

# AIR CURRENTS

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

## A Message from the Executive Officer

As California moves into the year 2001, the state faces a major power crisis. It's a crisis with far-reaching consequences, affecting all of us, in our homes and our workplaces—and the efforts undertaken by government and industry to resolve it will present special challenges to this agency. Energy is going to overwhelm everything else that we do at the Air District for the next year.

As Governor Davis put it recently in his State of California address, "Electricity is a basic necessity of life. It is the very fuel that powers our high-tech economy." At the Air District, we want to make sure electricity is provided to everyone who needs it, while at the same time ensuring that power is supplied in as clean a manner as possible.

Although the overall energy picture has been clouded by the reshuffling of the power supply infrastructure in the wake of deregulation, the underlying fact remains that the Bay Area finds itself with a basic electricity shortage, a supply and demand shortfall. Tremendous population and job growth throughout the region have resulted in a demand for power that on some days exceeds supply.

As a long-term remedy, we are currently in the process of working with our partners at the California Energy Commission to review the requests for approximately six major new state-of-the-art power plants that are contemplating locating in the Bay Area. But, even if the permits are granted, none of these plants would be built before 2003.



In the interim, we are concerned about increased reliance on diesel-fueled backup generators, which emit large amounts of oxides of nitrogen and particulate matter. The California Air Resources Board recently added diesel particulates to its list of toxic air contaminants, and studies suggest that diesel exhaust contributes substantially to the overall air pollution-derived cancer risk in the Bay Area.

Furthermore, these backup generators are often needed on hot summer days when the demand for electricity rises with the need for cooling—and these are the very days in which oxide of nitrogen emissions

can contribute to ozone concentrations that exceed our state and national standards.

For all of these reasons, it's vitally important that we re-evaluate our emergency standby generator permit program to make sure these issues are addressed.

We are working closely with Bay Area industries to minimize their need for additional power by encouraging the use of conservation techniques. And we want to make sure that new permit applications for power plants are processed expeditiously. This year, I'll be a member of the Governor's Clean Energy Green Team, and we're committed to striking the proper regional and state balance between providing power and continuing the emission reduction trends we've seen in the Bay Area for the last 30 years.

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## Air District Approves Clean Air Plan

The Air District's Board of Directors has approved an updated Clean Air Plan (CAP) for the Bay Area.

The 2000 CAP will further reduce emissions of air pollutants that contribute to violations of the California health-based air quality standard for ozone. The annual number of exceedences of the state ozone standard has decreased over the years, from a high of 98 in 1969 to 12 excesses this year. Since 1986, population exposure to unhealthy levels of ozone has been reduced by 70 percent as a weighted average in the region.

The Air District's first CAP was adopted in 1991, as required by the California Clean Air Act of 1988. This law required

air districts that exceeded the state's air quality standards to prepare plans to bring the region back into compliance. CAPs must be updated every three years, as the Bay Area's was in 1994 and 1997.

The 2000 CAP includes four new control measures for stationary sources of air pollution, including auto refinishing, wood products coatings, cement coatings, and residential water heaters. These four measures, plus five measures from the previous plan update, are expected to reduce emissions of reactive organic gases by 9.5 tons a day and emissions of oxides of nitrogen by 3.5 tons a day. These are the main ingredients that form ground-level ozone. Measures from the previous

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## Message

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In fact, this past year was one of the cleanest on record for the Bay Area. In 2000 there were just four exceedences of the federal eight-hour ozone standard, down from nine in 1999 (the very first year the eight-hour standard was measured). We had the same number of exceedances of the federal one-hour standard as 1999, three, but both years showed improvement over 1998's total of eight days. The state of California's more stringent ozone standard was exceeded on 12 days in 2000, on 20 days in 1999, and on 29 days in 1998.

Based on the total number of exceedences of federal and state ozone standards, our region was the cleanest major urban area in California in 2000.

However, we continue to be out of attainment for both the federal and state one-hour ozone standards. As a consequence, we've just completed our work on the state Clean Air Plan update. And in 2001 will be working closely with MTC and ABAG to develop a Plan that addresses the federal ozone violations we've experienced at our Livermore monitoring location.

