



BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT

## BOARD OF DIRECTORS' REGULAR MEETING

September 17, 2003

A meeting of the Bay Area Air Quality Management District Board of Directors will be held at 9:45 a.m. in the 7<sup>th</sup> floor Board room at the Air District headquarters, 939 Ellis Street, San Francisco, California.

### Questions About an Agenda Item

The name, telephone number and e-mail of the appropriate staff person to contact for additional information or to resolve concerns is listed for each agenda item.

### Meeting Procedures

The public meeting of the Air District Board of Directors begins at 9:45 a.m. The Board of Directors generally will consider items in the order listed on the agenda. However, any item may be considered in any order.

After action on any agenda item not requiring a public hearing, the Board may reconsider or amend the item at any time during the meeting.

# BOARD OF DIRECTORS' REGULAR MEETING A G E N D A

WEDNESDAY  
SEPTEMBER 17, 2003  
9:45 A.M.

BOARD ROOM  
7TH FLOOR

## CALL TO ORDER

Opening Comments  
Roll Call  
Pledge of Allegiance  
Commendations/Proclamations

Scott Haggerty, Chairperson  
Clerk of the Boards

## PUBLIC COMMENT PERIOD

**Public Comment on Non-Agenda Items, Pursuant to Government Code Section 54954.3**  
*Members of the public are afforded the opportunity to speak on any agenda item. All agendas for regular meetings are posted at District headquarters, 939 Ellis Street, San Francisco, CA, at least 72 hours in advance of a regular meeting. At the beginning of the regular meeting agenda, an opportunity is also provided for the public to speak on any subject within the Board's subject matter jurisdiction. Speakers will be limited to three (3) minutes each.*

## CONSENT CALENDAR (ITEMS 1 – 9)

Staff/Phone (415) 749-

- Minutes of September 3, 2003  
**M. Romaidis/4965**  
[mromaidis@baaqmd.gov](mailto:mromaidis@baaqmd.gov)
- Communications  
*Information only*  
**W. Norton/5052**  
[exec@baaqmd.gov](mailto:exec@baaqmd.gov)
- Report of the Advisory Council  
**B. Hanna/4962**  
[bhanna@napanet.net](mailto:bhanna@napanet.net)
- Monthly Activity Reports  
*Division Activities for the month of August, 2003*  
**P. Hess/4971**  
[phess@baaqmd.gov](mailto:phess@baaqmd.gov)
- Report of District Personnel on Out of State Business Travel  
**W. Tanaka/5066**  
[wtanaka@baaqmd.gov](mailto:wtanaka@baaqmd.gov)
- Adoption of Health Reimbursement Arrangement Plan  
**W. Tanaka/5066**  
[wtanaka@baaqmd.gov](mailto:wtanaka@baaqmd.gov)

*Consider adoption of a Health Reimbursement Arrangement Plan.*

7. Consider Approval of the following Personnel Actions W. Tanaka/5052  
[wtanaka@baaqmd.gov](mailto:wtanaka@baaqmd.gov)

- A) *Retitle the Existing Classification of Director of Permit Services to Director of Engineering;*
- B) *Modify Existing Classification of Air Quality Program Manager to include Compliance and Enforcement Division or the Planning and Research Division; and*
- C) *Establish a New Classification of Air Quality Engineering Intern with an Hourly Pay Rate Equivalent to the "A" Step of the Air Quality Permit Technician I (currently \$23.25)*

8. Resolution in Support of Proposals for State and Federal Contributions to the Mobile Source Control Plan W. Norton/5052  
[exec@baaqmd.gov](mailto:exec@baaqmd.gov)

*Consider a resolution in support of proposals for more stringent control of sources under the jurisdiction of the California Air Resources Board and the United States Environmental Protection Agency.*

9. Notice of October 1, 2003 Consideration of Proposed Amendments to the Administrative Code Division I, Operating Policies and Procedures, Section 6.2 Standing Committees

W. Norton/5022  
[exec@baaqmd.gov](mailto:exec@baaqmd.gov)

*Proposed amendments to the Administrative Code will clarify committee procedure and protocol.*

### **COMMITTEE REPORTS AND RECOMMENDATIONS**

10. Report of the **Public Outreach Committee** Meeting of September 8, 2003

CHAIR: M. ROSS

W. Norton/5052  
[exec@baaqmd.gov](mailto:exec@baaqmd.gov)

11. Report of the **Mobile Source Committee** Meeting of September 11, 2003

CHAIR: S. YOUNG

W. Norton/5052  
[exec@baaqmd.gov](mailto:exec@baaqmd.gov)

*Action(s): The Committee may recommend Board of Director approval of the following:*

- A) *Proposed Revisions to the Vehicle Incentive Program Guidelines for FY 2003/04 to provide eligibility for used vehicles;*
- B) *Additional allocation of \$200,000 in FY 2003/04 Transportation Fund for Clean Air Regional Funds to ensure sufficient funds are available for both new and used vehicles incentives;*
- C) *Transportation Fund for Clean Air Regional Fund grant awards for FY 2003/04, including \$8.2 million to 40 public agency projects, \$1 million to the Regional Rideshare Program, and an increase of \$1 million to the district's Vehicle Buy Back Program.*

12. Report of the **Inter-Regional Coordinating Committee** Meeting of September 5, 2003

**OTHER BUSINESS**

13. Report of the Executive Officer/APCO
14. Chairperson's Report

**CLOSED SESSION**

15. Consider Recommendation and Appointment of Candidate for Executive Officer/Air Pollution Control Officer Position

*The Board will consider a candidate for appointment to Executive Officer/Air Pollution Control Officer position as recommended by the Executive Recruitment Ad Hoc Committee.*

16. Conference with Legal Counsel

**Existing Litigation:**

*Pursuant to Government Code Section 54956.9(a), a need exists to meet in closed session with legal counsel to consider the following cases:*

**Communities for a Better Environment and Transportation Defense and Education Fund v. Bay Area AQMD, Metropolitan Transportation Commission, Association of Bay Area Governments, and California Air Resources Board, San Francisco Superior Court, Case No. 323849**

**Alvin J. Greenberg, Ph.D. v. Bay Area AQMD, et al., United States District Court, N.D. Cal., Case No. C 02 1501 VRW**

**OPEN SESSION**

17. Report of the Executive Recruitment Ad Hoc Committee - Consideration of Terms and Conditions of Employment for the Executive Officer/Air Pollution Control Officer Position

*The Board will consider approval of the Executive Recruitment Ad Hoc Committee recommendation for an employment agreement for the Executive Officer/Air Pollution Control Officer.*

18. Board Members' Comments

*Any member of the Board, or its staff, on his or her own initiative or in response to questions posed by the public, may: ask a question for clarification, make a brief announcement or report on his or her own activities, provide a reference to staff regarding factual information, request staff to report back at a subsequent meeting concerning any matter or take action to direct staff to place a matter of business on a future agenda. (Gov't Code § 54954.2)*

19. Place of Next Meeting - 9:45 a.m., Wednesday, October 1, 2003 -939 Ellis Street, San Francisco, CA 94109

20. Adjournment

WCN:mag

**CONTACT CLERK OF THE BOARD - 939 ELLIS STREET SF, CA 94109**

**(415) 749-4965**  
**FAX: (415) 928-8560**  
**BAAQMD homepage:**  
[www.baaqmd.gov](http://www.baaqmd.gov)

- To submit written comments on an agenda item in advance of the meeting.
- To request, in advance of the meeting, to be placed on the list to testify on an agenda item.
- To request special accommodations for those persons with disabilities notification to the Clerk's Office should be given at least 3 working days prior to the date of the meeting, so that arrangements can be made accordingly.

BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
Memorandum

To: Chairperson Haggerty and Members  
of the Board of Directors

From: William C. Norton  
Executive Officer/APCO

Date: September 9, 2003

Re: Board of Directors' Meeting Minutes

RECOMMENDED ACTION:

Approve attached minutes of the Board of Directors meeting of September 3, 2003.

DISCUSSION

Attached for your review and approval are the minutes of the Board of Directors' meeting of September 3, 2003.

Respectfully submitted,

William C. Norton  
Executive Officer/APCO

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**  
939 ELLIS STREET - SAN FRANCISCO, CALIFORNIA 94109

Draft Minutes: Board of Directors Regular Meeting – July 16, 2003

**Call To Order**

Opening Comments: Chairperson Haggerty called the meeting to order at 9:50 a.m.

Roll Call: Present: Scott Haggerty, Chair, Chris Daly, Jerry Hill, Patrick Kwok, Jake McGoldrick (10:15 a.m.), Nate Miley, Julia Miller, Dena Mossar, Mark Ross, John Silva, Tim Smith, Pam Torliatt, Marland Townsend (9:52 a.m.), Gayle Uilkema, Brad Wagenknecht, Shelia Young.

Absent: Maria Ayerdi, Harold Brown, Roberta Cooper, Mark DeSaulnier, Liz Kniss.

Pledge of Allegiance: Director Torliatt led the Board in the Pledge of Allegiance.

Commendations/Proclamations: Clean Air Champions Awards 2003.

Since 1992, the Air District, along with the American Lung Association, RIDES for Bay Area Commuters, KCBS Radio 74, Alice 97.3, LIVE 105 and the U.S. Environmental Protection Agency (EPA) have co-sponsored the Clean Air Champions awards to honor Bay Area individuals and organizations for their exceptional efforts to clean up the air. Seven champions were honored this year.

The Board of Directors recognized the winners of the 2003 Bay Area Clean Air Champions. The awards were presented as follows: Directors Haggerty, Wagenknecht, Daly, Miley, Uilkema, Young and Miller presented plaques to James Paxson, Walt Bilofsky, Reverend Sally Grover Bingham, Lucy Gigli, the Brandt family, Port of Oakland, Specialty Solid Waste and Recycling, respectively.

**Public Comment Period: Speaker:** Irvin Dawid  
Advisory Council Member

Mr. Dawid thanked the Board for sponsoring his attendance at the Air & Waste Management Association's 2003 Conference, the International Urban Air Quality Forum and the Local Government Commission (LGC) Conference in San Diego. The LGC Conference was on planning and building more livable communities and featured a public health track. The Air District co-sponsored this Conference.

Mr. Dawid requested the Board of Directors to view the Air District as a public health agency rather than strictly a regulatory agency for air quality, and urged them to consider making that transition.

**Consent Calendar (Items 1 – 6)**

1. Minutes of July 2, 2003

2. Communications. Correspondence addressed to the Board of Directors.
3. Report of the Advisory Council.
4. Monthly Activity Reports - *Division Activities for the month of June, 2003*
5. Quarterly Report of the Clerk of the Boards
6. Quarterly Report of Air Resources Board Member Honorable Mark DeSaulnier

**Board Action:** Director Townsend moved approval of the above Consent Calendar items; seconded by Director Miller; carried unanimously without objection.

### **Committee Reports and Recommendations**

7. Report of the Mobile Source Committee Meeting of July 10, 2003

*Action: The Committee recommended approval of FY 2003/2004 TFCA County Program Manager projects.*

Director Young reported that the Committee met on Thursday, July 10, 2003. Staff reported on its review of applications for Transportation Fund for Clean Air (TFCA) Program Manager Funds for FY 2003/2004. A total of 71 projects applied for funding. Seven were subsequently withdrawn by mutual agreement between the County Program Managers and District Staff. Staff reviewed each project for consistency with state law, the Clean Air Plan, and Board adopted policies, and evaluated all of the projects submitted by a county according to an aggregate cost-effectiveness criterion of \$90,000 per ton of emissions reduced.

For one project, the Napa County Transportation Planning Agency retrofit of seven Napa County transit buses equipped with diesel engines, Staff recommended the Committee waive Section B.5 of TFCA Policy No. 27. Currently available particulate traps do not meet the 2004 California Air Resources Board's limit of 20% nitrogen dioxide (NO<sub>2</sub>) in the total emissions of oxides of nitrogen. However, since the quantity of particulate matter reduced by the traps far outweighs this shortcoming, Staff recommended that the project should go forward.

The Committee unanimously endorsed the staff recommendations to allocate Program Manager funds for the 64 projects presented in the staff report.

**Board Action:** Director Young moved that the Board approve the recommendations of the Mobile Source Committee; seconded by Director Torliatt; carried unanimously without objection.

### **Presentation**

8. *Clēaire Briefing of Retrofit Emission Control Technologies*



*Kevin Shanahan, President, and Brad Edgar, Vice President of Clēaire provided the Board of Directors with a briefing on control technologies that reduce emissions from diesel engines to improve air quality.*

Kevin Shanahan, President, and Dr. Bradley Edgar, Executive Vice President and Chief Technology Officer of Clēaire provided the Board of Directors with a briefing on control technologies that reduce emissions from diesel engines to improve air quality.

Director Uilkema inquired whether Clēaire's catalytic converter emitted sulfuric acid, and requested technical assistance to better understand the whole range of low sulfur diesel fuel impacts. Mr. Norton stated that the District would provide the requested information to her.

9. Presentation on Implementation of Smog Check II in the Bay Area

The Enhanced Smog Check program began in the Bay Area on July 1, 2003, and is expected to be fully implemented on October 1, 2003. The Bureau of Automotive Repair (BAR), which is part of the California Department of Consumer Affairs, is responsible for implementing the program.

Mr. Rocky Carlisle, of BAR and the coordinator for the Enhanced Smog Check program in the Bay Area, made a presentation on the enhanced program and provided an update on the Bay Area's implementation of the program.

**Other Business**

10. Report of the Executive Officer/APCO. Mr. Norton announced the following:

- a) The access codes for all the digi pad locks in the building had changed. A copy of the new codes was distributed to the Board members at the meeting.
- b) The Environmental Protection Agency issued a press release last week in which it is proposing to approve the Bay Area's 2001 Ozone Attainment Plan. There will be a 30-day comment period after which it will review the comments and determine whether or not it will render the approval.
- c) Recent appointments of two new key staff members. Mr. Norton introduced Kelly Wee, Director of Enforcement and Michael Rich, Human Resources Officer. Both staff members briefly addressed the Board of Directors.

11. Chairperson's Report. There was none.

**Closed Session** (The Board adjourned to Closed Session at 11:00 a.m.)

12. Conference with Legal Counsel

*Existing Litigation:*

Pursuant to Government Code Section 54956.9(a), a need existed to meet in closed session with legal counsel to consider the following case:

*Communities for a Better Environment and Transportation Defense and Education Fund v. Bay Area AQMD, Metropolitan Transportation Commission, Association of Bay Area Governments, and California Air Resources Board, San Francisco Superior Court, Case No. 323849*

**Open Session** (The Board reconvened to Open Session at 11:05 a.m.)

**Brian Bunger, Counsel, stated that the Board met in Closed Session and received a status report on Agenda Item No. 12 and provided general direction to Counsel.**

13. Board Members' Comments: Director Townsend inquired about the status of SB 288. Mr. Norton stated that amendments to SB 288 have been made. However, District Staff are not satisfied and are still negotiating on the language of the bill.
14. Time and Place of Next Meeting - 9:45 a.m., Wednesday, September 3, 2003, 939 Ellis Street, San Francisco, California.
15. Adjournment: The meeting was adjourned at 11:06 a.m.

**Neel Advani  
Deputy Clerk of the Boards**

**na**

BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
Memorandum

To: Chairperson Haggerty and Members  
of the Board of Directors

From: William C. Norton  
Executive Officer/APCO

Date: September 10, 2003

Re: Report of the Advisory Council

RECOMMENDED ACTION:

Receive and file.

DISCUSSION

Attached for your review are draft minutes of the Advisory Council Air Quality Planning Committee meeting of July 22, 2003 and approved minutes of the Advisory Council Regular meeting of the Joint Public Health and Technical Committee of June 30, 2003.

Respectfully submitted,

William C. Norton  
Executive Officer/APCO

Prepared by: James Corraza

Bay Area Air Quality Management District  
939 Ellis Street  
San Francisco, California 94109

APPROVED MINUTES

Advisory Council Regular Meeting  
Joint Public Health & Technical Committee Meeting  
1:30 p.m., Monday, June 30, 2003  
4<sup>th</sup> Floor Conference Room

1. **Call to Order – Roll Call.** 1:36 p.m. Public Health Committee Quorum Present: Brian Zamora, Chair, Elinor Blake, Ignatius Ding, Victor Torreano, Linda Weiner. Technical Committee Quorum Present: Robert Harley, Ph.D., Chair, Louise Bedsworth, Ph.D., William Hanna, Stan Hayes, John Holtzclaw, Ph.D. Technical Committee Members Absent: Sam Altshuler, P.E., Norman Lopera. Other Advisory Council Member Present: Irvin Dawid, Air Quality Planning Committee.
2. **Public Comment Period.** Irvin Dawid, Air District Advisory Council, referred the Committee members to a paper that he received at a recent Local Government Commission conference in San Diego, California, entitled “Urban Sprawl and Public Health” by Howard Frumpkin, M.D., Ph.D.
3. **Approval of Minutes:**
  - (A) **Public Health Committee Minutes of May 19, 2003.** Mr. Torreano moved approval of the minutes; seconded by Ms. Blake; carried unanimously.
  - (B) **Technical Committee Minutes of May 29, 2003.** Dr. Holtzclaw moved approval of the minutes; seconded by Mr. Hanna; carried unanimously.
4. **The Role of Optical Remote Sensing Technology in Flare Emission Evaluation.** Ted McKelvey, Terra Air Services Project Coordinator, stated he has been the Project Manager for the ConocoPhillips Refinery project since 1998. He described how Optical Remote Sensing (ORS) equipment projects a beam of infrared (IR) or ultraviolet (UR) light to measure fugitive emissions along fencelines or near process units, emissions from vehicle or ambient air content. Along facility fencelines, ORS is used for source identification/separation, early detection and employee safety. The data generated by the ConocoPhillips refinery fence line monitors can be accessed via dial-in and will soon be posted on the website of the Contra Costa County Health Department.

