

# AIR CURRENTS

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

## Spare the Air 2000 Comes to a Close

Cool weather and early rains in mid-October heralded the beginning of the fall season in the Bay Area, ending the *Spare the Air 2000* season.

The Bay Area had a relatively clean air quality summer. There were four exceedances of the federal 8-hour air quality standard for ground-level ozone, down from nine last year—the first year the 8-hour standard was measured. The federal 1-hour ozone standard was exceeded three times this year and in 1999, and on eight days in 1998. California's more stringent 1-hour ozone standard was exceeded on twelve days in 2000, on 20 days in 1999, and 29 days in 1998.

Historically, air quality in the Bay Area has steadily improved over the past thirty years. In 1969, there were 65 days over the health-based 1-hour federal ozone standard.

"While air quality was improved this year and fewer Bay Area residents had to breathe unhealthy air, we still need to do more to insure clean air everyday," stated Air District Executive Officer Ellen Garvey. "The continued growth in motor vehicle traffic is an ongoing challenge," Garvey added. "We can all make a

difference by driving less—especially on *Spare the Air* days when air quality is predicted to be unhealthy."

Ground-level ozone is formed in the lower atmosphere when reactive organic compounds and oxides of nitrogen from

*continued on page 2*

### Number of Ozone Exceedances in the Major California Air Basins in 2000\*

AIR BASIN	AIR QUALITY STANDARDS		
	Federal 1 hr (12 ppb)	Federal 8 hr (8 ppb)	State 1 hr (9 ppb)
Bay Area	3	4	12
San Diego	0	16	24
Sacramento	4	25	30
San Joaquin	31	89	109
South Coast (Los Angeles)	40	113	120

\*As of October 31, 2000

## Air District Collaborates to Promote Smart Growth in the Bay Area

The Air District has joined with other regional agencies and business, environmental, and social equity groups to embark on a planning and public outreach process to promote smart growth and create more livable communities in the Bay Area.

By encouraging more compact and infill development, we hope to reduce air pollutant emissions, as well as improve mobility, increase housing supply, preserve open space, and achieve other benefits to our quality of life.

Five regional agencies—the Air District, the Association of Bay Area Governments (ABAG), the Bay Conservation and

Development Commission, the Metropolitan Transportation Commission (MTC), and the Regional Water Quality Control Board—are collaborating with the Bay Area Alliance for Sustainable Development, a coalition of business, environmental, social equity, and government representatives. Together, these organizations have developed a work plan to foster public support for more effective land use patterns.

The overall goal of the work plan is to achieve support among public officials, civic leaders, stakeholder organizations, and the public at large for a preferred land use pattern—a model that would inform how the region might grow over

the next twenty years. Project sponsors will work with local leaders throughout the region to conduct a series of county-wide public workshops to engage people in an examination of projected growth trends and potential alternatives to the status quo.

Through these workshops—and extensive outreach to local governments—this discussion will be translated into maps that show areas that would be available for different types of development, and other environmentally important areas that should be preserved or enhanced.

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*From June through October, vivid blue and yellow Spare the Air light pole banners graced the streets of several Bay Area cities, including San Francisco, San Jose, San Leandro, and Hayward. Based on the Spare the Air logo, and appealing to both pedestrians and drivers, the banners proved to be an effective and attractive method of conveying an air quality message to the public.*

## *Spare the Air*

*continued from front page*

gasoline and diesel engines, industry, consumer products, and paints chemically react in the presence of strong sunlight and high temperatures. Ozone irritates the lining of the lungs and is most harmful to those with respiratory disease, as well as to children and athletes.

State programs to reduce pollution from motor vehicles and Air District regulations to reduce pollution from industrial sources over the years have been responsible for improved air quality. The Air District measures ozone at 22 monitoring sites throughout the region.

### **Spare the Air Effectiveness Increases**

This year represents the tenth summer that the Bay Area has sponsored a *Spare the Air* program, to educate the public about air quality and ask for voluntary reductions in driving—and in the use of some consumer products and gasoline lawn and garden equipment—on days when excesses of federal air quality standards are expected.

