



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

**BOARD OF DIRECTORS
EXECUTIVE COMMITTEE MEETING**

COMMITTEE MEMBERS

**SCOTT HAGGERTY – CHAIRPERSON
GAYLE UILKEMA – SECRETARY
JERRY HILL
MARK ROSS
PAMELA TORLIATT**

**MARLAND TOWNSEND – VICE
CHAIRPERSON
MARK DeSAULNIER
JULIA MILLER
TIM SMITH**

**WEDNESDAY
APRIL 30, 2003
9:30 A.M.**

**FOURTH FLOOR
CONFERENCE ROOM**

AGENDA

- 1. CALL TO ORDER – ROLL CALL**
- 2. PUBLIC COMMENT PERIOD** *(Public Comment on Non-Agenda Items Pursuant to Government Code § 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 Committee's subject matter jurisdiction. Speakers will be limited to five (5) minutes each.*
- 3. APPROVAL OF MINUTES OF JANUARY 29, 2003**
- 4. QUARTERLY REPORT OF THE HEARING BOARD** **T. Dailey/4965**
- 5. REPORT OF THE ADVISORY COUNCIL** **W. Hanna/4965**
 - (a) Report of Council Meetings*
 - (b) Action items adopted by the Advisory Council for consideration by the Board of Directors*
 - (c) Request appointment of three Advisory Council Members and re-assignment of one Advisory Council member category*
- 6. STATUS REPORT ON OZONE PLANNING** **T. Perardi/4667**
tperardi@baaqmd.gov
 - (a) Status of U.S. EPA Action on 2001 Ozone Plan*
 - (b) Status report on 2003-04 Ozone Planning*
- 7. COMMITTEE MEMBER COMMENTS/OTHER BUSINESS**

Any member of the Committee, 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).
- 8. TIME AND PLACE OF NEXT MEETING: 9:30 a.m., JULY 30, 2003, 939 ELLIS STREET, SAN FRANCISCO, CA**
- 9. ADJOURNMENT**

**CONTACT CLERK OF THE BOARDS - 939 ELLIS STREET
SAN FRANCISCO, CA 94109**

**(415) 749-4965
FAX: (415) 928-8560
BAAQMD homepage:
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 in a timely manner, so that arrangements can be made accordingly).

**Bay Area Air Quality Management District
939 ELLIS STREET
SAN FRANCISCO, CALIFORNIA 94109
(415) 771-6000**

DRAFT MINUTES

Summary of Board of Directors
Executive Committee Meeting
9:30 A.M., Wednesday, January 29, 2003

1. Call to Order - Roll Call: 9:34 a.m.

Present: Scott Haggerty, Chair, Marland Townsend, Gayle Uilkema, Brad Wagenknecht.

Absent: Mark DeSaulnier, Julia Miller, Dena Mossar, Tim Smith.

2. Public Comment Period: There were no public comments.

3. Approval of Minutes of October 30, 2002: There being no quorum present, approval of the minutes was deferred to the next meeting.

4. Quarterly Report of the Hearing Board: Hearing Board Chair Thomas Dailey, M.D., presented the Hearing Board Quarterly Report – October 2002 – December 2002. Dr. Dailey highlighted adoption of the Hearing Board Rules and a policy change in the use of court reporters for hearings.

In response to Director Uilkema's inquiry on fines, Brian Bunger, District Counsel, clarified that the Hearing Board does not have a role in setting or processing the fines. Mr. Bunger provided a brief overview of the maximum penalties set in the Health and Safety Code and steps the District can take. Director Uilkema requested staff provide a report on the District's processes for determining penalties and fines.

Committee Action: None; the Committee received and filed the report.

5. Report of the Advisory Council:

(a-j) Report of Council Meetings

Advisory Council Chair William Hanna presented the Report of the Advisory Council: October 17, 2002 – January 8, 2003, which summarized the activities of the Council and its Standing Committees. Mr. Hanna stated that the Advisory Council outlined its work plan for the year at its January 8th Regular meeting and Retreat. Mr. Hanna highlighted the following: 1) The Technical and Air Quality Planning Committees discussions of the Transportation Fund for Clean Air (TFCA) new Policy #27 which would allow clean diesel retrofits and add-on particulate traps to be included in TFCA funding. 2) The on-board diagnostic systems in use in Southern California. Mr. Hess added that Networkcar will be putting the transmitters on high-mileage government cars

and some taxis in the Bay Area. 3) The Public Health Committee discussed and finalized its recommendations on particulate matter abatement.

(k) Request reappointment of six Advisory Council members to serve an additional two-year term.

Mr. Hanna presented the recommendations to the Committee. There was a discussion on Council member attendance at meetings and Mr. Hanna indicated that the Board set the 50% attendance standard. Mr. Hanna also reported that Jill Stoner has resigned and Robert Sawyer will be resigning after the May Council meeting.

Committee Action: None. Due to the lack of a quorum, Agenda Item 5k was referred to the full Board without a recommendation.

6. Review 2004 Ozone Plan Draft Schedule – *Reviewed draft schedule for developing the 2004 ozone plan.*

Jean Roggenkamp, Planning and Transportation Manager, presented the report and stated that several commitments will be fulfilled during this process. Ms. Roggenkamp reported that the District has already begun the process of issuing a Call for Control Measures Suggestions and has been working with the Modeling Advisory Committee and reviewing the work they are doing on ozone modeling. Ms. Roggenkamp stated that an RFQ has been issued for hiring a CEQA consultant for the ozone planning process. The District is also discussing the next planning process with ARB and EPA, downwind neighbors and other interested parties. Ms. Roggenkamp reviewed the Ozone Plan Development Draft Schedule. Chairperson Haggerty requested that all of the Board members receive notices on the workshops.

Committee Action: None; the Committee received and filed the report.

7. Recommendation to Endorse Smart Growth Strategy/Regional Livability Footprint Project Policies – *Approve Preamble and Policies for the Smart Growth Strategy/Regional Livability Footprint project.*

Committee Action: None. Due to the lack of a quorum; this item was referred to the full Board without a recommendation from the Committee.

8. Recommendation to Endorse the Finalized Compact for a Sustainable Bay Area – *Approve endorsement of final Compact for a Sustainable Bay Area developed by the Bay Area Alliance for Sustainable Communities that was “approved in principle” at the Executive Committee meeting of September 29, 1999 and taken to the Board of Directors at its October 6, 1999 meeting.*

Committee Action: None. Due to the lack of a quorum; this item was referred to the full Board without a recommendation from the Committee.

9. Consideration and Discussion of Combining the Executive and Legislative Committees – *Consider combining the Executive and Legislative Committees of the Board. The Committee may direct staff to prepare amendments to the District’s Administrative Code for the Board’s consideration as a result of its decision.*

This item was removed from the agenda at the request of Chairperson Haggerty.

10. **Committee Member Comments:** Director Uilkema expressed her interest in being a member of the newly formed Stationary Source Committee.
11. **Time and Place of Next Meeting:** 9:30 a.m., Wednesday, April 30, 2003, 939 Ellis Street, San Francisco, CA 94109.
12. **Adjournment.** The meeting was adjourned at 10:13 a.m.

Mary Romaidis
Clerk of the Boards

mr

BOARD EXECUTIVE COMMITTEE

Follow-up Items for Staff

January 29, 2003

1. Director Uilkema requested staff prepare a report on the District's processes for determining fines and if the District is collecting the maximum fines.
This report will be presented at the July 30, 2003 Committee meeting.
2. Chairperson Haggerty requested the workshop notices on the 2004 Ozone Plan be sent to all Board members.
All Board members have been put on the list to receive the workshop notices on the 2004 Ozone Plan.

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
 Memorandum

TO: Chairperson Scott Haggerty and Members of the Executive Committee
FROM: Chairperson Thomas M. Dailey, M.D. and Members of the Hearing Board
DATE: April 23, 2003
RE: Hearing Board Quarterly Report – JANUARY 2003 – MARCH 2003

RECOMMENDED ACTION:

This report is provided for information only.

DISCUSSION:

<u>COUNTY/CITY</u>	<u>PARTY/PROCEEDING</u>	<u>REGULATION(S)</u>	<u>STATUS</u>	<u>PERIOD OF VARIANCE</u>	<u>ESTIMATED EXCESS EMISSIONS</u>
Alameda/Fremont	READ-RITE CORPORATION (Variance - Docket No. 3412) – <i>Variance from regulation requiring compliance with permit conditions - Hearing on Objections to the Issuance of Subpoenas requested by the District/APCO</i>	2-1-307	Withdrawn. Matter settled with District	===	(VOC)
Alameda/Fremont	READ-RITE CORPORATION (Variance - Docket No. 3412) – <i>Variance from regulation requiring compliance with permit conditions. (APCO opposed.)</i>	2-1-307	Withdrawn. Matter settled with District.	===	(VOC)
Contra Costa/Martinez	TESORO REFINING AND MARKETING (Emergency Variance – Docket No. 3421) <i>Emergency Variance from regulation limiting emissions from leaking equipment at petroleum refineries, chemical plants, bulk plants and bulk terminals (APCO opposed.)</i>	8-18-303 8-18-306	Denied	===	(Hydrocarbon)
Contra Costa/Martinez	TESORO REFINING AND MARKETING (Variance – Docket No. 3421) <i>Variance from regulation limiting emissions from leaking equipment at petroleum refineries, chemical plants, bulk plants and bulk terminals (APCO not opposed.)</i>	8-18-303	Granted	2/3/03 to 2/5/03	5 # (Hydrocarbon)
Contra Costa/Pittsburg	LOS MEDANOS ENERGY CENTER (Variance - Docket No. 3420) – <i>Variance from regulation requiring compliance with permit conditions (APCO not opposed.)</i>	2-1-307	Granted	2/20/03 to 5/20/03	365 # (NO _x)