The application of ORS monitoring systems applied to refinery plume flare evaluation would be limited by several factors: (a) the requirement to have reflectors or transmitters behind the plume, (b) the relatively high elevation of the flare stacks, (c) the distance it takes for the flare plume to reach ground level, (d) the difficulty in intercepting the plume properly. Laser Detection and Ranging (LIDAR) systems have been used to monitor flare plumes. However, these systems are limited to measuring a single compound, and they are highly expensive. Fourier Transform Infrared Spectroscopy (FTIR) is currently being developed by the Environmental Protection Agency (EPA) to produce three-dimensional plots of a near ground level plume, and in Texas efforts are underway to use passive FTIR as a means of measuring the content of a variety of compounds from flare stack emissions.

## AGENDA: 3

Robert L. Spellicy, Ph.D., President, Industrial Monitor & Control Corporation (IMACC), Round Rock, Texas, presented “Tomographic Inversion and Flare Efficiency by Passive FTIR.” He displayed a diagram of a waste site in which radial plume mapping was conducted to identify emission hot spots. Infrared beams were transmitted to corner reflectors distributed in angular and radial patterns at and above ground level. The reflectors were fixed on grid vertices and the readings from them provided a series of measurements of the source emissions. This type of data allows for inversion of the individual integrated path measurements to produce a three-dimensional mapping of the plume. With the addition of wind field information one can determine total flux. Tomographic inversion can be used to map emissions from an area source or the plume at a refinery fence line.

EPA recently conducted validation tests of this system by distributing corner reflectors throughout a region. This region had controlled point sources as well as a simulated area source (soaker hose fed with cal gas). EPA then used the measured FTIR data in the tomographic inversion software, to see how well the software could replicate the actual measurements. For the point sources, the accuracy of the software in locating the position of the release was within one-half of a pixel (about 2.5 meters), and it recovered 93% of the total emissions. Lawrence Livermore Laboratory has conducted similar optical measurements for homeland security purposes, using multiple beams in a comprehensive crisscross pattern indoors to map possible releases in public buildings. However, this system is complex and very expensive.

EPA also used optical scanning to measure emissions of methane and ammonia at a Kentucky landfill. The system in this case had a computer-controlled scanner that measured transmission to a wide array of corner cubes on site. A single set of scans to all corner cubes can reproduce the source distribution and hot spots, but several cycles are usually averaged to account for source variabilities. Several hot spots in the landfill were identified. In another test, vertical paths were used to look at downwind plumes from a chicken farm before and after a waste area was covered. After the waste area was covered, ammonia emissions were seen to reduce from 0.33 to 0.07 grams/second with the methane remaining essentially unchanged at 0.62 to 0.67 grams/second. EPA is in the process of purchasing additional optical systems to evaluate landfills and other sources, and developing methodological protocols for this type of optical measurement method.

In terms of practical limitations of open path measurements, optical signal quality decreases as the distance of the measured path increases. Integrated path measurement works best between about 300 - 500 meters one-way and remains adequate up to approximately 700 meters. Measuring at distances greater than this will encounter significant interference by atmospheric constituents, particularly water vapors and carbon dioxide and the analysis of many compounds will suffer. The longer pathways generally require splitting the path up to maintain optimum detectivity. Monostatic systems (corner cube plus transceiver) if converted to bi-static systems (combined transmitter and receiver) will improve the signal-to-noise ratio perhaps 10 to 100 times. The path is cut in half, however, so this can degrade minimum detection levels in shorter path systems.

In reply to Committee questions, Dr. Spellicy noted:

- tomographic inversion works best along unobstructed pathways where there is an unobstructed path allowing for integration along the path. This type of scenario also allows for greater ability to measure total flux. In its vertical path configuration, it is designed primarily to provide maps of emissions leaving a site. Total flux can also be determined but this depends on the frequency of measurements, how often they are averaged, as well as the impact of wind

speeds. Data from these systems can provide input to citizen warning systems or it can be used to provide evidence after a release for purposes of source attribution.

- Elevation of corner reflectors depends on the source. It would be difficult to suspend corner reflectors at refinery stack heights of 300 feet. Scissor jacks can elevate up to a maximum of 50-60 feet. Around some refineries, nearby hills allow the siting of a measuring device to within 50-60 feet of the top of the flare. However, this could access a high plume rise.
- tomographic models map emissions and provide concentration estimates at specific points within the course contour. The number of compounds measured does not entail a practical trade-off in routine operational feasibility. Rather, the challenge is to generate the spectrum at a high enough signal-to-noise ratio to be able to discern a sufficiently low concentration.

For major releases shorter averaging periods could be used to achieve a better temporal resolution and early warning. The speed of response is a function of the threshold of lowest concentration. FTIR gathers one spectrum per second. These scans are averaged to produce a higher signal-to-noise ratio in the spectrum. This allows smaller absorption features to be detected and thus lower concentrations of constituents of concern. Optical measurement systems are now sufficiently capable that they can be set up to discern both routine low-level data and high concentrations from a release. FTIR detection limits for emergency response are governed somewhat by the strength of absorbance of each measured gas. Through variable sequencing, five-minute averages could be used to detect fugitive emissions and low-level ambient concentrations along the fence line; and shorter scanning averages could be used to detect higher concentrations expected during an accidental release. Short averaging periods could be used to identify high emission levels. These high speed spectra could be averaged together to increase the signal-to-noise ratio allowing for post-process evaluation of low-level emissions. Longer averaging time allows for identification of consistently low-level emissions, although transient emissions would be less detectable.

New algorithms are now available that simultaneously allow for the evaluation of the infrared spectrum automatically correcting and refining the analysis procedure as needed. At a toxic waste site in Texas with relatively low emission levels, the system corrects for changing atmospheric water vapor due to seasonal variation in humidity. This is an important improvement that eliminates residual effects that usually interfere with the analysis.

Monostatic scanning equipment and accompanying software cost about \$100,000; pre-fabricated equipment housing from \$20,000 - \$30,000; and replicated corner cubes from between \$6,000 - \$10,000 each. Mr. McKelvey added that annual maintenance and data analysis for two monostatic systems with a total of four paths would cost between \$100,000 - \$200,000.

Dr. Spellicy stated that LIDAR technology is excellent for measuring plumes, but it is limited to a single compound and costs approximately \$1 million per unit. The Alberta Research Council has contracted with Spectrolite from the United Kingdom to perform measurements on SO<sub>2</sub> with a multiple-laser LIDAR to assess wildcat flares in Alberta. When new wells are drilled at these Alberta oil fields, the gases are sent to a flare while testing on flow, and pressure is conducted. The Alberta ambient air quality regulations require that emission levels from a plume when they reach ground level must be below the ambient air quality standards. Use of a LIDAR allows for mapping of the plume from the flare measuring concentration as a function of distance from the flare. This should allow LIDAR to assess if the regulations are being met when the plume reaches the ground.

Passive FTIR measurement of flare efficiency is underway in Texas to identify ozone precursors near industrial facilities. Houston is an ozone non-attainment area. NASA fly-bys identified hot spots downwind of certain facilities that could not be accounted for by current emission factors.

The issue was whether variance in normal flare operations at facilities affected such hot spots. FTIR should allow for the continuous, unmanned measurement of combustion and destruction efficiency of elevated flares in near real-time. The Texas program will demonstrate this and determine the measurement accuracy of such a system. The State of Texas is working on a protocol for continuous FTIR monitoring for flare measurement. This effort is based on emission spectroscopy. When gases are heated they emit radiation with the same infrared signatures as exhibited in their absorption spectrum. Therefore, hot gases emitted by a flare can be identified and quantified by measuring the flare radiant signature. The FTIR signal derives from measurements of background radiance, flare radiance, atmosphere path radiance and atmospheric transmission. Natural background radiance and atmospheric temperature are negligible. The major measurement is then the radiance of the plume as transmitted through the air.

Dr. Spellicy displayed spectral signal charts of several plumes showing emissions of organics and hydrocarbons, with water content and CO<sub>2</sub> content carefully distinguished in each. Comparisons with reference spectra and temperature provide the measurement criteria essential to this process. The measurement of combustion efficiency requires the quantification of carbon monoxide, carbon dioxide and organics. CO, CO<sub>2</sub>, and an approximation to total organics is comparatively easy to determine, so combustion efficiency can be measured. Total hydrocarbons can be approximated by calibrating against a mix of heavy organics or using a representative heavy organic. The measurement of destruction efficiency requires analysis of individual organics and this is more difficult. Speciation of non-methane organics is possible for the lighter compounds (< C5).

Atmospheric path transmission between the FTIR and the flare is needed to correct the observations for atmospheric effects. This transmission can be measured by observing an infrared source over a horizontal path from the FTIR to the flare base. This signal is then corrected by measuring radiance with the black body removed which accounts for any atmospheric path radiance (this is usually very small). This path transmission is then used to deduce gas concentrations in the horizontal path, which in turn are used to compute slant-path atmospheric transmission to the flare exhaust. Flare radiance is measured with FTIR directly. An iterative calculation of flare temperature and its opacity is then performed using the intervening atmospheric transmission to correct for the air path. This produces concentrations of all compounds observed in the plume.

The Texas Flare Measurement Program will measure flare combustion efficiencies up to 99.95%, and destruction efficiencies for highly reactive organic compounds of concern in ozone production. Program phases include analytical simulation to assess maximum observable efficiency and minimum detectable concentration levels for organics, and controlled source-emission tests to demonstrate the accuracy of the inversion process. A plume generator spiked with typical gases at accurately known concentrations will be measured from a moderate distance with FTIR. Field tests will follow to scan several industrial flares to assess combustion/destruction efficiencies.

5. **Committee Member Comments/Other Business.** Ms. Blake stated that at the most recent Public Health Committee meeting in Rodeo, it was good to see several District field staff in attendance.
6. **Time and Place of Next Meeting.** 1:30 p.m., Monday, August 11, 2003, 939 Ellis Street, San Francisco, California
7. **Adjournment.** 3:06 p.m.

James N. Corazza



AGENDA: 3

Deputy Clerk of the Boards

Bay Area Air Quality Management District  
939 Ellis Street  
San Francisco, California 94109

**DRAFT MINUTES**

Advisory Council  
Air Quality Planning Committee Meeting  
9:30 a.m., Tuesday, July 22, 2003

1. **Call to Order – Roll Call.** 9:40 a.m. Quorum Present: Kraig Kurucz, Chairperson, Harold M. Brazil, Pamela Chang, Patrick Congdon, Irvin Dawid, John Holtzclaw. Absent: Fred Glueck, Kevin Shanahan.
2. **Public Comment Period.** There were none.
3. **Approval of Minutes of May 27, 2003.** Dr. Holtzclaw moved approval of the minutes; seconded by Mr. Congdon; carried unanimously.
4. **Legislative Update.** Peter Hess, Deputy Air Pollution Control Officer, noted that the State budget dominates the discussions at the Legislature. The District conceptually supports SB 288 (Sher), the New Source Review Restoration (NSR) Act of 2003 and is seeking amendments. Some reform to the NSR program is necessary. The California Association of Air Pollution Control Officers (CAPCOA) and the National Association of State and Local Air Pollution Control Agencies advocate that the NSR program consider the net air quality benefit of a retrofit or plant modification as surpassing the associated emission impacts of a single pollutant. The District and CAPCOA are working with the Environmental Protection Agency (EPA) to develop principles of acceptability that will meet the federal NSR program requirements but not weaken the existing NSR program. The EPA has agreed to several tenets of NSR in California, which declare that NSR should:
  - a) minimize emissions from new sources and modifications of existing sources
  - b) protect public health
  - c) encourage the installation of the cleanest technology and pollution prevention
  - d) affirm that the most practical and cost effective time to control a source of air pollution is the time of initial construction and modification
  - e) ensure enforceability of provisions through permitting, record keeping and reporting
  - f) not provide disincentives to pollution reduction or act as a barrier to environmentally beneficial projects
  - g) recognize investments made by companies in state-of-the-art air pollution control
  - h) allow sources to respond rapidly to changing markets and plan for future investments in air pollution control and prevention activities

Air districts in the State advocate these NSR program improvements. EPA Region IX has been informed that there is no conflict between the federal reforms and the foregoing NSR tenets, and that it has the authority to reach an agreement with the State Air Districts regarding them. The EPA will also allow California NSR programs to be more stringent than the federal NSR program—an allowance that is not granted to any other state in the country.

Mr. Dawid requested that at the next Committee meeting staff address (a) SCA 11 (Alarcon) and ACA 14 (Steinberg), which would lower the threshold for transportation sales taxes and thus impact state air quality programs, and (b) the vehicle license fee bills AB 204 (Nation) and AB 1546 (Simitian), which affects only specific counties in the Bay Area. Also, future staff legislative reports should list the sponsors of a bill, as this would provide further insight into its intent.

Chairperson Kurucz inquired as to the status of SB 656 (Sher) on particulate matter (PM) regulation. Mr. Hess replied that it is not presently funded and is moving forward slowly. He added that in the Bay Area nitrates are a major source of PM, along with woodsmoke and diesel fuel. The District is uniquely prohibited by State legislation from using TFCA funds for preparing air quality plans as required by the California Clean Air Act. Therefore, the District is asking Senator Sher to expand the funding mechanism in SB 656 to include planning for ozone and PM.

- 5. Status of State and Federal Efforts to Reduce Diesel Emissions.** Michael Murphy, Environmental Planner, stated diesel emissions in the Bay Area derive primarily from trucks, buses, ships, trains, construction, agricultural and other off-road equipment, and small gasoline engines. On-road and off-highway mobile source emissions contribute the majority of nitric oxide (NO<sub>x</sub>) and reactive organics (ROG) emissions, and a sizeable fraction of PM<sub>10</sub>. Off-road engines emit significant sulfur dioxide (SO<sub>2</sub>) emissions because they do not use ultra low sulfur diesel (ULSD). Forthcoming requirements to use ULSD should greatly reduce emissions from off-road sources.

Bus transit fleets are the traditional experimental ground for federal and state regulation of heavy-duty engines. The California Air Resources Board (CARB) has adopted a separate rule for transit buses that includes options for compliance paths that use either alternative fuel or diesel. NO<sub>x</sub> is a large contributor to diesel PM. Most Bay Area transit properties have chosen the diesel path, but they have yet to attain the rule's fleet-wide NO<sub>x</sub> average. In adopting fleet-specific regulations for other fleets, CARB may choose to consider different types of fleet-wide NO<sub>x</sub> averages.

Zero emission (fuel cell) bus demonstration projects will be conducted by AC Transit in partnership with Golden Gate Transit and San Mateo County Transit in partnership with Santa Clara Valley Transit Authority. Through the Transportation Fund for Clean Air (TFCA), the District has contributed \$1 million to each of these two demonstration projects.

The 1998 CARB standard for urban transit bus NO<sub>x</sub> of four grams per brake-horsepower hour will be lowered nearly to zero in 2007. Presently, PM traps are already reducing PM emissions below this level, and natural gas engines will likely meet these limits by 2007. The CARB retrofit strategy for transit bus diesel PM is based on diesel emissions as a toxic air contaminant. It fixes January 1, 2002 as the baseline and requires that in each succeeding year a higher percentage of the fleet must be retrofitted. CARB is also considering retrofit strategies for other on-road fleets.

Out of a total of 4.6 million vehicles registered in the Bay Area, approximately 90,000 are heavy-duty trucks. These trucks represent 5-6% of the daily vehicle miles traveled. CARB has regulated heavy-duty truck engines since 1987. Since October of 2002, as a result of litigation filed by CARB and EPA, the engine manufacturers have largely complied with CARB standards for 2004. The 2007 standards will further reduce emissions and are similar to the 2007 transit bus emission standards. CARB is also proposing that, when an engine is rebuilt, its on-board computer controls be reprogrammed to remove off-cycle emissions. The reprogramming is not technically difficult, but the task is labor-intensive. CARB believes that the engine manufacturers rather than the truck owners should bear the cost of the reprogramming. The issue is likely to prove controversial.

CARB has a proposal for 2007 that would require installation of devices that limit vehicle idling. It is also considering a requirement for PM<sub>10</sub> retrofit requirements for heavy-duty engines similar to what it requires for transit fleets. In September 2003, CARB will consider a PM trap retrofit rule for garbage trucks. This will be the first application of such a rule to private fleets. The requirement to use ULSD will also follow, thereby reducing SO<sub>2</sub> and further enable PM retrofit technologies. On July 31, 2003, CARB will hold a public hearing to adopt fuel specifications for ULSD, which will be similar to EPA's efforts to establish a nation-wide ULSD specification that will become effective in 2006. In California, this would apply to on and off-road components.