A number of new outreach initiatives were implemented this year, thanks to additional Congestion Mitigation and Air Quality (CMAQ) funding from the Metropolitan Transportation Commission. These included the production and placement of three new television and three new radio spots, an on-site presence at several major Bay Area events, the expansion of the employer *Spare the Air* network to include 1,650 employers and 10,000 e-mail registrants, an updated web page ([www.sparetheair.org](http://www.sparetheair.org)), and outreach to the Bay Area's Hispanic and Chinese communities.

To gauge the effectiveness of the program, two telephone public opinion surveys were conducted on the evenings of *Spare the Air* days: one on June 14 and the second on September 19. Similar surveys were conducted in 1999 and 1998.

The percentage of the population that was familiar with the *Spare the Air* program remained at 80 percent, holding steady from the 1999 survey levels and up from 72 percent in the 1998 surveys. There were encouraging increases in the number of people who knew it was a *Spare the Air* day: 55 percent in 2000, up from 42 percent in 1999 and 38 percent in 1998. In addition, the percent of the population who drove less on *Spare the Air* days for air quality reasons was 12 percent, up from 7 percent in 1999 and 5.6 percent in 1998.

Among respondents who owned a gasoline-powered lawn mower, there was an increase in the number who refrained from using it for air quality reasons on *Spare the Air* days. In 2000, this included 15 percent of respondents, up from 12 percent in 1999. Finally, there was a slight increase in the percent of people who normally use consumer products but chose not to on *Spare the Air* days. In 2000, this figure was 12 percent, up slightly from 11 percent in 1999.

ICF Consulting conducted the public opinion surveys under contract to the Air District.

—Teresa Lee



In Livermore, a custom-made 30-foot-wide street banner encouraging drivers to rideshare was hung for part of the summer on North Livermore Avenue.

# A Look Back at Air Quality Legislation in 2000

The 1999-2000 California Legislative Session concluded with a flurry of activity by Governor Davis, who continued to sign and veto bills until the last day of September. Now that the Session is over, we can look back and share with our readers some of the air quality highlights from Sacramento.

In summary, the year 2000 was very positive for air quality goals, both from a legislative and a budgetary perspective. A number of very significant bills to improve air quality became law, and California's budget contained significant new funds for air districts and air programs. While a number of bills that would have dirtied the skies were introduced, none became law.

The Air District partnered with State Senator Don Perata (D-Alameda), district attorneys statewide, the Attorney General, and environmental, community, and labor groups to reform both criminal and civil penalties for stationary source air pollution violations. The current statutory penalty ceilings for air violations are dramatically lower than water quality or hazardous waste violations, or air penalties in other states. When penalties are too low, compliance suffers. **Senate Bill 1865**, which was signed into law, addresses this problem in an equitable and balanced way, and substantially

increases penalties for the more egregious air violations. Senator Perata deserves kudos for taking this issue on and persevering in the face of very stiff industry opposition.

State Senator Byron Sher (D-Palo Alto) continued his work of many years to improve air quality by authoring **Senate Bill 1300**, which makes a series of amendments to the California Clean Air Act. This bill, which became law, includes provisions to reduce the emissions from the refueling equipment used at gasoline stations, and to increase the potential benefits from the Carl Moyer program to reduce heavy-duty diesel emissions.

Some of the other noteworthy bills supported by the Air District that became law this year include **Assembly Bills 2061, 2135, and 2054**, respectively authored by Assembly Members Alan Lowenthal (D-Long Beach), Dion Aroner (D-Berkeley), and Tom Torlakson (D-Antioch). **AB 2061** provides \$18 million in funding to help accelerate the market penetration of electric vehicles, by providing grants of up to \$9,000 to those purchasing or leasing the initial vehicles. Aroner's **AB 2135** closes a loophole that allowed ferries to use an old, dirty, high-sulfur diesel fuel instead of the cleaner, reformulated diesel required of everyone else. Torlakson's **AB 2054** provides the funding for his Inter-Regional Partnership Pilot Project, to help address the imbalance of jobs and housing between the eastern Bay Area counties and their neighbors in the Central Valley—a situation that has led to a dependence on the automobile for long commutes, with resulting increased motor vehicle emissions.

