

AIR CURRENTS

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Only Two Spare the Air Days Called Summer Ozone Season Comes to a Close

Cooler temperatures and mild weather in the Bay Area kept air quality relatively healthy during this summer's *Spare the Air* season, which began June 1 and ended October 12. The Air District issued two *Spare the Air* advisories during a brief hot spell on August 29 and 30, but this season's tally compares favorably with the 11 *Spare the Air* days announced in 2006.

This summer, the Air District and the Metropolitan Transportation Commission joined to administer the 2007 Free Transit Incentive Program—at \$8.5 million, the largest of its kind in the nation. Under this program, 29 transit systems from all nine Bay Area counties partnered to provide free rides on up to the first four non-holiday *Spare the Air* weekdays.



Wrapped buses at the Spare the Air Kick-Off Event at Justin Herman Plaza on May 30, 2007

Transit was free on BART, CalTrain, ACE Train, and Bay Area ferries until 1:00 P.M., and free all day long on Bay Area bus

systems. Free transit was offered on both *Spare the Air* days, August 29 and 30.

The goal of the Free Transit Incentive Program is to acquaint Bay Area residents with their public transportation options, and to encourage long-term transit use. Results from preliminary surveys designed to gauge overall public awareness

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Air District Commits \$1.5 Million toward Climate Protection Grant Program District Also Goes Climate Neutral

On September 21, the Air District announced the launch of a \$1.5 million Climate Protection Grant Program.

This grant program will provide funding to local governments, schools, non-profit organizations, and small businesses for projects designed to reduce greenhouse gas emissions. This \$1.5 million represents the largest single source of funding available for climate protection projects in the Bay Area.

Applications are due on November 9, 2007. Workshops were held for grant-seekers the first week of October. For

further information, visit the Air District's website at www.baaqmd.gov.

In addition, on June 1, the two-year anniversary of adopting its Climate Protection Program, the Air District announced that it has become a carbon neutral agency.

Over the past two years, the Air District has worked to integrate climate protection into all aspects of its programs and operations. In going carbon neutral, the Air District adopted climate-friendly business practices, quantified the green-

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TOLL-FREE NUMBERS

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

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Air District Approves Flare Plans

On July 16, the Air District approved Flare Minimization Plans prepared by the five Bay Area petroleum refineries, as required by *Regulation 12, Rule 12, Flares at Petroleum Refineries*. This rule, adopted on July 20, 2005, was the first in the nation to target emission reductions at refineries by minimizing the frequency and magnitude of flaring.

Regulation 12, Rule 12 prohibits the non-emergency use of refinery flares unless that use is consistent with an approved Flare Minimization Plan. To obtain approval by the District, these Plans have to demonstrate that every feasible prevention measure to reduce flaring is implemented expeditiously. The Plans include prevention measures such as installation of additional flare gas recovery compressors, for example, or balancing refinery operations to prevent flaring. The prevention measures outlined in the Plans are enforceable regulatory requirements.

Refinery flares are first and foremost safety devices intended to protect refinery workers and the public and preserve the integrity of the refinery. For this reason, *Regulation 12, Rule 12* gives each refinery the flexibility to develop a Plan specific to the unique design and operation of its facility. The rule specifically allows flaring in emergency situations to prevent accident, hazard, or release of dangerous gases directly into the atmosphere.

This regulation applies to the refineries in the Bay Area, which constitute nearly 40 percent of California's refining capacity, and have the potential to process over 30 million gallons of crude oil a day. Emissions from refinery flares are currently estimated at less than 1.0 ton per day of total organic compounds and 0.65 tons per day of sulfur dioxide. These emission levels reflect significant reductions due to actions taken by the Bay Area refineries in recent years.

Air District Completes Air Monitoring Network Plan

The Air District completed its 2006 *Ambient Air Monitoring Network Plan* on July 1. This document contains a comprehensive description of the Air District's air monitoring network: it explains why site locations were chosen, lists their monitoring objectives, shows the pollutants measured, and includes detailed site descriptions.