Collectively, the cars and trucks we drive in the Bay Area continue to constitute the largest source of emissions. We're working with CARB to support the manufacture of cleaner-fueled cars and to ensure that existing cars continue to be maintained in good fashion.

This year, we will continue to administer funds associated with the Transportation Fund for Clean Air and Carl Moyer programs, to encourage projects that reduce motor vehicle emissions and that favor the replacement and cleanup of heavy-duty diesel engines. We have also been fortunate to receive additional funding from the state for clean schoolbuses, which bodes particularly well for the health of our children, many of whom will no longer have to ride dirty diesel buses to school.

Smart growth will continue to be an important byword for 2001. The kind of phenomenal growth that is envisioned in the near future for the Bay Area must be managed with careful attention to the

## EO Appointed to Governor's Green Team

The Air District's Executive Officer Ellen Garvey has been appointed to Governor Davis's "Clean Energy Green Team."

The Team, set up under AB 970, began working in October 2000 to develop strategies to bring additional energy sources online without compromising California's environmental protections. In a directive to the Team, Governor Davis said, "We're looking to you for innovative ways to cut red tape while protecting public health and safety, and we're counting on you for new ideas to finance renewable energy supplies."

Since October, the Green Team has been examining ways to effectively offer permit assistance to power plant developers, including small developers who may not be familiar with the agencies and processes involved in permitting a power plant. The aim is not to replace the review process, but to streamline it without sacrificing environmental review or public participation.

In California, the first "peaker" plant to undergo an expedited licensing process under AB 970 is the United Golden Gate Power Project, a 51-megawatt simple-cycle plant proposed for siting at San Francisco International Airport in San Mateo County. The project, owned by El Paso Merchant Energy, is designed to provide peaking power on the open market for up to three years, beginning in August 2001.

A California Energy Commission Committee has recommended to the full Commission that the proposal be approved. "The United Golden Gate Power Project is an example of what can happen when all the agencies work cooperatively together," said Ellen Garvey. "We can meet California's expanded electricity needs while at the same time maintaining air quality and other environmental standards," Garvey said.

—Teresa Lee

interrelationship between local land-use decisions, the expansion of transportation networks, and air quality.

We're working with ABAG, MTC and several other interested agencies and organizations to develop a smart growth process that will identify a preferred land use pattern for the region and establish the necessary incentives to implement it.

In 2001, we will be conducting meetings and workshops throughout the Bay Area. At these sessions, we'll collaborate with cities, counties, stakeholder groups, and the public to identify areas where compact, infill development could occur, areas that should be preserved or enhanced, and implementation actions and incentives to achieve the desired land-use changes. Involvement by local governments and the public will be critical to this effort.

In the summertime, our primary air quality challenge is the formation of

ozone. In the wintertime, however, it's particulate pollution—especially particulate pollution created by woodburning in residential fireplaces and woodstoves.

Over the last year, we have been very successful in promoting our model woodsmoke ordinance to local cities and counties. This ordinance requires that the woodburning appliances installed in new or remodeled homes be EPA-certified woodstoves or fireplaces, pellet stoves, or natural gas units. We are very pleased that the following Bay Area cities have adopted the ordinance: Dublin, Los Gatos, Morgan Hill, Palo Alto, Petaluma, and San Jose. In addition, the ordinance has been adopted on a county-wide basis in Contra Costa and San Mateo.

In conclusion, I think legislatively we'll see a lot of action this year relating to these two major topics: energy and smart growth. At the start of the year, these look like the biggest issues for us and for our

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# The Air District's Model Woodsmoke Ordinance

In 1991, after a series of dry, cold, winters, the Air District received numerous complaints regarding woodsmoke. In response, the Air District developed a residential woodburning program and implemented its *Don't Light Tonight Program*, now called *Spare the Air Tonight*. In the Air District's Enforcement Division, the rule development process was initiated to investigate particulate emissions and possible control strategies. The public, the Hearth Products industry, and other affected parties were invited to participate in rule development workshops in 1992 and 1994.

as a serious health hazard. In 1997, the United States Environmental Protection Agency adopted a new standard, for Particulate Matter 2.5 microns or less, in order to minimize exposure to even smaller-sized particles.