As in years past, there were a number of bills introduced in Sacramento this year that would have increased air pollution. These included measures that would have reduced the effectiveness of the Smog Check program, increased emissions from gasoline stations, done away with carpool lanes, or limited the ability of local air districts to regulate stationary sources. Of the six bills that the Air



District opposed, four failed to move beyond their first committee. The two bills constraining air districts' regulatory authority and ability to reduce stationary source emissions were **Assembly Bills 1877 and 2283**, authored respectively by Abel Maldonado (R-Santa Maria) and Dean Florez (D-Shafter). These bills were substantially amended to eliminate our concerns, and ultimately the amended versions were signed by the Governor.

California's budget, enacted in July, was unprecedented in its generous treatment of air quality programs. The Budget essentially doubled the State subvention to local air districts, which means that our District will receive an additional \$1.2 million this year to help accomplish our mission. Previously, the subvention had not increased (in either constant or inflation-adjusted dollars) in 27 years.

Additionally, the Budget contained a doubling of the funding for the Carl Moyer heavy-duty diesel emission reduction program. This program has proven itself as a popular and very cost-effective control strategy in the Bay Area for reducing emissions of oxides of nitrogen and diesel particulate and toxics.

Finally, the Budget contained a \$50 million allocation for a new clean school bus program to be administered jointly by the local air districts and the California Air Resources Board.

—Tom Addison





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## \$10 Million Allocated to Clean Air Projects

The Air District's Transportation Fund for Clean Air (TFCA) awarded a total of \$10,307,884 to public-agency sponsored projects designed to reduce emissions from motor vehicles. Projects are awarded via a competitive process on a regional basis. TFCA funds come from a \$4 surcharge on motor vehicle license fees in the nine Bay Area counties.

Forty percent of the TFCA funds are awarded to county congestion management agencies, with the remaining 60 percent used to fund eligible public agency projects.

Thirty-eight percent of these latter TFCA regional funds were awarded to natural gas vehicle demonstration projects, and 21 percent went to natural gas transit buses. Shuttle projects between home, transit, and work received 14 percent. Natural gas school bus projects were awarded ten percent of the funding and smart growth projects received seven percent. Bicycle projects, including bike paths, lanes, routes, and lockers or racks, received five percent of the total funds. Arterial management projects, including signal synchronization to smooth traffic flow, received four percent. (See chart on next page for a complete breakdown.)

### **Emission Reductions**

The total emission reductions expected over the lifetime of the projects awarded grants in Fiscal Year 2000/01 is 552.47 tons of ozone precursors and particulates.

For a copy of the *TFCA Annual Report*, call the TFCA document request line at 415-749-4994 or visit the website at: [www.baaqmd.gov/planning/plntrns/tfcapage.htm](http://www.baaqmd.gov/planning/plntrns/tfcapage.htm)

—Lucia Libretti

## Smart Growth

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The workshops will also focus on identifying a valuable set of implementation actions and incentives that local governments and regional agencies could rely on to implement desired land use changes, thus producing a smart growth strategy for the region.

The location, intensity, and design of development directly influence how we travel between our homes, jobs, stores, schools, and other destinations. In many parts of the Bay Area, inadequate housing supplies, low density development, and separated land uses contribute to long commutes and very high automobile use.

The Air District's hope is that by encouraging more compact and infill development—which places housing, jobs, shops, and services closer together and nearer to public transportation—walking, bicy-

cling, and taking transit will become more attractive choices for many of our daily trips, and air pollutant emissions will be reduced.