<u>COUNTY/CITY</u>	<u>PARTY/PROCEEDING</u>	<u>REGULATION(S)</u>	<u>STATUS</u>	<u>PERIOD OF VARIANCE</u>	<u>ESTIMATED EXCESS EMISSIONS</u>
Contra Costa/Richmond	CHEVRON PRODUCTS COMPANY (Variance - Docket No. 3424) – <i>Variance from regulation limiting emissions from leaking equipment at petroleum refineries, chemical plants, bulk plants and bulk terminals.</i>	8-18-304.2	Withdrawn	===	===
Contra Costa/Rodeo	CONTRA COSTA CARBON PLANT (Appeal – Docket No. 3402) <i>Appeal of Plumbers & Steamfitters Union Local 342, International Brotherhood of Electrical Workers Local 302, Boilermakers Union Local 549, and Robert Herwatt, from the APCO’s decision to approve a Final Title V Permit for Facility A0022 – Contra Costa Carbon Plant – Pre-Hearing Conference</i>	Appeal Title V	Further hearings scheduled for 2/27/03, 3/20/03 & 3/27/03	===	===
Contra Costa/Rodeo	CONTRA COSTA CARBON PLANT (Appeal – Docket No. 3402) <i>Appeal of Plumbers & Steamfitters Union Local 342, International Brotherhood of Electrical Workers Local 302, Boilermakers Union Local 549, and Robert Herwatt, from the APCO’s decision to approve a Final Title V Permit for Facility A0022 – Contra Costa Carbon Plant – Hearing on Motion to Strike and Oral Arguments</i>	Appeal Title V	Withdrawn/Dismissed Reached settlement with District	===	===
Contra Costa/Rodeo	CONOCOPHILLIPS COMPANY (Emergency Variance – Docket No. 3425) <i>Emergency Variance from regulation limiting emissions of precursor organic compounds into the atmosphere resulting from the loading of liquid into a marine tank vessel from another marine tank vessel (APCO not opposed.)</i>	8-46-301 to 304	Granted	3/18/03 to 3/23/03	5,327 # (VOC) 53.26 # (Benzene & Ethyl Benzene) Offsetting 4.0 tons of VOC
Santa Clara/San Jose	SFPP, L.P. (Variance – Docket No. 3415) <i>Variance from regulation requiring compliance with permit conditions and from regulation limiting emissions from gasoline transfer operations at gasoline bulk terminals and delivery vehicles (APCO not opposed.)</i>	2-1-307 8-33-302	Granted	12/31/02 to 1/17/03	None
San Francisco	SHELL OIL CO./EQUILON ENTERPRISES LLC (Appeal – Docket No. 3414) <i>Appeal of Chinese Progressive Association and People Organizing To Demand Environmental and Economic Rights from the Issuance of Permit Application No. 2136 to Shell Oil Co./Equilon Enterprises LLC.</i>	Appeal	Withdrawn. Matter settled with District	===	===
San Francisco	UNITED AIRLINES (Variance – Docket No. 3416) <i>Variance from regulations requiring compliance with permit conditions and Hexavalent Chromium Airborne Toxic Control Measure for Chrome Plating and Chromic Acid Anodizing Operations (APCO not opposed.)</i>	2-1-307 11-8 CARB ATCM – 93102(e)(2) & (e)(3)	Granted	12/27/02 to 5/1/03	(Hexavalent Chromium) None
Solano/Benicia	VALERO REFINING COMPANY-CALIFORNIA (Emergency Variance – Docket No. 3417) <i>Emergency Variance from regulation limiting emissions from storage tanks (APCO opposed.)</i>	8-5-304	Denied	===	(Hydrocarbon)
Solano/Benicia	VALERO REFINING COMPANY-CALIFORNIA (Variance – Docket No. 3417) <i>Variance from regulation limiting emissions from storage tanks (APCO opposed.)</i>	8-5-304.4	Granted	1/16/03 to 1/19/03	(Hydrocarbon) None

<u>COUNTY/CITY</u>	<u>PARTY/PROCEEDING</u>	<u>REGULATION(S)</u>	<u>STATUS</u>	<u>PERIOD OF VARIANCE</u>	<u>ESTIMATED EXCESS EMISSIONS</u>
Solano/Benicia	VALERO REFINING COMPANY-CALIFORNIA (Emergency Variance – Docket No. 3419) <i>Emergency Variance from regulations limiting emissions from miscellaneous operations and leaking equipment at petroleum refineries, chemical plants, bulk plants and bulk terminals (APCO opposed.)</i>	8-2-301 8-18-307	Denied	===	(VOC)
Solano/Benicia	VALERO REFINING COMPANY-CALIFORNIA (Variance – Docket No. 3419) <i>Variance from regulation limiting emissions from miscellaneous operations (APCO opposed.)</i>	8-2-301	Withdrawn	===	===

NOTE: During the first quarter of 2003, the Hearing Board dealt with 7 Dockets on 6 hearing days. A total of \$6,268.50 was collected as excess emission fees.

Respectfully submitted,

Thomas M. Dailey, M.D.
Chair, Hearing Board

Prepared by: Neel Advani, Deputy Clerk of the Boards

FORWARDED: _____

NA:na (4/23/03) (HBEXQURT)

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson Haggerty and Members of the Executive Committee
From: William Hanna, Chairperson, Advisory Council
Date: April 21, 2003
Re: Report of Advisory Council: January 9 – April 14, 2003

RECOMMENDED ACTION:

Review Council minutes and consider adoption of proposed recommendations.

DISCUSSION:

Presented below are summaries of the key issues discussed at meetings of the Advisory Council and its Standing Committees during the above reporting period. Following the minutes are three recommendations from the Council concerning improving the Enhanced Vehicle Inspection & Maintenance program, and the abatement of particulate matter by the District.

(A) Minutes from Advisory Council Regular and Committee Meetings:

- 1) Technical Committee Meeting – February 4, 2003. In response to a referral from District staff, the Committee held discussions with staff on intermittent control measures for the summer ozone season, and a proposal from the Sonoma County Climate Protection Program regarding District support for a regional greenhouse gas emissions inventory. The Committee also reviewed two referrals from the other Council Standing Committees regarding vehicle inspection and maintenance and particulate matter abatement. *(Minutes included in the March 5, 2003 Board of Directors Regular Meeting Agenda packet.)*
- 2) Public Health Committee Meeting – February 10, 2003. The Committee received a staff presentation on the progress of the adoption of the model woodsmoke ordinance in the Bay Area. In response to a referral from the Board and staff, the Committee received and discussed a presentation on optical remote sensing and how it relates to fence line monitoring. *(Minutes included in the March 19, 2003 Board of Directors Regular Meeting Agenda packet.)*
- 3) Air Quality Planning Committee Meeting – February 25, 2003. In response to a referral from District staff, the Committee held discussions with staff on intermittent control measures for the summer ozone season. It also developed background information for its recommendations on enhancing the Enhanced I&M program in the Bay Area. *(Minutes included in the March 19, 2003 Board of Directors Regular Meeting Agenda packet.)*
- 4) Executive Committee Meeting – March 12, 2003. The Committee discussed the presentation of Committee action items at the full Council meeting. *(Minutes included in the April 30, 2003 Board of Directors Executive Committee Meeting Agenda packet as Attachment 5A4.)*

- 5) Regular Meeting – March 12, 2003. The Council received the reports of its Standing Committees. It adopted recommendations regarding the proposal of the Sonoma County Climate Protection Campaign regarding District support for a regional greenhouse gas emissions inventory, particulate matter abatement and vehicle inspection and maintenance, which are presented in Item (B). Recommendations on intermittent ozone control strategies for the District’s Spare the Air summer ozone program were presented to the full Board on April 16, 2003. *(Minutes included in the April 30, 2003 Board of Directors Executive Committee Meeting Agenda packet as Attachment 5A5.)*
- 6) Air Quality Planning Committee Meeting – March 25, 2003. The Committee received and discussed a report from District staff on pending legislation. *(Minutes to be included in the May 7, 2003 Board of Directors Executive Committee Agenda packet.)*
- 7) Technical Committee Meeting – April 1, 2003. The Committee received and discussed presentations from District staff and the Western States Petroleum Association on refinery flare emissions. *(Minutes to be included in the May 7, 2003 Board of Directors Agenda packet.)*
- 8) Public Health Committee Meeting – April 14, 2003. The Committee received and discussed a presentation from Port of Oakland staff on marine shipping as a source of emissions. District staff also provided a presentation on pending legislation on diesel truck idling. *(Minutes to be included in a future Board of Directors Agenda packet.)*

(B) Action Items Adopted by the Council for Consideration by the Board of Directors.

- 1) “Sonoma County Climate Protection Campaign,” adopted by the Advisory Council on March 12, 2003. See attachment 5B1.
- 2) “Particulate Matter Abatement,” adopted by the Advisory Council on March 12, 2003. See attachment 5B2.
- 3) “Improvements to Enhanced Inspection and Maintenance Program,” adopted by the Advisory Council on March 12, 2003. See attachment 5B3.

(C) Applicant Selection Working Group Recommendations for the Appointment of three Advisory Council Members in the Architect, Organized Labor and Public-at-Large categories, and the Reassignment of one Council Member from the Public-at-Large category to the Registered Professional Engineer Category.

