

OZONE WORKING GROUP

March 27, 2003 Meeting Notes

I. COMMENTS, QUESTIONS AND RESPONSES

- **Would like to see assessment of existing TCMs such as express bus service.**

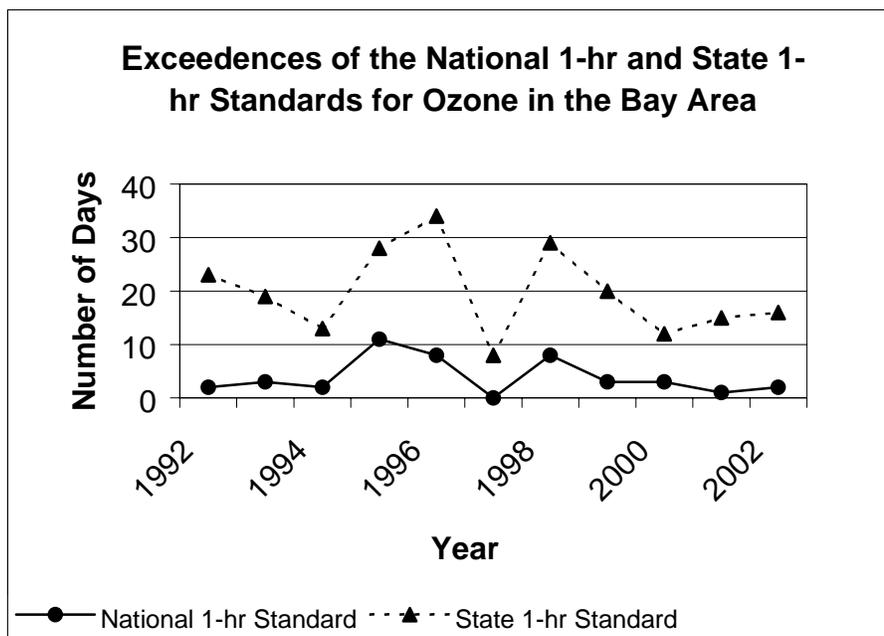
Response: The effectiveness of TCMs in the 2001 Ozone Plan was estimated using standard planning assumptions and methodologies. In the future, the effectiveness of certain TCMs, such as the new regional express bus services, can be refined based on ridership data for these services after they have been in operation for an extended period of time. This also applies to other TCMs that have not yet begun service (BART to SFO) or where specific implementing projects have not been selected (TCM B: Bicycles and Pedestrians and TCM C: Transportation for Livable Communities).

- **Interested in seeing safe routes to transit for pedestrians/bicyclists.**

Response: Funding for this type of program as well as other improvements identified in the Regional Bike Plan will be addressed in the upcoming update of the Regional Transportation Plan, which will begin in June of 2003. Counties can currently suggest these routes for funding under TCM B, but expanded funding beyond TCM B will need to be addressed in the RTP update.

- **Request that District provide ozone exceedance-day information for last ten years, and provide person-hrs exposure information.**

Response: An ozone exceedance-day chart for the past 10 years for the national and California 1-hour ozone standards is shown below. Ozone levels are strongly affected by meteorological conditions. Summers with lower temperatures or more windy days tend to have lower ozone levels than summers with a lot of hot, still days. Because of the variable effects of meteorological conditions from year to year, the effects of emission reductions are typically discernable over longer periods of time.



Estimates of population exposure to ozone levels above the ozone standard will be part of the Clean Air Plan; we expect the analysis to be completed by September 2003.

- **District has not made enough effort over more recent years - lack of progress.**

Response: Several indicators are used by the California Air Resources Board to evaluate progress toward meeting the California ozone standard, including design value, population exposure and area exposure. The Clean Air Plan will include updates of these indicators. We expect to complete the analysis by September 2003.

Progress toward the national standard is demonstrated through reasonable further progress reports (RFP). The co-lead agencies have recently completed an RFP report that indicates that the region is making good progress toward re-attaining the national standard. The report includes information about design value, control measure implementation, status of further study measures, and overall emission reductions. The report is available online at <http://www.baaqmd.gov/planning/2001sip/rfpreportfinal.pdf>. In addition, the 2001 Ozone Plan calls for a mid-course review of the region's progress toward the national 1-hour ozone standard to be completed by December 2003.