EPA and CARB have cooperated to adopt similar off-road diesel engine standards for construction equipment, ground support equipment and portable equipment, which would apply nationwide. EPA recently defined agricultural engines as off-road engines, thereby subjecting them to its off-road standards. There is controversy over whether state or federal rules govern the emissions from this equipment as well as whether it must use CARB diesel fuel, which has lower sulfur content than diesel fuel in the federal program. Federal regulations for this equipment contain three tiers, which become effective with each successive year. While CARB does not employ the terms of federal emission standard designations for this equipment, its emission standards are the same.

EPA regulates emissions from ships and boats, and recently adopted rules will become effective in 2004. It has divided commercial vessels into three categories. The standards are based on a pending international treaty with which manufacturers are trying to comply, possibly because it contains backdated compliance requirements. While EPA has applied these standards to smaller vessels, its application to large ocean-going vessels is still under consideration. CARB and EPA have parallel regulations for in-board and out-board recreational engines. The District is participating with CARB in this regulatory effort. There are two tiers of emission standards for commercial marine engines. These have not yet been applied to large ocean-going vessels. With regard to gasoline powered marine engines, large reductions in NO<sub>x</sub> and hydrocarbon (HC) have occurred since 1998, and CARB required further major emission reductions in 2001.

EPA adopted three tiers of regulations for railroad locomotive emissions in 1997. Tier 0 requires emission reductions upon engine remanufacture. Tier 1 addresses already manufactured engines, and Tier 2 will apply to new engines in 2005. The standards will be applied differently to various locomotive types and applications ranging from freight and passenger hauls to yard switching.

CARB also regulates emissions of gasoline engines less than 25 horsepower (hp). A single 25 hp engine powering a two-stroke chain saw emits the equivalent of 10 cars driven 250 miles.

Other available control technologies include electronic fuel injection, which improves fuel economy and combustion. New diesel engines use common rail fuel injection: a single fuel line that equalizes the pressure across the cylinders. On-board diagnostics are becoming more common, and may set the stage for smog check programs for heavy-duty diesel engines. Dual fuel or pilot ignition engines employ ignition by compression. This increases fuel economy and engine power. The successful development of fuel cell technology remains on the horizon.

Major after-combustion devices include oxidation catalysts, PM filters, lean NO<sub>x</sub> catalysts, NO<sub>x</sub> absorbers, and selective catalytic reduction for NO<sub>x</sub> from engines to meet the 2007 standards.

Engine idling control devices/systems are coming into vogue, and truck stops are now beginning to offer electronic power for parked trucks to reduce engine idling.

Fuel modifications include Fischer Troppe Diesel (natural gas converted into a stable liquid and blended into diesel fuel), biodiesel, emulsified diesel, ethanol diesel, and hydrogen for fuel cells. CARB and the California Energy Commission will hold a fuel symposium next month.

Apart from regulations, there are government incentive programs to reduce emissions, such as the Carl Moyer and TFCA programs. Some tax credits are available for alternative fuels, along with emission reduction credit programs for mobile sources. The latter is not prevalent in the Bay Area. Local land-use development agreements can include mitigation measures. Government purchase orders could stipulate that equipment to be shipped should be transported by low-emitting trucks.

In reply to questions and comments from Committee members, Mr. Murphy noted:

- It would be ideal if funding for the Carl Moyer program were increased and its funding mechanism corrected so that the District is no longer under-funded. Financial incentive programs should go beyond NOx and ozone and directly include PM<sub>10</sub>. Air Districts should be allowed to prioritize for PM<sub>10</sub> reductions. The turnover of older vehicles nets the greatest emission reduction, followed by the accelerated deployment of cleaner engines.
- Most transit districts receive bus transit replacement dollars from the federal government. Both the Santa Clara Valley VTA and San Francisco Municipal Railway (MUNI) have delayed purchase of new buses by previously extending the definition of the useful life of the bus.
- Concern over the lack of lubricity in ULSD has been addressed by adding a small amount of lubricating agent to the fuel. CARB has adopted a lubricity specification for its new fuel. The federal specification for diesel fuel has a higher sulfur content than the CARB specification.
- Biodiesel improves combustion and reduces PM emissions, but it burns hotter and increases NOx. The advantage of reducing the waste stream must be factored into the evaluation.
- The re-circulation of exhaust gases in heavy-duty engines requires a larger cooling system. A costly, customized modification of existing trucks and construction equipment is, therefore, required. Financial incentive programs assist in this work.
- Emissions from two-stroke scooters are comparable to chainsaw engines.
- Bay Area hybrid buses use a diesel engine. CARB recently adopted a certification procedure for hybrid design. On-board engines would have to meet the same requirements that apply to non-hybrid applications. Hybrid buses that use CNG power to generate electricity for the on-board batteries, along with regenerative braking, were proposed for use at the San Francisco International Airport, but the high cost proved prohibitive. MUNI operates two diesel-electric hybrids, and the hybrid design in the South Bay uses a micro-turbine to generate electricity for the battery. The Bay Area company “CalStart” has a long-term contract with the United States Defense Department to evaluate hybrid designs, and could provide further insight into hybrids.
- Construction and other off-road equipment are scheduled for rule-making with regard to PM<sub>10</sub> retrofit strategies. The possible application of the three tiers of federal standards to the manufacturers of off-road equipment is not presently being considered by either ARB or EPA.
- The prohibition on importing liquid natural gas (LNG) into California, based on concerns over volatility, applies to marine shipping. LNG transport is allowed either by railcar or truck.
- In the Bay Area there is a lack of funding for alternative fuel programs, and the Air District has been the main source of funding for them. Funding from other entities would be desirable.

- 6. Committee Member Comments/Other Business.** Mr. Dawid stated that a meeting of the South Bay Clean Cities Coalition would be held on August 6, 2003. He added that recently the Palo Alto City Council announced that TFCA funding was approved for signal retiming. He observed that TFCA funds would be better spent on programs that remove vehicles from the road than on ones that increase the speed at which they travel on them. The Committee should review this matter.

Ms. Chang summarized the proceedings of a conference on sustainable mobility at which it was noted that vehicle emissions are responsible for over 50% of total emissions. She added that in April of 2002 she attended an environmental design conference in Seattle, at which statistical data were presented that indicates 1.5% of gasoline moves passengers and the remaining 98.5% moves the vehicle; and less than 4% of the American public take transportation. A proposal to address this problem was offered, in which neighborhood sub cars would be used as transportation feeders to mobility centers for transfer to public transit. The Committee may wish to consider this matter in the future.

- 7. Time and Place of Next Meeting.** At the call of the Chair.

- 8. Adjournment.** 11:54 a.m.

James N. Corazza  
Deputy Clerk of the Boards

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Haggerty and  
Members of the Board

From: William C. Norton  
Executive Officer/APCO

Date: September 17, 2003

Re: Report of Division Activities for the month of August 2003

RECOMMENDED ACTION:

Receive and file.

Reviewed by: Peter Hess

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**ADMINISTRATIVE SERVICES DIVISION – W. TANAKA, DIRECTOR**

Training sessions for staff on the implementation on the ERP continued during the month. Closing of the 2002/2003 fiscal year, started in July, continued during August. The closing is also to prepare for the annual audit.

Work on Phase II of the HVAC upgrade and modernization program continued during the month. As noted in last months report, this is the first upgrade to the system since 1968.

Several capital item projects, held in abeyance until the State budget was adopted, will move forward in September. The roof replacement will move forward as quickly as possible in order to have the work completed prior to the rainy season.

PG&E installed a meter at the buildings main service to monitor for voltage fluctuations. Results of the test indicate that our current service is at maximum levels. The current transformer, installed in 1976, is no longer adequate. The system was not designed to handle the demands of today's electrical needs for computers, servers, and other electronic devices. Staff is working with electrical consultants and PG&E to find a workable solution to this problem.

Human Resources staff is busy with recruitments to fill vacancies, also held in abeyance until the State adopted their budget. The recruitments will fill needed and in some cases, critical positions. Also, pursuant to Board Resolution No. 2002-17, staff is initiating development of a management compensation plan, including a review of internal pay relationships, class descriptions and market conditions for any necessary adjustments to individual classifications.

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**COMPLIANCE & ENFORCEMENT DIVISION – K. WEE, DIRECTOR**

On August 6, 2003 Pan Glo Services was issued a public nuisance violation. Pan Glo strips and recoats commercial baking pans. United Technologies Corporation had an explosion at a remote mixing station on August 7. The plume and grass fire impacted unpopulated areas downwind. On August 9, 2003 staff responded to the Isocracker reactor R-610 shut down at Chevron/Texaco Refinery in Richmond, CA. Increased flaring and a possible problem with the flare caused elevated levels of hydrogen sulfide at ground level. Richmond fire declared a shelter in place. The District received 15 complaints regarding smoke and odor. Staff issued Chevron/Texaco a Public Nuisance violation for this event. Chevron and Conoco/Phillips experienced minor interruptions in hydrocracker unit operations. Inspectors were on call as a contingency for increased complaints during hydrocracker unit startups. On August 22, the Pinole Sewage Treatment Plant was issued a public nuisance violation. They were replacing the bio-organisms in all three of their digesters and the organisms did not mature quickly enough to process all the waste. The third course on Improving Complaint Communications was held on August 12<sup>th</sup> through the 14<sup>th</sup>. Proposed changes to the District's complaint policy and procedure were released for District internal review and comment. Deadline for external release is early September. Marine loading site visits were conducted on August 8<sup>th</sup>, 14<sup>th</sup> and 18<sup>th</sup> to gather information for the Regulation 8, Rule 44 and Rule 46's rule development effort. An emission survey on wastewater was completed on two refineries to gather emission information on wastewater drain systems.

(See Attachment for Activities by County)

#### **INFORMATION SYSTEMS DIVISION – J. McKAY, DIRECTOR**

##### **Enterprise Resource Planning (ERP) Project for Air District Financial Systems**

The District's new ERP system (J D Edwards) continues in its implementation schedule - which began on June 6. Training is largely complete and focus has shifted to modeling of business processes. System hardware has arrived and the setup process is largely completed. The first phase of implementation will not only replace the old Mitchell Humphrey's financial system, but will also absorb a small portion of the function currently in the IRIS/Databank system. Current focus for the project includes the details of the interface between JDE and the Districts' Engineering/Production systems (IRIS/Databank). The focus will persist for an extended period. Functional design for the HR and Payroll systems are also a major area of focus because these systems are currently paper based. This Modeling process is expected to continue for several months. Determination of appropriate tool sets and functional design for the Districts' future Engineering/Production Systems (used by Permits, Enforcement and Legal) continues as a separate, but linked, process.

##### **Toolsets for Permits/Enforcement/Legal**

Target dates for this process will be determined in conjunction with the development of the ERP project plan to ensure successful implementation of both efforts with existing resources. High-level functional design and toolset evaluations are ongoing with Engineering.

##### **Web Site Development**

The new Web site is ready for release pending approval.

#### **LEGAL DIVISION – B. BUNGER, DISTRICT COUNSEL**



The District Counsel's Office received 169 Violations reflected in Notices of Violation ("NOVs") for processing.

Mutual Settlement Program staff initiated settlement discussions regarding civil penalties for 140 Violations reflected in NOVs. In addition, Mutual Settlement Program staff sent 13 Final 30 Day Letters regarding civil penalties for 23 Violations reflected in NOVs. Finally, settlement negotiations by Mutual Settlement Program staff resulted in collection of \$75,512 in civil penalties for 85 Violations reflected in NOVs.

Counsel in the District Counsel's Office initiated settlement discussions regarding civil penalties for 56 Violations reflected in NOVs. Settlement negotiations by counsel in the District Counsel's Office resulted in collection of \$92,000 in civil penalties for 26 Violations.

**ENGINEERING DIVISION – W. DE BOISBLANC, DIRECTOR**

**Permit Evaluation Activity**

Monthly Title V Activity

Five draft Title V permits were circulated for final internal review before public comment begins.

Plant # A3024 Isola Laminate Systems	Application 2011	Fremont
Plant # A2721 City of Palo Alto Landfill	Application 3047	Palo Alto
Plant # A0041 Owens Corning S.C. Plnt	Application 25819	Santa Clara
Plant # A2066 Waste Management of Alameda Co	Application 25828	Livermore
Plant # A2371 USS POSCO	Application 27726	Pittsburg

Six proposed Title V permits were placed on public comment.

Plant # A0710 United Technologies	Application 16478	San Jose
Plant # A0010 Chevron Products Company	Application 16461	Richmond
Plant # A0011 Shell Martinez Refining Company	Application 16467	Martinez
Plant # A0016 Tesoro Refinery	Application 16487	Martinez
Plant # B2626 Valero Refining	Application 16423	Benicia
Plant # B2758 Conoco- Phillips	Application 16484	Rodeo

One new Title V permits was issued.

Plant # A2039 Potrero Hills Landfill	Application 2774
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Issued, still active:	71
• Post-comment process	3
• Public Comment:	6
• Under Review:	17
• Not yet submitted	1
<b>Total:</b>	<b>102</b>

## Permit Systems

Ongoing activities during this period included data processing of permit applications for new and modified industrial sources, gasoline dispensing facilities (GDF), annual throughput updates for permit renewals, e-mail notifications on permit activities to cities and counties.

During this month we received 112 permit applications, of which 35 were for electrical generators (a 27% decrease over last month).

## Toxics Program

Thirty-two risk screens were completed in August for new and modified sources of toxic air contaminants. Rule development activities continued on Regulation 2, Rule 5, which would convert the existing Risk Screening Procedure and Risk Management Policy into a District rule. It is expected that this rule will be presented for adoption by the District's Board of Directors in early 2004.

(See Attachment for Activities by County)

### PLANNING DIVISION - T. PERARDI, DIRECTOR

Six community scoping meetings will be held in September regarding the 2003/04 ozone planning process. During August, announcements were distributed in the six communities where the meetings will be held and a notice was posted on the Air District website. The District entered into a contract with a CEQA consultant to assist District staff with the environmental review process for the 2003/04 ozone planning process. The District's vehicle buy back contractors purchased a total of 354 vehicles in August 2003. Staff wrote five comment letters regarding air quality impacts of development projects and plans in the Bay Area: City/Civic Center Project (San Ramon), San Jose Water Land Company Planned Development Rezoning, Concord General Plan Update, Gilroy Super Wal-mart Store, Antioch General Plan Update. Staff organized a Modeling Advisory Committee (MAC) meeting on August 14. ENVIRON presented its progress on the photochemical modeling of the July-August 2000 ozone episode. BAAQMD presented its progress on the analysis of Central California Ozone Study (CCOS) meteorological and aircraft data. Representatives from the U.S. EPA, California Air Resources Board, San Joaquin Valley, Sacramento and Monterey Districts as well as industry and environmental/transportation organizations participated in this meeting. Staff participated in conference calls with the Technical and Policy Committees of the Central California Air Quality Studies. Some no-cost time extensions were granted for several existing contracts for the particulate studies.

### PUBLIC INFORMATION & OUTREACH - T. GALVIN LEE, DIRECTOR

High temperatures and low winds resulted in one Spare the Air Day on August 24. During the month there was no excesses reported of federal standards. However, there were several one-hour state excesses that occurred on the 16<sup>th</sup>, 17<sup>th</sup>, 25<sup>th</sup>, and 31<sup>st</sup>. The August 24<sup>th</sup> Spare the Air day secured coverage in all top-tier broadcast and radio including the San Francisco Chronicle, San Jose Mercury News, Associated Press, Saratoga Herald Tribune, San Mateo County Times, Tri-Valley Herald, and Oakland Tribune. A total of 41 hits on broadcast and radio also occurred. Independently, a consumer products press release and fact sheet was distributed on August 18<sup>th</sup>, with interviews on KQED, and KGO Radio. Summer advertising will continue into September. Staff attended several on site events to interact with the public on air quality and Spare the Air issues.

The youth outreach team is working on an update to the Kid's website page. The feasibility study for mobile exhibit was also completed during August. Five performances of *Smogzilla*, with the National Theatre for Children took place, and staff developed priorities for fall scheduling of the program. A potential partnership with SF Department of the Environment was discussed. The Clean Air Challenge curriculum will be expanded dramatically this year.

The Air District secured \$2,000,000 of CMAQ funds from Caltrans to continue supporting the *Spare the Air* program for FY 03/04 and 04/05. A total of 4,534 smoking vehicles were reported by phone and Internet.

## TECHNICAL DIVISION – G. KENDALL, DIRECTOR

### **Air Monitoring**

All thirty-one of the continuous air monitoring network stations were in full operation during the month of August 2003, including the seven ozone monitoring stations that began sampling on April 1. Particulate monitors for PM<sub>2.5</sub>, including five BAM (continuous PM<sub>2.5</sub>) monitors, were in full operation at all designated stations but operating at a reduced sampling schedule per EPA sampling guidelines.

### **Meteorology and Data Analysis**

Twenty District meteorological stations were in operation in August. Bids have been solicited for a new District meteorological station at the Napa Valley College. The last quarter of 2002 air monitoring data were reviewed and input EPA's AQS database.