Respectfully submitted,

William Hanna
Advisory Council Chairperson

Prepared by: James N. Corazza

FORWARDED BY: _____

BHjc

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

DRAFT MINUTES

Advisory Council Executive Committee Meeting
9:00 a.m., Wednesday, March 12, 2003

1. **Call to Order – Roll Call.** 9:03 a.m. Quorum Present: William Hanna, Chairperson, Elinor Blake, Rob Harley, Ph.D., Kraig Kurucz, Robert Sawyer, Ph.D., P.E., Brian Zamora.
2. **Public Comment Period.** There were no public comments.
3. **Approval of Minutes of January 8, 2003.** Ms. Blake moved approval of the minutes; seconded by Mr. Zamora; carried.
4. **Standing Committee Chair Reports on Committee Work Plans and Recommendations.** Mr. Zamora reported that the Public Health Committee met on February 10 and March 10 to receive and discuss presentations on the optical remote monitoring equipment at the ConocoPhillips refinery in Rodeo. At the first meeting, a representative from the company that installed the equipment apprised the Committee on its attributes. At the second, Contra Costa County Health Services (CCCHS) staff described the county website which will soon post the data generated from the system. In the future, the Committee will receive input on this system from community and environmental groups near the refinery. At today's Council meeting, the Technical Committee will comment on the Public Health Committee's particulate matter (PM) abatement recommendations.

Dr. Harley stated the Technical Committee met on February 4 and developed a list of intermittent ozone control strategies for the District's summer Spare the Air (STA) program. It also reviewed the Public Health Committee's recommendations on particulate matter abatement. It endorsed the inclusion in the ordinance of fireplace change-out to natural gas or EPA-certified equipment upon change of home ownership. From a technical perspective, this will further abate PM. The Committee was concerned over the recommendation to lower the PM trigger for the winter Don't Light Tonight (DLT) program because this could initiate advisories too frequently and lessen the impact of the program. The Committee considered the matter of NO₂ emissions from PM traps retrofitted on buses and heavy-duty diesels. It concluded that while there is a trade-off between increased NO₂ and reduced PM emissions, further information on this issue is needed.

The Committee reviewed the Air Quality Planning Committee's (AQPC) recommendations on improving the enhanced vehicle inspection and maintenance (I&M) program that will be implemented in the Bay Area. It agreed that there are benefits to improving the program and felt that targeting the program to reduce hydrocarbons upwind of Livermore was especially important.

Lastly, the Committee reviewed the proposal from the Sonoma County Climate Protection Campaign (SCCPC) that the District allocate \$25,000 to support its greenhouse gas emission inventory work. The Committee felt the proposal was conceptually acceptable but was concerned over its insufficient linkage to air quality and lack of coordination with the existing state program.

Mr. Kurucz stated the AQPC met on February 25 and completed its recommendations on I&M. It also reviewed and added to the Technical Committee's list of proposed summer ozone intermittent control measures. The Committee found that the SCCPC duplicated both the state and District staff's efforts. It recommends the District not allocate the \$25,000 but instead that staff work with the SCCPC to identify other sources of seed money from within the Transportation Fund for Clean Air, which the County annually receives from the Air District. Such funds may in turn be used to leverage additional funding for the SCCPC.

The Committee agreed on the following regarding the Action Items at the Council meeting:

- The Air Quality Planning Committee will move the adoption of its recommendations on the SCCPC proposal, and comments from the Technical Committee will immediately follow.
- The Technical Committee will present its list of intermittent control measures. As a friendly amendment, the AQPC will propose to add its supplemental list of control measures.
- The Public Health Committee will move the recommendations on PM abatement, to which the Technical Committee will propose its amendments. Mr. Zamora noted that the proposal to lower the PM threshold that triggers a DLT advisory strives toward greater public health protection. This is distinct from the program delivery issues discussed earlier. Ms. Blake added that the recommendation only urges staff to develop a plan to lower the threshold.
- The AQPC will move its recommendations on improving enhanced I&M, to which the Technical Committee's suggestions may be added as a friendly amendment. Dr. Harley emphasized that the Technical Committee believes the state's emission factor (EMFAC) model should not be used to evaluate I&M as it merely replicates its own built-in assumptions on I&M. The use of data from remote sensing "Smart Signs" and on-road testing data from the Bureau of Automotive Repair would help over time to rectify the disjunction between real-world emissions and the estimates that are used in mobile source emission modeling.

- 5. Committee Member Comments/Other Business.** Chairperson Hanna briefly reviewed the status of the application process for current Architecture and Organized Labor vacancies on the Council. With today's departure of Council member Nack, a position on the Applicant Selection Working Group becomes vacant. Ms. Blake offered to fill it, and Chairperson Hanna so ordered.

Chairperson Hanna indicated that six positions have been budgeted for the Advisory Council at the forthcoming Air & Waste Management Annual Exhibition & Meeting. Eligibility priority will be given to Council members who have not previously attended this meeting.

- 6. Time and Place of Next Meeting.** 9:00 a.m., Wednesday, May 14, 2003, 939 Ellis Street, San Francisco, California 94109.

- 7. Adjournment.** 9:54 a.m.

James N. Corazza
Deputy Clerk of the Boards

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

DRAFT MINUTES

Advisory Council Regular Meeting
10:00 a.m., Wednesday, March 12, 2003

1. Call to Order – Roll Call. 10:05 a.m. Quorum Present: William Hanna, Chairperson, Sam Altshuler, P.E., Elinor Blake, Harold M. Brazil, Irvin Dawid, Fred Glueck, Rob Harley, Ph.D., Stan Hayes, John Holtzclaw, Ph.D., Kraig Kurucz, Norman A. Lopera, Jr., William A. Nack, Robert F. Sawyer, Ph.D., P.E., Kevin Shanahan, Linda Weiner, Brian Zamora. Absent: Patrick Congdon, P.E., Ignatius Ding, Jane Kelly.

2. Public Comment Period. There were no public comments.

3. Approval of Minutes of January 8, 2003. Mr. Altshuler requested “brief” be changed to “briefed” on page nine and moved approval of the minutes; seconded by Ms. Blake; carried unanimously.

4. Reports of Standing Committees

(A) Public Health Committee Meetings of February 10 and March 10, 2003. Mr. Zamora stated the Committee continues to monitor the progress of the adoption of the model wood-smoke ordinance. It also received two presentations on the optical remote sensing equipment at the ConocoPhillips refinery in Rodeo. The first was from the company that installed the equipment. The second was from the Contra Costa County Health Services department which is developing a website for posting the monitoring data that will soon be operational. The Committee will devote another meeting to receive input from community groups and District staff regarding their impressions of this equipment and the data that it generates.

(B) Technical Committee Meeting of February 4, 2003. Dr. Harley stated that the Committee:

- developed a list of intermittent ozone control strategies for the summer Spare the Air Program.
- reviewed a proposal from the Sonoma County Climate Protection Campaign (SCCPC) that the District allocate \$25,000 to support development of a regional greenhouse gas emission inventory. While it supports local initiative it felt the proposal was inadequately linked to air quality management and was not coordinated with the state’s climate protection registry.
- reviewed the Air Quality Planning Committee (AQPC) recommendations on improving the enhanced vehicle inspection and maintenance (I&M) program. It felt that special program features such as remote sensing Smart Signs should be located upwind of Livermore and focus on hydrocarbon (HC) emissions. High emitting vehicles would receive a letter from the District encouraging repair. The data generated would help to accurately characterize the vehicle emissions across the fleet. The state’s Emission Factor (EMFAC) model should not be used to evaluate the I&M program because it merely outputs its own built-in I&M assumptions.

- reviewed the Public Health Committee’s recommendations on the abatement of particulate matter (PM). It endorsed the inclusion in the model woodsmoke ordinance of the provision on fireplace change-out upon change of home ownership. It opposes lowering the trigger for the wintertime Don’t Light Tonight (DLT) program as this would cause the issuance of too many advisories. On PM emission credit trading, it noted that PM toxicity differs among sources. It did not adopt a formal position on retrofitting PM traps on heavy-duty diesel engines.

(C) Air Quality Planning Committee Meeting of February 25, 2003. Mr. Kurucz stated the Committee:

- added to the Technical Committee’s list of intermittent ozone control strategies. It believes it would be more effective to provide the general public with free transit on Spare the Air (STA) days rather than only the STA employer network participants. The District should ascertain if legislation is required to increase bridge tolls and impose a parking surcharge on STA days to compensate for fare box revenue losses. Owners of cars manufactured prior to 1981 should not drive them but instead take the free transit. Freeway signage should also advertise a special (i.e., lower) STA speed limit. Telecommuting should be encouraged on STA days and any new advances in telecommuting technology identified and researched.
- concluded that the SCCPC duplicates the state climate protection registry and is already well-funded with \$67,000 in city and county funding. It has not described how the District’s funds would be used, as its inventory work will be completed with existing funds. The District would also set a precedent on a county-by-county basis if it allocated the requested \$25,000. Staff can also identify where some of the \$4 million from the Transportation Fund for Clean Air received by Sonoma County could be used as seed money to leverage other funds for the Campaign.
- completed its development of recommendations on improving the enhanced vehicle I&M.
- was apprised that another air district has adopted a land-use measure that takes into account employer trip generation. This will be an item for future Committee discussion.

(D) ACTION ITEMS.

- 1. The Sonoma County Climate Protection Campaign proposal that the District allocate \$25,000 to support the Campaign.** Mr. Kurucz moved adoption of the AQPC’s recommendation of February 25, 2003, as follows: (a) that District staff work with the Campaign to identify TFCA projects containing funding that could be used as seed money to leverage further contributions to the Campaign; (b) the Campaign should coordinate with the state Registry and thereby improve its efficiency; and (c) that the District not allocate the requested \$25,000 but instead provide staff assistance; seconded by Dr. Harley.

Ms. Blake offered a friendly amendment to delete Item (b) and instead ask staff to send a letter to the Campaign advising it of the Council’s action and urging its coordination with the Registry; seconded by Ms. Weiner; the amendment carried unanimously by acclamation.

In discussion, Mr. Dawid opined that the District as a regional agency should support a sub-regional effort and match the \$4,000 given by the Sonoma County cities. He explained he would vote against the original motion on this basis. The original motion as amended carried by acclamation, with one no vote by Mr. Dawid.

