

AIR CURRENTS

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

A Message from the Executive Officer

As the Air District moves forward not only into a new year, but into a new century and a brand new millenium, we have the chance to shape a whole new era of clean air policy. In 1999, the Bay Area was named by several national polls as the best place in the country to live. To maintain this distinction, we must continue well into the 21st century to develop new methods and devise new strategies for controlling pollution in our cities.



This past year was a pretty good one for air quality in the Bay Area. In 1999, we experienced three excesses of the federal one-hour ozone standard and eight excesses of the new eight-hour ozone standard. The winter so far has produced good to moderate air quality, according to the federal criteria. It will be several weeks until the particulate data is analyzed for excesses of the state standard.

The new millenium will see a tremendous burst of growth in our region. In the next 20 years, the Association of Bay Area Governments has projected that one million new people will be moving to the Bay Area and one million new jobs will be created. This kind of growth must be managed carefully, with special attention to the crucial links between land-use decisions, the expansion of transportation networks, and air quality. The Air District's Board of Directors will continue to support "Smart Growth" measures and work closely with ABAG, MTC, local governments, and the private sector to promote these goals. In the next few years, it is paramount that we rethink our growth and transporta-

tion patterns to accommodate this population increase, and to ensure that the air we breathe stays as clean as possible.

It's also important that the air quality effects of these decisions be meted out fairly to every community in the region. As the new millenium opens, there is an increasing amount of attention paid to issues of "environmental justice," to protecting lower-income and minority communities from bearing an inequitable air pollution burden.

Air District staff have begun to implement the Board of Directors' new *Principles of Environmental Justice*, forming a work group comprising various stakeholders—including representatives from business and industry, environmental groups, and other regulatory agencies. We are also working with our State and federal counterparts to ensure that our own programs

are without bias. At the Air District, we strongly believe that everyone deserves to breathe clean air and live in an unpolluted neighborhood.

Mobile sources continue to be the major contributors to air pollution in our region, with diesel emissions a special concern. This past year, diesel particulates were designated as toxic by the California Air Resources Board. To reduce the level of cancer-causing compounds released by diesel engines, the Air District will support CARB's proposed new tailpipe standards for urban transit vehicles

We will also broaden our efforts to facilitate the conversion of urban transit fleets to cleaner-burning fuels. In the Bay Area, there are 2,200 urban transit vehicles, only 20 of which run on compressed natural gas. In contrast, Sacramento, Los Angeles, and San Diego all have a significant portion of their fleets running on CNG.

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A Winter's Tale:

Forecast Calls for Clean Air, a Dry 2K?

The last winter of the century began with an unearthly, luminous vision, as the brightest moon in our lifetime peered down from an unseasonably warm sky. This spooky precursor to the new millenium—the result of a rare series of celestial alignments—presided over a strange week in which the winter solstice reached higher temperatures in San Francisco than its counterpart last summer. Sheltered by a temporary high pressure ridge, this late December, beneath the big, pale moon, the Bay Area felt as oddly clear and still as the scene inside a snow globe. Only this year, there wasn't much snow in sight.

Although temperatures returned to normal by the end of the month—and weather conditions remained favorable for good air quality—the stage may be set for an arid year.

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EO Message

continued from front page

CARB's proposed tailpipe standards will not cover all kinds of public vehicles. Streetsweepers, garbage trucks, and schoolbuses, for example, will remain exempt. But the Air District will continue to distribute Transportation Fund for Clean Air monies to encourage cleaner-fueled vehicles for these fleets. Through TFCA funding, almost 20 percent of all schoolbuses in the Bay Area now run on CNG. In the year to come, we hope even more of our children will be riding to school in cleaner buses.

In the winter, woodburning continues to be a major source of emissions of carbon monoxide, particulates, and toxic pollutants. This year, we will continue to promote our model woodsmoke ordinance for cities and counties, aimed at significantly reducing the future growth in particulate and toxic emissions from fireplaces. We'll work closely with several cities that are considering adopting the ordinance in 2000. We hope that these cities will follow the example set by Petaluma, Los Gatos, and Saratoga, which have passed their own woodburning ordinances to control winter-time woodsmoke pollution.

Since the Bay Area has been spearheading the nation's entry into an information-based future, it's only appropriate that we should make communication a focus for the new year. Our main website (www.baaqmd.gov) currently provides the public with quick and easy access to Air District information, and the Spare the Air website (www.sparetheair.org) features daily air quality updates and real-time ozone movies. We will continue to work on these websites throughout the new year to improve the quality of our public interface.