There were no exceedances of the National one-hour or eight-hour ozone standards during August. Because high pressure was centered to the east of California during most of the month, there were no stagnant periods over the Bay Area that would have lead to pollutant buildups. Over the past four years, national exceedances have not occurred in the Bay Area unless winds were light and variable, and temperatures were at least 95 degrees. August had only five days with temperatures of 95 degrees or higher. But because all of those days had good onshore wind flow, pollutants did not accumulate. Four of those days recorded 8-hour ozone levels in the moderate air quality category. Although warm, the fifth day was windy, and air quality levels stayed in the good category. There were four days with exceedances of the State one-hour ozone standard. Three of them occurred on the 95 degree and above days, and the last one occurred on a day with a maximum temperature of 94 degrees.

### **Laboratory**

Analyses continued for volatile organic compounds (VOCs) in coatings and related products by gas chromatography, and for asbestos and fallout materials by microscopy. Analyses continued for potassium, chloride, ammonia, sulfate and nitrate in PM<sub>10</sub> filters, for toxic organic compounds in ambient air samples, and speciation of hydrocarbon compounds in gasoline vapor recovery and landfill samples and permanent gases in landfill samples. One hundred and sixty (160) PM<sub>2.5</sub> filters were gravimetrically analyzed. California Air Resources Board (CARB) audited the laboratory for analysis of toxic compounds in ambient air.

The sulfur content in one diesel fuel sample from Coen Company in Burlingame was determined. One ambient sample taken during of the August 9<sup>th</sup> Chevron incident was analyzed for toxic compounds. Twenty-four polystyrene products and fifteen raw bead

samples from WinCup in Corte Madera were analyzed for volatile organic compounds. Two ambient air samples from Lakeview School parking lot/playground area in Oakland were analyzed for toxic compounds and carbon monoxide. Approximately three thousand four hundred (3,400) analyses were performed during this period.

### Source Test

Ongoing Source Test activities included Continuous Emissions Monitoring (CEM) Field Accuracy Tests, source tests, gasoline cargo tank testing, and evaluations of tests conducted by outside contractor. The ConocoPhillips Refinery's open path monitor monthly report for the month of July was reviewed. Provided ongoing participation in the District's Further Studies Measures for refineries and marine vapor recovery.

## STATISTICS

<b>Administrative Services:</b>	Sources not in compliance.....	65
<b>Accounting/Purchasing/Comm.</b>	New sources found.....	5
General checks issued .....	Follow-up (agencies contacted, etc.) .....	101
Purchase Orders issued.....	Tags issued.....	158
Checks/Credit Cards Processed .....	Bulk Drop inspections.....	1
Pieces of mail sent.....	<b>Charts/Records and Related Activities</b> .....	898
Pubic Information Requests Rec'd .....	Breakdowns investigated .....	32
<b>Information Systems</b>	CEM/GLM/Parametric/PRV excesses .....	89
New installation completed.....	Monitor chart review (1 monitor) .....	231
PC upgrades completed.....	Records review (temp, throughput) .....	428
Service calls completed.....	Inoperative Monitors.....	30
<b>Human Resources</b>	Follow-ups .....	88
Manager/Employee Consultation (Hours).....	<b>Notices of Violation</b>	
Management Projects (Hours).....	Issued .....	113
Employee/Benefit Transactions .....	Follow-up (facility, PSD, Technical) .....	115
Training Sessions Conducted .....	<b>Notices to Comply</b>	
Applications Processed .....	Issued .....	63
Exams Conducted.....	Follow-up.....	63
New Hires .....	<b>Complaint Activities</b>	
Safety Administration .....	Investigated .....	237
Inquiries (voice/electronic/in-person) .....	Follow-up (facility, PSD, Technical) .....	195
<b>Vehicle/Building Maintenance</b>	<b>(COMPLIANCE ASSURANCE PROGRAM)</b>	
Vehicle services completed .....	<b>Major Air Pollution Incidents</b>	10
Requests for building services.....	Investigated.....	6
<b>Compliance and Enforcement Division:</b>	Follow-up (agencies contact, etc.) .....	4
<b>(INSPECTIONS)</b>	<b>Dry Cleaning Inspection Activities</b> .....	68
Facility Inspections .....	Sources in compliance	54
Source Inspections .....	Sources not in compliance .....	1
Sources in Compliance.....	New Sources found.....	0
Permitted Sources in Violation.....	Follow-up.....	13
<b>Gasoline Dispensing Facility (GDF)</b>	<b>Auto Body Inspection Activities</b> .....	51
<b>Inspection</b>	Sources in compliance	31
Sources in compliance.....		

Sources not in compliance .....	7	<b>Smoking Vehicles Reported</b>	20
New Sources found.....	3	<b>(COMPLIANCE AND OPERATIONS PROGRAM)</b>	
Follow-up .....	10	Asbestos plans received.....	474
<b>Asbestos Inspection Activities</b> .....	202	Breakdown/monitor excesses reported.....	21
Pre/during/post removals in compliance.....	183	Coating & other petitions evaluated .....	3
Pre/during/post removals non-compliance.....	5	Open burn notifications received.....	9
Follow-up .....	14	Prescribed burn plans evaluated .....	3
<b>Open Burn Investigation Activities</b> .....	36	Smoking vehicle complaints received.....	3,771
Pre/during/post burns.....	6	Tank/soil removal notifications received.....	19
Open burn in compliance.....	2	Compliance assistance inquiries received .....	27
Open burn in violation.....	6	Courtesy site visits requested .....	0
Follow-up .....	4	Speakers bureau requests received .....	0
Fire departments contacted.....	18	EPA satellite courses viewed/taped.....	0
<b>Valves/Flanges/Connector Inspections</b> .....	6769	<b>Field Engineering</b>	0
In-compliance.....	6389	New Hearing Board cases reviewed.....	0
Not in-compliance .....	327	<b>Permit Services</b>	
Follow-up .....	53	Annual update packages started .....	278
<b>Technical Related Activities</b> .....	36	Annual update packages completed .....	276
Laboratory samples collected/submitted .....	17	Total update pages entered .....	552
Source tests requested.....	14	New applications received	74
Source tests observed.....	5	Authorities to Construct issued.....	44
<b>Hearing Board Activities</b> .....	0	Permits to Operate Issued.....	53
Staff review/recommendations .....	0	Exemptions.....	0
Attendance on variances, abatement order and permit related hearings	0	Authorities to Construct denied.....	0
<b>Permit Activities</b> .....	122	ERC Transfers .....	0
Expired permits, reminder letter, referrals.....	60	<b>Public Information &amp; Outreach</b>	
Assist A/C applications .....	62	Presentations Made.....	6
<b>Training (Conducted/Attended)</b> .....	63	Responses to Media Inquiries.....	94
New Inspectors .....	1	Press Releases .....	7
Job related.....	61	General Requests for information	404
<b>Public Information Outreach</b> .....	14	Visitors .....	1
<b>Green Business Inspection Activities</b> .....	14	<b>Technical Services:</b>	
Pollution Prevention .....	9	<b>Air Monitoring</b>	
Multimedia Inspections Conducted.....	1	Days Exceeding National 8-hour Standard.....	0
Follow-up (facility, PSD) .....	4	Days Exceeding National 1-hour Ozone Standard.....	0
<b>Compliance Assistance</b> .....	5	Days Exceeding State Ozone Standard .....	4
Rule Audits.....	2	Ground Level Monitoring SO <sub>2</sub> Excesses.....	0
Compliance Schools .....	0	Ground Level Monitoring H <sub>2</sub> S Excesses.....	3
Facility Review.....	3	<b>Meteorology &amp; Data Analysis</b>	
Presentations.....	0	Permissive Burn Days – North .....	28
<b>Rule Development Activities</b> .....	14	No-Burn Days – North .....	3
Participation at workshops .....	4	Permissive Burn Days – South .....	27
Inspector input .....	10	3No-Burn Days – South .....	4
		Permissive Burn Days – Coastal .....	29
		No Burn Days – Coastal.....	2

**Calendar Year Totals to Date**

Jan - Aug Permissive Burn Days – North.....	214
Jan - Aug No-Burn Days – North.....	29
Jan - Aug Permissive Burn Days – South.....	213
Jan - Aug No-Burn Days – South.....	30
Jan - Aug Permissive Burn Days – Coastal.....	225
Jan - Aug No-Burn Days – Coastal.....	18
Days Exceeding National 8-hour Ozone Standard .....	5
Days Exceeding National 1-hour Ozone Standard .....	1
Days Exceeding State Ozone Standard .....	15

**Laboratory**

Analysis Completed .....	3400
Inter-Laboratory Analyses.....	0

**Technical Library**

Titles Indexed/Catalogued.....	57
Periodicals Received/Routed.....	157

Library use (staff/public) .....	101
Microfiche received .....	22
Reference (hrs) .....	20
BNA Searches.....	3

**Source Test**

Total Source Test .....	67
Pending Source Tests .....	10
Violation Notices Recommended.....	2
Contractor Source Tests Reviewed .....	405

**Continuous Emissions Monitoring (CEM)**

Indicated Excess Emission Reports Evaluated .....	39
Monthly CEM Reports Reviewed .....	9
Indicated Excesses from CEM .....	6

**MEETINGS, CONFERENCES, PRESENTATIONS**

<b>ALAMEDA</b>	
8/13	Staff met with the representatives from the California Truckers Association to discuss Assembly Bill 2650 (restricting idling trucks at the port) and to coordinate an outreach program.
8/19	Meeting with Port of Oakland re: Airport Expansion Health Risk Assessment
8/20	AQE Mgr testified at CEC hearing on East Altamont power plant
8/29	AQE Mgr met with UC Berkeley to discuss UC's potential to emit and the need for a Title V permit
<b>CONTRA COSTA</b>	
8/13	Meeting with Calpine Staff to discuss Permit Conditions and update on testing
8/14	Staff attended the Community Awareness Emergency Response Meeting (CAER) in Martinez, CA.
8/14	Meeting with CEC personnel to discuss power plants continuous emission monitoring
8/21	Contra Costa County staff, community groups re: ozone plan community meetings-North Richmond
8/21	CA Assoc. Public Purchasing Meeting-Pleasant Hill
8/21	Supv AQE and Sr AQE met with Shell to discuss Title V permit
8/26	DAPCO, District Counsel, AQE Mgr met with Chevron to discuss Title V permit
8/28	Meeting at delta Energy Center with CEC and alpine staff to discuss continuous emission monitoring reports and test results
8/28	AQE Mgr met with WSPA to discuss refinery Title V permits
<b>MARIN</b>	
8/26	First hearing of the Woodburning Ordinance- County Supervisors meeting.
<b>NAPA</b>	
	None

	<b>SACRAMENTO</b>
	None
	<b>SAN FRANCISCO</b>
8/7	APCO, District Counsel, AQE Mgr telcon with Mirant to discuss pending applications for power plant
8/6	Spare the Air training with the San Francisco Dept. of the Environment
8/7	An initial Flare Workgroup meeting was conducted by staff in the District office.
8/8, 8/14, 8/27	Staff conducted workgroup meetings and teleconferences for the wastewater rule.
8/21	Staff hosted the CAPCOA Enforcement Managers Meeting at the District
8/26	Staff met with the representatives from the California Auto-Body Association to discuss Regulation 8 Rule 45 (Motor Vehicle and Mobile equipment Coating Operations). Staff also discussed District policies and procedures compliance issues and compliance assistance for the industry. Staff worked with the Association to implement the most effective outreach program for the industry.
	<b>SAN MATEO</b>
8/12	San Mateo County Fair with KISS FM radio
8/24	Coyote Point Museum- AQ presentation
	<b>SANTA CLARA</b>
8/6	Presentation to SBCCC-Campbell
8/13	Meeting with Calpine Staff to discuss Permit Conditions and update on testing
8/8	Great America- Fiesta
8/9-10	San Jose Tech Museum- Air Weekend
	<b>SOLANO</b>
8/23- 24	Jazz, Art, & Wine Festival - Vallejo
	<b>SONOMA</b>
8/5&2 4	Sebastopol- Public Hearing of the Woodburning Ordinance
	<b>REGIONAL</b>
8/5	Global Warming Software Training-EPA Region IX, San Francisco
8/5	Ozone Working Group Meeting-MetroCenter, Oakland
8/5	Partnership Air Quality Conformity Task Force-MetroCenter
8/6	Donaldson & Co. re: school buses-District
8/12	Meeting re: Regulation 8-5-Valero Refinery
8/21	WTA Fuel Cell Ferry Project Meeting-San Francisco
8/21	Regional Bike Work Group-MTC
8/21	Contra Costa County staff, community groups re: ozone plan community meetings-North Richmond
8/21	Partnership Legislation Committee - MetroCenter
8/22	Urban Land Institute smart growth workshop-MetroCenter
8/25	Prep Meeting for Contra Costa Co Ozone Plan Community Meetings-Richmond
8/25	ARB/SJV/SMAPCD Conference Call on ozone modeling
8/26	Staff conducted a presentation at the Water & Air Seminar sponsored by the Construction Association of

	California and The California Mining Association.
8/26	Staff met with representatives from the California Auto-Body Association at the District office regarding compliance issues. Staff discussed the various compliance assistance activities that staff is committed to provide for Auto-Body Association.
<b>STATE</b>	
8/5	CAPCOA Toxics and Risk Managers Committee Meeting
8/14	Cal/EPA Sustainable Silicon Valley Strategy Meeting-San Jose
8/15	Cal/EPA Sustainable Silicon Valley Regular Meeting-San Jose
8/17	CAPCOA Planning Managers-Conference Call
8/18	AQE Mgr hosted CAPCOA Engineering Managers Committee Meeting
8/21	SCAQMD Conference on Precautionary Principle
8/27	ARB, BAAQMD, San Joaquin Valley APCD, Sacramento Metropolitan AQMD, Yolo-Solano APCD re rule comparison – Conference Call
8/29	AQE Mgr participated in CAPCOA subcommittee for review of ARB's Winery Technical Assessment Document
<b>NATIONAL</b>	
8/5	Global Warming Software Training-EPA Region IX, San Francisco

<b>GOALS &amp; OBJECTIVES</b>	<b>Target</b>	<b>Status</b>	<b>Comments</b>
Provide quarterly written financial reports to program managers within 30 days of period.	Quarterly	17%	Ongoing
Initiate audit fieldwork	12/1/2003		On schedule
Complete implementation of GASB 34. financial reporting model	6/30/2004	85%	On schedule
Upgrade District fire alarm system	12/31/2003		Contract to be approved 9/3/03
Installation of new roofing	4/30/2004		Contract to be approved 9/3/03
Upgrade to passenger elevator #3.	3/31/2004		Scheduled to start end of Sept.
Adoption of District Budget for FY 2004-05.	06/18/2004		Budget development to start 1/2/04
Administer an efficient, effective Human Resources Information System	06/30/2004	17%	On schedule
Administer the ergonomic component of the District's Safety Program	06/30/2004	17%	On schedule
Negotiate lease renewals	06/30/2004	17%	On schedule
Implement the District's training program to provide for a more efficient and effective workforce	06/30/2004	17%	On schedule
Completion of yearly maintenance on all District vehicles	06/30/2004	17%	On schedule
Administer, interpret and implement the Memorandum of Understanding/Terms and Conditions of Employment	06/30/2004	17%	On schedule
Administer, interpret and implement the Personnel Policies and Procedures of the Administrative Code	06/30/2004	17%	On schedule
Administer the recruitment and selection process	06/30/2004	17%	On schedule
Approximately 600 articles on District activities.	06/30/2004	2%	Spare the Air articles
Ten student presentations	06/30/2004	0%	
Two editorial board visits.	06/30/2004	0%	
Five issues of the "Monitor"	05/30/2004	20%	
Host ten groups of visitors	05/31/2004	20%	
Translation of four materials into Spanish or Chinese	06/30/2004	100%	Ozone fact sheet, all community meeting notices, Air District brochure translated into Spanish
Six meetings with stakeholders	06/30/2004	16%	Met with shuttle operators - July
Track 34 phone books for accuracy	03/01/2004	16%	