2. **Lists of Suggested Intermittent Ozone Control Measures proposed by the Technical and Air Quality Planning Committees at their February meetings.** Dr. Harley moved adoption of the list of intermittent control measures, Items A-K on pp. 15-17 of the packet, for forwarding to staff; seconded by Dr. Holtzclaw. Mr. Kurucz offered a friendly amendment to include the AQPC suggestions, set forth on pp. 22-23, seconded by Ms. Blake; the amendment carried unanimously by acclamation. Chairperson Hanna called for the question on the original motion as amended, and the motion carried unanimously by acclamation.
3. **Advisory Council Public Health Committee recommendations entitled “Particulate Matter Abatement,” dated January 8, 2003.** Mr. Zamora stated that on January 8 the Council referred these recommendations to the Technical Committee, which has opined that lowering the threshold for the DLT program will initiate too many advisories. This is a matter of program delivery rather than of public health. The recommendation is flexible and merely asks staff to develop a multi-year plan for future evaluation by the Council.

The Technical Committee supports the inclusion of fireplace change-out upon change of home ownership, and when the model ordinance is revised this can be included. While the Technical Committee notes PM emissions vary in toxicity, the Public Health Committee was chiefly concerned about particle size. Ms. Blake added that federal and state regulations on PM emissions trading do not recognize distinctions in PM type based on toxicity.

The Technical Committee has stated that further work needs to be conducted on PM trap emissions, and therefore Item No. 10 may be deleted from the report. Mr. Zamora moved adoption of Item Nos. 1-9; seconded by Ms. Blake. In discussion, Ms. Weiner noted that the CARB resolution on school buses has been passed, and so the text regarding support for its adoption should be deleted. Mr. Hayes added that in setting the threshold for short-term PM health effects, the Environmental Protection Agency (EPA) factored in the annual PM standard of $15 \mu\text{g}/\text{m}^3$ with the 24-hour standard of $65 \mu\text{g}/\text{m}^3$ and arrived at $40 \mu\text{g}/\text{m}^3$. This is the average between the annual and 24-hour standards and as such is an administrative convenience. He added that lowering the standard to a level at which so many alerts will be issued will cause the effect of the DLT program to be diminished or lost. Changing behavior of the public on days with high particulate levels is the goal of the DLT program.

Mr. Hayes offered a friendly amendment to the language of Item No. 1: insert “strongly consider” after “the District”; replace “develop and implement” with “development and implementation of”; correct the typograph on line “4 of 40 u/m3” to “ $40 \mu\text{g}/\text{m}^3$ ”; and after the last sentence add the following: “We request that District staff report back to the Council within a reasonable period.” Mr. Altshuler seconded the motion, and stated that a recent California Trucking Association meeting it was indicated that there are major statistical errors in health-based analysis for PM, leading to the reporting of PM health effects at twice the level at which they are now estimated.

Dr. Sawyer inquired if the District must also meet the state PM standard of $25 \mu\text{g}/\text{m}^3$. Mr. Hess replied that presently there are no planning requirements for the state PM standard. Ms. Blake requested the motion maker and seconder to modify the final sentence of Mr. Hayes’ language by replacing “a reasonable period” with “six months.” Messrs. Hayes and Altshuler agreed with this suggestion. Chairperson Hanna called for the question on the friendly amendment as modified, and it carried unanimously by acclamation.

Mr. Nack inquired if Item No. 6 accurately states that the model ordinance only addresses new sources of woodsmoke. Teresa Lee, Director of Public Information, stated the ordinance includes a new housing provision and renovation provision. Some localities in adopting the ordinance have included both, depending on the growth projection for the locality and whether new housing or renovation predominates. Mr. Nack requested the report be corrected to reflect that the model ordinance is not limited to new sources. Mr. Zamora and Ms. Blake agreed to modify the phraseology accordingly. Mr. Altshuler moved the addition of “non-EPA woodstove and fireplace insert” after “fireplace” on line one; seconded by Mr. Dawid; carried unanimously by acclamation.

Mr. Nack inquired as to the rationale in Item No. 9 for not using PM emission reduction credits. Ms. Blake replied that PM is a local rather than a regional program, and to conduct PM emissions trading regionally offers only a potential harm to a local community. Mr. Altshuler replied that PM_{2.5} may be more of a basin-wide rather than a localized issue. By contrast, larger size fractions such as PM₁₀ may be more localized than basin-wide. He added that at a recent trucking conference on Monterey, the issue of diesel truck idling at major terminals was raised, and perhaps the report could reference truck idling at major port terminals. Mr. Norton replied that the recently passed Lowenthal bill, which the District will implement, restricts truck idling at ports in the state. Mr. Shanahan stated that it is unclear how truck idling time limits are to be enforced. Transport refrigeration units are also sources of emissions that could be included in the recommendations.

Mr. Altshuler noted that the role of emissions from lubricating oil in reciprocating engine is an issue that is acquiring increasing importance. He moved that the Advisory Council urge staff to follow this issue; seconded by Dr. Holtzclaw; carried unanimously by acclamation.

Ms. Weiner moved that the previously deleted Item No. 10 be retained so that the Council may further investigate the trade-off between PM and NO₂ emissions in heavy-duty diesel retrofits; seconded by Mr. Shanahan. Mr. Zamora suggested that the PM trap issue be reviewed separately rather than tied to the report. Ms. Weiner and Mr. Shanahan agreed and withdrew the motion. Mr. Brazil added that the Metropolitan Transportation Commission (MTC) is the funding agency for transit agencies in this region and that Bay Area transit authorities submit their applications for funds for PM trap retrofits to MTC. This process is part of a state-mandated program to retrofit heavy-duty diesel units with PM traps.

Mr. Kurucz opined that Item No. 9 fails to establish a correlation between the problem and solution. The report states PM is a seasonal problem. Also, emissions from woodsmoke, cooking, and mobile sources are not involved in emission credit trading. Further data is needed. He moved the deletion of Item No. 9 from the report; seconded by Mr. Nack.

Mr. Dawid stated he would oppose the motion because the District should not reduce its emission reduction options. Mr. Shanahan replied that there is significant potential for trading mobile source emissions against stationary source emissions, through retrofitting heavy-duty over the road trucks that operate in an area near a given stationary source. Mr. Hayes opined that PM emission credit trading could be reconsidered with regard to its net effect on public health. For example, a project that produces fine PM could offer to reduce diesel exhaust PM elsewhere. This is a beneficial result. Health-based guidelines could also be developed regarding the relative PM toxicities that would help to identify those circumstances in which PM emission credit trading could be conducted safely.

Mr. Zamora stated the motion simply asks staff to reconsider emission trading and report back to the Council. Dr. Harley added that emission trading requires further evaluation because the admixture of point and area sources (motor vehicle exhaust, woodsmoke, and NOx conversion from secondary particles) create local and regional scale PM issues. Mr. Nack opined that further discussions on emissions trading should take place at the Council level before any recommendations are adopted and forwarded to the staff or Board.

Chairperson Hanna called for a vote on the motion to strike No. 9. It failed on roll call:

Ayes: Altshuler, Kurucz, Nack.

Noes: Blake, Brazil, Dawid, Glueck, Harley, Hayes, Holtzclaw, Lapera, Sawyer, Shanahan, Weiner, Zamora, Hanna.

Mr. Hayes offered a friendly amendment to add at the end of Item No. 9 “so as to ensure that a net improvement in public health occurs through such emission trades, and that we further refer this issue back to the relevant Advisory Council committees for further consideration.”; seconded by Mr. Altshuler. Ms. Blake stated that “net improvement in public health” is somewhat vague. Mr. Hayes offered substitute language “to adequately account for public health issues by the public”; to which the seconder agreed. The friendly amendment carried unanimously by acclamation. Chairperson Hanna called for the question on the original motion to adopt the “Particulate Matter Abatement” recommendations, with all amendments, and it carried unanimously by acclamation.

Noting that there are public health studies that reach different conclusions from those cited at the recent trucking conference, Ms. Weiner suggested the Public Health Committee collect and review them. Dr. Sawyer added that with regard to the studies earlier cited by Mr. Altshuler, there was an error in the software used to calculate health effects. The corrected result reduced the potency for mortality for PM2.5 by half. The exposure level remains significant, and the EPA has not indicated it will modify its standards as a result.

4. **Air Quality Planning Committee recommendations entitled “Improvements to Enhanced Inspection and Maintenance Program,” dated February 25, 2003.** Mr. Kurucz moved adoption of the AQPC’s recommendations on pp. 27-33; seconded by Mr. Dawid. Dr. Harley offered a friendly amendment to add the Technical Committee recommendations from pp. 17-18, and allow the AQPC Chair to insert them in the text; seconded by Mr. Hayes; carried unanimously by acclamation. Chairperson Hanna called for the question on the original motion as amended. The motion carried unanimously by acclamation.

(E) Executive Committee Meeting of March 12, 2003. Chairperson Hanna stated the Committee met earlier today and discussed the presentation of action items at this meeting, as well as the status of the advertisements underway for applications for the “Organized Labor” and “Architect” categories. The “Organized Labor” category will become vacant at the end of today’s meeting with the resignation of member William Nack from the Advisory Council. He read into the record Resolution No. 87, “In the Matter of Expressing Esteem and Appreciation to William A. Nack for his Outstanding Service on the Advisory Council from October of 1994 to March of 2003.” Mr. Nack reviewed the issues that were addressed during his years of service. He thanked the Council members for their commitment to air quality and the District staff for their dedication.

Chairperson Hanna took Items 6 and 8 out of order:

6. **Report of Executive Officer/APCO.** William C. Norton stated the Annual Air & Waste Management Association Conference will convene in June, and six Council members are budgeted to attend. Chairperson Hanna added that priority will be given to those who have not previously attended.
8. **Council Members Comments/Other Business.** Ms. Weiner suggested that in the screening of new Advisory Council members, attention be paid to ethnic and gender diversity. Messrs. Hayes, Holtzclaw and Glueck thanked Mr. Nack for his tremendous contribution to the Advisory Council over the years. Mr. Glueck added that today's agenda packet was thorough and self-contained. Dr. Holtzclaw requested that future packets reference any action items by agenda item number. He added that a computerized tool for evaluating urban land-use characteristics and densities is on the website of the San Francisco League of Conservation Voters at www.sflcv.org/density.

