

AIR CURRENTS

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Jack Broadbent Named Executive Officer

At its October 1 meeting, the Air District's Board of Directors announced that Jack P. Broadbent will be the new Air Pollution Control Officer/Chief Executive Officer, effective November 3, 2003.

Broadbent joins the Air District after serving more than two and a half years as the Director of the Air Division at the U.S.

EPA's Region IX, which includes California, Arizona, Nevada, Hawaii, and the Pacific Islands.



Before moving to the EPA, Broadbent worked at the South Coast Air Quality Management District (SCAQMD) as the Deputy Executive Officer from 1995 to 2001; as Director of Planning from 1993 to 1995; and as a Senior Manager from 1989 to 1993. He also served as an Air Quality Analyst at the SCAQMD from 1983 to 1987. From

1987 to 1989, Broadbent was the Corporate Environmental Programs Manager with the Hughes Aircraft Company.

"Jack Broadbent brings an impressive air quality background to the Air District. His experience in directing policy, rulemaking, permitting and compliance on the regional and federal levels gives him a comprehensive and excellent background in all aspects of air quality control," said Air District Board Chair Scott Haggerty. "The Board and I are pleased to welcome him to the Air District."

Broadbent holds a master's degree in Environmental Administration and a Bachelor of Science degree in Environmental Science—both from the University of California at Riverside.

Broadbent replaces the Air District's current CEO William C. Norton, who was appointed as interim CEO in March 2002.

Ozone Season Brings Good News and Bad

This year the Bay Area attained the federal one-hour average ozone standard, but lost attainment of the newer federal eight-hour ozone standard in San Martin.

Totals for 2003 showed that the Bay Area experienced just one day in which ozone levels exceeded the federal one-hour standard, seven days of exceedances of the federal eight-hour standard, and 19 days over the California one-hour standard. These numbers are fairly consistent with those of the preceding two years: with 2, 7, and 16 respective exceedances in 2002; and 1, 7, and 15 exceedances in 2001.

The single exceedance of the federal one-hour standard this year occurred at Livermore on July 17. Livermore was the only site to register federal one-hour exceedances in 2002 as well, one on July 9 and another on July 10. Livermore had no exceedances in 2001. However, in 1998, a year when high temperatures were comparable to 2003, Livermore had six exceedances.

The Bay Area's attainment status for the federal one-hour standard is determined by an average number of exceedances over the most recent three-year period. If any of the 22 ozone-

measuring stations in the region averages more than one exceedance per year over that period, the Bay Area will be designated out of attainment.

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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 Adopts Supplemental Environmental Project Policy

On April 2, 2003, the Air District's Board of Directors adopted the Supplemental Environmental Project Policy, adding a new acronym to the District's air quality lexicon, SEP, and a new tool to the District's kit for ameliorating the effects of air pollution in communities near industrial facilities.

A SEP is a project that improves air quality in an area impacted by emissions from a facility that has received violation notices from the Air District. SEP funding is collected from the violating facility as part of a negotiated settlement.

In broad terms, an agreement to commit to a SEP means that some portion of the penalties paid by the violator are not retained by the Air District, but are instead directed towards a project that reduces air pollution and benefits the community.

SEP projects are considered "supplemental" because they go above and beyond what the company is legally required to do by federal, state, or local laws and regulations.

The specific parameters of a SEP project may be defined at the time that violations are settled, or determined later following an agreement to set aside a certain penalty amount for that purpose.

In evaluating a proposed SEP, the Air District must assure that one or more of the following conditions are met:

- The project must be related to the violation by addressing the harm it has caused.
- The project must reduce the air pollution-related environmental or public health impacts and risks caused by the violation.
- The project must reduce the likelihood that similar violations will occur in the future.

SEP projects must fall into certain established categories (see list to the right.) The Air District is in the process of assembling a list of SEP ideas. Projects would include providing funds to

decrease emissions from school buses, transit buses, garbage trucks, or shuttle vehicles; providing rebates for replacing woodstoves with natural gas stoves or gas-powered lawn mowers with electric mowers; or allocating money for air quality or asthma education programs in schools. Public meetings have also been

held in affected communities to gather input for potential projects.

For a full copy of the Air District's Supplemental Environmental Projects Policy, visit the Air District's website at www.baaqmd.gov or call the Public Information Office at (415) 749-4900.