One training for inspectors	06/01/2004	0%	
Mailing to 350 employers	09/15/2003	80%	
1,000 surveys on Spare the Air days	10/15/2003	67%	477 surveys in 2003 season
100 media stories	10/15/2003	100%	
Testify before five cities or counties re the woodsmoke ordinance	06/30/2004	20%	Testimony submitted for Sebastapol ordinance
12,000 e-mail registrants	10/15/2003	90%	Over 11,000 registrants
Sign contracts for radio and television advertising	08/01/2003	100%	Complete
Provide bus cards to transit carriers	08/30/2003	25%	LAVTA will carry bus signs for lawn mower buy-back in Livermore
50 contacts with businesses to help set up programs	10/15/2003	20%	Ongoing
Promotion of transit, carpooling to four weekend events	10/30/2003	50%	Staff participated in Disney event and Coyote Point event
Five additional sites to carry Spare the Air banner ads	10/01/2003	50%	On schedule
Updated text, employer tool box and "score card"	08/01/2003	80%	Web site updated continually
1,000 completed public opinion surveys to assess behavior change re transit and ridesharing on Spare the Air days	10/18/2003	66%	
12,000 e-mail registrants	03/30/2004	90%	
Updated children's page on web site	10/01/2003	50%	
Billboard, radio and bus shelter contracts	08/01/2003	100%	Complete
Transcription of 35,000 complaints	06/30/2004	30%	Almost 10,000 calls since July 1
Publish annual report	06/30/2004	0%	
Provide technical/engineering analysis and support for variances, abatement orders and other matters before the Hearing Board – prepare weekly District position report on all matters before the Hearing Board.	Weekly	100%	No hearings in August
Evaluate and process Title V (20 estimated) and synthetic minor (3 estimated) permits.	06/30/2003	50%	One issued this month
Submit annual progress report re implementation of the 2000 Clean Air Plan to ARB.	01/31/2004	0%	Work not initiated
Conduct public outreach for the 2004 Ozone Attainment Strategy and 2003 Clean Air Plan (Ozone Working Group, community meetings, public hearing)	03/30/2004	15%	Held three ozone working group meetings to date; community meetings scheduled for September
Send comment letters regarding air quality impacts of Bay Area development projects and plans for 50 CEQA documents	06/30/2004	22%	Sent five comment letters in August; FY total to date is eleven letters
Recommend projects to receive Carl Moyer Program incentive funds	12/30/2003	50%	Opened application period
Prepare and distribute FY2004-05 TFCA County Program Manager expenditure program guidance.	01/28/2004	0%	Work not initiated
Prepare and distribute FY 2004-05 TFCA Regional Fund application guidance	04/30/2004	0%	Work not initiated
Select and enter contract with direct mail contractor	03/30/2004	0%	Work not initiated
Upgrade Security Processes and Technology	06/30/2004	15%	On schedule
Upgrade Network and other infrastructure Reliability and Uptime	06/30/2004	15%	On schedule
Keep Technical Library page on the District website up to date with monthly "new additions" list, and periodical holdings.	Ongoing	25%	On schedule
Monitor ambient toxics from 7/1/03-6/30/04 and provide data	06/30/2004	17%	On schedule
Operate seven dioxin sampling sites to provide data to estimate health risks and deposition of dioxins into the San Francisco Bay	06/30/2004	17%	On schedule
Provide the Enforcement Division with analytical data from 800 samples to support their enforcement action.	06/30/2004	17%	On schedule

Provide the Source Test Section with analytical data to support the district's Testing Program	06/30/2004	17%	On schedule
Provide the Air Monitoring Program with analytical data for 650 toxic organic compounds in ambient air samples.	06/30/2004	17%	On schedule
Provide the Air Monitoring Program with analytical data from 1,000 PM10 filters. Train new personnel to perform the analysis.	06/30/2004	17%	On schedule
Provide the Air Monitoring Program with analytical data from 2,000 PM2.5 filters. Train new personnel to perform the analysis.	06/30/2004	17%	On schedule
Determine the concentration of asbestos fibers in 300 asbestos containing bulk insulation materials for the Enforcement Division.	06/30/2004	17%	On schedule
Develop, modify and recommend analytical methods to support enforcement action and to provide support for rule development in the Planning Division	06/30/2004	17%	On schedule
Maintain accreditation for the determination of asbestos fiber in bulk insulation materials	06/30/2004	17%	On schedule
Participate in and complete 5 interlaboratory audits for toxic compounds conducted by CARB.	06/30/2004	40%	Work not initiated
Prepare reports on emissions from various source categories	06/30/2004	17%	On schedule
Prepare report on particulate/toxic emissions from specific sources	Monthly	17%	On schedule
Prepare quarterly and annual summary of CEM and PEM data from specific sources	Quarterly	17%	On schedule
Prepare reports on VOC emissions from gasoline bulk terminals and plants	Monthly	15%	On schedule
Prepare reports on compliance rates and emissions based on outside contractor tests	Monthly	20%	On schedule
Prepare and submit Annual Air Monitoring Network Review Report to EPA.	09/30/2004	25%	On schedule
Standardize all QA forms and documents using a common Excel-based format	06/30/2004	100%	Complete
Maintain criteria pollutant calibration standards and calibrators to meet EPA requirements	06/30/2004	17%	On schedule
Prepare reports on emissions and compliance rates for gasoline distribution facilities	06/30/2004	17%	On schedule
Prepare reports on emissions and compliance rates for gasoline cargo tanks	06/30/2004	17%	On schedule
Provide exposed filter media for laboratory analysis	Ongoing	17%	On schedule
Assure program requirements for computer entry, sampling and filter delivery are met	Ongoing	17%	On schedule

**These facilities have received one or more Notices of Violations  
Report period: August 1, 2003 – August 31, 2003**

***Alameda County***

**Received**

<b>Date</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
8/5/2003	Tri-Cities Recycling	Fremont	Parametric Monitoring and Recordkeeping Procedures; Failure to Meet Permit Conditions
8/11/2003	Tri-Cities Recycling	Fremont	Solid Waste Disposal Sites
8/26/2003	USA Petroleum	Fremont	Gasoline Dispensing Facilities
8/7/2003	AAA Body & Paint	Hayward	Authority to Construct; Permit to Operate; Motor Vehicle and Mobile Equipment Coating Operations
8/11/2003	Tosco Northwest Company	Hayward	Gasoline Dispensing Facilities
8/7/2003	Biofuel Systems	Livermore	Failure to Meet Permit Conditions

8/7/2003	K B Company	Oakland	Motor Vehicle and Mobile Equipment Coating Operations
8/28/2003	Carlos Body Shop	Oakland	Motor Vehicle and Mobile Equipment Coating Operations
8/28/2003	George V Arth & Son	Oakland	Motor Vehicle and Mobile Equipment Coating Operations
8/28/2003	Claremont 76 #0018	Oakland	Gasoline Dispensing Facilities
8/11/2003	Raintree Carwash	San Leandro	Gasoline Dispensing Facilities
8/12/2003	Unocal Service Station #3955	San Leandro	Gasoline Dispensing Facilities
8/25/2003	Pechiney Plastic Packaging, Inc	San Leandro	Failure to Meet Permit Conditions

**Contra Costa County****Received**

<b>Date</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
8/25/2003	Chevron Products Co	Martinez	Storage of Organic Liquids
8/26/2003	Tesoro Refining and Marketing Company	Martinez	Particulate Matter and Visible Emissions; Nitrogen oxides And Carbon Monoxide From Boilers, Steam Generators And Process Heaters in Petroleum Refineries
8/28/2003	Shell Martinez Refinery	Martinez	Sulfur Dioxide
8/25/2003	Shore Terminal LLC	Richmond	Failure to Meet Permit Conditions; Equipment Leaks
8/6/2003	Bonnie Vesey	San Ramon	Asbestos Demolition, Renovation and Manufacturing
8/7/2003	Terra Nova Industries	Walnut Creek	Asbestos Demolition, Renovation and Manufacturing

**Marin County****Received**

<b>Date</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
8/12/2003	Redwood Landfill Inc	Novato	Solid Waste Disposal Sites
8/5/2003	JLV Equipment	Woodside	Asbestos Demolition, Renovation and Manufacturing

**Napa County****Received**

<b>Date</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
<b>NONE</b>			

**San Francisco County****Received**

<b>Date</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
8/5/2003	Pan-Glo Services, Inc	San Francisco	Public Nuisance
8/5/2003	Rico's Welding	San Francisco	Open Burning
8/6/2003	Summit Construction	San Francisco	Asbestos Demolition, Renovation and Manufacturing
8/6/2003	Lombard Collision Works	San Francisco	Motor Vehicle and Mobile Equipment Coating Operations
8/7/2003	Custom Motorcycle Painting	San Francisco	Motor Vehicle and Mobile Equipment Coating Operations
8/11/2003	J.C. Plumbing U S General Services	San Francisco	Asbestos Demolition, Renovation and Manufacturing
8/11/2003	Administration	San Francisco	Authority to Construct; Permit to Operate
8/21/2003	Pan-Glo Services, Inc	San Francisco	Public Nuisance
8/26/2003	Void Site	San Francisco	Nitrogen oxides And Carbon Monoxide From Boilers, Steam Generators And Process Heaters in Petroleum Refineries
8/27/2003	ARCO Facility #00566 - FELL ST S	San Francisco	Gasoline Dispensing Facilities

8/28/2003	Pierre's Auto Body Inc	San Francisco	Motor Vehicle and Mobile Equipment Coating Operations
8/28/2003	Hayes Auto Repair	San Francisco	Motor Vehicle and Mobile Equipment Coating Operations
8/28/2003	Hayes Auto Repair	San Francisco	Motor Vehicle and Mobile Equipment Coating Operations

**San Mateo County****Received**

<b>Date</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
8/7/2003	Target Stores	Colma	Authority to Construct
8/7/2003	Target Stores	Colma	Permit to Operate
8/7/2003	Cypress Amloc Land Co , Inc	Colma	Solid Waste Disposal Sites
8/28/2003	Serramonte Ford Body Shop	Colma	Motor Vehicle and Mobile Equipment Coating Operations
8/7/2003	Mervyn's Of Serramonte	Daly City	Authority to Construct
8/7/2003	Mervyn's Of Serramonte	Daly City	Permit to Operate
8/27/2003	U S Post Office	San Mateo	Gasoline Dispensing Facilities

**Santa Clara County****Received**

<b>Date</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
8/7/2003	DentPro Inc.	Campbell	Motor Vehicle and Mobile Equipment Coating Operations
8/27/2003	Unocal #5428	Cupertino	Gasoline Dispensing Facilities
8/13/2003	The Garlic Farm Center J.W.H. Asbestos Removal Services	Gilroy	Failure to Meet Permit Conditions
8/6/2003		Los Gatos	Asbestos Demolition, Renovation and Manufacturing
8/5/2003	Cabinex Manufacturing Co, Inc	Morgan Hill	Failure to Meet Permit Conditions
8/7/2003	Cabinex Manufacturing Co, Inc	Morgan Hill	Failure to Meet Permit Conditions
8/13/2003	Shell Service Station	Morgan Hill	Gasoline Dispensing Facilities
8/5/2003	One Two Six Design	Mountain View	Asbestos Demolition, Renovation and Manufacturing
8/5/2003	Micrel Semiconductor Inc	San Jose	Failure to Meet Permit Conditions
8/7/2003	Skills Auto Body	San Jose	Motor Vehicle and Mobile Equipment Coating Operations
8/18/2003	Qualified Maintenance	San Jose	Asbestos Demolition, Renovation and Manufacturing
8/18/2003	Dept of Convention & Cultural Affairs-San Jose	San Jose	Failure to Meet Permit Conditions; Nitrogen Oxides & Carbon Monoxide fr. Stationary Internal Comb. Engines
8/26/2003	Valero Refining Co SS#7008	San Jose	Gasoline Dispensing Facilities
8/27/2003	Western States Oil	San Jose	Gasoline Dispensing Facilities
8/5/2003	Scientific Metal Finishing Inc	Santa Clara	Failure to Meet Permit Conditions
8/5/2003	Twinsolutions LLC	Santa Clara	Failure to Meet Permit Conditions; General Provisions: Organic Compounds
8/5/2003	Scientific Metal Finishing Inc	Santa Clara	Surface Coating of Miscellaneous Metal Parts and Products
8/18/2003	Twinsolutions LLC	Santa Clara	Authority to Construct; Permit to Operate
8/18/2003	SVPC Partners, LLC	Santa Clara	Failure to Meet Permit Conditions
8/18/2003	Spraytronics Inc	Santa Clara	Surface Coating of Miscellaneous Metal Parts and Product
8/18/2003	City of Santa Clara	Santa Clara	Solid Waste Disposal Sites
8/18/2003	Shipley	Sunnyvale	Public Nuisance

**Solano County****Received**

<b>Date</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
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8/12/2003	Philip West Industrial Services, Inc	Benicia	Storage of Organic Liquids
8/12/2003	Valero Refining Company - California	Benicia	Storage of Organic Liquids
8/28/2003	Valero Refining Company - California	Benicia	Failure to Meet Permit Conditions
8/5/2003	Solano Construction	Vacaville	Asbestos Demolition, Renovation and Manufacturing

**Sonoma County****Received**

<b>Date</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
8/12/2003	Sonoma County Department of Public Works	Petaluma	Solid Waste Disposal Sites
8/14/2003	Final Touch Finishing	Rohnert Park	Failure to Meet Permit Conditions; Authority to Construct; Permit to Operate
8/12/2003	Redwood Oil	Santa Rosa	Gasoline Bulk Terminals and Gasoline Delivery Vehicles
8/27/2003	OCLI	Santa Rosa	Failure to Meet Permit Conditions
8/27/2003	OCLI	Santa Rosa	Surface Coating of Miscellaneous Metal Parts and Products
8/27/2003	Morgan Med Design	Windsor	Surface Coating of Large Appliances and Metal Furniture; Permit to Operat

**August 2003 Closed NOVs with Penalties by County****Alameda**

<b>Site Name</b>	<b>Site Occurrence</b>	<b>City</b>	<b>Penalty</b>	<b># of Violations Closed</b>
Bay Area Kenworth Trucks	B0973	Oakland	\$500	1
Betts Sud Machine	C0784	Oakland	\$1,000	1
JBR, Inc	A4050	San Leandro	\$1,000	6
Jifco Inc	B2628	Livermore	\$2,000	2
Lawrence Livermore National Laboratory	A0255	Livermore	\$2,650	1
P. W. Stephens, Inc.	N6921	Fremont	\$3,312	2
RG Construction	P1980	Fremont	\$500	1
Sherwin Williams	P2690	Oakland	\$250	1
Tosco Northwest Company	C9286	Oakland	\$500	1
World Oil Marketing #76	C8336	Hayward	\$750	1

**Total Closed Violations:**

**17**

**Contra Costa**

Site Name	Site Occurrence	City	Penalty	# of Violations Closed
Antioch Beacon	C0237	Antioch	\$100	1
Beneto Tank Lines	A0072	Richmond	\$2,000	1
Beneto Tank Lines	A0072	Richmond	\$2,000	1
Beneto Tank Lines	B1956	Martinez	\$2,000	1
Chevron Station#93831	C1700	San Ramon	\$2,000	1
Eagle Gas	D0123	Pittsburg	\$600	1
European Auto Body	P0295	Concord	\$500	2
Express Gas	D0351	Richmond	\$750	1
IMTT Richmond CA	B0649	Richmond	\$32,000	5
Lafayette Woodworking	B1391	Walnut Creek	\$400	2
NU Vision Windows and Doors	G0264	San Ramon	\$1,500	2

**Total Closed Violations:**

**18**

**Marin**

Site Name	Site Occurrence	City	Penalty	# of Violations Closed
Exxon	C9547	Larkspur	\$2,000	1
Quality Auto Body	A4111	Mill Valley	\$3,000	2
Randell Reese	P1743	Novato	\$500	1
Rhodwork	A7792	San Rafael	\$1,000	2
York Cleaners	B2592	Mill Valley	\$500	2

**Total Closed Violations:**

**8**

**Napa**

Site Name	Site Occurrence	City	Penalty	# of Violations Closed
Komes Ranch Vineyard	N9756	St. Helena	\$750	1

**Total Closed Violations:**

**1**

**San Francisco**

Site Name	Site Occurrence	City	Penalty	# of Violations Closed
Ace Auto Body Center	B2418	San Francisco	\$1,500	1
Circa Corporation	A7373	San Francisco	\$4,000	8
Delancey Street Foundation	A5035	San Francisco	\$500	1
Earl Scheib Auto Paint Shop	A2929	San Francisco	\$750	3
Snow White Cleaners	A7369	San Francisco	\$1,550	3

**Total Closed Violations: 16**

**San Mateo**

Site Name	Site Occurrence	City	Penalty	# of Violations Closed
Allen's Auto Body	B0343	San Carlos	\$2,000	2
Coen Company, Inc	A4008	Burlingame	\$950	1
Curley & Red's Auto Body Shop	A5800	Half Moon Bay	\$1,000	4
Earl Scheib of California Inc	B1009	Redwood City	\$1,200	2

**Total Closed Violations: 9**

**Santa Clara**

Site Name	Site Occurrence	City	Penalty	# of Violations Closed
Albertsons #7169	B4412	Santa Clara	\$800	1
Arroyo Seco Vineyards	P2799	San Martin	\$750	1
Atlantic Richfield Co	C6868	San Jose	\$500	1
Cable & Wireless USA C/O Stearns & Wheler, LLC	B3146	Santa Clara	\$1,000	1
Gas Recovery Systems, Inc	B1669	San Jose	\$1,000	1
Headway Technologies Inc	B0438	Milpitas	\$31,000	11
Intevac Industries, Inc	A6505	Santa Clara	\$1,000	1
Jabil Circuits Inc	B2898	San Jose	\$900	1

Jefferson Smurfit Corporation (US)	A0159	Santa Clara	\$8,000	2
Mission Trail Waste Systems	A8313	Santa Clara	\$500	1
P2000 Auto Body	P2534	San Jose	\$1,000	2
Shell Oil Company	C7934	San Jose	\$500	1
Super Fluff Cleaners & Laundry	A5090	Mountain View	\$150	1
USA Petroleum	C8382	San Jose	\$1,250	2
W S Tooling, Inc	A7253	Santa Clara	\$2,000	2

**Total Closed Violations: 29**

**Solano**

Site Name	Site Occurrence	City	Penalty	# of Violations Closed
Beacon #708	C8800	Vallejo	\$1,000	1
Beneto Tank Lines	B2611	Benicia	\$2,000	1
Rexam Beverage Can Company	A1665	Fairfield	\$12,000	3
Rrags Caffé	B4931	Benicia	\$1,000	3