5. The 2004 Ozone Plan

(A) Status Report on Modeling. David Souten, Principal, ENVIRON International Corporation, stated that Alpine Geophysics LLC, ATMET LLC, and Dr. Robert Bornstein of San Jose State University are working with ENVIRON on the photochemical modeling to support the 2004 Bay Area Ozone State Implementation Plan (SIP) submittal. The model infrastructure will contain meteorological, emissions and photochemical models, which will provide the basis for the subsequent analysis of emissions reductions and control measures. Three separate ozone episodes are now being selected and evaluated for modeling. With input from the Modeling Advisory Committee, a modeling protocol has been recently developed. It addresses episode selection, mathematical modeling and other components for three different models within the project. It also addresses model domain size and grid size, emissions, meteorology, and base-year performance, and future year attainment projections.

Chris Emery, Senior Consultant, ENVIRON International Corporation, stated the modeling protocol is posted on the ENVIRON website at www.environ.org/basip2004 (user: basip2004, password: goldengate). The episode selection process ascertains whether an episode is representative of the broader population of episodes over recent years with regard to peak ozone levels, their number, distribution and timing, meteorological conditions such as wind/temperature patterns and mixing heights, and the regional transport potential of each. Three episodes were chosen: July 31 - August 2, 2000, June 14-15, 2000 (from the Central California Ozone Study (CCOS)); and July 11-15, 1999 (which was a widespread ozone episode in the Bay Area and throughout northern California).

Mr. Emery displayed a map of the domain, indicating 12 kilometer (km) grids in the outer boundaries, 4 km grids in the center and 1 km grids over the Bay Area. The broad domain covers most of the state and will account for contributing sources and regional transport. Meteorology and chemistry will be balanced over the larger domain with the more intense efficiencies within the smaller grids and nested sub-domains in the areas of primary focus.

Federal criteria for model selection require industry-accepted algorithms, demonstration of established performance with past and current SIP applications, and staff familiarity with the selected photochemical and meteorological platforms. These include the "Emissions Processing System 95" (EMS-95) which takes state estimates of county level daily emissions of criteria pollutants and generates speciated, gridded, and hourly data specific to modeling on the three grids.

The “Regional Atmospheric Modeling System” (RAMS) is used to develop meteorological fields to accurately characterize episode history. The “Comprehensive Air Quality Model with extensions” (CAMx) is a widely accepted model for ozone and PM photochemistry. The Carbon Bond IV chemical mechanism will be used first, followed by the chemistry more recently developed by the Statewide Air Pollution Research Center (SAPRC) at UC Riverside.

Mr. Emery displayed the following items:

- A gridded map of NO_x emissions in the state, identifying high concentrations along offshore shipping lanes, major freeways, and urban areas; as well as point source emissions.
- The emission inventory of criteria pollutants in tons per day from electrical generating units, point and area sources, and on- and off-road sources.
- A map showing various sensitivities of the meteorological model in domain grid resolutions of 4 km and 1 km.
- A comparison of qualitative and statistical evaluations of the model for wind speeds, temperatures and humidity, to ascertain if projections match observational data.
- Preliminary photochemical model results for July 31, 2000 showing that daily maximum ozone levels occurred in Contra Costa and Alameda counties where District monitors also registered the highest ozone levels. Statistical outputs are compared with monitoring data to develop the base case, which will be used for projections to the attainment year of 2006. These projections are based on expected growth and controls presently in force. This process will be conducted for all three episodes. Cost-effectiveness will be included in control strategy evaluation.
- Diurnal profiles of both observational data and modeling projections for San Jose, Fairfield, Pittsburg and Livermore on July 31, 2000. The initial results are promising, except for the latter, where actual levels registered at 126 ppb while the model predicted 100ppb. Given this underestimation, some meteorological and/or emission adjustments to the model will likely be necessary.
- Identification of statistical ranges of uncertainty, to meet state and federal criteria. Uncertainty exists in monitoring, model assumptions, grid cells, emissions estimates and other inputs.

The technical analyses are scheduled for completion by September 2003. Some delays have occurred in receipt of data from different agencies. The model base case will be developed by early summer, and future year analyses will take place during this spring and summer.

Mr. Emery added that all sources in modeling domain must be modeled. The model will be run several times to check the NO_x/VOC sensitivity. EMFAC 2002 will be used for mobile source projections for the 2006 attainment year. If the model does not achieve adequate base case performance in replicating the historical episode, technical efforts must be employed to remedy the disparity or the episode must be dismissed. This is why multiple episodes are chosen. Greater grid resolution may help to reduce under prediction to some extent. Episodes with a very high, localized ozone reading are somewhat difficult for mathematical models to replicate.

Although Carbon Bond IV is somewhat dated, it has been used in the preliminary modeling runs because it runs faster than SAPRC. However, SAPRAC will be used in the final modeling runs because it is more robust and is also consistent with CARB modeling protocols.

(B) Update on Development of the Plan. Jean Roggenkamp, Manager, Transportation Section, presented a memorandum entitled “Ozone Strategy Development – Draft Schedule” setting forth the planning process through April 2004. It includes technical analysis, ozone modeling, control measure review, public outreach, California Environmental Quality Act (CEQA) review, ozone working group activity, and public hearings at the regional and state level. Staff can provide updates to the Council on this process upon request. The 2004 Plan will use data from CCOS and will initiate increased and early public outreach. The District has committed to complete the plan for federal review by April of 2004. The modeling will provide an estimate of the emission reductions needed to attain the national standard and thus guidance for the type of and scope of any additional control measures. By the fall, a draft ozone strategy will be developed. Mr. Hess added that this model will enable the District to examine interactions of emission reductions in the Bay Area on downwind districts. The model will be turned over to the District for future use in a wide variety of state and federal planning efforts.

Mr. Hess thanked Messrs. Altshuler, Brazil and Holtzclaw for their participation on the Modeling Advisory Committee, and he invited the Council members to contribute their suggestions to this process and also to assist with the public outreach. Ms. Blake encouraged staff to include local health department directors in its public outreach on the ozone plan.

7. **Report of Advisory Council Chairperson.** Chairperson Hanna requested that members wish-ing to attend the AWMA meeting promptly submit their requests to him or the Deputy Clerk.
9. **Time and Place of Next Meeting.** 10:00 a.m., Wednesday, May 14, 2003, 939 Ellis Street, San Francisco, California 94109.
10. **Adjournment.** 12:35 p.m.

James N. Corazza
Deputy Clerk of the Boards

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

April 16, 2003

To: Scott Haggerty Chairperson, and Members of the Board Executive Committee
From: William Hanna, Chairperson and Members of the Advisory Council
Re: Sonoma County Climate Protection Campaign

Toward the end of last year, the Board of Directors and District staff referred to the Advisory Council the request of the Sonoma County Climate Protection Campaign for \$25,000 in District funding to support the Campaign's work on a regional greenhouse gas emission inventory.

On January 8, 2003 the Advisory Council received a presentation from the Campaign on this request. The Council assigned this issue to the Council's Air Quality Planning and Technical Committees for evaluation. These Committees reported out to the full Council on March 12, 2003. The Council discussed the reports and adopted the following recommendation for consideration by the Board Executive Committee, that:

2. District staff work with the Campaign to identify TFCA projects containing funding that could be used as seed money to leverage further contributions to the Campaign.
3. the District not allocate the requested \$25,000 but instead provide staff assistance.

The Council also agreed to request staff to send a letter to the Campaign advising it of the Advisory Council's action and urging it to coordinate with the State Climate Protection Registry.

BH:jc

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

March 12, 2003

To: Scott Haggerty, Chairperson, and Members of the Executive Committee
From: William Hanna, Chairperson, Advisory Council
Subject: Particulate Matter Abatement

Topic

Reduction of particulate matter (PM).

Importance/Implications

The District will soon be responsible to further reduce PM10 and PM2.5 in the Bay Area as a result of more stringent state standards. The revised standards result from a large body of evidence that PM contributes to premature death and multiple health conditions in the population; there is particular concern about the growing numbers of children with asthma. Continuing reductions in PM will require multiple and creative programs on the part of the District.

Recommendations

1) The Council applauds the District's rejuvenation of the "Don't light tonight" program. We strongly recommend that the District actively consider development and implementation of a multi-year plan, with milestones and a timetable, to reduce the District's current 65 $\mu\text{g}/\text{m}^3$ trigger (the national 24-hour standard) to the PM2.5 air quality subindex of 40 $\mu\text{g}/\text{m}^3$. That is a level which USEPA has determined causes unhealthful effects in sensitive groups. We request that District staff report back to the Council in six months."

We also recommend that the District:

2) evaluate the "Don't light tonight" program with regard to public awareness and actions taken in response to the alerts.

3) map PM concentrations in areas of likely concern (e.g., populated inland valleys) during winter days and nights, including weekends, using appropriate portable PM monitoring devices. These efforts should examine temporal PM profiles, not just 24-hour averages. The information will assist in determining control strategies, publicizing the problem, and building public awareness and support for District efforts.

