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San Francisco Bay Area
2001 OZONE ATTAINMENT PLAN
for the 1-Hour National Ozone Standard

COMMUNITY WORKSHOPS

S U M M A R Y R E P O R T

DRAFT
SEPTEMBER 12, 2001

prepared by
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Executive Summary

Introduction

The 2001 *Ozone Attainment Plan* (The Plan) has been prepared to identify the strategies necessary for achieving the National 1-Hour Ozone Standard for the Bay Area by the year 2006. The Plan is co-authored by the Bay Area Air Quality Management District (BAAQMD), the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG).

Following an initial series of public forums in the spring, a second round of community workshops was commissioned by the Boards of the three agencies in order to gather additional public input from around the region. Six workshops were held in the last two weeks of August in the following locations:

East Palo Alto
Thursday, August 23

San Jose
Tuesday, August 28

Richmond
Saturday, August 25

Livermore
Wednesday, August 29

San Francisco
Monday, August 27

Vallejo
Thursday, August 30

Workshops Focused on Two-Way Communication

The intent of these local community workshops was to achieve a more informal format than that of a typical public hearing. While the focus was on obtaining input relevant to the Ozone Attainment Plan, there was an opportunity for community members to voice questions and concerns about any and all air quality issues in the local area. The two-hour workshops combined a “walkaround” open house — to provide participants with information and give them the chance to interact with staff members on a personal level — with a formal presentation and a facilitated large-group discussion.

All together, approximately 165 members of the public participated in the workshop series. While many of the participants were not strangers to the Plan, the outreach effort did succeed in attracting a number of concerned local community members and organizations that had previously not participated in the planning process. *(Lists of attendees are included in the Appendices.)*

Working with the issues and ideas generated in these public forums, the agencies will prepare a Revised Ozone Attainment Plan. A public hearing will be held by the three agencies to consider approving the amended Plan. The Plan must also be forwarded for approval to the California Air Resources Board (CARB) and the Environmental Protection Agency (EPA).

Communities Send Clear Messages

Because the workshops were targeted to solicit comments, questions and recommendations from specific local communities and subregions, each workshop took on its own thematic character. There were, however, some common messages that emerged across all of the meeting discussions, which this executive summary attempts to describe.

Message 1: We need to focus on a multi-pronged approach to reducing automobile emissions.

Although participants were divided about the specific strategies, most agreed that finding ways to reduce automobile emissions, both in the short- and long-term, held the key to reducing ground-level ozone. Support was expressed for enhancing access and desirability of public transit and other automobile alternatives; another set of strategies focused on maximizing traffic flow through better incident management, flexible work hours, elimination of toll plazas; another theme advocated better land use policies to reduce travel demand. Some participants wanted to increase highway capacities to reduce congestion.

Message 2: We need to achieve more results from existing control measures and programs such as Smog Check.

Setting aside the issue of whether or not the Bay Area should be required to adopt the Enhanced Smog Check II program, participants felt that the region was not realizing the full benefits of the current program. Some also questioned the level of enforcement and monitoring related to other emission control measures, suggesting that some investment in these efforts could pay dividends.

Message 3: We need to pay more attention to the human impacts of air pollution in local communities.

Individuals voiced a real sense of urgency about the serious impacts on their lives, their health and the Bay Area's quality of life from air pollution. Regulations and standards that are compartmentalized by emission type, source and jurisdiction do not easily translate into a comprehensive strategy to protect public health. One participant illustrated the point by suggesting that the District use the term "harmful" rather than "unhealthful" to describe high pollution potential days. There was also concern with toxic emissions with the request for more monitoring, identification of health risks and mitigation with no additional toxic burdens in the community.

Message 4: We need to continue the public dialogue.

Participants moderated somewhat their criticism of the current outreach effort by suggesting that these workshops represented the kind of information exchange that could foster cooperation and trust for the future. Listening to local concerns, responding to new ideas, providing accurate public information in accessible language and formats on a regular basis, broadening community awareness and empowering individuals were some of the

components participants are seeking from an ongoing public dialogue with the District and its partner agencies.

East Palo Alto

Approximately 20 people attended the community workshop, held at the Senior Center in East Palo Alto.