- **Has not been any public outreach/process around FS-10 technical study.**

Response: FS-10 is the 2001 Ozone Plan further study measure regarding Organic Liquid Storage Tanks. A work group meeting to discuss the potential for further tank controls was held April 24, 2003. Information about FS-10 is available online at <http://www.baaqmd.gov/enf/refineryfsm/StorageTanks/StorageTanksCoverPage.htm>.

- **When will rule-making start for FS-11, SS-17?**

Response: A draft technical assessment for further study measure FS-11, Marine Vessel Loading, as well as public comments and staff responses, are available at www.baaqmd.gov/enf/refineryfsm/MarineLoading/MarineLoadingCoverPage.htm. The final technical assessment document is expected by May 2003. Rule development is expected to begin during the 2nd quarter of 2003.

Control measure SS-17, Process Vessel Depressurization, of the 2001 Ozone Plan is scheduled to be implemented through rule amendments this year. We expect to begin rule development in the 2nd quarter of 2003.

- **Seems that work on the 2001 Ozone Plan Further Study Measures has stopped/slowed except for Flares.**

Response: Work on the further study measures is proceeding. FS-10 and FS-11 are discussed above. The process for FS-8, Refinery Blowdown Systems, is expected to proceed with workgroup meetings to finalize technical assessment documents for flares and pressure relief devices in May, and then move to rulemaking. A portion of FS-8, concerning blowdown systems, affects only one refinery and may be able to be addressed through an enforcement action. The technical assessment for FS-9, Refinery Wastewater Systems, was developed by ARB staff. A workgroup meeting is expected in May to finalize the technical assessment. Then District staff will proceed to

rulemaking for the portion of FS-9 that addresses seals for pumps, drains and junction boxes. Further study is needed to quantify emissions and characterize potential control options for the treatment and aeration portions of wastewater operations.

- **What is being done about pollution impacts of traffic coming into San Francisco across the Bay Bridge?**

Response: Many potential strategies to reduce the amount of air pollution impacts due to traffic coming into San Francisco across the Bay Bridge were evaluated as part of the MTC Bay Crossing Study completed in July 2002, and include:

- Carpool lane extensions/improvements on Bay Bridge approaches in Oakland (I-880 northbound, isolate left-side and right-side carpool lanes at toll plaza)
- Carpool improvements/signage on San Francisco city streets (2nd Street, Fremont/Howard streets, Sterling on-ramp)
- Additional carpool-lane extensions/ improvements on Bay Bridge approaches in Oakland (Grand Avenue on-ramp; westbound I-580 left and right sides; I-880 northbound to Market/Adeline)
- Additional carpool improvements on San Francisco city streets (Bryant and Beale streets, Essex Street on-ramp, Sterling on-ramp)
- Expanded core system capacity enhancements (purchase and operation of new cars).
- Also, MTC has indicated its support for congestion pricing on the Bay Bridge as part of the new toll bridge increase to \$3 proposed by Senator Perata.

- **Seems to be confusion about purpose of the meeting.**

Response: One of the main agenda items for the March 27, 2003 Ozone Working Group meeting was to discuss the role of the Ozone Working Group. The majority of the participants seemed to be interested in discussing technical and policy issues of developing the ozone attainment strategy, including control measures, modeling, and transport. Some participants also expressed a strong interest in having the ozone planning issues be accessible to communities concerned about air pollution at meetings in the community at times convenient for community members to attend (e.g. evenings or weekends).

In consideration of these comments, the agencies will have two outreach efforts for the ozone planning process: (1) The OWG will continue to meet at MetroCenter approximately every other month to discuss the evolving ozone attainment strategy, and (2) The agencies will develop a community-oriented outreach program for the ozone planning process. This effort may include coordination with the District's local Resource Teams and, upon invitation, attending meetings of environmental, transportation, social equity, and other groups throughout the region to discuss the ozone planning process.