- 4) for both educational and data-gathering purposes, give grants and support others' grants to school districts to buy portable PM monitoring devices for student use, or loan such devices to school districts to map local emissions. Provide technical support for this effort, and seek coordination with local health and environmental health officials. (Appropriate devices are now relatively inexpensive.)
- 5) compare real-time and 24-hour average PM data from regional District monitors to see if they reflect micro-environmental PM concentrations tracked under (2) and (3) (above).
- 6) consider making the case for fireplace, non-EPA woodstoves and fireplace inserts change-out on sale of a home, a provision omitted from the District's model ordinance on wood smoke. Continue to seek funding for change-out programs and other incentive programs, especially in areas of likely concerned and other areas identified through activities in (3) above.
- 7) continue to provide dedicated staff support for advocacy of the wood smoke ordinance and its adoption by local jurisdictions.
- 8) Support bus design changes so that air conditioning and heat do not require idling. Look at other situations where buses congregate and idle where there are large numbers of people (e.g., airports) to see whether a similar ban would be warranted.
- 9) reconsider the use of emissions credits for PM reductions so as to adequately account for public health issues by the public through such emission trades, and that we further refer this issue back to the relevant Advisory Council committees for further consideration."

Key Issues

1. Particulate matter (PM) is associated with an increased death rate overall and from specific diseases, such as respiratory and cardiovascular disease. Between the least and most polluted cities in the United States, the average life expectancy reduction is estimated at 1.5 years less for every PM increase of 50 ug/m³. Some 200 Bay Area residents die prematurely from elevated PM levels, according to risk assessments.

2. PM is also associated with many illnesses, as reflected in studies showing associations with cardiovascular and respiratory hospitalizations, emergency room visits, school absenteeism, asthma attacks, bronchitis and other respiratory symptoms in children, and decreased lung function. Recent studies suggest that exposure during pregnancy may be related to birth defects, low birth weight, prematurity and infant mortality.

Another recent study showed elevated lung cancer deaths in areas with higher PM.

[C. Arden Pope et al. (2002) "Lung Cancer, Cardiopulmonary Mortality, and Long-term Exposure to Fine Particulate Pollution," *Journal of the American Medical Association*, Vol. 287, No. 9.]

3. Studies also point to woodburning as a significant source (when multiplied by thousands of lighted fireplaces) of two of the toxics that were recently identified as having a differential impact on children: dioxin and dioxin-like compounds, and polycyclic aromatic hydrocarbons. CARB is in the process of evaluating these compounds under SB 25 for further toxic control measures.

4. No threshold has been detected below which health effects do not occur.

5. A number of issues remain unresolved, including the PM size and composition most associated with various health effects and the mechanism(s) that causes the effects. Nonetheless, the consistency in the research findings noted above has produced a consensus that PM is a significant public health problem.
6. CARB is expected to issue new regulations to achieve the lower standards for PM10 and PM2.5, likely early in 2003.
7. Bay Area monitoring data show that, although the District has a long history of regulating PM and trends in PM10 are downward for the last 15 years, several sites will not meet the new annual-average state standards of 20 ug/m3 for PM10 and 12 ug/m3 for PM2.5. Elevated PM here occurs especially from October through January; the two principal (and roughly equal during this time period) sources on an annual basis are wood smoke and cooking, and fossil fuels (principally from mobile sources).

Information Considered

Members considered reports to the Committee from:

- Dr. Bart Ostro, Cal/EPA-OEHHA, co-author of “Staff Report: Public Hearing to Consider Amendments to the Ambient Air Quality Standards for Particulate Matter and Sulfates,” May 3, 2002 (Cal/EPA-OEHHA and ARB);
- Dr. David Fairley, District Statistician, BAAQMD, author of “Daily Mortality and Air Pollution in Santa Clara County, California: 1989-1996,” Environmental Health Perspectives, Vol. 107, No. 8, August 1999;
- Mr. Thomas Perardi, Planning Division Director, BAAQMD;
- and information from Michael Lipsett et al., “Air Pollution and Emergency Room Visits for Asthma in Santa Clara County, California,” 1997 Environmental Health Perspectives, Vol. 105, pp. 216-22.

Deliberative Process

The Public Health Committee was asked to consider this topic by Council Chairperson Sawyer as part of its work for 2002. The Committee met on February 25, April 29, June 17, September 9, October 28, and December 9, 2002 to receive and discuss presentations on the issues. The Committee unanimously arrived at its recommendation for forwarding to and consideration by the full Advisory Council.

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

March 12, 2003

To: Scott Haggerty, Chairperson, and Members of the Executive Committee
From: William Hanna, Chairperson, Advisory Council
Subject: Improvements to Enhanced Inspection and Maintenance Program

Topic

Recommendations the District can make to improve the emission reductions achieved through the Enhanced Inspection and Maintenance Program, and improve the equity of the program to the public.

Importance/Implications

Enhanced Inspection and Maintenance is now required in the Bay Area by the California Legislature (AB 2736). Literature and expert testimony indicates that the program as presently implemented around the state does not always achieve all the emission gains expected. Important shortfalls in emissions reductions can be attributed to gross polluters, older vehicles, high mileage vehicles, and repairs that do not last until the next inspection.

Recommendations

The Committee unanimously agrees that the recommendations, when formally adopted and supported by completed background information, should be forwarded to the District staff and/or other agencies and groups as the I&M Review Committee (I&MRC), the California Air Resources Board (CARB), the Bureau of Automotive Repair (BAR), as determined by staff to be appropriate.

- (A) Improve vehicle repair quality and objective from 'passing the test' goal to making viable and proper mechanical repairs to sustain compliance to the next testing period. We recommend that the District and BAR review all measures including increasing the funding available to make more robust repairs. This could include separating the repair location from the testing location for funded repairs which should result in further emissions reductions, the goal of the I&M Program.
- (B) The Advisory Council strongly endorses the District's participation in the ARB remote sensing pilot program. Special attention should be paid to the human issue and social equity in program implementation. We advocate that the District initiate a public relations program for the remote sensing program and the Enhanced I&M Program.

- (C) The Advisory Council strongly recommends continuation of the BAR vehicle buy-back program. The BAR, District and other buy-back programs should work together in order to provide incentives for consumers to remove gross polluting vehicles from operation rather than continue to operate them.

In discussion, it was noted that the state and local vehicle buy-back programs significantly differ in the amount of remuneration they provide to owners for scrapped vehicles as well as in program eligibility criteria. These disparities are confusing and pose potential impediments to fuller public participation in the available buy-back programs.

- (D) Evaluate eliminating the two-year (2) waiver policy for vehicles that fail smog check and identify other options for vehicle owners. The BAR should use its financial repair assistance program to eliminate the need for waivers.
- (E) Advocate a vehicle registration fee increase of \$1.00 to \$3.00 per vehicle in order to allow the BAR and the District to increase the number of vehicles eligible to have government financial support for repair and inspection and buy-back program.
- (F) We recommend elimination of the 30-year rolling exemption at 1974. Vehicles manufactured 1974 or earlier would continue to remain exempt. We further recommend that upon change-of-ownership, exempted vehicles should be pulled back into the I&M program and be made to meet the original manufacturer's emission specifications.
- (G) Advocate annual inspection and maintenance of high-use government and private fleet vehicles.

In discussion, the Committee noted that it has included several different approaches in its recommendations to reduce emissions from gross polluting vehicles (GPVs). Modeling runs by the District and MTC would need to be conducted to ascertain what portion of the mobile source emissions inventory comes from certain older vehicle groups and what the overall air quality impact of annual rather than bi-annual testing would be for such vehicular categories.

- (H) Identify time frame for regularly scheduled replacement of oxygen sensor devices, and other emission control system components. These are relatively inexpensive devices that are critical to the emission control system and are often related to a vehicle becoming a GPV.
- (I) The Advisory Council Technical Committee was requested to review the ARB modeling components, and as appropriate, recommend further options for collecting data, reducing the effects of the gross polluting vehicles, evaluate the possible impacts of a program biased toward hydrocarbon emissions, and identify other components of a Hybrid I&M Program that should be included or modified to support the programs goals.

The Technical Committee reviewed the extent to which mobile source emissions modeling could include real-world data and more appropriately address categories of emission reductions applicable to such hydrocarbon-limited areas as the Bay Area.

- i. Institute a program of remote sensing "Smart Signs" with color codes (green, yellow, red) corresponding to HC emission levels. Failing vehicles would receive a letter from the District encouraging vehicle repair. The long-term data collected by the program would clarify the skewness of vehicle emissions. Smart Signs could be initially sited upwind of Livermore and then elsewhere in locations identified as appropriate by the 2004 Ozone Plan modeling runs.
- ii. Evaluate the re-entry into the fleet of confiscated or abandoned vehicles that are donated to foundations. While such vehicles have to be smog checked upon change-of-ownership, the District could encourage that they be brought into the vehicle buy-back program instead.
- iii. Data collection for vehicular emissions modeling and evaluation of vehicle I&M should include Bureau of Automotive Repair random roadside surveys. The state Emission Factor Model (EMFAC) model should not be used to evaluate the I&M program.

Key Issues

Recommendation A: Presentations from BAR representatives David Amlin and Patrick Dorais, NREL representative Doug Lawson and CCEEB's Bob Lucas support comments from BAAQMD staff Tom Perardi and Amir Fanai that one of the major short comings of the I&M Program is the inability of the I&M repair and maintenance component to guarantee the repairs are sufficiently robust to endure to the next biennial test cycle. BAR data indicate that emissions control components of some cars are repaired during one I&M cycle and are in need of repair again at the next I&M cycle. Key components of an emission control system are the O₂ sensor, catalytic converter, and evaporative canister. No data indicate how soon after initial repair the vehicle again needed repair. These vehicles may have been operated from 1 to 23 months out of compliance before the next I&M test identified the problem. This is an area of concern for consumers as well as for air pollution.

Some repair stations and vehicle owners may choose to repair sufficiently to, "pass the test." There is nothing illegal here, however a passing vehicle may fall out of compliance soon after the test.

Take measures to uniformly improve vehicle repairs throughout the region, and target emphasis on areas upwind of Livermore.

Recommendation B: Remote sensing is recommended by Doug Lawson of the National Renewable Energy Laboratory (NREL) and is the intent of the Legislature. It was included in SB 629, the 1994 bill establishing the Inspection and Maintenance Program, as a component of the enhanced I&M program criteria.