I. Issues and Suggested Control Measures

Issues

Suggested Control Measures

A. Small Source/Vehicle

- ◆ Was the contribution of car emissions of commuters' from outside the Bay Area evaluated?
 - ◆ What impact do diesel generators used by businesses have on air quality?
 - ◆ What is the percentage of single-occupant vehicle usage, compared to public and other transit usage? Should funding match that percentage?
 - ◆ Do HOV lanes create more emissions (by pushing traffic onto fewer lanes and increasing congestion)? – *To clarify, new HOV lanes are created only by adding lanes, not converting existing lanes.*
- ◆ Improve effectiveness of Smog Check
 - ✓ More frequent checks
 - ✓ Reduce fraud

B. Industrial

- ◆ Eliminate unfair tax credits for pollution reduction

C. Transportation

- ◆ Improve regional system linkages
- ◆ Promote program of free bicycles at train depots
- ◆ Provide equitable funding for transit between suburbs

II. Other Air Quality Issues

- ◆ Look at emissions related to airplane fueling. What controls are there?
- ◆ There is concern about increased air traffic over East Palo Alto.

III. Other Issues

- ◆ The District needs to acknowledge criticism of the Plan and be more forthright about areas that are controversial or need improvement.
- ◆ Divert traffic off University Ave.
- ◆ Provide more shuttle service to enhance local mobility.
- ◆ Encourage public-private partnerships to enlist assistance from the business community.
- ◆ Ensure new office development provides for additional housing – Smart Growth!
- ◆ Eliminate at-grade rail crossings.
- ◆ Reduce long home-to-school trips through better planning.

Richmond

Approximately 30 community members attended the workshop, held at the Community Center in Richmond.

I. Issues and Suggested Control Measures

Issues

Suggested Control Measures

A. Small Source/Vehicle

B. Industrial (Refineries)

- | | |
|--|--|
| ◆ More reductions in industrial emissions needed | ◆ Consider less focus on refineries; only 3.4% of ozone. |
| ◆ Refineries are the largest stationary sources of ozone | ◆ Flaring measurement |
| | ◆ Ponds measurement |
| | ◆ Current measures are lacking |
| | ◆ Mitigate pressure release (one time) at industrial sites |
| | ◆ Mitigate marine loading |

C. Transportation

- ◆ Express bus and bus rapid transit is cost effective, especially on local corridors
- ◆ Inadequate bus service hours, especially #74 bus to Marina Bay; need 24hours, 7 days
- ◆ Mitigate local industrial traffic
- ◆ Improve management of current smog check program that better aligns with ozone mitigation
- ◆ Establish stronger TCM's focused on reduced driving
- ◆ New, creative approaches to speed up public transit systems that appeal to transit usage.
- ◆ Transportation system management is coordinated and less costly
- ◆ Avoid conformity lapse

II. *Other Air Quality Issues*

Monitoring in Richmond

Participants called for increased levels of monitoring for ozone in Richmond in the areas of Carlson & Cutting Boulevards, Park Chester Villas, and North Richmond Missionary Baptist Church. In addition, data from monitoring efforts should be better disseminated to the public.

Toxics

Participants indicated that many chemicals and toxics that contribute to ozone are not monitored in the Richmond area. Additionally, these chemicals and toxics have significant health and financial implications

III. *Other Issues*

Outreach

Participants indicated strong dissatisfaction at the level of effort displayed by the Agencies to provide adequate notice and opportunity for public involvement as part of this planning process. Additionally, outreach should be multi-lingual and should be guided by established guidelines and policies. Long-time community members should be contacted as part of outreach efforts, as well as the Richmond Coordinating Council and other local grassroots groups. Participants indicated that future outreach efforts should be based on local history, open to local needs, and approached in a systematic fashion.

Environmental Justice

Participants suggested that principles of environmental justice had been compromised as part of the inadequate public involvement in the Richmond area for this planning process. Participants indicated that the Agencies appear to lack commitment to public awareness and involvement associated with the Ozone Attainment Plan, and that too much emphasis has been placed on industrial relations and influence. To rebuild community faith and partnerships with the Agencies, participants suggested that the agencies address equality issues, verify that community issues have been addressed in the revised plan, show a better understanding of the area and its history of air quality issues, and revive the environmental justice working group.

San Francisco

Approximately 30 community members attended the workshop, held at the CCSF Southeast Campus facility in the Bayview-Hunter's Point area of San Francisco.