In addition to improved air quality, we expect that more efficient land use patterns will result in many other benefits to our communities and region, such as increased housing supply, shorter commutes, increased safety for pedestrians and bicyclists, preserved open space, and more vibrant communities.

The project sponsors kicked off the effort with a workshop in Oakland on September 29, at which a large and enthusiastic crowd provided feedback on the process.

During November and December 2000, project staff will be conducting reconnaissance meetings with local leaders in order to tailor each county workshop to local conditions and coordinate with local efforts already underway.

Next, beginning in January 2001, nine countywide public workshops will be held, with a second round of public workshops to follow, starting in May. ABAG will use the results of the workshops to prepare an alternative land use forecast for use in MTC's Regional Transportation Plan and for reference in the planning activities of the other four regional agencies.

For more information and recent updates, check ABAG's website: [www.abag.ca.gov](http://www.abag.ca.gov).

—Henry Hilken

# Transportation Fund for Clean Air

## FY 2000/2001 REGIONAL FUND GRANT AWARDS

### REGIONAL COUNTY

AC Transit	\$300,000	Fuel Cell Bus Demonstration — 2 Transit Buses
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### ALAMEDA COUNTY

Alameda County CMA	\$400,000	Arterial Management — Transit Signal Preemption International Blvd/East 14th St.
City of Berkeley	\$35,000	Natural Gas Vehicle Purchase — 1 Mini-Bus
City of Berkeley	\$131,500	Bicycle Boulevards — Russell and Ninth St. (4.78 miles)
City of Berkeley	\$350,000	Natural Gas Vehicle Purchase — 7 Refuse Trucks
City of Fremont	\$50,000	Natural Gas Vehicle Purchase — 2 Street Sweepers
City of Oakland	\$50,000	Natural Gas Vehicle Purchase — 1 Refuse Truck
City of Oakland	\$551,375	Pedestrian Streetscape Enhancement — Fruitvale Transit Village
City of Oakland	\$16,450	Bicycle Rack Program — 150 racks
New Haven Unified School District	\$217,500	Natural Gas Vehicle Purchase — 3 School Buses

### CONTRA COSTA COUNTY

County of Contra Costa - GSA	\$35,000	Natural Gas Vehicle Purchase — 1 Medium Duty Truck
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### MARIN COUNTY

City of Sausalito	\$35,000	Natural Gas Vehicle Purchase — 1 Shuttle Bus
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### NAPA COUNTY

Napa Valley Unified School District	\$105,000	Electric School Bus, Battery Upgrade, and Charging Station
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### SAN FRANCISCO COUNTY

City and County of San Francisco	\$900,000	Natural Gas Vehicle Purchase — 18 Class 8 Trucks
Port of San Francisco	\$85,000	Bicycle Racks — Embarcadero/Waterfront (1000 bicycle capacity)
Presidio Trust	\$175,000	Natural Gas Vehicle Purchase — 5 Shuttle Buses
San Francisco DPT	\$97,600	Bicycle Racks — 700 bicycle capacity

### SAN MATEO COUNTY

City of Belmont	\$170,000	Traffic Calming — Chula Vista Drive
City of Belmont	\$60,000	Bicycle Lockers — 50 spaces
Peninsula Corridor Joint Powers Board	\$835,813	Caltrain Shuttle Bus Service
San Francisco Airport Commission	\$140,000	Natural Gas Vehicle Purchase — 4 Buses (40 ft.)
San Francisco Airport Commission	\$980,000	Natural Gas Vehicle Purchase — 34 Mini-Buses
San Mateo Union High School District	\$225,000	Natural Gas Vehicle Purchase — 3 School Buses

### SANTA CLARA COUNTY

City of Sunnyvale	\$1,000,000	Natural Gas Vehicle Purchase — 20 Refuse Trucks
Evergreen Elementary School District	\$450,000	Natural Gas Vehicle Purchase — 6 School Buses
Santa Clara Valley Transportation Authority	\$105,000	Electric Bus Purchase — 3 Buses (22 ft.)
Santa Clara Valley Transportation Authority	\$566,596	ACE Shuttle Bus Program
Santa Cruz Metropolitan Transit District	\$810,000	Natural Gas Vehicle Purchase — 9 Transit Buses
Sunnyvale School District	\$75,000	Natural Gas Vehicle Purchase — 1 School Bus