SEP Categories

Public Health

Projects would provide diagnostic, preventative, or remedial health care related to the public health impact caused by the violation. This might include epidemiological data collection and analysis, medical examinations, collection and analysis of blood/fluid/tissue samples, medical treatment, or rehabilitation therapy.

Pollution Prevention

Projects would reduce the amount of any hazardous substance, pollutant, or contaminant being emitted by a facility. It might include equipment or technology modifications, process modifications, reformulation of products, etc.

Pollution Reduction

Projects would apply recycling, treatment, containment, or disposal techniques to pollution that has already been emitted. It might include installation of more effective, end-of-process control or treatment technology.

Environmental Restoration and Protection

Beyond repairing the damage caused by the violation, these projects would enhance the condition of the airshed that was affected. It might include reduction of other air pollution discharges in the air basin where the violation occurred, or removal or mitigation of contaminated materials that are a continuing source of airborne releases.

Environmental Compliance Audits

Projects might include pollution prevention assessments, site assessments, environmental management system audits, or environmental compliance audits.

Comprehensive Environmental Training

Projects would provide air quality-related training or technical support to other members of the regulated community, in order to achieve and maintain compliance, avoid violations, or even reduce pollution beyond legal requirements.

Emergency Planning and Preparedness

Projects would provide assistance, such as computers and software, communication systems, chemical emission detection equipment, HAZMAT equipment, or training to a responsible or local emergency response or planning entity within the same emergency planning district affected by the violations.

Air District Honors 2003 Clean Air Champions

For the first time in Clean Air Champion history, the Air District—along with the American Lung Association, RIDES for Bay Area Commuters and the U.S. EPA—honored *seven* Clean Air Champions for their exceptional efforts on behalf of clean air.

“We are pleased to recognize so many Clean Air Champions this year,” said Air District Executive Officer William C. Norton. “A considerable winners circle shows that more people are choosing to go above and beyond to protect our air!”

The seven 2003 Clean Air Champions were honored at a meeting of the Air District’s Board of Directors on July 16.

About the Winners

With two jobs and a child in daycare, the **Brandts** of Walnut Creek could be excused for driving alone to work in two separate cars. But they don’t. In a personal effort to reduce auto emissions, John and Pauline Brandt rely on a combination of carpooling, walking, and taking public transportation to get their daughter to school each day and themselves to their jobs at Chevron Texaco in San Ramon. “It would certainly be easier and a little faster to just hop in two cars every morning,” said John. “But we’ve chosen an alternative that not only allows us to get by with one car and avoid the grueling traffic on 680, but that also has a positive impact on our environment.”

The Brandts encourage others to follow their example by advising colleagues about commute alternatives and by participating in a local neighborhood association that weighs in at local Board of Supervisor meetings when transportation issues are discussed. By bucking the multi-car trend and making other environmentally friendly lifestyle choices, the Brandts prove that simple, individual actions can and do make a difference.

Lucy Gigli is the founder of Bike Alameda, an advocacy group that informs



2003 Clean Air Champions (left to right): James Paxson, General Manager of the Hacienda Business Park; Renee Dowling of the Oakland Airport/Port of Oakland; Walt Bilofsky; Rev. Sally Bingham; Jerry Nabhan, General Manager of Specialty Solid Waste and Recycling; John Brandt; and Lucy Gigli (with daughter Marisa).

residents about the benefits and joys of bicycling. She practices what she preaches—people often see her bringing her kids to school in a bike trailer or shopping around with a stroller. An avid gardener, she refuses to use gas-powered garden tools, pesticides, or other environmentally harmful consumer products. Lucy is admired for her clean air lifestyle and was nominated by a member of her community who had been inspired by Lucy’s choices.

“I am very happy that my efforts to be environmentally friendly—through walking, biking and being selective on what products I use—have been recognized,” said Lucy. “I hope that the award can inspire more people to think that every one of us can make an impact on air quality.”

The Rev. Sally Grover Bingham is the Environmental Minister at Grace Cathedral in San Francisco, and for many years has been the chair of the Episcopal Diocesan Commission for the Environment. She has been active in the environmental community for twenty years, and serves on the national board of the Environmental Defense Fund.

Sally has brought widespread attention to the linkage between ecological issues and the Christian faith. She is the founder and executive director of The Regeneration Project, a nonprofit ministry currently working on a global climate change initiative, called Episcopal Power and Light. She was appointed by Mayor Willie Brown to serve on the Commission on the Environment for the City and County of San Francisco.