These are some of the issues that I see emerging and that I think will be important in the year 2000 and beyond. So let's say goodbye to the past year, the past decade, and the past century, with pride in our accomplishments, but without any complacency. We should take satisfaction in the good work we have done, but remind ourselves that there's still work to do. And this pivotal year will provide us with an opportunity to do this work together, and in so doing to set high standards for a new age of clean air in the Bay Area.

—Ellen Garvey

Forecast

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"Dry, windy, and cool, that's about it," said Avi Okin, the Air District's Manager of Air Monitoring and Meteorology, when asked to assess the winter at the end of December. "There's nothing exciting going on. No strong high pressures, no strong systems floating through. From a non-technical standpoint, it's been a dull winter. The major meteorological concern is not air pollution, but drought and dryness."

In the wintertime, pollution patterns go through a changing of the guard. Hot, sunny, summertime weather that's conducive to the formation of ozone gives way to colder, still conditions that can favor the build-up of

carbon monoxide and particulates. In winter, the ground cools, lightening and changing the direction of prevailing winds, and altering the character of the inversion layers (warmer air masses on top of cold air, contrary to the atmosphere's natural continuum) that trap air pollution at breathing level. Automobile traffic is still the major source of emissions, but winter-time pollution peaks take place more typically in the morning and evening. Woodburning contributes substantially to wintertime pollution as well.

The weather has to be very sluggish, however, for carbon monoxide and particulates to reach unhealthy levels. According to Mike Basso, Senior Air Quality Meteorologist for the Air District, there have been no significant

concentrations so far this winter.

"A number of weak weather systems moved through, without bringing rain," he said, "but they did act to stir up the air and dilute our pollutant concentrations, so there were no long periods of time when high pressure and stagnant conditions dominated the area."

According to Basso, the weather picture is complicated this year by the fact that we're in the midst of a La Niña, characterized by cooler than normal water temperatures in the equatorial Pacific. La Niña conditions affect the position of the jet stream, the belt or ribbon of high winds in the upper atmosphere, at about 30,000 to 40,000 feet, that carries weather systems and thus influences rainfall. La Niñas are strongly correlated to wet weather in the Pacific Northwest and dry weather in the southwestern states. But the potential effects on Bay Area weather remain unclear. "Statistically for our area, La Niña seasons have been wet, dry, *and* normal," said Basso. "It's too early to tell if things will stay dry for the rest of the season. But we're certainly getting off to a good start."

At the turn of the year, the snowpack in the Sierras was only 22 percent of normal, an ominous figure for Bay Area farmers: Already there's talk of rationing in the Central Valley. As the year unfolds, continued dryness may also have an adverse impact on air quality. Rainy weather fronts help to purge the air of particulates and pollutants; dry weather increases dust and the likelihood that particulates will again become airborne.

A welcome spell of rain as we go to press in mid-January may signal an end to these dry weather concerns, but the extended outlook remains uncertain. As of January 11, rainfall still registered well below 50 percent of normal for the season.

So, even though that big, bright, pre-millennial moon may have heralded a clean beginning for air quality in the 21st century, maybe you shouldn't throw out all that extra water you stored up for Y2K emergencies yet—it might come in handy before the year is over.

—Aaron Richardson

Winners Honored at 1999 *Spare the Air* Awards Ceremony

On Wednesday, December 15, the Air District's Board of Directors honored the efforts of six organizations that worked exceptionally hard to reduce air pollution during the 1999 *Spare the Air* season.

The six honorees are members of a 1,200-plus member network of Bay Area corporations and local governments, each of whom voluntarily educates its employees about air quality and alternative transportation choices, and lets them know when *Spare the Air* advisories are issued. The employees can then make informed health-related decisions, and take steps to reduce driving during high-ozone days. Since most ozone pollution is caused by cars, trucks, and other mobile sources, planning ahead to reduce driving is critical to managing air quality for the region. The *Spare the Air* employer network is an important link in communicating this message, so that we can all breathe healthy air.

Each of the six honorees received gift certificates generously donated by The Discovery Channel Store, Agilent Technologies, and The Gap, companies that are themselves members of the *Spare the Air* employer network.

PRIVATE SECTOR WINNERS

Pacific Bell, San Ramon

Shelly Lewis, Commute Center Coordinator, used several communications tools to reach the 7,000 Pacific Bell employees who work throughout the Bishop Ranch Business Park. Lewis coordinated a *Spare the Air* kick-off event complete with music, food and educational materials. Over 1,000 employees attended the event and signed-up for *Spare the Air* e-mail registration. Pacific Bell was also a member of the public/private partnership that funded the "wrapping" of six *Spare the Air* buses this summer.