I. Issues and Suggested Control Measures

Issues

Suggested Control Measures

A. Small Source/Vehicle

- ◆ Consider Smog Check program improvements.
 - ✓ Check smoke standards at tailpipe
 - ✓ Combine inspections & repairs
 - ✓ Check for liquid leaks
 - ✓ Evaporative systems

B. Industrial (Power Plants)

- ◆ Unclear usage of \$400,000 penalty for NOx excess at Marrant.
- ◆ Remove emission reduction credits
- ◆ EIR for pollution credits?
- ◆ Many things can be done quickly
- ◆ Enforce new technology and standards for controlling power plants
- ◆ Remove scrap metal funds
- ◆ Establish more power plant control measures
- ◆ Institute more pollution controls at Potrero

C. Transportation

- ◆ What has been the success of the bus retrofit program?
- ◆ HOV lanes and ramp meters are not effective -- only 30% usage – we should remove them
- ◆ Study of emissions from stalled traffic
- ◆ Motorcycle emission clarity; public perceptions
- ◆ Track NOx increases with introduction of ethanol in gasoline.
- ◆ Address EPA's lack of control of highway funds at the local level (S440, 1995)
- ◆ Delete 4-year new car exemption
- ◆ Provide more incentives in the Spare The Air program
- ◆ Support Muni's switch to clean fuel usage
- ◆ Implement tolls for local roads

II. Other Air Quality Issues

Health

- ◆ Levels of breast cancer with African-American community
- ◆ Discretionary funds from Third Street light rail project could be used for medical services and programs associated with air quality.
- ◆ Heightened attention and faster response to health concerns.
- ◆ Agencies need to be prepared to discuss local health issues, such as asthma and breathing.
- ◆ Concern about health impacts related to the Mirant expansion.
- ◆ Provide more early warnings on Spare The Air days.
- ◆ Focus on mitigating emissions, not peoples' activities.

Emissions

- ◆ Study oxygen waivers

- ◆ Re-assess the level of concern after 35 years of ozone reductions
- ◆ Small particle mitigations needed; consider bio-remediation efforts being studied at NASA
- ◆ Establish more local monitoring beyond the station at Arkansas Street
- ◆ Involve citizens in local monitoring
- ◆ Clarify CARB's studies about MTBE and how they relate to emissions
- ◆ More aggressive measures needed for proactive reductions
- ◆ Elevate Spare The Air measures, penalties, disincentives, and improve outreach and awareness

III. Other Issues

Public Involvement and Environmental Justice

Participants indicated strong dissatisfaction regarding the level of public involvement and outreach for not only this planning process, but also for past efforts similar in scope. Participants encouraged the participating agencies to conduct outreach to key community-based organizations in the area to elevate the level of public involvement and awareness. In addition, the local working group that was originally established to work in partnership with the partner agencies should be revived and integrated in such a planning process.

Transportation Funding

Participants asked questions about the amount of funding allocated to transportation. Questions ranged from how MTC funding is applied to transit, to the amount of farebox revenues allocated to transit and roadways. Some participants suggested that a better balance should be achieved between funding of highways and transit based on usage.

Revisions to the Plan

Participants asked questions regarding the level of revisions that will be applied to the Ozone Attainment Plan based on this round of community involvement. Agencies' representatives indicated that a full review of the Plan will be conducted based on community input, and a revised plan should be available in September 2001. Some participants suggested that an environmental review process should be established for the Ozone Attainment Plan.

Local Issues

Participants asked that local environmental clean-up needs be discussed in association with air quality issues. Others suggested that an environmental review process be conducted for expansion on the Mirant facility.

2001 San Francisco Bay Area Ozone Attainment Plan

San Jose Community Workshop

August 28, 2001

Approximately 20 community members attended the workshop, held at the Hispanic University Auditorium in San Jose.

I. Issues and Suggested Control Measures

Issues

Suggested Control Measures

A. Small Source/Vehicle

- ◆ Smog checks do not check for ozone.
 - ✓ Recognize the valley effect that results in the trapping of pollutants.
 - What is Smog Check II and is it implementable? Are there any specific requirements? – *Currently, in the Bay Area cars are checked while they are idling. Smog Check II contains stricter check measures. It is basically a political and legal issue regarding implementation.*
 - ✓ Ensure the safety of test and identify the costs to technicians and the general public before implementing.
 - ✓ Improve oversight regarding the selection process of participating contractors.
 - ✓ Recognize Bay Area concern regarding hydrocarbons.
- ◆ Consider studies completed by OxygenBusters and Bill W. at KGO regarding smog check and ethanol. Use these as resources for information.
- ◆ Develop and launch a public information campaign regarding ozone precursors from mobile sources similar to the campaign that has resulted from the energy crisis or informational campaigns conducted in Palo Alto.