The 2006 *Plan* also provides a summary of changes made to the monitoring network over the past year, as well as changes proposed for the next 18 months. These changes include adding a PM_{2.5} monitor to the existing Gilroy site, adding temporary monitoring sites in Benicia and Berkeley, adding two long-term sites in Oakland, and closing the San Jose Tully particulate site.

The report is updated every year to conform with EPA requirements. The

2006 *Ambient Air Monitoring Network Plan* is currently available on the District's website at www.baaqmd.gov/tec/aammet/network_plan.htm.

Carbon Neutral

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house gas emissions associated with its operations for calendar year 2006, and purchased renewable energy certificates in order to offset its 2006 emissions—the first time an Air District has offset an entire year of operational emissions.

Air District greenhouse gas emissions for calendar year 2006 totaled 1,645 metric tons. Offsets purchased through Native Energy will be invested in a 30-MW wind farm project, which is scheduled for installation in 2008.

As part of its overall Climate Protection Program, the Air District developed a

Spare the Air

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on the two *Spare the Air* days closely matched last year's findings, with 73 percent of respondents having heard, read, or seen information about the program. *Spare the Air* email AirAlert registrations reached 54,000, an increase of 14,000 subscribers over 2006. Individual actions can make a big difference in keeping the air healthy; in years ahead, it will be more important than ever that Bay Area residents continue to do their part for clean air.

The 2007 *Spare the Air* / Free Transit Incentive Program was launched on May 30 with a press conference at Justin Herman Plaza in San Francisco. Buses on 14 transit systems were "wrapped" with the 2007 *Spare the Air* campaign graphic, and all participating transit systems carried *Spare the Air* posters, signs, and banners.

On October 2, the Air District hosted a *Spare the Air* Employer Summit in South San Francisco. At this event, a panel of representatives from the *Spare the Air* Employer program shared their best policies and practices in the workplace.

Overall, in 2007, the Bay Area experienced one exceedance of the federal 8-hour ozone standard, four exceedances of the state 1-hour standard, and eight exceedances of the state 8-hour standard. This represents a significant improvement over 2006, when the region experienced 12 exceedances of the federal standard, and 18 and 22 respective exceedances of the state 1-hour and 8-hour standards.

Bay Area Greenhouse Gas Emission Inventory, funded a study to evaluate greenhouse gas emission-control technologies for its permitted sources, and hosted a regional climate protection summit. The agency is also developing a global warming curriculum for elementary schools, and is coordinating efforts to deliver technical assistance to local governments to implement local climate protection programs.

Air District Funds the First Plug-in Hybrid School Bus in California

This fall, Napa schoolchildren will be able to breathe easier as they ride to class in a brand new plug-in electric hybrid school bus, the first in California.

Partially sponsored by a \$100,000 contribution from the Air District, this “next generation” school bus reduces the amount of diesel emissions by up to 90 percent, and lowers the amount of greenhouse gases being released into the atmosphere.

A plug-in hybrid is powered by a combination of electricity and liquid fuels. As it runs, the battery is charged by the engine and captures braking energy. At rest, it can be plugged into the electrical grid to top off additional battery power. This combination creates much greater engine efficiency; which reduces emissions of diesel particulates and greenhouse gases.

Over the last seven years, the Air District has sponsored a number of innovative programs to protect the health of school-age children. The District’s Lower-Emission School Bus Program seeks to reduce exposure to cancer-causing air pollution. The program has provided over \$2.6 million to school districts to fund newer, safer school buses, and to install air pollution control equipment on buses that are already on the road.

Air District Executive Officer Jack P. Broadbent and District Planner Geraldina Grunbaum participated in an event held on August 10 celebrating the arrival of the first plug-in hybrid school bus in the state.



Air District Approves \$25.9 Million in Carl Moyer and MSIF Grants

In April, the Air District approved the allocation of \$25,865,356 to fund the implementation of projects that will reduce emissions, primarily from heavy-duty diesel engines, through two of the Air District’s grant programs, the Carl Moyer Program and the Mobile Source Incentive Fund.