Sandia National Labs, Livermore

Joelle Amande, Environmental Assistant, is the *Spare the Air* coordinator for this Livermore-based employer. On *Spare the Air* days, not only did Amande notify Sandia's 1,500 employees by placing banners across exit gates and by



L to R: Hugeback, Nissim, Amande, John Holland (Sandia), Bobadilla, John Dillon (Pac Bell), Adams

using the electronic bulletin board; she also advised Sandia maintenance to refrain from using gasoline-powered lawn and gardening equipment. To promote the *Spare the Air* program and website, employees that "spared the air" were given incentives, such as *Spare the Air* pens, notepads, chip clips and coasters.

Amande's creativity shined in creating the "Crummiest Car Contest" at Sandia. The Crummiest Car "contestants" received information on "green car" technology, such as electric and natural gas vehicles, and were encouraged to junk their smog-producing vehicles.

Compaq Computer Corp., Cupertino

Hank Hugeback, Site Services Manager, is the *Spare the Air* promoter for Compaq. Employees at Compaq who take transit or carpool receive \$30 per month as a transit subsidy. Compaq also provides a transit shuttle; bicycle lockers, carpool ride-matching services, and an emergency ride-home program for all of its employees. Finally, to motivate other Silicon Valley employers to sign-up for *Spare the Air* e-mail notification, Compaq donated a bicycle to the *Spare the Air* program as a special prize!

PUBLIC EMPLOYER WINNERS

City and County of San Francisco— Tom Adams, Coordinator

The City and County of San Francisco have been involved in *Spare the Air* planning efforts since the inception of the program in 1991. Through e-mail and paycheck stuffers, the *Spare the Air* message reaches over 25,000 public employees throughout the year. This year, the City made a special effort to reach motorists on the Bay Bridge by placing a banner above the Treasure Island tunnel with the message to "*Spare the Air* this Summer." San Francisco has been an active member of the *Spare the Air* City and County Advisory Committee, a planning and outreach group. The City also passed a resolution supporting the Lawn and Garden ordinance, which prohibits City and County workers from using gasoline-powered lawn and gardening equipment on high-ozone days.

City of Mountain View— Lisa Nissim, Coordinator

In 1999, the City of Mountain View created an exceptional clean air education program on a shoestring budget. Using donated prizes, along with the Air District's own incentive items and brochures, the City was successful in

Winners

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getting 700 employees to sign up for e-mail notification of *Spare the Air* days. Mountain View also included a web-link to the *Spare the Air* homepage on their own city website. The City has a number of zero-emission electric vehicles in their fleet, and a charging station partially funded by the Air District.

City of San Ramon—

Lisa Bobadilla, Coordinator

In 1998, the City of San Ramon passed a resolution supporting the *Spare the Air* program. Since then, this *Spare the Air* City has been one of our most effective partners in accomplishing outreach to city employees, local businesses, and residents. This year, San Ramon and Bishop Ranch co-hosted a *Spare the Air* kick-off event for employers, and the City by itself hosted five additional *Spare the Air* fairs at employment sites. As a result, 75 San Ramon employers are now registered participants, with each participant receiving a certificate of appreciation at a City Council meeting.

\$12.2 Million Awarded for Clean Air Projects

The Air District's Transportation Fund for Clean Air (TFCA) has awarded \$12.2 million to 40 public-agency sponsored projects designed to reduce emissions from motor vehicles. These 40 projects will result in emission reductions of 998 combined tons of ozone precursors and particulate matter over the life of the projects.

Funding for the TFCA comes from a \$4 fee collected on motor vehicles registered within the Air District's nine-county jurisdiction. These funds are specifically earmarked by state law for projects that reduce emissions from motor vehicles—the largest source of air pollution in the Bay Area.

Forty percent of these funds is allocated to county congestion management agencies. The remaining 60 percent is used to fund eligible public agency projects, and is awarded through a competitive grant application process.

"The District's intention is to maximize these TFCA funds to gain the biggest benefit for cleaner air in the Bay Area," stated Executive Officer Ellen Garvey.

—Lucia Libretti

The City of San Ramon also developed *Spare the Air* signage that remains visible throughout the year.

So, congratulations to all the winners for their efforts in promoting clean air, and

to all the hard-working runners-up who did not win this year—maybe we'll get a chance to write about you at the close of 2000!