Recognizing that the increasing Bay Area population would continue to impact air quality even under favorable meteorological conditions, the Air District decided to develop a model woodsmoke ordinance. This model woodsmoke ordinance would serve as a guidance document for cities and counties in the Bay Area. Adoption

masonry fireplaces and factory-built metal fireplaces that have much higher PM emission rates are not allowed. When the Air District calls a *Spare the Air Tonight* advisory, the ordinance requires that woodburning be completely curtailed. Natural gas fireplaces are exempt from the ordinance.

In January 1999, Bay Area cities and counties were informed about the Air District's ordinance. Since that time, more than eight communities have adopted the ordinance, or some of its provisions, including Contra Costa and San Mateo counties. Air District staff provide technical support for the ordinance, attending council meetings and advocating adoption. Public Outreach is also a vital component of the program. Air District staff produce brochures, television and radio ads, op-ed pieces, and bill stuffers, identifying the health impacts of particulate matter and emphasizing strategies to reduce emissions.

In the current environment of high energy costs, some Bay Area residents seeking to minimize the financial impacts appear to be choosing woodburning as an alternative to natural gas. This increased use of fireplaces and woodburning appliances may already be affecting wintertime particulate levels. Rather than burn wood, the Air District recommends that residents increase their energy conservation efforts. Residents can minimize heat loss by insulating doors and windows, and they can save energy and money by wearing a sweater and setting their thermostats lower. Using inefficient heating sources such as traditional fireplaces is a retrogressive action that residents should avoid.



of the ordinance would allow communities to control particulate emissions from residential woodburning.

Information and data gathered during the rule development process was reviewed by an Air District ad hoc committee made up of members of the Board of Directors and Advisory Council, as well as interested stakeholders, in a series of meetings during 1998. Again, members of the public and other affected parties were invited to these meetings. The discussions culminated in a model woodsmoke ordinance in December 1998.

The ordinance prohibits the installation of woodburning appliances, unless they are pellet stoves or EPA-certified wood heaters, which are 75 percent cleaner than traditional fireplaces. Woodburning

Technical Division staff conducted studies between 1991 and 1992 at two San Jose sites, in order to more accurately assess the particulate emissions from residential woodburning. The results of those studies showed that the Air District's PM<sub>10</sub> emissions inventories had underestimated the contributions of residential woodsmoke and motor vehicle exhaust. Residential woodburning was the largest contributor to PM<sub>10</sub>, accounting for about 45 percent of the Bay Area's winter inventory.

After 1991, the drought-year winter pattern failed to return. Because of this change in meteorological conditions, the necessity for rulemaking receded. However, epidemiological studies continued to identify particulate matter

Communities interested in adopting the ordinance or developing public outreach regarding woodsmoke may contact Tommie Mayfield, Principal Air Quality Specialist, for further information at (415) 749-4774. You can also view a copy of the model ordinance on the Air District's website at [www.baaqmd.gov](http://www.baaqmd.gov).

—Tommie Mayfield

# Air District Hires Robert Wucher as Director of Information Services

The Air District is pleased to announce the hiring of our new Director of Information Systems, Robert Wucher. Originally from Washington, D.C., Wucher attained a Business Administration degree from Old Dominion University in Virginia and was the executive officer of his own consulting firm for four years before he was selected for the newly created Director's position.

While consulting, Wucher gained experience working with the public sector. He served as the consultant for the City of Richmond when the City replaced its data system. Other governmental entities that Wucher worked with included the State of Virginia and the Virginia State Police Department. But



along with the independence of owning your own firm come long hours and monumental challenges. In discussing his shift from the private to the public sector, Wucher said, "Just as I moved from the East Coast to the West Coast four years ago to improve my quality of life, I came to this agency to improve it as well."

His primary, short-term goals are to learn how the District's Information Services Division operates, while gaining knowledge about the Air District as a whole. Parallel to that, Wucher plans to evaluate the District's database conversion situation (the IRIS project) and find ways to improve it and make it run better. "The consultant who was running the IRIS database conversion project handed it off to me at the end of

January," Wucher explained. He plans to give this project his utmost attention. "You have to know the problem before you solve it," he said. Overall, Wucher expresses optimism and enthusiasm about his role as Director.

To understand the working environment in his Division, Wucher plans to schedule a retreat for his staff to work through the planning and goals for the coming year.