**Total Closed Violations: 8**

**Sonoma**

Site Name	Site Occurrence	City	Penalty	# of Violations Closed
Classic Mill & Cabinet	A7515	Santa Rosa	\$12,000	1
Dutton Shell	C8777	Santa Rosa	\$1,000	1
Mark West Quarry	A1292	Santa Rosa	\$4,000	1
Syar Industries Inc	A2157	Santa Rosa	\$5,500	1
West Pay Ran Shell	C9242	Petaluma	\$1,000	2
Young II Chun	P1892	Sonoma	\$750	1

**Total Closed Violations: 7**

**PERMIT ACTIVITY**

**Permit Activity for Alameda County**

App #	Status	Company Name	City	Project Title
8019	APPL	7-Eleven Store #18916	Fremont	GDF--mod (3x10K, 8 tpn, Gil, EVR)
8024	APPL	Fremont Cushing Chevron	Fremont	GDF--throughput



8063	APPL	Tosco Northwest Company	Fremont	GDF--EVR upgrade
8077	APPL	Santa Clara County	Livermore	GDF
8078	APPL	The Southland 7-Eleven	Oakland	GDF
8139	APPL	Nella Oil Company	Hayward	GDF--throughput
8140	APPL	Budget Rental Car Center	Oakland	GDF
8142	APPL	Tosco Facility #11101	Union City	GDF--throughput
8144	APPL	Tosco - Unocal #3072	Hayward	GDF--throughput
7654	AC	Port of Oakland	Oakland	GDF-mod (AG: 2K, 1 spn, bal)
7971	AC	Unocal #6419	Dublin	GDF--mod (12K, 12 tpn, H800)
7991	AC	Shadow Cliffs Park	Pleasanton	GDF - new (AG: 1K/.5Kd, 1 spn, bal)
7997	AC	P G & E	Fremont	GDF--mod (10K, 1 spn, bal, EVR)
7998	AC	Seven-Eleven Store #19168	Fremont	GD--mod (3x10K, 12 spn, Gil, EVR)
8023	AC	Quik Stop #67	Oakland	GDF--EVR upgrade
8043	AC	Unocal #4199	Hayward	GDF--EVR upgrade (2x12K, 24 spn, bal, EVR)
8046	AC	Unocal #3185	Berkeley	GDF--EVR upgrade (2x12K, 8 tpn, Gil, EVR)
8047	AC	Unocal SS# 1028	Oakland	GDF--EVR upgrade (2x12K, 6 tpn, Gil, EVR)
8052	APPL	Tosco Northwest Company	Hayward	GDF--EVR upgrade (3x10K, 24 spn, Gil, EVR)
8053	APPL	Tosco Facility #11101	Union City	GDF--EVR upgrade (15K, 10K, 8K, 24 spn, Gil, EVR)
8055	AC	Circle K #7007	Berkeley	GDF--EVR upgrade (2x12K, 4 tpn, bal, EVR)
8056	APPL	Unocal SS #2218	Berkeley	GDF--EVR upgrade (2x12K, 8 tpn, Gil, EVR)
8057	AC	Tosco Northwest Company	Hayward	GDF--EVR upgrade (12K, 10K, 6K, 24 spn, Gil, EVR)
8058	APPL	Tosco Northwest Company	Hayward	GDF--EVR upgrade (12K, 2x10K, 24 spn, bal, EVR)
8062	AC	Tosco Northwest Company	Hayward	GDF--EVR upgrade (12K, 10K, 6K, 6 tpn, D/W, EVR)
8064	APPL	BP Oil Facility #11126	Emeryville	GDF--EVR upgrade (12K, 10K, 6K, 12 tpn, bal, EVR)
8065	APPL	Unocal #7331	Berkeley	GDF--EVR upgrade (3x12K, 10 tpn, Gil, EVR)
8066	AC	Unocal SS# 5043	Oakland	GDF--EVR upgrade (2x15K, 12 tpn, bal, EVR)
8068	APPL	Tosco Facility # 5430	San Leandro	GDF--EVR upgrade (2x10K, 8 tpn, Gil, EVR)
8069	AC	Tosco Northwest Company	San Leandro	GDF--EVR upgrade (12K, 8K, 6K, 24 spn, Gil, EVR)
8072	AC	BP Service Station	Alameda	GDF--EVR upgrade (12K, 10K, 6K, 8 tpn, Gil, EVR)
8073	AC	Lakeshore Unocal 76 #5325	Oakland	GDF--EVR upgrade (2x12K, 12 tpn, Gil, EVR)
8079	AC	Unocal #7003	Newark	GDF--EVR upgrade (2x12K, 12 tpn, Gil, EVR)
8081	AC	BP STATION #11131	Hayward	GDF--EVR upgrade (10K, 8K, 6K, 30 spn, Gil, EVR)
8082	AC	Tosco Marketing SS #11119	Union City	GDF--EVR upgrade (3x12K, 24 spn, bal, EVR)
8083	AC	Tosco Northwest Company	Oakland	GDF--EVR upgrade (3x12K, 10K, 30 spn, Gil, EVR)
8084	AC	Tosco Northwest Company	Fremont	GDF--EVR upgrade (12K, 10K, 8K, 24 spn, Gil, EVR)
8085	AC	BP Service Station #11104	Alameda	GDF--EVR upgrade (12K, 10K, 6K, 24 spn, Gil, EVR)
8087	AC	Tosco Northwest Company	Fremont	GDF--EVR upgrade (12K, 10K, 6K, 24 spn, bal, EVR)
8048	APPL	Unocal Service Station #1156	Oakland	GDF--EVR upgrade (15K, 12K, 8 tpn, Gil, EVR)
8045	APPL	Unocal #4002	Fremont	GDF--EVR upgrade (2x12K, 10 tpn, Gil, EVR)
5862	PO	Toyota Logistics Services	Fremont	GDF - Modification (AST: 4x10K, 6 spn, Phllex)
7186	PO	Alameda County Fairground	Pleasanton	GDF - new facility (AG: 1K, 1 spn, bal)
7272	PO	Good Chevrolet Service Alameda	Alameda	GDF - Modification (10K, 4K, 2 spn, bal, EVR)
7358	PO	Nella Oil Company	Fremont	GDF--mod (12K, 2x10K, 28 spn, 2 dpn, Hirt200, EVR)
7439	PO	Lawrence Livermore National Lab.	Livermore	Standby Emergency Engine

## Permit Activity for Contra Costa County

App #	Status	Company Name	City	Project Title
8018	APPL	Richmond Gas & Food Mart	Richmond	GDF--throughput
8137	APPL	Fitzpatrick Chevrolet, Inc.	Concord	GDF--mod
7005	PO	Del Norte Shell	El Cerrito	GDF - Modification
7946	AC	7-Eleven #23837	Martinez	GD--EVR upgrade(3x10K, 12 spn, Gil, EVR)
8020	AC	7-Eleven #23837	Martinez	GDF--mod (3x10K, 4 tpn, bal, EVR)
8044	AC	Unocal Service Station	Walnut Creek	GDF--EVR upgrade (2x12K, 8 tpn, bal, EVR)
8051	AC	BP Station #11154	Hercules	GDF--EVR upgrade (3x10K, 30 spn, Gil, EVR)
8054	AC	Unocal SS# 7538	Danville	GDF--EVR upgrade (2x12K, 8 tpn, bal, EVR)
8059	APPL	Tosco Northwest Company	Danville	GDF--EVR upgrade (12K, 2x8K, 30 spn, bal, EVR)

8060	AC	Tosco Northwest Company	San Ramon	GDF--EVR upgrade (12K, 10K, 6K, 24 spn, bal, EVR)
8061	AC	Tosco Northwest Company	San Ramon	GDF--EVR upgrade (12K, 10K, 6K, 24 spn, bal, EVR)
8067	APPL	Unocal #7006	Pleasant Hill	GDF--EVR upgrade (2x12K, 10 tpn, bal, EVR)
8080	AC	Unocal #3906	El Sobrante	GDF--EVR upgrade (2x12K, 24 spn, bal, EVR)
8086	AC	Unocal #4374	Concord	GDF--EVR upgrade (15K, 12K, 8 tpn, Gil, EVR)
8042	APPL	Tosco #4754	Pinole	GDF--EVR upgrade (2x12K, 8 tpn, Gil, EVR)
1119	PO	Mirant Delta, LLC	Antioch	Modification/SCR Retrofit
3891	PO	Cypress Cleaners	Oakley	Dry Cleaning Machine
7694	PO	Shell Martinez Refinery	Martinez	Change of Conditions
7697	PO	General Services Department	Clayton	Emergency Back-Up Generator

## Permit Activity for Marin County

App #	Status	Company Name	City	Project Title
5755	PO	Descalso Lithograph	San Rafael	Catalytic Afterburner
7434	PO	Alpha Service Station	Fairfax	GDF

## Permit Activity for Napa County

App #	Status	Company Name	City	Project Title
8143	APPL	Unocal #0534	Calistoga	GDF--throughput
6946	PO	Syar Industries, Inc.	Napa	Coating Operation
7243	PO	Vineyard 29, LLC	Saint Helena	New Facility/Microturbine
7250	PO	USA Gasoline Corp #40	Napa	GDF - Mod (school) (20K, 10K, 10 tpn, H800, EVR)

## Permit Activity for San Francisco County

App #	Status	Company Name	City	Project Title
7724	AC	Nella Oil Company	San Francisco	GDF--throughput (RRM)
7873	AC	Golden Gate Service Center	San Francisco	GDF--mod (2x8K, 6K, 4 tpn, H800, EVR)
7461	PO	Nella Oil Company	San Francisco	GDF--mod (10K, 2x6K, 6 spn, bal, EVR)

## Permit Activity for San Mateo County

App #	Status	Company Name	City	Project Title
7993	APPL	Johnson Pier Fuel Dock	Half Moon Bay	GDF - new facility
8016	APPL	Gas at Jefferson	Redwood City	GDF--mod
8138	APPL	San Mateo County	Half Moon Bay	GDF
7909	AC	Nella Oil Company	South San Francisco	GDF-mod (10K, 12K, 9 spn, bal, EVR)
7994	AC	Seven Eleven #19235	Daly City	GDF--mod (3x12K, 10 tpn, Gil)
7996	AC	Quik Stop Market #59	Menlo Park	GDF--EVR upgrade (2x12K, 4 tpn, bal, EVR)
8022	AC	Peninsula Cardlock	Belmont	GDF--mod (12K/8K, 8 spn, bal, EVR)
8153	APPL	Unocal #6390	San Mateo	GDF
2629	PO	Alza Corporation	Redwood City	New source/Coaters
6954	PO	ARCO Facility #00306	Redwood City	GDF - Modification (4x10K, 4 tpn, bal, EVR)
7445	PO	Glenwood Inn	Menlo Park	New Facility/Cogeneration
7612	PO	Nella Oil Company	South San Francisco	GDF-EVR upgrade (12K, 8K, 2 spn, 8 tpn, bal, EVR)
7751	PO	Natus Medical	San Carlos	New Source: Emergency Generator
7915	PO	Belle Haven Center Chevron	Menlo Park	GDF--throughput
7965	PO	Alza Corporation	Redwood City	Emergency Back-up Generator - New Source

## Permit Activity for Santa Clara County

App #	Status	Company Name	City	Project Title
7992	APPL	The Golf Club at Boulder	San Jose	GDF - new facility
8021	APPL	USA Petroleum	San Jose	GDF--throughput
8074	APPL	City of Palo Alto	Palo Alto	GDF - new facility
8075	APPL	City of Palo Alto	Palo Alto	GDF - new facility
8076	APPL	City of Palo Alto	Palo Alto	GDF - new facility
8141	APPL	Blossom Hill Gasoline	San Jose	GDF--EVR upgrade
8145	APPL	Morgan Hill Beacon	Morgan Hill	GDF
7920	AC	RSC #552	San Jose	GDF--new (AG:1K/3Kd, 1 spn, bal)
7945	AC	Capitol Shell	San Jose	GDF--mod (3x10K, 10 tpn, H800)
7990	AC	7-Eleven #17496	San Jose	GDF--mod(2x10K, 4 tpn, Gil, EVR)
7995	AC	Quik Stop #86	San Jose	GDF--EVR upgrade (2x12K, 4 tpn, bal, EVR)
8049	AC	Unocal #5368	Milpitas	GDF--EVR upgrade (2x12K, 12 tpn, Gil, EVR)
8050	APPL	BP Service Station/TOSCO	San Jose	GDF--EVR upgrade (3x10K, 6 tpn, Gil, EVR)
3310	PO	Diana Fruit Company, Inc	Santa Clara	Steam Boiler
4519	PO	Western States Oil (WSO)	San Jose	New Facility/Catalytic Oxider
5635	PO	JDS Uniphase	San Jose	Consolidation of P#13123 into P#13635
6003	PO	ARCO Facility #02010	Mountain View	GDF - Modification (3x12K, 8 tpn, bal, EVR)
6266	PO	Applied Materials Inc	Santa Clara	Change of Condition
6270	PO	Milpitas Chevron Station	Milpitas	GDF - new facility (20K, 15K, 12 tpn, bal, EVR)
6464	PO	BP GEMM c/o URS	San Jose	New Source/SVE
6988	PO	USA Petroleum	Milpitas	GDF - Modification (3x10K, 8 tpn, H800, EVR)
7268	PO	Northrop Grumman Systems	Sunnyvale	(2) Urethane Casting Machine
7281	PO	Hanson Permanente Cement	Cupertino	Clinker Surge Bin & Feeder
7450	PO	DePuy Acromed	Mountain View	New Facility/Solvent Wipe Cleaning
7746	PO	Westwood Chevron	Gilroy	GDF-throughput
7754	PO	Stanford University	Palo Alto	New Source: Standby Diesel Generator
7916	PO	Casa De Fruta Chevron	Hollister	GDF-throughput

## Permit Activity for Solano County

App #	Status	Company Name	City	Project Title
7792	AC	E-Z Stop Market	Fairfield	GDF--mod (3x10K, 8 tpn, bal, EVR)
6706	PO	Andy's Vallejo Shell	Vallejo	GDF - Modification (3x12K, 10 tpn, bal)
6919	PO	BP GEMM c/o URS Corp.	Fairfield	New Facility/Soil Vapor Extraction
7190	PO	ARCO Facility #5637	Suisun City	GDF - Modification (4x10K, 8 tpn, bal, EVR)

## Permit Activity for Sonoma County

App #	Status	Company Name	City	Project Title
8015	APPL	Sebastopol Chevron	Sebastopol	GDF--throughput
8017	APPL	Dave's Pit Stop #2	Sebastopol	GDF
8136	APPL	Golden Gate Petroleum	Santa Rosa	GDF - new facility
6248	PO	Redwood Station	Sonoma	GDF-Modification
7595	PO	Randy Hanson Auto Body	Santa Rosa	Change of Conditions/Spray Booth

## B A A Q M D Emission Bank

New Deposits, (tons/year): 8/1/03 through 9/04/03

No.	Certificate Owner	PM	POC	NO <sub>x</sub>	SO <sub>2</sub>	CO	NPOC	PM <sub>10</sub>
898	Lesaffre Yeast Corporation		35.620					
	<u>Total of new deposits</u>	<b>0</b>	<b>35.629</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

	<b><u>Balance of District Small Facilities Bank</u></b>		<b>1241</b>	<b>360</b>				
	<b>Total Emission Reduction Credits in District Bank</b>	<b>140</b>	<b>4055</b>	<b>2480</b>	<b>1206</b>	<b>1708</b>	<b>459</b>	<b>524</b>

### ABBREVIATIONS AND TERMINOLOGY

AB	[California] Assembly Bill
ABAG	Association of Bay Area Governments
AC	Authority to Construct issued
AG	Above Ground
APP	Accelerated Permit Program
APPL	Application received
AQE	Air Quality Engineer
ARB	[California] Air Resources Board
ATCM	Airborne Toxic Control Measure
BAAQMD	Bay Area Air Quality Management District
BACT	Best Available Control Technology
BANKING	Applications to deposit or withdraw emission reduction credits
BAR	[California] Bureau of Automotive Repair
BARCT	Best Available Retrofit Control Technology
BART	Bay Area Rapid Transit District
CAA	[Federal] Clean Air Act
CCAA	California Clean Air Act [of 1988]
CCCTA	Contra Costa County Transportation Authority
CEQA	California Environmental Quality Act
CI	Compression ignition [engines]
CFCs	Chlorofluorocarbons
CMA	Congestion Management Agency
CMAQ	Congestion Management and Air Quality [Improvement Program]
CMP	Congestion Management Program
CO	Carbon monoxide
DPN	Dual product nozzle (gasoline dispensing)
DV	Design value
EBTR	Employer-based trip reduction

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EIR	Environmental Impact Report
ERC	Interchangeable Emission Reduction Credit
EPA	[United States] Environmental Protection Agency
EXE	Permit Application deemed exempt
GDF	Gasoline Dispensing Facility (Service Station)
GG	Golden Gate
HC	Hydrocarbons
HOV	High-occupancy vehicle (carpool, bus, shuttle, etc.)
hp	horsepower
HPMS	Highway Performance Monitoring System
I&M	[Motor Vehicle] Inspection & Maintenance ("Smog Check" program)
IC	Internal combustion [engine]
ICAO	[United Nations] International Civil Aviation Organization
ILEV	Inherently Low Emission Vehicle
JPB	[Peninsula Corridor] Joint Powers Board
LAVTA	Livermore-Amador Valley Transit Authority
LEV	Low Emission Vehicle
LOE	Loss of Exemption
LRT	Light rail transit
MMBTU	Million British Thermal Units
MPG	Miles per gallon
MTC	Metropolitan Transportation Commission
MTOS	Metropolitan Traffic Operations System
MTS	Metropolitan Transportation System
NAAQS	National Ambient Air Quality Standards
NO <sub>x</sub>	Nitrogen oxides, or oxides of nitrogen
NPOC	Non-Precursor Organic Compounds
NSR	New Source Review
O <sub>3</sub>	Ozone
PM <sub>2.5</sub>	Particulate matter less than 2.5 microns
PM <sub>10</sub>	Particulate matter (dust) less than 10 microns
PM <sub>&gt;10</sub>	Particulate matter (dust) over 10 microns
POC	Precursor Organic Compounds
pphm	Parts per hundred million
ppm	Parts per million
PSI	Pollutant Standard Index
PUC	Public Utilities Commission
RFG	Reformulated gasoline
ROG	Reactive organic gases (photochemically reactive organic compounds)
RIDES	RIDES for Bay Area Commuters
RTC	Regional Transit Connection
RTP	Regional Transportation Plan
RVP	Reid vapor pressure (measure of gasoline volatility)

SB	[California] Senate Bill
SCAQMD	South Coast [Los Angeles area] Air Quality Management District
SCVTA	Santa Clara Valley Transportation Authority
SIP	State Implementation Plan (prepared for <i>national</i> air quality standards)
SO <sub>2</sub>	Sulfur Dioxide
SPN	Single product nozzle (gasoline dispensing)
SVE	Soil Vapor Extraction
TAC	Toxic Air Contaminant
TCM	Transportation control measure
TFCA	[BAAQMD] Transportation Fund for Clean Air
TIP	Transportation Improvement Program
TMA	Transportation Management Association
TOS	Traffic Operations System
TPN	Triple product nozzle (gasoline dispensing)
tpd	tons per day
USC	United States Code
UV	Ultraviolet
VMT	Vehicle miles traveled (usually per <i>day</i> , in a defined area)
ZEV	Zero Emission Vehicle

**BAY AREA AIR QUALITY MANGEMENT DISTRICT**

Memorandum

To: Chairperson Haggerty and Members  
of the Board of Directors

From: William C. Norton  
Executive Officer/APCO

Date: September 3, 2003

Re: District Personnel on Out-of-State Business Travel

RECOMMENDED ACTION:

Receive and file.