B. Industrial (Power Plants)

- Provide information to the public about the high rates of asthma near power plants (i.e., the plant located at S. 7th Street. – *This matter is currently in the discussion phase and the subject of BAAQMD and CEC*

hearings.

- Advocate for natural gas.
- Conduct a new source review.
- Study cancer clusters and incorporate findings into the Plan.

C. Transportation

- Why was the Transportation for Livable Communities Program mentioned as a future program when it is already operating? – *It was mentioned as a potential funding source.*
- Explain the numbers mentioned in the presentation regarding percent of reduction? – *The numbers illustrated annual vehicle emissions.*

II. Other Air Quality Issues

- ◆ How much particulate matter results from diesel buses? What standards apply (e.g., the new EPA standard)? Recognize concerns about health and negative impacts of particulate matter. – *Approximately less than one third of all particulate matter come from diesel bus emissions. Particulate matter in the air is largely a winter problem and a result of motor vehicle use.*
- ◆ Do catch mechanisms work on diesel buses?
- ◆ Wood smoke is a bigger problem than ozone in the Santa Clara Valley. We need to enhance the monitoring of air pollutants resulting from wood smoke, particularly during the winter months. Currently, assessments are conducted on a rolling basis and the pollution effects are missed.
- ◆ Enforce the natural gas ordinance.
- ◆ Consider the new EPA standard.
- ◆ Recognize limited benefit of fireplaces as a source of heat in the home.

III. Other Issues

- ◆ Conduct more public outreach to get community members to attend meetings and to increase general awareness.
- ◆ How can we make sure the Plan is implemented? – *The agencies are working with the State Resources Board regarding smog checks to determine whether or not it is included in the Plan and the EPA to identify funding opportunities.*
- ◆ Obtain support to reduce ethanol use and emissions and to locate funding.
 - ✓ Support the Governor's plan.

Livermore

Approximately 30 people attended the community workshop, held at the LARPD Recreation Center in Livermore.

I. Issues and Suggested Control Measures

Issues

Suggested Control Measures

A. Small Source/Vehicle

- | | |
|--|---|
| <ul style="list-style-type: none">◆ Livermore's ozone problems are largely due to the long commutes between the Valley and the Bay Area; not a local problem.◆ Oxygenated fuels are not the solution. | <ul style="list-style-type: none">◆ No tolls on Spare the Air days... or everyday!◆ Improve effectiveness of Smog Check<ul style="list-style-type: none">✓ More aligned with alleviating ozone◆ Put "teeth" into Spare the Air Day program!<ul style="list-style-type: none">✓ Use "harmful" instead of "unhealthful" to describe hazardous ozone levels◆ Reduce congestion caused by "gawkers" by developing a portable "screen" to shield accident scenes from other traffic lanes |
|--|---|

B. Industrial (Power Plants)

- | | |
|--|--|
| <ul style="list-style-type: none">◆ Do emissions from asphalt roads and hydrocarbons from plants increase on hot days and contribute to ozone?◆ Are there emission controls on new power plants? -- <i>Yes, the new power plants will benefit from the latest emission control technologies.</i>◆ What is the status of the state's waiver program for new power plants? -- <i>No applications have been</i> | <ul style="list-style-type: none">◆ Address emissions attendant to marine loading operations◆ Invest funds in research on alternate sources of energy/power |
|--|--|

received to date.

- ◆ Have any older power plants been shut down? -- *There is an ongoing assessment of the need and schedule for upgrades and closures.*

C. Transportation

- ◆ Will there be money from the express bus program for the Livermore area? -- *LAVTA will receive funding to run express buses to Silicon Valley.*
- ◆ Better utilize park and ride lots; provide express bus to BART
- ◆ Provide faster, more efficient mass transit (e.g., BART) to serve the area.
 - ✓ Major investments here will go farther than the incremental measures.

II. Other Air Quality Issues

- ◆ What are the costs attributable to pollution-related illnesses and disabilities?
- ◆ We need to improve response and resolution regarding hazardous material emergencies

III. Other Issues

- ◆ Use subsidies to support affordable housing near job centers.
- ◆ Transportation system management is coordinated and less costly.