His next step will be to evaluate the Air District's 2001 goals and develop divisional objectives to support the District. "Once I know these goals and develop the Division plan, everything will be driven by that," Wucher said.

When he's not working, Wucher enjoys running and mentoring at-risk youth. He recently finished a rewarding stint at the Larkin Youth Center and plans to volunteer again once time permits.

—Luna Salaver

## Recent Board Actions

September 6, 2000

### RESOLUTION NOS. 00-13, 00-14, 00-15

The subjects of these resolutions were issues relating to the terms and conditions of employment for employees of the Air District.

### RESOLUTION NO. 00-16

*A Resolution in Support of the California Air Resources Board Retention of the Zero Emission Vehicle (ZEV) Mandate for the State of California.*

November 15, 2000

### RESOLUTION NO. 00-17: Amendments

*Approves a Notice of Exemption from CEQA for Proposed Amended Regulation 1: General Provisions; Regulation 2, Rule 1: General Permit Requirements; and Regulation 3: Fees. Amends Regulation 1: General Provisions; Regulation 2, Rule 1: General Permit Requirements; and Regulation 3: Fees.*

The proposed amendments address comments made by affected industry members at the May 17, 2000 Board meeting. Among other things, they will revise monitor calibration and maintenance requirements; clarify regulatory language, including issues pertaining to "alterations" and "modifications;" clarify fee requirements; and revise initial reporting requirements.

December 20, 2000

### RESOLUTION NO. 00-18

*A Resolution to Authorize the Executive Officer to Apply for Refueling Infrastructure Program Grant Funds from the California Energy Commission.*

### RESOLUTION NO. 00-19

*A Resolution of the Board of Directors of the Bay Area Air Quality Management District Adopting the 2000 Clean Air Plan for the San Francisco Bay Area; and A Resolution Certifying a CEQA Addendum to the Final Program Environmental Impact Report Completed for the 1991 Clean Air Plan.*

## ALA Clean Air Award Nominations

Because lung disease affects four million Californians and air pollution is one of the contributing factors, the American Lung Association of the Bay Area honors Clean Air Heroes every year at an annual luncheon. The ALA is currently seeking nominations for this year's Clean Air Heroes awards, to be distributed at its Eleventh Clean Air Award Luncheon, co-sponsored by the Air District, and hosted by Roberta Gonzales, weather anchor at KPIX-TV.

There will be five categories of awards: *Leadership; Education and Public Awareness; Technology and Research; Employee Transportation Coordinators and Programs; and Telecommunications: Getting Off Road and On Line*. Please call 650-994-LUNG for a nomination form. **The forms are due by Thursday, March 15.**

### Category Descriptions

*Leadership:* To recognize an individual, agency, or corporation for providing leadership and commitment to environmental health through public/private partnerships, the institution and promotion of clean air programs, commuter-reduction programs, energy-saving measures, and emission reductions.

*Education and Public Awareness:* To recognize an individual or an institution for teachings that address issues of air quality and its effects on health and the environment, or for teachings that raise public awareness of clean air issues.

*Technology/Research:* To recognize a contribution to the development or use of clean air products or technologies that prevent pollution and advance the cause of clean air, or make a contribution to our understanding of the impact of air quality to health.

*Employee Transportation Coordinators/Programs:* To recognize outstanding leadership by Employee Transportation Coordinators in the design and implementation of clean air awareness programs in the workplace.

*Telecommunications: Getting Off Road and On Line:* To recognize exemplary efforts at vehicle trip reduction through telecommunications, including but not limited to: education on-line; business and banking on-line; telecommuting to work via the home office; medical diagnosis and monitoring on-line; and meeting on-line through medical conferencing.

## Message

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elected officials in Sacramento, and we look forward to working with them to determine policy as the year progresses.

Obviously, the energy crisis is of utmost concern right now, and any solution will tax the ingenuity and resourcefulness of everyone involved, from industry, to government, to the consumer.

When it comes to air quality, each and every year is pivotal and important, and the challenges it throws our way must be met with the appropriate balance of flexibility and firm resolve. As an agency, we've worked hard to improve air quality in the Bay Area for over 45 years now, and we're going to keep at it in 2001. After all, clean air is a basic necessity of life, too.

