently in place—such as tire fees, and vehicle and vessel registrations—and used to support the Carl Moyer program, the AB 118 program, and the AB 923 program. Reauthorizing these programs will provide in total over \$2 billion for air quality programs.

The Air District co-sponsored SB 691 (Hancock) with Breathe California. A response to the Chevron refinery fire of August 2012, it essentially raises penalty ceilings for egregious one-day violations that severely disrupt communities and expose residents to toxic air contaminants. The strict liability penalty ceiling has not been changed since 1974, and is far too low to be an adequate deterrent for such severe incidents.

The bill was supported by multiple environmental groups and environmental justice organizations. SB 691 was declared to be a “job killer” by the California Chamber of Commerce, a designation they used on 37 bills this year.

The bill made it out of the Senate, and to the Assembly floor. After fierce lobbying the last week of session, the bill was placed on the inactive file on the second to last day of session. SB 691 is now a two-year bill, which essentially means it could be voted on at any point in 2014.

For more information about Air District activities, see the online version of the annual report at annualreport.baaqmd.gov.



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Daily Air Quality Forecasts, Spare the Air Alerts, Agricultural Burn Days

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