—Ralph Borrmann

Recent Board Actions

November 17, 1999

RESOLUTION NO. 99-21: Amendments
Regulation 8, Rule 7: Gasoline Dispensing Facilities
Requires installation at some gasoline stations of new vapor recovery equipment—primarily check valves, interlocks, and pressure vacuum vent valves; imposes some new equipment performance requirements; and clarifies rule language in order to ensure that intended emissions reductions are achieved and to improve enforceability of the rule.

December 22, 1999

RESOLUTION NO. 99-22
Publication of a List of Proposed Regulatory Measures to be Considered During Calendar Year 2000
Provided pursuant to Government Code Section 40923 of the California Health and Safety Code, which requires each district to publish a list of regulatory measures scheduled or tentatively scheduled for consideration during the next calendar year.

RESOLUTION NO. 99-23

Authorization of District Participation in the Congestion Mitigation and Air Quality Improvement Program (CMAQ) for the San Francisco Bay Area
Authorizes the Executive Officer to execute the agreement with Caltrans for CMAQ funding.

RESOLUTION NO. 99-24: Amendments

Regulation 8, Rule 40: Aeration of Contaminated Soil and Removal of Underground Storage Tanks

Implements a control measure included in the 1999 Ozone Attainment Plan adopted by the Board, and will, effective June 1, 2000, prohibit the uncontrolled aeration of contaminated soil, clarify which operations are subjected to the rule, add emission reduction measures to be taken during contaminated soil excavation and removal, and more reporting requirements for excavations and tank removals.

RESOLUTION NO. 99-25: Amendments

Regulation 8, Rule 5: Storage of Organic Liquids

Fulfills Control Measure SS-07 from the 1999 Ozone Attainment Plan, and will, effective June 1, 2000, require that slotted guide poles in organic liquid storage tanks be fitted with gaskets, wipers, and pole sleeves to minimize evaporative emissions. In addition, definitions will be added, requirements will be added for some exemptions, and one requirement affecting metallic shoe-type seals in internal floating roof tanks will be changed.

Transportation Fund for Clean Air

FY 1999/2000 REGIONAL FUND GRANT AWARDS

REGIONAL COUNTY

Metropolitan Transportation Commission	\$1,000,000	Provide commuter information and ridematching services as part of regional rideshare program.
AC Transit	\$165,000	Operate peak-period express bus service connecting Ardenwood/Gateway and BART/AC Transit.
AC Transit	\$129,500	Operate peak-period bus service between Warm Springs area and Altamont Commuter Express station.
BART	\$148,168	Replace old Post & Chain racks with 327 high-density wave racks for 2,288 bicycles throughout BART.

ALAMEDA COUNTY

Alameda County Congestion Mgmt Agency	\$500,000	Purchase and deploy traffic detectors as part of the 20-mile San Pablo Avenue Smart Corridor Project.
City of Dublin	\$154,080	Construct 0.8 mile Class 1 bicycle path from Iron Horse Trail in Dublin to Pleasanton.
City of Fremont	\$50,000	Purchase 1 natural gas powered street sweeper.
City of Oakland	\$24,700	Purchase and install 200 bicycle racks (400 bicycle capacity) in neighborhood shopping districts.
City of Oakland	\$160,000	Install 4.6 miles of Class 2 bicycle lanes as part of the Bancroft/Foothill Commuter Bikeway.
Union City Transit	\$560,000	Purchase 2 natural gas powered transit buses.

CONTRA COSTA COUNTY

City of Concord	\$150,000	Purchase and install new controller mechanism for 11 signalized intersections along 3.2 mile corridor.
City of Concord	\$150,000	Construct 0.3 miles of Class 1 bicycle path and install a traffic signal.
County of Contra Costa - Comm. Dev. Dept.	\$38,850	Provide \$50 monthly fare subsidy for vanpools serving Contra Costa Centre near Pleasant Hill BART.
Mount Diablo Unified School District	\$756,000	Purchase 7 natural gas powered school buses.
San Ramon Valley Unified School District	\$210,000	Purchase 2 natural gas powered school buses.
San Ramon Valley Unified School District	\$110,000	Purchase 2 natural gas powered heavy-duty delivery trucks.

MARIN COUNTY

County of Marin	\$80,000	Purchase 2 natural gas powered five-yard dump trucks for use in the County Road Department.
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NAPA COUNTY

City of Napa	\$390,000	Purchase 6 natural gas fueled heavy-duty refuse/recycle trucks.
City of Napa	\$25,000	Purchase 1 natural gas fueled heavy-duty dump truck for city water distribution maintenance operation.
Napa Valley Unified School District	\$65,000	Purchase 1 natural gas powered school bus.