BACKGROUND

It is the District's policy to report all out-of-state travel to the Board of Directors.

DISCUSSION

Michael Bachmann, Information Systems Manager and David Brunelle, Air Quality Engineer, attended the ACCELA Conference on Government Automation, held in Las Vegas, NV, from July 26 - 31, 2003.

Mark Stoelting, Principal Air/Meteorological Monitoring Specialist, Technical Services Division, attended an EPA-sponsored briefing on new EPA network monitoring requirements for Bio Watch held in Washington, D.C., from March 22 – 26, 2003. Funding for this will be under a supplemental EPA Grant.

Dick Duker, Supervising Air Quality Meteorologist, and Mark Stoelting, Principal Air/Meteorological Specialist, Technical Services Division, attended an EPA-sponsored Automated Information Retrieval System (AIRS) Conference held in Albuquerque, New Mexico from March 31 – April 3, 2003.

Respectfully submitted,

William C. Norton  
Executive Officer/APCO

Prepared by: Ronald C. Raimondi  
Reviewed by: Wayne Tanaka

**BAY AREA AIR QUALITY MANGEMENT DISTRICT**  
InterOffice Memorandum

To: Chairperson Haggerty and Members  
of the Board of Directors

From: Wayne Tanaka, Director  
Administrative Services Division

Date: September 3, 2003

Re: Consider Adoption of Health Reimbursement Arrangement Plan

RECOMMENDATION

Adoption of a Health Reimbursement Arrangement Plan.

BACKGROUND

With the adoption of the Memorandum of Understanding in May 2002, the District agreed to reimburse retirees who separated after July 1, 2000, for the cost of Medicare Part B. Currently, the District and retirees must pay taxes on the reimbursements. By adopting a Health Reimbursement Arrangement Plan, these reimbursements would be exempt from taxes. This will benefit both the District and the retirees. Adoption of this plan would only provide a tax exemption. There will be no change to retiree benefits.

BUDGET CONSIDERATION/FINANCIAL IMPACT

The cost of the plan document is \$200.00. The funds have already been budgeted. Except for the cost of the plan document, there is no additional cost to the District.

Respectfully Submitted,

Wayne Tanaka, Director  
Technical Services Division

Prepared by: Michael Rich

FORWARDED: \_\_\_\_\_



**BAY AREA AIR QUALITY MANGEMENT DISTRICT**  
InterOffice Memorandum

To: Chairperson Haggerty and Members  
of the Board of Directors

From: Wayne Tanaka, Director  
Administrative Services Division

Date: September 3, 2003

Re: Consideration and Approval of Personnel Actions

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RECOMMENDATION

- A) Retitle existing class description of Director of Permit Services to Director of Engineering;
- B) Approve modifications to existing class description of Air Quality Program Manager to include Compliance and Enforcement or the Planning and Research Divisions; and
- C) Establish a new classification of Air Quality Engineering Intern with an hourly pay rate equivalent to the "A" Step of the Air Quality Permit Technician I, which is currently \$23.25.

BACKGROUND

- A) In order to improve effectiveness and efficiency, the District has reorganized the former Permit Services Division and renamed it to the Engineering Division. In order to keep the new division name and the class description consistent, the class description will refer to the new Engineering Division instead of the Permit Services Division and the title will be Director of Engineering instead of Director of Permit Services.
- B) The duties and qualifications for the Air Quality Program Manager classification mainly reference enforcement activities and qualifications related to enforcement functions. However, incumbents in this classification can work in other program areas, such as compliance and rule development. Therefore, the duties and qualifications are being modified to include a broader scope of activities, knowledge and skills. The minimum education and experience qualifications remain unchanged.
- C) The District is planning to establish a formal College Student Internship Program. The purpose of the Program is to reach out to the Community and provide opportunities to college and graduate school students to gain professional work experience in their field of study. Through this Program, college and graduate school students will learn about the District, our operations, and our mission. The College Student Internship Program would benefit both the District and the Communities we serve.

The new classification of Air Quality Engineering Intern has been specifically developed to meet the needs of this new Program. The qualifications are directed at college and graduate school students and are appropriate for this class. This would be an unrepresented classification. The pay rate would be set at a rate equivalent to the "A" step of the Air Quality Permit Technician I, which is currently \$23.25 per hour.

In order to implement this Program, it will be necessary to adopt this class specification and the associated pay rate.

#### BUDGET CONSIDERATION/FINANCIAL IMPACT

- A) There is no financial impact for retitling the classification of Director of Permit Services to Director of Engineering.
- B) There is no financial impact for modifying the classification of Air Quality Program Manager; and
- C) There is no direct financial impact to establish the classification of Air Quality Engineering Intern. Positions hired into this classification will be funded using temporary salaries already budgeted.

Respectfully Submitted,

Wayne Tanaka, Director  
Administrative Services Division

Prepared by: Michael Rich

FORWARDED: \_\_\_\_\_

~~DIRECTOR OF PERMIT SERVICES~~DIRECTOR OF ENGINEERING

**DEFINITION**

Under executive direction, plans, organizes and directs permit programs and activities of the Bay Area Air Quality Management District for new, existing and toxic sources of air pollution; provides expert professional assistance to District management and staff in permit processing and evaluation and related engineering matters; performs related work as assigned.

**DISTINGUISHING CHARACTERISTICS**

This single position class directs all activities of the ~~Permit Services~~Engineering Division which includes new source review, permit evaluations and toxic evaluations. The incumbent is accountable for accomplishing division goals and objectives and for furthering District goals and objectives within general policy guidelines. This class is distinguished from Deputy Air Pollution Control Officer in that the latter has managerial responsibility for multiple divisions of the District.

**EXAMPLES OF DUTIES (Illustrative Only)**

Develops and directs the implementation of goals, objectives, policies, procedures and work standards for the division.

Directs the preparation and administration of the division's budget.

Plans, organizes, administers, reviews and evaluates the activities of professional, technical and support staff.

Communicates District policies, rules and regulations to staff and is responsible for staff productivity and discipline.

Selects personnel and provides for their training and professional development.

Coordinates and directs division staff and activities such as the processing, evaluation and issuance of permits, the development of technical background information for proposed regulations, the preparation of technical engineering reports and the identification and regulation of new sources of air pollution.

Provides technical, managerial and engineering direction to District staff, industry, the public and others.

Represents the District at meetings with the public, industry and other agencies.

Develops and presents technical, engineering and policy issues and recommendations to the District Board of Directors and executive management.

**QUALIFICATIONS**

**Knowledge of:**

Administrative principles and practices, including goal setting, program and budget development and implementation and employee supervision.

**DIRECTOR OF PERMIT SERVICES****DIRECTOR OF ENGINEERING**  
**JANUARY 1992****SEPTEMBER 2003**  
**PAGE 2 OF 2**

Principles and practices of environmental engineering.

Applicable District, state and federal laws, rules and regulations.

Principles and practices of effective public relations.

Methods and techniques of research, statistical analysis, modeling and report presentation.

**Skill in:**

Planning, organizing, assigning, directing, reviewing and evaluating the work of assigned staff.

Selecting and motivating staff and providing for their training and professional development.

Interpreting, explaining and applying District, state and federal laws, rules and regulations.

Analyzing complex technical, scientific and administrative problems, evaluating alternative solutions and adopting effective courses of action.

Representing the District effectively in contacts with the public, industry and other agencies.

Establishing and maintaining effective working relationships with those contacted in the course of the work.

Preparing clear and concise reports, correspondence and other written materials.

Exercising sound independent judgment within policy guidelines.

**Other Requirements:**

Must possess a valid California driver's license.

**Education and Experience:**

A typical way to obtain the knowledge and skills is:

Equivalent to graduation from a four year college or university with major coursework in environmental engineering or a closely related field and five years of environmental engineering experience, preferably in a public agency, including three years of supervisory experience.

(Classification created on 01/1992, Formerly Director of Permit Services)

## AIR QUALITY ENGINEERING INTERN

### DEFINITION

Under close supervision, performs various basic engineering work related to air quality permitting, planning, source testing, and air monitoring. The student gains practical work experience while following guidelines and procedures defined by the Division in which they work.

### DISTINGUISHING CHARACTERISTICS

This is a temporary training position. The purpose of this job classification is to provide students with an opportunity to apply their education to work and gain practical experience while exposing them to the operations and mission of the District.

### EXAMPLES OF DUTIES (Illustrative Only)

Reviews, evaluates and processes routine permit applications, recommends issuance or denial

Advises permit applicants in completing application packages

Composes reports, correspondence, and forms related to their work

Responds by telephone and in writing to assignment-related inquiries from the public, industry representatives and District staff

Uses a personal computer and a variety of software programs to make calculations, enter and retrieve data, and investigate and update data

Identifies air pollution sources and finds, evaluates and determines most appropriate emission factors

Calculates air pollutant emissions based on source activity levels and emission factors

Participates in updating and correcting the emissions inventory

Performs literature and report searches

Uses graphics and statistical tools to analyze field data and evaluate air quality model performance

Reviews air monitoring data collection testing protocols for effectiveness and accuracy

Prepares reagents for use in testing

Calibrates instruments that measure ambient, source, and lab sample air pollutant levels

Assists with the preparation and distribution of public notices and printed materials

Assists with routine tasks related to the work

Provides support for special projects as needed

### QUALIFICATIONS

#### Knowledge of:

Basic principles of college level chemistry, math, and physics

Fundamental engineering principles and practices

**Air Quality Engineering Intern**  
**September, 2003**  
**Page 2 of 2**

Computer applications related to engineering work and communications

Record-keeping and organizational principles and practices

English usage, spelling, and punctuation

**Ability to:**

Apply rules and regulations pertaining to air quality permitting, planning, source testing, and/or air monitoring (knowledge in this area will be developed during the internship)

Apply engineering theory, regulations, procedures, and standards related to air quality permitting, planning, source testing, and/or air monitoring

Perform basic engineering calculations accurately

Research applicable District, state and federal laws, rules and regulations

Interpret plans, policies, regulations, and other data

Understand, apply and explain technical and regulatory requirements

Write and communicate verbally in a clear and concise manner

Use a personal computer, particularly word-processing, spreadsheet, and database software, and use the Internet to perform research

Maintain accurate records and files

Follow instructions and guidelines

Establish and maintain effective working relationships

Use initiative and sound judgment within established guidelines

**Other Requirements:**

Specified positions may require that college transcripts be provided

**Student Qualification Requirements:**

Must be continually enrolled in and attending an accredited college or university (summer enrollment is not required)

Must be at or entering the junior, senior, or graduate level of college study with a declared major in chemical, environmental, mechanical, or petroleum engineering, or a closely related engineering field

Must have a grade point average of 2.5 or higher (where 4.0 is the highest GPA)

## AIR QUALITY PROGRAM MANAGER

### DEFINITION

Under administrative direction, plans, organizes, supervises, reviews and evaluates ~~the enforcement services~~ staff and activities of an assigned section in the Compliance and Enforcement Division or the Planning and Research Division; performs related work as assigned.

### DISTINGUISHING CHARACTERISTICS

This is the section supervisor manager level class ~~in the enforcement series~~, responsible for managing an assigned enforcement section in the Compliance and Enforcement Division or the Planning and Research Division. Incumbents are responsible for accomplishing section goals and objectives and for furthering District goals and objectives within general policy guidelines.

### EXAMPLES OF DUTIES (Illustrative Only)

Develops and implements goals, objectives, policies, procedures and work standards for an enforcement operations assigned sections.

Organizes, assigns, directs, reviews and evaluates the work of assigned staff

~~;~~ selects Selects and trains staff and provides for their professional and/or technical development.

Designs, develops, implements, and maintains ~~Manages the development and implementation of enforcement assigned~~ programs, including rule development, enforcement, facility inspection programs, or informational, compliance assistance workshops and training.

Develops and implements enforcement policies, and procedures and methods to ensure compliance with federal and state mandated programs for air quality control.

Directs the preparation of technical assessment documents and staff reports.

Interacts with Board of Directors, Advisory Council, and District management and staff regarding assigned programs.

~~Confers with district management and staff on matters related to work development, enforcement and inspection activities and programs.~~

Supervises the preparation and review of regulatory proposals and control measures to determine cost effectiveness, technical feasibility and enforceability.

Reviews and evaluates violation notices and reports, settlement agreements and legal actions; provides rule and policy interpretation and other technical expertise.

Represents the District at meetings and workshops with the public and other public agencies regarding enforcement actions and activities related to assigned programs.

Conducts public involvement processes related to assigned programs.

Analyzes legislation and issues and prepares and presents reports and recommendations regarding technical and policy issues to the Board and various committees.

Directs operational support activities ~~for the Enforcement Division~~ related to assigned programs such as records management, communications and clerical services.

Directs the maintenance of accurate records; prepares clear and concise reports, correspondence and other written materials.

## AIR QUALITY PROGRAM MANAGER

~~JANUARY 1992~~ September 2003

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Prepares and administers ~~section~~-budget(s) for assigned programs.

### QUALIFICATIONS

#### Knowledge of:

Administrative and managerial principles and practices, including goal setting, program and budget development and implementation, and employee supervision.

## AIR QUALITY PROGRAM MANAGER

~~JANUARY 1992~~ September 2003

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Theories, principles and practices of air quality ~~monitoring-regulation, compliance,~~ and enforcement, including environmental research and analysis.

Applicable District rules and regulations and state and federal laws.

Industrial processes, practices and equipment ~~used in that generate~~ air pollution-control.

Common biological, chemical and physical processes that cause air pollution and their long and short term impacts and effects of air pollution.

Industrial ~~practices~~devices and techniques used to modify production processes, practices and equipment to reduce emissions.

For Compliance and Enforcement Division: ~~B~~basic legal principles of administrative enforcement actions, case development, and civil prosecution, particularly as they relate to air quality enforcement problems.

For Planning and Research Division: basic legal principles and administrative procedures applicable to the rule development process, as defined by federal and state law, regulations, and guidance.

Principles, practices and techniques for conducting ngve inspections and air pollution tests.

#### Skill in:

Planning, assigning, supervising, reviewing and evaluating the work of assigned staff.

Managing the development, implementation and maintenance of effective ~~enforcement-air quality~~ programs, ~~including air quality rules and regulations~~ such as rule development, compliance and enforcement operations, and inspection activities.

Analyzing technical air pollution problems, evaluating alternative solutions and developing effective recommendations.

Analyzing and interpreting technical and legal rules, policies and procedures.

Negotiating ~~settlements~~ administrative enforcement actions or rule development controversies tactfully and effectively.

Preparing clear and concise technical reports, correspondence and other written materials.

Establishing and maintaining effective working relationships with those contacted in the course of the work.



Making effective presentations to the Board, the public and other groups.

**Other Requirements:**

Must possess a valid California driver's license.