The next meeting of the OWG is May 14, 2003 from 2:00 – 4:00 pm at the MetroCenter Auditorium. The focus of the meeting will be control measure suggestions. As the community-oriented outreach effort develops, information will be posted on the District's website at <http://www.baaqmd.gov/planning/2004sip/2004sip.htm>.

- **Would like to hear report from ENVIRON about modeling and progress of study.**

Response: ENVIRON will provide information about the ozone modeling they are conducting for the Bay Area ozone planning process at the August meeting of the Ozone Working Group. For participants who want information prior to that meeting, we have posted an overview of the modeling process and the detailed modeling protocol on the BAAQMD's website at <http://www.baaqmd.gov/planning/2004sip/modelpg.htm>.

- **It is important for interested parties to be able to review Central California Ozone Study (CCOS) data from ARB.**

Response: Check online at <http://www.arb.ca.gov/airways/ccos/ccos.htm> for CCOS information.

- **There should be a margin of safety in regards to attainment. Would benefit District in meeting the State Standard.**

Response: The standards set by the federal and state governments are set at levels that are intended to include a margin of safety for people most sensitive to the adverse effects of air pollution. Even when the region re-attains the national 1-hour ozone standard, we must continue progress toward the more stringent California 1-hour ozone standard. State law requires implementation of all feasible measures to reduce ozone. This effort, over time, will provide additional health protection beyond the national standard. During the 2003-04 ozone planning process, we will be working with the public on the strategy for attaining the national standard as well as the California standard. EPA and ARB have guidance and regulations that govern issues such as the criteria for determining attainment of the standards.

- **Where is RFP Plan?**

Response: The co-lead agencies have developed a Reasonable Further Progress (RFP) Report describing the region's progress in recent years toward meeting the national 1-hour ozone standard. The RFP report is available on the BAAQMD's website at <http://www.baaqmd.gov/planning/2001sip/rfpreportfinal.pdf>. The report includes information about design value, control measure implementation, status of further study measures, and overall emission reductions, and shows that the region is making good progress toward re-attaining the standard.

- **Would like to see TCMs that have long-term impacts, not just impacts during the plan period.**

Response: Additional discussion of this approach would be warranted. In general, measures that do not affect the attainment year demonstration are either implemented outside the SIP or could be considered as contingency measures, if they have a clear path to implementation. Measures that exceed necessary emission reductions for attainment of the national standard could be considered for inclusion in the Clean Air Plan for attaining the California standard.

- **How does District see its role in regards to mitigating downwind transport?**

Response: The District is in compliance with the requirements of ARB's current transport mitigation regulation. ARB expects to consider amendments to the transport mitigation regulation at their May Board meeting. If/when the ARB Board amends the transport mitigation regulation, the BAAQMD intends to comply with the new requirements.

- **Would be helpful to have more detailed information about specific control measures, esp. environmental justice and cost per unit of benefit.**

Response: During development of a control strategy, potential emission reductions and costs are estimated in order to evaluate suggested control measures. Also, state law requires Clean Air Plan control measures to be evaluated in terms of technical feasibility, cost effectiveness, emission reduction potential, rate of emission reductions, enforceability and public acceptability. This information will be available for review and discussion by the OWG during the development of the 2004 Ozone Attainment Strategy and the 2003 Clean Air Plan.

During the Air District's stationary source rule development process, more detailed cost-effectiveness analysis (cost per ton of emissions reduced), socioeconomic analysis (economic impact of the proposal on jobs, small businesses and the Bay Area economy) and an incremental economic analysis (relative costs of any feasible alternative proposals) are performed.

Some disproportionately affected communities are located near industrial sources. Therefore, regulatory actions to reduce emissions, thereby improving regional ozone air quality, tend to also reduce exposure of nearby residents, particularly to toxic or hazardous organic compounds.

In terms of transportation control measures, the TCMs in the 2001 Ozone Plan were chosen to enhance emission reductions. Some projects in the Regional Transportation Plan and TIP may be specifically targeted to improve equity (e.g. the Lifeline transit program, school bus pass program, community based transportation plans, etc.). Social equity impacts of transportation investments in general should take a larger view of all regional investments, not a subset of investments in the regional or air quality plans. Also, some transportation control measures will have mobility and safety benefits that are not captured in a cost effectiveness analysis focused on air quality.