A total of \$21,761,710 in Carl Moyer Program funds was approved for implementation of these projects. The Carl Moyer Program is a state-funded incentive program originally created by the California Legislature to reduce emissions from heavy-duty engines. Managed locally by the Air District, the Carl Moyer Program provides grants primarily for installing new, cleaner engines or emission-control devices in heavy-duty equipment, such as trucks and buses, marine vessels, construction equipment, locomotives, and agricultural irrigation pumps.

The Air District also approved the allocation of \$4,103,646 from its Mobile Source Incentive Fund (MSIF). MSIF revenues are generated by a \$2 surcharge on motor vehicle registration fees in the Bay Area, as authorized by California Health and Safety Code Section 44225.

Both funding sources were combined to award grants to projects that will reduce emissions from 300 diesel engines. An estimated 11,340 tons of emissions, including approximately 9,700 tons of oxides of nitrogen, 1,225 tons of reactive organic gases, and 410 tons of particulate matter will be reduced over the life-cycle of these projects.

For more information about the Air District’s Grants and Incentives program visit: www.baaqmd.gov/pln/grants_and_incentives/index.htm.

Air District Certified as a Green Business

The Air District has been awarded certification as a Green Business by the Bay Area Green Business Program, the first government entity in San Francisco to achieve this certification.

The Bay Area Green Business Program is a partnership of environmental agencies that recognizes and promotes local businesses that volunteer to operate in a more environmentally responsible way. To be certified as a Green Business, a participant must be in compliance with all regulations and meet program standards for conserving resources, preventing pollution, and minimizing waste.

The City of San Francisco Department of the Environment presented the certification to the Air District Board during their May 16, 2007, meeting at Air District headquarters. For more information about Green-certified businesses in San Francisco visit the San Francisco Green Business Program at <http://sfenvironment.com/greenbiz/>.

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WOOD BURNING REGULATION WORKSHOPS

The Air District is circulating a draft regulation to reduce emissions of harmful particulate matter (PM) from wood-burning devices, including indoor and outdoor fireplaces and wood-burning stoves. Air District staff will conduct a series of public workshops to review and discuss the draft regulation at the dates, times, and locations below:

Wednesday, November 7, 1-3 pm
 Metropolitan Transportation Commission
 Metrocenter Auditorium
 Oakland

Thursday, November 8, 1-3 pm
 Steele Lane Community Center
 Santa Rosa

Wednesday, November 14, 6-8 pm
 San Jose State University
 San Jose

Thursday November 15, 1-3 pm
 Holiday Inn
 Concord

Thursday, November 15, 6-8 pm
 Ramada Inn
 Vallejo

Friday, November 16, 1-3 pm
 Seaport Conference Center
 Redwood City

Monday, November 26, 6-8 pm
 Robert Livermore Community Center
 Livermore

The purpose of the workshops is to receive comments and answer questions on the draft rule. For full workshop addresses and maps, and for copies of the draft rule and Workshop Report, visit the District website at www.baaqmd.gov/pln/ruledev/workshops.htm. For questions or comments on draft Regulation 6, Rule 3, please contact Eric Pop, Air Quality Specialist, at (415) 749-5172, or epop@baaqmd.gov.



Air Currents Subscribers—

Would you prefer to receive an e-mail version of the Air Currents newsletter? In the interest of saving resources and paper, the Air District is exploring the option of providing an e-mail version of Air Currents in the near future. But we need to determine if demand is sufficient to make that effort worthwhile. If you would be interested in receiving an e-mail version of Air Currents instead of a hard copy, please send us an e-mail at sparetheair@baaqmd.gov or call (415) 749-4900.



Bay Area Air Quality Management District Annual Report 2006

The Air District's 2006 Annual Report highlights last year's achievements and serves as a handbook introducing the agency's ongoing efforts to improve air quality in the Bay Area. The Annual Report is available online at www.baaqmd.gov/pio/publications.htm. To order free print copies, call (415) 749-4900.

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