—Ellen Garvey

## CAP

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plan include more stringent controls on refinery storage tanks and architectural coatings. The nine measures will be adopted over the next three years.

The new CAP also addresses the need to increase alternatives to private automobile use through mobile source control measures, such as shuttles to rail stations, bike and pedestrian paths, and clean-fuel vehicles. The Air District awards almost \$25 million annually in grants to assist in implementing these measures.

"Motor vehicles remain the single largest source of air pollution in the Bay Area," said the Air District's Executive Officer Ellen Garvey. "Minimizing the use of private automobiles—and making public transportation, walking, and biking more

## Funds Available for Cleaner School Buses

The Air District will administer a state-funded program to provide financial incentives to school districts for the replacement and retrofitting of older school buses. The Lower-Emission School Bus Program will provide \$9.4 million in California Air Resources Board funds. The Air District is contributing an additional \$2 million to the program, for a total funding allocation of \$11.4 million. The goal is to reduce the exposure of schoolchildren to particulate matter (PM) and oxides of nitrogen (NOx) emissions from the buses. Diesel particulate has been identified as a toxic air contaminant by the CARB.

Approximately \$9.1 million of the funding will be allocated for new school buses and \$2.3 million for installing control "traps" to filter PM emissions on existing buses. School buses built prior to 1987 will be targeted, with priority given to replacing pre-1977 school buses which not only have higher emissions but which are not built to current safety standards. Fleet expansion buses are not eligible for funding.

School districts will be required to provide up to 25 percent of the cost of a new bus, with a cap of \$25,000 per bus. The grants can be used for the remaining cost of the new bus purchase. The Air District will release grant application forms on March 1, 2001 and will begin awarding grants on a first-come, first-served basis beginning April 2, 2001.

Questions about the Lower-Emission School Bus program should be directed to Andrea Gordon, Environmental Planner at the Air District at (415) 749-4940 or [agordon@baaqmd.gov](mailto:agordon@baaqmd.gov).

—Teresa Lee

viable options for Bay Area residents—will cut down on pollution and congestion. In planning for a clean air future, we're searching for some of these answers through Smart Growth opportunities," Garvey said.

—Lucia Libretti



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## PUBLIC WORKSHOPS

Monday, March 12

A public workshop will be conducted at 10:00 AM in the 7th floor Conference Room, 939 Ellis Street, San Francisco, to review and discuss proposed amendments to:

**Regulation 8, Rule 51: Adhesive and Sealant Products.** The proposed revisions correct this regulation pursuant to a 1999 Federal Register notice from the EPA, conforming it to a CARB model rule. In addition, several amendments are proposed to establish new adhesive categories and corresponding VOC limits to ensure that complying adhesives are available for certain rather narrow use categories. This notice, the proposed amendments to Regulation 8, Rule 51, a draft staff report, and the EPA Federal Register notice are available on the District's website at [www.baaqmd.gov](http://www.baaqmd.gov).

## BAAQMD ACTIVITIES

	OCT	NOV	DEC
<b>ENFORCEMENT</b>			
Total Inspections	953	910	514
Complaints Processed	357	154	162
Violation Notices	97	81	96
<b>LEGAL</b>			
Cases Resolved	79	50	76
Mutual Settlement	\$ 80,327	\$ 63,942	\$ 63,809
Civil Penalties	\$ 0	\$ 0	\$ 0
<b>PERMIT SERVICES</b>			
Authorities to Construct Granted	31	26	23
Permits to Operate Granted	150	59	98
<b>TECHNICAL</b>			
Highest Ozone AQI	64	34	31
Highest CO AQI	28	56	69
Highest Particulates AQI	44	57	61
State Ozone Excess Days	1	0	0
Source Tests	69	63	32
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 pollutants will exceed the national health standard (100 on the AQI scale).			
<b>YEAR TO DATE (12/31/00)</b>			
State Ozone Violations	12		
Federal Ozone Violations (8-Hour)		4	
Federal Ozone Violations (1-Hour)			3
Carbon Monoxide Violations			0
<b>DAILY AIR QUALITY</b> <b>1-800-HELP-AIR</b>			
<b>COMPLAINT LINE</b> <b>1-800-334-ODOR</b>			
<b>SMOKING VEHICLES</b> <b>1-800-EXHAUST</b>			