- **Should be HOV-lanes through Caldecott tunnel.**

Response: MTC evaluated the potential for HOV lanes as part of the Route 24/ Caldecott Tunnel Corridor study completed in 2001. This included implementing new HOV lanes with and without a new 4th bore. In general, because of existing BART service, the corridor does not exhibit high carpool use compared to other corridors in the region. Various carpool lane configurations were evaluated, and: 1) either had operational and safety issues associated with merges or using off peak lanes for carpools, or 2) would not provide significant travel time savings, due to the relatively short length of the lane.

- **Would like presentation from EPA regarding land use and SIP credits.**

Response: EPA staff is considering whether they can be available for a presentation to the OWG on this topic. EPA has provided the following website addresses so that interested participants can review EPA documents related to this topic:

http://www.epa.gov/otaq/transp/publicat/pub_sust.htm
<http://www.epa.gov/otaq/transp/trancont/r01001.pdf>
<http://www.epa.gov/otaq/transp/landguid.htm>
<http://www.epa.gov/otaq/transp/tragsusd.htm>
<http://www.epa.gov/smartgrowth/publications.htm>

- **Measures need to be identified to meet Federal and State standards.**

Response: The ozone attainment strategy developed during this 2003-04 planning process must identify measures needed to meet the national 1-hour ozone standard by 2006. The 2003 Clean Air Plan must identify all feasible control measures for the Bay Area to continue progress toward the California 1-hour ozone standard. Each document will comply with the applicable requirements.

- **Comments regarding suggested control measures have already been sent in. Would like District to provide bulleted list of comments made in the past.**

Response: Materials for the next meeting of the OWG (May 14, 2003) will include a list of control measures suggested during the planning process for the 2001 Ozone Plan (and staff responses), and suggested control measures received since the Air District's January 23, 2003 call for control measure suggestions.

II. COMMENTS REGARDING FUTURE MEETING TOPICS

- Address topic of transport on regular basis
- three themes – societal, transportation, stationary sources
- more discussion of land use-transportation interaction
- provide info on 1994 RAFT alternative
- dialogue with staff about measures, feasibility, etc.
- covering health effects not useful to folks already working on plan (others feel that it would be useful to have such a presentation, focusing more broadly on precursors as well)
- consider ARB's Children's Health Assessment
- Set time for ozone health discussion at each meeting
- Different levels of interest in different topics – difficult to include all topics in same process
- Previous study/process in Dallas – different working focus groups addressing particular topics
- Danger of focus groups – need to understand how all pieces fit together
- Would like to see results of modeling early and a report so that an interactive discussion can occur.
- Details of the modeling input and process will be made available

Response: Based on the variety of comments received, the agencies have decided to redefine the OWG specifically as a body to work on the technical aspects of planning for ozone attainment. The meetings will be open to all individuals who would like to attend. Meetings will focus on issues such as control strategies, inventory, modeling results, and transport of pollution. The agencies also will work with the District's local Resource Teams on possible meetings in communities around the region, as well as attend meetings of interested organizations to discuss the ozone planning process.

The agencies do not propose to split the OWG into focus groups on specific topics. Based on the comments received, the agencies believe that there is benefit to all parties being involved in the wide range of discussions of the OWG.

III. COMMENTS REGARDING LOCATION AND TIME OF MEETINGS

- Meetings during off-working hours would be helpful for residents of SF
- Meetings should be near transit
- July meeting could be in Livermore, other future meeting in Bay View/Hunter's Point
- 4th Thursday of month not good day for Sacramento reps
- Should be one meeting in each County and should consider demographics of that County
- Advance notification
- Saturday meetings for public
- Need to have broader outreach process in communities
- The current location and time are convenient
- Easier if meeting is same date/time each month
- Ensure easy access to meetings for cyclists

Response: These comments were considered in planning for future OWG meetings. In order to accommodate the greatest number of people, the OWG will continue to meet at MetroCenter approximately every other month to discuss the evolving ozone attainment strategy. The next meeting of the OWG is May 14, 2003 from 2:00 – 4:00 pm at the MetroCenter Auditorium.