### SOLANO COUNTY

City of Suisun City	\$160,000	Class 1 Bicycle Path — Highway 12 (2.86 mi.)
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### SONOMA COUNTY

Sonoma County Transit	\$406,050	Natural Gas Vehicle Purchase — 6 Transit Buses (40 ft.)
Sonoma County Transit	\$200,000	Natural Gas Vehicle Purchase — 4 Refuse Trucks
Sonoma County Transit	\$590,000	Natural Gas Vehicle Purchase — 4 Transit Buses (30 ft.)

<b>T O T A L</b>	<b>\$10,307,884</b>	
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Newsletter Production

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## PUBLIC HEARING

Wednesday, December 20

A public hearing is scheduled to begin at 9:30 AM in the 7th floor Conference Room, 939 Ellis Street, San Francisco, to consider the **Proposed Final Bay Area 2000 Clean Air Plan (CAP)**. This is the triennial update to the Bay Area 1991 Plan to attain the state ozone standard. See [www.baaqmd.gov/planning/cap/aqp.htm](http://www.baaqmd.gov/planning/cap/aqp.htm)

## PUBLIC WORKSHOPS

Wednesday, December 20

A public workshop will be conducted at 2:00 PM in the 7th floor Conference Room, 939 Ellis Street, San Francisco, to review and discuss proposed amendments to:

**Regulation 1, General Provisions and Definitions; Regulation 2, Rule 6, Major Facility Review; and The Manual of Procedures, Volume II, Part 3, Major Facility Review Permitting Procedures.**

The proposed revisions will clarify the circumstances under which permits could be denied or revoked; correct the definition of Phase II Acid Rain facility; reinstate the federal emission trading provisions; and make minor changes to improve definitions, clarity and implementation. For the full proposal, see: [www.baaqmd.gov/ruledev/2-6/r0206ws2.htm](http://www.baaqmd.gov/ruledev/2-6/r0206ws2.htm)

Friday, January 19

A public workshop will be conducted at 9:30 AM in the 7th floor Conference Room, 939 Ellis Street, San Francisco, to review and discuss proposed amendments to:

**Regulation 2, Permits, Rule 1, General Requirements.** The proposed revisions will eliminate the exemption from permits for emergency standby engines. For the full proposal, see: [www.baaqmd.gov/ruledev/reg-pmt/r0201ws1.htm](http://www.baaqmd.gov/ruledev/reg-pmt/r0201ws1.htm)

## BAAQMD ACTIVITIES

ENFORCEMENT	AUG	SEP
Total Inspections	1,171	987
Complaints Processed	257	271
Violation Notices	140	105

LEGAL		
Cases Resolved	6	174
Mutual Settlement	\$ 4,719	\$ 101,961
Civil Penalties	\$ 30,000	\$ 0

PERMIT SERVICES		
Authorities to Construct Granted	25	19
Permits to Operate Granted	179	102

TECHNICAL		
Highest Ozone AQI	100	79
Highest CO AQI	27	34
Highest Particulates AQI	50	44
State Excess Days	2	2
Source Tests	19	51

Pollutant values are expressed according to the Air Quality Index Scale: 0-50 Good; 51-100 Moderate; 101-150 Unhealthy for Sensitive Groups; 151- 200 Unhealthy; 201-300 Very Unhealthy; Over-300 Hazardous.

The District issues "Spare the Air" requests when air quality forecasts predict that concentrations of CO and particulates will exceed the national health standard (100 on the AQI).

YEAR TO DATE (10/31/00)	
State Ozone Violations	12
Federal Ozone Violations (8-Hour)	4
Federal Ozone Violations (1-Hour)	3
Carbon Monoxide Violations	0

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