Distinguish responsible from irresponsible vehicle owners and tailor an approach under a remote sensing program for each group. Positive incentives, such as rebates, should be provided to the former but denied to the latter.

Testimony was received that the I&M Program cannot identify all vehicles that are operating out of compliance with emission limits. Reasons include mechanical failures that are not detected or

repaired between inspections, and intentional evasion of the test. Remote sensing provides an opportunity to identify gross polluting vehicles in an on-road operating environment. The data gathered can also be used by ARB to modify and update vehicle emissions modeling data.

The District has requested including the Bay Area in a 2003 remote sensing pilot program.

In discussion, it was noted that last year Joel Schwartz of the I&MRC gave a presentation on remote sensing to the Board of Directors, which expressed its support for the remote sensing program and proposed the Bay Area host a pilot program. Also, recent data from a remote sensing program conducted in another state, Arizona, indicates that 55-60% of the vehicle owners contacted via letter responded that they would have their vehicle checked for high emissions. This approach is comparable to, and could complement, the District's Smoking Vehicle program.

BAR representatives David Amlin and Patrick Dorais, NREL representative Doug Lawson, CCEEB representative Bob Lucas as well as BAAQMD staff personnel all stated that all recommendations should be pro-active in the public relations arena. An effective program must educate and inform the public that the components of a hybrid enhanced I&M Program are being implemented to enhance air quality, to reduce emissions, and to protect consumers. This means not only implementing enhanced I&M but also remote sensing and other program enhancements including any consumer protection or assistance with repairs that do not last until the next inspection cycle.

Recommendation C: Vehicle buy-back programs, operated by BAR and the District and repair assistance programs help reduce emissions from the vehicle fleet. BAR representatives presented on July 23, 2002, that the BAR "Buy-Back" program was put on hold due to budget constraints.

The District program requires that vehicles be in compliance and operating to be eligible for the \$500.00 buy-back eligibility. The ARB program allows an owner to turn in a non-operating gross polluting vehicle to receive a \$1,000.00 program eligibility check. The District should ensure they are targeting high emitting vehicles with their program.

The programs should work together in order to provide incentives for consumers to remove gross polluting vehicles from operation rather than continue to operate them under a waiver.

Recommendation D: The goal and efforts directed towards reducing emissions is partially defeated by BAR policies that allow for the gross polluting vehicles to continue to operate for 2-years under waiver without sufficient repair.

Eliminate waivers for vehicles that are too expensive to fix, as these are the most problematic.

ARB has historically stated that 10% to 15% of the vehicles account for 50% of the mobile source emissions inventory (ARB Statistic). Presentations from BAR representatives David Amlin and Patrick Dorais, NREL representative Doug Lawson and CCEEB's Bob Lucas indicate that identification and repair of gross polluting vehicles are a key to effective implementation of an I&M program. Mr. Lawson's data indicate that as few as 5% of all vehicles contribute up to 83% of the NO_x, CO and ROG. However, a different 5% of the fleet is responsible for ROG,

than for NOx or for CO. Different types of mechanical failures lead to increased NOx emissions than lead to increased ROG or CO emissions.

SB 629 (1994) allows for operation under waiver for one-2 year registration period. The owner can get two types of waivers, but must spend the \$450 maximum attempting to repair the car before getting the waiver. The result may be an inadequate repair which does not bring the vehicle into compliance, or does not last very long. After the 2-year waiver, the vehicle must pass the next test without waiver to be registered by DMV.

This two-year period operating with high emissions is counterproductive to the goals of the program. In recognition that repairs costing more than \$450.00 may be beyond the means of some vehicle owners, this committee recommends ensuring that need-based repair assistance programs and vehicle buy back programs are available and that waivers should be eliminated.

The public has largely agreed with the objectives of the program. District and BAR data indicated that of the millions of vehicles operating in the Bay Area, less than 400 vehicle owners requested a waiver from making complete repairs and passing the test.

In discussion, it was noted that this approach avoids the need for legislative change to eliminate waivers per se by instead focusing the repair subsidy program on providing a higher repair subsidy for owners that qualify for a waiver, in effect eliminating the latter.

Recommendation E: Based upon the discussion with BAR, Staff personnel, Doug Lawson and CCEEB representatives the main issue preventing previous implementation of many I&M Program improvements is money.

The committee believes that the emissions reduction benefits derived from the implementation of remote sensing, improving the ARB and the District buy back program, increasing the quality and quantity of vehicle repairs and improving and enhancing data collection are all worthwhile program benefits. We recommend that a small, \$1.00 to \$3.00 per vehicle, registration fee increase be considered to fund these programs.

The development of cost-per-ton analysis can be performed by ARB, BAR and District staff to analyze the cost and benefits from the recommended programs and the vehicle registration fee increase.

Recommendation F: Staff indicates that 18% of the emissions from the total vehicle fleet are from vehicles 30 years old, or older, which are exempt from smog inspections. Cars through 1974 are presently exempted from inspection. Cars manufactured after 1974 are presently required to receive biannual inspection.

Recommendation G: Data presented by NetWorkCar representative Don Brady indicates that taxi fleets, averaging 72,000 miles per year fall out of compliance much quicker than the average fleet and sooner than the 2- year I&M schedule will identify the increased emissions.

Mr. Brady indicated that taxis in the Bay Area may be required to be sold after they are 3 years old. He also stated that the highway patrol sells its high mileage cars. The committee also

recommends that BAR or the I&MRC, or other body look into the compliance status of these cars after sale.

Therefore we strongly recommend that high mileage fleets be subject to more frequent inspection schedules and not be eligible for the 4 or 6 year waivers from test and that they receive an annual test. SB 629 allows fleet operators to have in-house I&M certified programs.

SB 629 states: (g) Notwithstanding any other provision of this section, fleets consisting of vehicles for hire or vehicles which accumulate high mileage, as defined by the department, shall go to a referee station when a smog check certificate of compliance is required. Initially, high mileage vehicles shall be defined as vehicles which accumulate 50,000 miles or more each year. In addition, fleets which do not operate high mileage vehicles may be required to obtain certificates of compliance from the referee if they fail to comply with this chapter.

Recommendation H: Replacement of the Oxygen sensor, at a specified age or mileage was a recommendation presented by former APCO Ellen Garvey at the October 31, 2002 committee meeting.

This philosophy however follows the suggestion towards enhancement as presented in the prior presentations by BAR, Staff, Doug Lawson, CCEEB and others as a further enhancement component of the I & M program to assist in emissions reductions policies. Other recommendations were gas cap program, evaporative canister and catalytic converter inspection programs.

To better identify gross polluting vehicles (GPVs), the results of the California Air Resources Board (CARB) study on the replacement of key emissions control components (catalytic converters, oxygen sensors and canisters) should be tracked. The preliminary results from this study are due for publication soon. A possible outcome would be improvement in the understanding of equipment failure modes that leads to improvement in repair diagnosis and quality.

Recommendation I: One of the critical issues with the ARB guidelines toward the I & M Program is that the model (EMFAC) places a large priority on reductions of NOx as an ozone reduction element.

Based on the findings of Doug Lawson of NREL, SB 529 and the UC Riverside Study it appears that HC reduction is the most effective element to reduce ozone levels in the Bay Area.

The Advisory Council Technical Committee is requested to review the ARB modeling components, and as appropriate, recommend further options for collecting data, reducing the effects of the gross polluting vehicles, evaluate the possible impacts of a remote sensing program biased toward hydrocarbon emissions, and identify other components of a Hybrid I & M Program should be included or modified to support the programs goals.

Information Considered

Members considered reports to the Committee from:

Messrs. David Amlin and Patrick Dorais, of the Bureau of Automotive Repair
Mr. Doug Lawson, Principal Scientist, National Renewable Energy Laboratory (NREL)
Mr. Robert Lucas, Lobbyist, California Council for Economic and Environmental Balance (CCEEB)
Mr. Don Brady, Vice President of Sales, NetWorkCar
Mr. Thomas Perardi, Planning Division Director, Air District
Mr. Amir Fanai, Senior Air Quality Engineer, Air District Planning Division

Deliberative Process

The Air Quality Planning Committee was asked to consider this topic by Council Chairperson Sawyer as part of its work starting in February 2002. The Committee met on February 25, April 23, May 28, June 18, July 23, August 20, September 24, October 31, December 9, 2002, January 6, 2003 and February 25, 2003 to receive and discuss presentations on the issues. The Committee unanimously arrived at its recommendation for forwarding to and consideration by the full Advisory Council.

A chronology of the Committee's deliberations, and the presentations received on this matter, is available upon request.

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson Haggerty and Members
of the Board of Directors Executive Committee

From: Stan Hayes, Chairperson, Advisory Council Applicant Selection Working Group

Date: April 22, 2003

Re: Appointment of three new Advisory Council members and Reassignment of one
Advisory Council Member to another Council Category

RECOMMENDED ACTION:

1. Re-assign Advisory Council member Sam Altshuler, P.E., from the Public-at-Large category to the Registered Professional Engineer category being vacated by the resignation of Dr. Robert Sawyer.
2. Appoint three new Advisory Council members.
 - a. Appoint Louise Wells Bedsworth, Senior Vehicles Analyst, Alternative Fuels Group, Union of Concerned Scientists, to the vacated Public-at-Large category to complete the unexpired term that began January 1, 2003 and ends December 31, 2004.
 - b. Appoint Pamela Chang, a professional architect and civil engineer in her own practice, to the Architect category for a two-year term beginning January 1, 2003 and ending December 31, 2004.
 - c. Appoint Victor Torreano, Business Representative, Sheet Metal Workers Local No. 104, San Mateo, to the Organized Labor category to complete an unexpired term that began January 1, 2003 and ends December 31, 2004.