Vallejo

Approximately 35 people attended the community workshop, held at the Kennedy Library in downtown Vallejo.

I. Issues and Suggested Control Measures

Issues

Suggested Control Measures

A. Small Source/Vehicle

- | | |
|---|--|
| <ul style="list-style-type: none">◆ What reductions are attributable to the Smog Check program?◆ How does the District determine resource allocation? What about mobile sources? | <ul style="list-style-type: none">◆ Reduce congestion by widening freeways, and addressing bottlenecks at ramps and tunnels and toll plazas◆ No tolls on Spare the Air days... or everyday!◆ Fix Fas-Trak to make it more efficient (all lanes!)◆ Improve effectiveness of Smog Check<ul style="list-style-type: none">✓ Need quality audit and better enforcement✓ Needs to be broader than catalytic converter◆ Require flexible work schedules to spread out commute, thus reducing congestion◆ Consider outgassing of materials contained in new cars (e.g., upholstery) |
|---|--|

B. Industrial

- ◆ Address emissions attendant to marine loading operations

C. Transportation

II. Other Air Quality Issues

III. Other Issues

- ◆ Avoid conformity lapse, which would jeopardize transportation funding.
- ◆ Focus on the plan's purpose: to attain ozone standard in the Bay Area.
- ◆ Focus on reasonable measures.
- ◆ The attainment assessment isoplath needs to be revised; look at Central California Ozone Study.
- ◆ Don't allow the debate over Smog Check II to delay this Plan.

**East Palo Alto
Clean Air Plan
Community Meeting
August 23, 2001**

Public Officials

Randy	Attaway
Jerry	Hill
Matthew	McKennon
Julia	Miller
Marland	Townsend
Jack	Walker

Community Members

Ben	Ahmad
Larry	Armstrong
Dennis	Bolt
ReOnita	Burns
Jeannette	Carey
Tina	Cosentino
Lora	David
Midge	Dorn
E.	Freiberg
Celia	Freibi
Tom	Geocaris
Mullie	Grant
Jan	Guthrie
Jeff	Hartwig
Taizet	Hernandez
Peter	Hess
Greg	Karns
Lily	Lee
Therese	McMillan
Elbert & Dorothy	Mitchell
Dean	O'Hair
Greg	Perry
Dan	Phelan
Stella	Pyrttek-Blond
Diane	Rejman
Seil	Scandone
Harry	Seraydarian
Mark	Stoelting
Fred	Tanaka

**North Richmond
Clean Air Plan
Community Meeting
August 25, 2001**

Public Officials

Randy	Attaway
Sharon	Brown
Mark	DeSaulnier
Arnie	Kasendorf
Matt	McKinnon
John	McLemore
John	Marquez
Mendell	Penn
Mark	Ross

Community Members

Larry	Armstrong
Wendy	Banegas
Mary Jen	Beach
Eleanor	Blake
Dennis	Bolt
Summer	Brenner
Maria	Brown
S.	Campbell
Geri	Casanares
Henry	Clark
Patricia	Cooper
Tina	Cosentino
Ethel	Dotson
Whitney	Dotson
Maxine	Griffin
Ronald	Griffin
Napoleon	Hayes
Cynthia	Jordan
Raymond	Lambert
Maurio	Lewis
Terry	Lizarraga
Teresa	Makarewicz
Nelson	Meeks
A.J.	Napato
Torm	Nompraseurt
Dean	O'Hair
Michelle	Ozen
Barbara	Parker
Juan	Reardon
Patricia	Cooper
Jennea	Rogers
Eric	Zell
David	Schlonbrunn