**Education and Experience:**

A typical way to obtain the knowledge and skill is:

Equivalent to graduation from a four-year college or university with major course work in chemistry, engineering, environmental science or a closely related field and four years of experience in developing and administering environmental programs, including two years of lead or supervisory experience. A graduate degree in a relevant field may be substituted for up to two years of the experience on a year for year basis.

**Title changes from Enforcement to Air Quality, July 1997**

BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
Memorandum

To: Chairperson Haggerty and Members  
of the Board of Directors

From: William C. Norton  
Executive Officer/APCO

Date: September 9, 2003

Re: Resolution in Support of Proposals for State and Federal Contributions to the  
Mobile Source Control Plan

RECOMMENDED ACTIONS

Approve attached resolution and authorize staff to prepare letters for Board Chairperson's signature supporting state and federal agency actions to reduce emissions from sources under their jurisdiction.

DISCUSSION

Regulatory authority for the control of air pollutant emissions has been distributed, historically, among levels of government. In simplest terms, local (city/county/regional) agencies have regulated stationary industrial sources, and national agencies have regulated mobile sources such as cars, trucks, locomotives, and airplanes. In California the Air Resources Board (CARB) has been granted authority from the United States Environmental Protection Agency (EPA) to adopt and enforce more stringent controls on motor vehicles. This special treatment is justified by the needs of the South Coast Air District and other California regions with severe air pollution problems. CARB also adopts measures to control selected areawide sources, including consumer products, and specified mobile sources. These are source sectors where statewide uniformity is preferable to a variety of local controls.

Over the years, the Air District and other local air districts in California have adopted increasingly stringent rules to reduce emissions from stationary sources within their jurisdictions. But local programs affect only a portion of the total air pollutant emissions in any region. And local actions have not been adequate to insure attainment of ambient air quality standards. Under current conditions, much less than half of the problem emissions are subject to local controls, and local agencies are working in the realm of diminishing returns. So major new emission reductions will have to come from source categories under state and federal jurisdiction. CARB has adopted increasingly stringent controls on cars and light trucks and is seeking to advance controls on other source sectors, such as heavy-duty diesel. EPA has fairly stringent national standards for new cars and light trucks; but has done little to control locomotives, ships, aircraft, and other mobile sources for which only they have authority.

The South Coast AQMD Governing Board recently approved a major revision to their ozone and particulate plans. Substantial additional stationary and area source controls were included. However, the policy debate centered on mobile sources and consumer products, which constitute 80% of ozone precursor emissions. Seeking to level the playing field between mobile and stationary sources, the South Coast Board has requested that EPA and CARB move forward more aggressively than proposed by CARB staff at this time. To that end, the Board endorsed a list of strategies for CARB consideration and possible inclusion in the Mobile Source Control Plan.

The list is attached to the proposed resolution in this packet. It contains many proposals for additional state and federal actions, and some of the proposals may be considered visionary or controversial. Air District staff recommends support for the request that ARB and EPA give serious consideration to the South Coast proposals, and seek additional emission reductions to accelerate California's quest for clean air. The adoption of more stringent state and federal measures would benefit all California air districts, and would help to insure attainment and maintenance of ambient standards in the Bay Area.

#### BUDGET CONSIDERATION/FINANCIAL IMPACTS

None.

Respectfully submitted,

William C. Norton  
Executive Officer/APCO

Prepared by: Thomas Perardi

## BAY AREA AIR QUALITY MANAGEMENT DISTRICT

### Resolution No. 2003-\_\_\_

#### **A Resolution Supporting South Coast Air Quality Management District Proposals for State and Federal Contributions to the Mobile Source Control Plan**

WHEREAS, the federal Clean Air Act, 42 U.S.C. § 7401, *et seq.*, as amended in 1977, mandates that all states, and by extension all local jurisdictions within states responsible for achieving National Ambient Air Quality Standards, prepare and adopt nonattainment area plans showing how they will attain the specified standards on prescribed schedules;

WHEREAS, attainment of the National Ambient Air Quality Standards for ozone will be achieved through reduction of emissions of ozone precursors--volatile organic compounds and oxides of nitrogen--and these compounds are emitted from a variety of stationary and mobile sources;

WHEREAS, California air districts, under H&S Code 40000, *et seq.*, have primary responsibility for reducing emissions from non-vehicular sources within their jurisdiction, and have adopted rules to implement all reasonably available control measures in federal air quality plans and all feasible measures in California air quality plans in order to reduce VOC and NOx emissions from such sources, and have amended those rules over time in order to make the rules more stringent and more effective in reducing emissions and protecting public health;

WHEREAS, many air districts in California still experience exceedances of the National Ambient Air Quality Standards for ozone and other pollutants;

WHEREAS, non-vehicular sources over which local air districts have authority now constitute a relatively small fraction of the remaining ozone precursor emissions, while mobile sources and other sources for which regulation is delegated to the California Air Resources Board (CARB) and the United States Environmental Protection Agency (USEPA) make up the larger portion of precursor emissions;

WHEREAS, the potential for significant further reductions in ozone precursor emissions from areawide sources and from on- and off-road mobile sources such as motor vehicles, locomotives, ships and aircraft, lies almost entirely within the purview and responsibility of CARB and USEPA

WHEREAS, the South Coast Air Quality Management District, through diligent examination of the sources of air pollutant emissions and potential methods of control has developed and endorsed the attached list of control strategies for CARB consideration and possible inclusion in California's Mobile Source Control Plan;

WHEREAS, for the reasons outlined above, the staff and the Board of Directors of the Bay Area Air Quality Management District recognize the need and the potential benefits

of more stringent control of sources under the jurisdiction of the CARB and USEPA, in order to further reduce emissions and accelerate attainment of ambient air quality standards, thereby protecting public health; and

WHEREAS, representatives of the Bay Area Air Quality Management District, along with representatives of other California Air Quality Management and Air Pollution Control Districts, have initiated discussion with representatives of CARB and USEPA regarding the urgent need for more aggressive control programs for sources under their jurisdiction.

NOW, THEREFORE, BE IT RESOLVED that the Board of Directors of the Bay Area Air Quality Management District urges the CARB and USEPA to consider the South Coast Air Quality Management District's proposed measures for inclusion in the California Mobile Source Control Plan, and further urges CARB and USEPA to develop and implement all feasible measures as expeditiously as practicable in order reduce emissions, attain ambient standards, and protect public health.

The foregoing resolution was duly and regularly introduced, passed and adopted at a regular meeting of the Board of Directors of the Bay Area Air Quality Management District on the Motion of Director \_\_\_\_\_, seconded by Director \_\_\_\_\_, on the \_\_\_\_\_ day of \_\_\_\_\_ 2003 by the following vote of the Board:

AYES:

NOES:

ABSENT:

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SCOTT HAGGERTY  
Chairperson of the Board of Directors

ATTEST:

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GAYLE B. UILKEMA  
Secretary of the Board of Directors

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**  
Memorandum

To: Chairperson Scott Haggerty and Members  
of the Board of Directors

From: William C. Norton  
Executive Officer/APCO

Date: September 9, 2003

Re: Notice of October 1, 2003 Consideration of Proposed Amendments  
to the Administrative Code Division I, Operating Policies and  
Procedures, Section 6.2 Standing Committees

RECOMMENDED ACTION

Notice of October 1, 2003 Consideration of Proposed Amendments to the Administrative Code Division I, Operating Policies and Procedures, Section 6.2 Standing Committees. The proposed revisions are attached for your review.

BACKGROUND

In accordance with provisions of the Administrative Code Division I Section 14, governing amendments to the Code, notice is hereby given of proposed amendments to the Administrative Code.

DISCUSSION

The proposed amendments will clarify committee procedure and protocol by reordering the paragraphs of section 6.2 and specifying that the Chairperson of the Board of Directors is an ex-officio member of all Standing Committees of the Board of Directors.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

William C. Norton  
Executive Officer/APCO

Prepared by: Mary Ann Goodley  
Reviewed by: Brian Bunger

Proposed Amendments to Division I, Section 6.2: Board of Directors, Standing Committees

SECTION 6.2 STANDING COMMITTEES

**6.2 STANDING COMMITTEES. (Proposed Revisions 10/01/03)**

Standing Committees of the Board of Directors shall be the following:

- (a) Executive Committee, consisting of the Chairperson of the Board, who shall be Chairperson of the Committee, the Vice-Chairperson of the Board, the Board Secretary, the last past Chairperson and five (5) other Directors appointed by the Chairperson.
- (b) Budget and Finance Committee, consisting of nine (9) Directors appointed by the Chairperson.
- (c) Personnel Committee, consisting of nine (9) Directors appointed by the Chairperson.
- (d) Legislative Committee, consisting of nine (9) Directors appointed by the Chairperson.
- (e) Mobile Source Committee, consisting of nine (9) Directors appointed by the Chairperson.
- (f) Public Outreach Committee, consisting of (9) Directors appointed by the Chairperson.
- (g) Stationary Source Committee, consisting of nine (9) Directors appointed by the Chairperson.
- (h) The Chairperson shall be an ex-officio member of ~~the Budget and Finance, Personnel, Legislative, Stationary Source, Mobile Source, and Committees all Standing Committees of the Board of Directors.~~ (Proposed 10/01/03)
- (i) Each Standing Committee shall have authority to make recommendations to the Board of Directors for action regarding matters within the scope of the Committee's jurisdiction. A standing committee may discuss but may not make recommendations to the Board of Directors regarding issues outside of its jurisdiction and shall refer such matters to the appropriate committee. Except as specified in this Division or as otherwise specified by the Board of Directors, Standing Committees are not delegated decision-making authority.

BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
Memorandum

To: Chairperson Haggerty and Members  
of the Board of Directors

From: William C. Norton  
Executive Officer/APCO

Date: September 9, 2003

Re: Report of the Mobile Source Committee Meeting of September 11, 2003

RECOMMENDED ACTIONS

The Committee may recommend approval of the following:

- A) Proposed Revisions to the Vehicle Incentive Program Guidelines for FY 2003/04 to provide eligibility for used vehicles;
- B) Additional allocation of \$200,000 in FY 2003/04 Transportation Fund for Clean Air Regional Funds to ensure sufficient funds are available for both new and used vehicles incentives; and
- C) Transportation Fund for Clean Air Regional Fund grant awards for FY 2003/04, including \$8.2 million to 40 public agency projects, \$1 million to the Regional Rideshare Program, and an increase of \$1 million to the district's Vehicle Buy Back Program.

DISCUSSION

The Mobile Source Committee will meet Thursday, September 11, 2003. Chairperson, Shelia Young will give a summary of the meeting. The attached staff reports were presented to the Committee.

BUDGET CONSIDERATION/FINANCIAL IMPACTS

None.

Respectfully submitted,

William C. Norton  
Executive Officer/APCO



BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
Memorandum

To: Chairperson Haggerty and Members  
of the Board of Directors

From: William C. Norton  
Executive Officer/APCO

Date: September 9, 2003

Re: Report of the Inter-Regional Coordinating Committee

RECOMMENDED ACTION:

None. Information only.

BACKGROUND:

The Air Resources Board formed an Inter-Regional Coordinating Committee on June 27, 2003 in order to facilitate improving communication and cooperation on regional air issues among the involved local, state, and federal agencies. The primary purpose of the Inter-Regional Coordinating Committee is to facilitate a dialogue between the air agencies pertaining to the designation of the Bay Area as attainment of the federal ozone ambient air quality standards. The downwind regions of Sacramento and the San Joaquin Valley are both concerned and opposed to the attainment re-designation because of their concern that the Bay Area would stop reducing emissions if so designated. Also of concern to the downwind regions is the recent proposal by EPA to approve the Bay Area's 2001 federal Ozone Attainment Plan. The main concern of the downwind regions is centered on ozone transport from the Bay Area.

The coordination meetings are co-chaired by ARB Board members Dorene D'Adamo, Mark DeSaulnier and Barbara Patrick. Board Chairs and some officers along with the Executive Officers and senior staff from the ARB, EPA and respective air districts participate at the meetings.

Earlier this year the ARB strengthened the state ozone transport regulations in order to try to alleviate the concerns over ozone transport by downwind regions. Unfortunately, even with the recent ARB actions the downwind regions continue to aggressively assert that the Bay Area attainment designation must be linked to the lack of air quality progress in the downwind regions. Air District staff and that of the ARB have taken the position that the scientific information currently being developed should be used to determine the scope of the mitigation actions regarding ozone transport. The Bay Area does contribute, but does not cause, an excess of the federal ozone air quality standards in the downwind regions. The ozone modeling that is underway will answer the question on the degree of transport from the Bay Area.

Recently the ARB sent a letter to the EPA recommending that the Bay Area be designated as attainment of the federal eight-hour ozone air quality standard. Also, the EPA recently proposed approval of the 2001 federal one-hour attainment plan. As of the preparation of this memorandum the Bay Area continues to meet both the federal one-hour and eight-hour ozone ambient air quality standards.

The ARB, in conjunction with the Districts has prepared a draft matrix that compares the rule parity amongst the regions. This matrix will be useful in the implementation of the recently-approved ARB transport mitigation regulations and ozone plans being prepared by all of the regions. There have been two meetings to identify a legally enforceable mechanism for addressing upwind area obligations for the purposes of State Implementation Plans for the federal eight-hour standard.

On September 5, 2003, the Inter-Regional Coordination Committee held its second meeting at the offices of the ARB in Sacramento. Director Townsend represented the Board of Directors at the meeting with the Executive Officer and Deputy APCO in attendance as technical and policy support staff.

At the meeting the draft ARB matrix of rule parity was reviewed with the knowledge that additional information will become available at the end of September. A preliminary review shows a possibility of additional NOx emission reductions available to the Bay Area through more stringent rules on small sources. Likewise, the downwind areas can improve the stringency of some of their rules to meet the standards currently implemented in the Bay Area. It is evident the emission reductions due to certain minor rule corrections will not bring the downwind areas into attainment. However, all available emission reductions are of interest to the downwind regions due to their failure to attain the standards and the threat of federal sanctions. The downwind regions are looking for any available control measure in order to have a semi-plausible attainment demonstration to include in their federal plans due during 2004. Simultaneous with the preparation of their 2004 attainment plans the downwind regions are exploring a "bump up to a worse federal attainment designation" to allow their regions additional time to attain and not to impose additional measures.

The Sacramento district has claimed that their own review of refinery emissions, based on the fees paid by refineries, shows the emissions from the Bay Area refineries appear to be higher than the emissions from refineries in Los Angeles. This finding is curious because the Bay Area and South Coast refinery rules are now very similar. The ARB will look into this anomaly but their initial opinion was that the Sacramento evaluation was comparing apples to oranges.

The ARB discussed their review of recent penalty settlements in the three regions and the Bay Area was ahead of the downwind regions in the amount of penalties collected. The Bay Area also had a robust relationship with county District Attorneys and health agencies to coordinate inspections/enforcement that the downwind areas seem to lack. A copy of the penalty collections for the three regions is attached.

The ARB reported that the legal mechanism to incorporate new emission reductions into the SIP is still under review. We requested that the ARB compare the availability of mass transportation and transportation control measures between the regions. The Bay Area has 500 million mass transit boardings per year where the Sacramento and San Joaquin regions, which have little investment in mass transit, each have less than 40 million mass transit boardings per year.

DISCUSSION:

The discussions on transport mitigation should continue because the discussions facilitate a vetting of the issues rather than the downwind regions filing lawsuits. Unfortunately, due to absence of regional planning, the downwind districts' lack of mass transit, unbridled growth and congestion caused by commute traffic is a major contributor to, if not the cause of, their own ozone nonattainment problem. Undoubtedly, the Bay Area contributes some amount to downwind ozone. The ozone modeling that is underway will determine the Bay Area's contribution to the transport of ozone to downwind regions. Based upon their rhetoric it appears to be the intention of the downwind regions to link Bay Area attainment to their unfortunate attainment status. If the Bay Area attainment designation is linked to that of the downwind regions our re-designation to attainment is tied into solving the downwind areas growth, transit and congestion problems.

The next meeting of the Inter-Regional Coordinating Committee will be November 6, 2003 at the ARB offices.

Respectfully submitted,

William C. Norton  
Executive Officer

Prepared by: Peter Hess

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Scott Haggerty and Members  
of the Board of Directors

From: William C. Norton  
Executive Officer/APCO

Date: September 10, 2003

Re: Report of the Executive Recruitment Ad Hoc Committee - Consideration of  
Terms and Conditions of Employment for the Executive Officer/Air Pollution  
Control Officer Position

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RECOMMENDED ACTION

The Board of Directors will consider approval of the Executive Recruitment Ad Hoc Committee recommendation of the attached employment agreement for the Executive Officer/Air Pollution Control Officer position.

BACKGROUND

The Executive Recruitment Ad Hoc Committee was established May 2002. The Committee is comprised of the Chairperson and five members of the Board of Directors. The Executive Search firm of Bob Murray & Associates was hired to advise the Board of Directors and to conduct the recruitment process for the Executive Officer/APCO position.

The Committee interviewed candidates for the Executive Officer/APCO position on July 28, 2003. The recruitment process included an Advisory Panel consisting of representatives of seven groups and organizations.

The Advisory Panel interviewed candidates prior to the candidates being interviewed by the Executive Recruitment Ad Hoc Committee. A recommendation from the Advisory Panel was given to the Committee.

DISCUSSION

The proposed employment agreement is attached for your consideration.

Respectfully submitted,

William C. Norton  
Executive Officer/APCO