BACKGROUND:

Two Advisory Council members resigned this year: Jill Stoner (Architect category) William A. Nack (Organized Labor category). Robert F. Sawyer, Ph.D., P.E. (Registered Professional Engineer category) will resign from the Council as of May 14, 2003. Council member Altshuler has agreed to accept his re-assignment from the Public-at-Large category he now occupies to the Registered Professional Engineer category that will be vacated by Dr. Sawyer.

DISCUSSION:

On January 10 of this year, Architect category member Jill Stoner resigned from the Advisory Council. Organized Labor category member William A. Nack advised the Advisory Council he would resign on March 12. A Press Release was therefore issued that solicited applications for both Council categories. It was posted on the District's website, sent to the newspapers in which the District's public hearings are published, forwarded to the Board of Directors and Advisory Council for their attention and action, and transmitted to the webmasters of the nine Bay Area County Labor Councils and the Bay Area Chapters of the American Institute of Architecture. The application period ran from February 25 to March 31, 2003.

Five applications were received: two each for the Organized Labor and Architect categories, and one for the Industry category. Interviews of all five candidates occurred on April 22.

Louise Wells Bedsworth had been interviewed by the Applicant Selection Working Group in October 2002 during a previous round of applications. The Applicant Selection Working Group resolved to recommend her appointment to the Council when circumstances permitted it. She was contacted during the application period for the current vacancies as to whether she was still interested in serving on the Council, and she replied affirmatively.

The Working Group requests the Executive Committee to approve the re-assignment of Public-at-Large category Sam Altshuler, P.E. to the Registered Professional Engineer slot that will be vacated by Dr. Sawyer on May 14, 2003. This in turn will create a vacancy in the Public-at-Large category that may then be filled by Ms. Bedsworth.

The resumes of each of the candidates recommended for appointment are attached. I will attend the Executive Committee meeting to answer any questions that you may have.

Respectfully submitted,

Stan Hayes
Chairperson
Applicant Selection Working Group
Advisory Council

Prepared by: James N. Corazza

FORWARDED BY: _____

SH:jc

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Inter-Office Memorandum

To: Chairperson Haggerty and
Members of the Executive Committee

From: Thomas Perardi
Director of Planning and Research

Date: April 23, 2003

Re: Status of U. S. EPA Action on 2001 Ozone Attainment Plan

RECOMMENDED ACTION:

Receive and file.

BACKGROUND

Air districts in California, including the Bay Area Air Quality Management District, are responsible for complying with provisions of the federal Clean Air Act that require attainment of the national ambient air quality standards by established deadlines. The U. S. Environmental Protection Agency (EPA) redesignated the Bay Area as a non-attainment area for the national 1-hour ozone standard in 1998 with an attainment deadline of November 2000. The Air District, in cooperation with the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG), prepared the Bay Area 1999 Ozone Attainment Plan in response to the non-attainment designation. The 1999 Ozone Attainment Plan was adopted by the regional agencies in June 1999, and the California Air Resources Board (ARB) submitted the Plan to EPA in August 1999.

EPA identified three deficiencies in the 1999 Ozone Attainment Plan and also made a finding that the Bay Area did not attain the standard by November 2000. The effective date of EPA's final action on the 1999 Ozone Attainment Plan was October 22, 2001. Under the terms of the federal Clean Air Act, EPA's disapproval established a time limit for fixing the deficiencies and specified certain sanctions for failure to do so. If the deficiencies are not fixed and approved by EPA within 18 months (i.e. by April 22, 2003), a sanction requiring 2 to 1 offsets for new or modified major stationary sources in the Bay Area goes into effect (the current offset ration is 1.15 to 1). If the deficiencies are still not fixed and approved by EPA within 6 additional months (e.g. 24 months total), another sanction – withholding federal transportation funding – goes into effect, as well as a requirement for EPA to propose a Federal Implementation Plan for the region.

The Air District, along with MTC and ABAG, developed the 2001 Ozone Attainment Plan to fix the deficiencies identified by EPA in the 1999 Ozone Attainment Plan and to address EPA's finding of failure to attain. The new deadline for attainment set by EPA is 2006.

DISCUSSION

The regional agencies adopted the 2001 Ozone Attainment Plan on October 24, 2001. ARB approved the 2001 Plan on November 1, 2001 and transmitted it to EPA on November 30, 2001. The regional agencies believe that the 2001 Ozone Attainment Plan complies with applicable CAA planning requirements, remedies the deficiencies identified by EPA in the 1999 Ozone Attainment Plan and provides for expeditious attainment of the national 1-hour ozone standard in the Bay Area by 2006.

The 1999 Ozone Attainment Plan deficiencies identified by EPA involved the attainment assessment, the transportation conformity emission budgets, and the reasonably available control measure (RACM) demonstration. These were all addressed and updated in the 2001 Ozone Attainment Plan.

EPA has not yet proposed any action on the 2001 Ozone Attainment Plan. EPA staff has indicated that they expect to propose action in the near term. Because EPA did not propose approval of the 2001 Ozone Attainment Plan by April 22, 2003, the 2 to 1 offset sanction went into effect on that date. Staff does not foresee significant adverse effects on major stationary sources if the sanction is in effect for a short time.

Staff has recently provided information to EPA that we hope will help EPA expedite their decision-making. We provided information about the extensive modeling analysis being conducted for this round of ozone planning and how it improves upon the analysis in the previous plan. We also provided a report showing that the region has made reasonable further progress (RFP) toward attaining the national 1-hour ozone standard. The modeling information and the RFP report have been posted on the Air District's website. Staff will maintain contact with EPA regarding their action on the 2001 Ozone Attainment Plan and provide additional information as needed.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Thomas Perardi
Director of Planning and Research

Prepared by: Jean Roggenkamp

FORWARDED: _____

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson Haggerty and
Members of the Executive Committee

From: Thomas Perardi
Director of Planning and Research

Date: April 23, 2003

Re: Status Report on 2003-04 Ozone Planning

RECOMMENDED ACTION:

Receive and file.

BACKGROUND

The 2001 Ozone Attainment Plan, adopted by the regional agencies on October 24, 2001, addresses issues identified by the U. S. Environmental Protection Agency (EPA) from the Bay Area 1999 Ozone Attainment Plan and provides for attainment of the national 1-hour ozone standard by 2006. It also includes two interim planning commitments: (1) a commitment to conduct a mid-course review of our progress toward attaining the national 1-hour ozone standard by December 2003 and (2) a commitment to provide a revised ozone strategy to EPA by April 2004. In addition, the California Clean Air Act requires that we update our Clean Air Plan (CAP) for attaining the State 1-hour ozone standard every three years. The Board of Directors adopted the most recent CAP update in December 2000. This report to the Executive Committee provides an update on the current ozone planning process, focusing on ozone modeling and public involvement.

DISCUSSION

The current modeling effort to support our planning process for the national and state 1-hour ozone standards will benefit from an intensive field study, the Central California Ozone Study (CCOS), conducted during the summer of 2000 on high ozone days. In addition, state-of-the-art models will be applied for emission inventory, meteorology, and photochemical ozone formation. ENVIRON Corp. has been hired to conduct the modeling for the Bay Area using the information from the CCOS study. A Modeling Advisory Committee (MAC) reviews the work of the consultants on a monthly basis. The MAC includes representatives from BAAQMD, MTC, EPA, ARB, downwind air districts, industry, environmental groups, community groups, and transportation groups.

Three episodes of high ozone have been selected for analysis: two episodes from the summer of 2000 (July 28 – August 1, and June 14 – 15) and one from summer 1999 (July 11-12). The 1999 episode is important because high ozone levels occurred throughout the Bay Area as well as the downwind air districts. ENVIRON is working with ARB to complete development of the emission inventory and meteorological inputs necessary for the ozone modeling. ENVIRON is also beginning to conduct warm-up runs to get the inventory, meteorological and photochemical models working together. Preliminary modeling results are expected this coming summer.

In terms of the public involvement process, staff held the first meeting of the Ozone Working Group (OWG) on March 27, 2003 in the MetroCenter auditorium. The meeting facilitator was David Early of Design, Community, Environment. Announcements for the meeting were distributed widely and posted on the BAAQMD, MTC, and ABAG websites. Attendees represented wide-ranging interests, including representatives of the three regional agencies, U. S. Environmental Protection Agency, California Air Resources Board, CalTrans, local government, community groups, downwind air districts, environmental groups, transportation groups, League of Women Voters, bicycle advocates, industry, American Lung Association, and the Port of Oakland.

The focus of the kick-off meeting was twofold: (1) to provide background information on planning requirements, ozone trends, health effects, etc. and (2) to get input from the participants about the role of the Ozone Working Group. The discussion among the participants regarding the role of the OWG revealed interest in two different kinds of public involvement. Some participants want the OWG to delve into detail about the various aspects of ozone planning, including control measure development, modeling, and transport. Others are interested in ensuring that the ozone planning process is accessible to Bay Area communities that are concerned about air pollution. Both of these aspects of public involvement are important. Staff will conduct two different types of public involvement: the Ozone Working Group and community-oriented meetings.

The Ozone Working Group will continue to meet at MetroCenter approximately every other month throughout the planning process to provide opportunities for participants to work intensively with staff as we delve into the technical and policy aspects of ozone planning. The agendas, meeting notes, handouts, and other notices will be posted on the Air District website at www.baaqmd.gov/planning/2004sip/2004sip.htm. The next meeting of the Ozone Working Group is scheduled for May 14, 2003 from 2:00 – 4:00 pm. The focus of the meeting will be control measure suggestions.

The community outreach effort is currently under development. Staff will work with Community Focus and the Air District's Resource Teams to hold meetings about the ozone planning effort in communities around the region. Resource Teams are located in East Palo Alto, North Richmond, Bayview/Hunters Point, San Francisco/San Mateo, Santa Clara County, Southern Alameda County, Tri-Valley, Napa/Solano, and Marin/Sonoma.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Thomas Perardi
Director of Planning and Research

Prepared by: Jean Roggenkamp

FORWARDED: _____