SAN FRANCISCO COUNTY

City and County of San Francisco	\$980,000	Fund 14 natural gas powered waste transfer tractors running between SF and Altamont landfill.
San Francisco Dept of Parking and Traffic	\$250,800	Stripe Class 2 bicycle lanes, paint pavement markings and install signs on ten streets (5.1 miles).
San Francisco International Airport	\$810,000	Fund 22 natural gas powered medium-sized buses as hotel and parking lot courtesy shuttles.
San Francisco MUNI	\$506,000	Purchase 2 diesel electric hybrid transit buses.

SAN MATEO COUNTY

Peninsula Corridor Joint Powers Board	\$731,107	Provide peak-period shuttle-bus service from Caltrain stations on 29 existing routes and 2 new ones.
Redwood City School District	\$125,000	Purchase 1 natural gas powered school bus.
Sequoia Union High School District	\$160,000	Purchase 2 natural gas powered school buses.

SANTA CLARA COUNTY

City of Cupertino	\$140,000	Install 1.1 miles of Class 2 bicycle lanes and improve 1 mile of existing Class 2 lanes on Bollinger Road.
City of Cupertino	\$120,000	Deploy traffic responsive systems and re-time 34 traffic signals along three city streets.
City of Cupertino	\$100,000	Construct 1.1 miles of Class 2 bicycle lanes along Wolfe Road.
City of San Jose	\$1,000,000	Purchase 14 natural gas powered refuse trucks for Waste Management, Inc., San Jose District.
County of Santa Clara - Roads and Airports	\$215,000	Design and install adaptive traffic signal system at 9 intersections on and near Lawrence Expressway.
Santa Clara County VTA	\$239,089	Provide peak-period shuttle-bus service on 7 routes from Altamont Commuter Express trains.
Santa Clara Unified School District	\$500,000	Purchase 9 natural gas powered school buses.
Santa Clara Valley Transportation Authority	\$66,765	Place and support with incentives 12 medium-distance vanpools to serve Santa Clara County.

SONOMA COUNTY

Bennett Valley Union School District	\$295,200	Purchase 3 natural gas powered school buses.
City of Santa Rosa	\$74,686	Purchase 2 natural gas powered heavy duty trucks.
County of Sonoma	\$80,000	Widen street shoulders and install 0.2 miles of Class 2 bicycle lanes along West Third St. in Santa Rosa.
Sonoma County Transit	\$775,000	Purchase 4 natural gas powered 40-foot transit buses.
Sonoma County Transit	\$440,000	Purchase 8 natural gas powered refuse collection trucks.

TOTAL

\$12,474,945



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PUBLIC HEARINGS

Wednesday, February 16

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

Regulation 10: Standards of Performance for New Stationary Sources, to incorporate amendments to existing, and promulgations of new, federal New Source Performance Standards (NSPS) by EPA since the last time the Air District amended Regulation 10 in October 1997.

Can You Answer the Woodburning Quiz ?

1. A cord of live oak produces how much heat compared to a cord of pine?

- (a) half as much (b) twice as much
 (c) the same amount.

2. All EPA-certified woodstoves can be compared to modern automobiles because —

- (a) they need a catalytic converter to operate
 (b) they pollute far less than older models
 (c) their emission standards are higher in California.

3. A model woodburning ordinance to reduce future woodsmoke emissions —

- (a) has been adopted throughout the Bay Area
 (b) has been adopted by certain Bay Area communities (c) is mandated in most cities by 2007.

If you can't —

Call 1-800 HELP AIR for a new, revised copy of our WOODBURNING HANDBOOK, or read it online at www.sparetheair.org

Answers: 1-b, 2-b, 3-b

BAAQMD ACTIVITIES

ENFORCEMENT	OCT	NOV
Total Inspections	934	741
Complaints Processed	432	288
Violation Notices	161	188

LEGAL

Cases Resolved	80	65
Mutual Settlement	\$ 56,800	\$ 43,219
Civil Penalties	\$ 0	\$ 0

PERMIT SERVICES

Authorities to Construct Granted	26	23
Permits to Operate Granted	100	108

TECHNICAL

Highest Ozone AQI	124	45
Highest CO AQI	55	52
Highest Particulates AQI	73	37
State Excess Days	3	0
Source Tests	74	57

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

The District issues "Spare the Air Tonight" requests when air quality forecasts predict that concentrations of CO or particulates will exceed the national health standard.

YEAR TO DATE (12/31/99)

State Ozone Violations	20
Federal Ozone Violations (8-Hour)	9
Carbon Monoxide Violations	0

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