**North Richmond
Clean Air Plan
Community Meeting
August 25, 2001**

Seth
Shayaam
Charles
Carl
Bruce
Richard
Ahmad
Cindy
Mike
Debbie
Sue

Schneider
Shabake
Smith
Spears
Stewar
Tatum
Thomas
Tuck
Wahl
Woodward
Wyman

**San Francisco
Clean Air Plan
Community Meeting
August 27, 2001**

Public Officials

Mark	DeSaulnier
Stan	Hayes
Mark	Ross
Marland	Townsend
Matt	McKinnon

Community Members

James	Ansbro
Larry	Armstrong
Dennis	Bolt
Nia	Crowder
Donna	Dindia
Marty	Dindia
Robert	Flettereah
Reg	Forrest
Teddy	Gray
Bert	Hill
Scott	Holmes
Kathy	Hyams
Greg	Karras
Tery	Lizarroga
Roy	Neyhart
Bruce	Nilles
Dean	O'Hair
Charlie	Peters
Dan	Phelan
Karen	Pierce
Carol	Prell
Don	Prell
Stella	Pyntek-Blond
Francis	Raven
Leandrea	Rigmuden
Judith	Rounds
Debra	Singer
Alex	Stiem
Robert	Stoelting
Kirsten	Toby
Leonard	Trimlett
Jon	Twichell
Sue	Walker
Mike	Waugh
Sue	Wyman

**San Jose
Clean Air Plan
Community Meeting
August 28, 2001**

Public Officials

Randy Attaway

Community Members

Bud Beacham

Dennis Bolt

Margaret Bruce

Rose Campos

Dale Detwiler

David Dias

Joan Doss

Jennifer Gunderson

Tiau Harter

Loretta Hayes

Scott Irby

Annie Sayo

Mark Steolting

Ben Tripousis

Nan A. Vaughan

Sila S. Wardan

Mike Waugh

Susan Williams

Wayne Wilson

Sue Wyman

Kyle Yamasaki

**Livermore
Clean Air Plan
Community Meeting
August 29, 2001**

Public Officials

Randy	Attaway
Mark	DeSaulnier
John	McLemore

Community Members

Bill	Baltzer
Stan	Bishop
Dennis	Bolt
Michael	Boyd
Dave	Campbell
Ken	Carte
Bob	Chamberlin
Jean	Elle
Richard	Fahey
Cynthia	Garcia
Jan	Gollaher
Doug	Goodman
Jeff	Hartwig
Peter	Hendricks
Clarence	Hoeniq
David	Jones
Jean	King
Joseph R.	Lopez
Don	Miller
Dick	Neifert
Dean	O'Hair
Charlie	Peters
Dan	Phelan
Kent	Pyor
Robert	Raborn
Bill	Raymond
Valerie	Raymond
Jeff	Renholts
Bud	Rice
Terry	Runkel
Ceil	Scandone
David	Schonbrunn
Bill	Smith
John	Stein
Leonard	Trimlett
Steve	Visuri
Clen	Wang
Margaret	Weidner
Robert	Weidner
Erma	Wheatley
Debbie	Woodward

Vallejo
Clean Air Plan
Community Meeting
August 30, 2001

Public Officials

Randy	Attaway
William	Carroll
Chris	Daly
Mark	DeSaulnier
Bill	Dodd
Matt	McKinnon
Belle	Orphilla
Laurie	Puzo
Mark	Ross
Brad	Wagenknecht

Community Members

Jon	Balesteros
Mary Jen	Beach
Bo	Bowman
Bob	Brown
Kathleen	Cha
Bob	Chamberlin
Mike	Cherry
Stephanie	Corcoran
Pat	Covert
Bob	Craft
Adella	Cunningham
Walter	Danz
Ken	Dexter
Terrell	Ferreira
Amy	Harter
Lily	Heyen
Bill	Hurd
Dale	Iverson
John	Lawton
Teresa	Makarewicz
Al	Middleton
Kevin	Murphy
Dean	O'Hair
Jack	Ohringer
Charlie	Peters
Gerry	Raycraft
Janice	Sells
Sharon	Sipes

Vallejo
Clean Air Plan
Community Meeting
August 30, 2001

Linda	Smith
Gene	Stranger
Bill	Tanner
Len	Trimlett
Cindy	Tuck
Will	Urans
Barry	Zito

**Clean Air Plan
BAAQMD Staff
Community Meetings
August 23-30, 2001**

First Name	Last Name
Arnold	Argao
Dennis	Baker
Ed	Boehmer
Ron	Carey
Courtney	Claro
Bill	DeBoisblanc
Franco	Fernandez
Ellen	Garvey
Jeff	Gove
Jim	Guthrie
Peter	Hess
Paul	Hibser
Scott	Holmes
Cheryl	Hopkins
Jeremy	Kimball
Robert	Kwong
Terry	Lee
Rich	Lew
Nora	Lew
Tom	Perardi
Ray	Peterson
Mike	Racette
Jean	Roggenkamp
Will	Saltz
Christine	Schaufelberger
Will	Taylor
Michelle	Torres