She is a tireless advocate for the use of alternative energy technology as a means of reducing reliance on polluting fossil fuels. She walks whenever possible, drives a hybrid vehicle, and has led an active campaign to distribute compact fluorescent light bulbs as a means of improving air quality. A cancer survivor, she brings experience and passion to her ministry, connecting human health and the environment. Perhaps summing up her social activism she declares, “We are called not just to believe in something, but to put our faith into action.”

If you appreciate the cleaner air inside public buildings in Marin County and

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Champions

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elsewhere, you can thank **Walt Bilofsky**. For almost 30 years, Walt has championed the cause of a smoke-free environment. As a volunteer tobacco-control advocate, he has promoted the enactment of more than 30 local smoking ordinances in Massachusetts and California.

Bilofsky was an officer of GASP of Massachusetts in 1975-76, a director of California GASP from 1978 to 1984, and has been co-chair of the Smoke Free Marin County Coalition since 1992. He served on the steering committee of the 1980 California statewide No Smoking Sections ballot initiative. He's been the director of Americans for Nonsmokers Rights since its founding in 1982, and served as its president for two years.

Few people know as much as Walt about clean indoor air ordinances, how they work and how they should be enforced. As leader of the Marin coalition, he has educated dozens of local lawmakers about the importance of keeping public buildings smoke-free. It's no coincidence that this year Marin County received the Platinum Lung Award from the state American Lung Association for the highest compliance with clean indoor air laws in California.

"It's exciting to be honored for helping clear toxic tobacco smoke out of the air we all breathe," said Walt. "But the real credit goes to millions of California smokers and nonsmokers who, in just one generation, have understood this health hazard, changed the culture of public smoking, and made us a world leader in healthy indoor air."

As general manager of the Hacienda Business Park (Alameda County), **James Paxson** is one of the leading Bay Area advocates for commute alternatives that foster cleaner air. This commitment extends beyond the boundaries of Hacienda's comprehensive commute alternatives program. Paxson has taken a leadership role in a number of projects designed to educate the public about

reducing traffic congestion and average vehicle ridership, both locally and regionally—and, as a consequence, reducing levels of harmful air pollutants associated with motor vehicles.

"I truly believe that the success of efforts to improve air quality (and many other social and environmental problems) lies in making the solutions as much a part of the everyday as possible, and integrating those solutions into what you do to a level that they are not extraordinary but commonplace," said James. "The alternatives have been made part of the norm and, more and more, are considered as a choice among equals; even to driving alone. I feel very fortunate to have the opportunity to work toward developing this level of integration into the work that I do at Hacienda because I believe that it not only simultaneously addresses several needs but fundamentally improves the quality of what we offer as a living and working environment."

Since 1999, the **Port of Oakland and Oakland Airport** have adopted numerous clean air programs, putting them at the forefront of environmentally sustainable development. The airport has a compressed natural gas (CNG) station that also serves the community, thirty electric vehicles for use at the airport and seaport, and eight electric charging stations for airport and public use. The Port has adopted alternative fuel requirements for taxis, shuttles, and ground-service equipment that are stricter than those of any Northern California airport. In addition, the Port of Oakland has an 8.9 million dollar air quality mitigation program to reduce pollution from diesel engines at maritime facilities.

"We are delighted to be recognized as a Clean Air Champion," said Harold Jones, director of communications at the Port of Oakland. "The use of zero-emission electric cars at the airport and retrofitting a tugboat with a cleaner-burning diesel engine are just two examples of the many links in the Port's chain of air quality improvement efforts. It's important to us to operate and build

for the future in a sustainable way, which means a triple bottom-line approach of economic vitality, environmental responsibility, and social equity."

Specialty Solid Waste and Recycling, the City of Sunnyvale's franchised refuse and recycling hauler, is implementing a conversion from diesel to compressed natural gas (CNG) garbage trucks. This changeover is 95 percent complete. When finished, it will prevent over 36 tons of toxic diesel emissions from being released into the air.

"In my roles as Mayor of Sunnyvale and as a Director on the Air District's Board," said Sunnyvale Mayor Julia Miller, "I work hard to improve the quality of our air. The City of Sunnyvale uses alternative-fuel vehicles in our city fleet, and I'm proud to see our refuse contractor receive recognition for their efforts to roll out the first full CNG fleet in the Bay Area."

Specialty Solid Waste and Recycling also has a 24-hour CNG refueling station, which is open to the public. This station provides a vital link in Northern California's chain of CNG stations, making CNG a viable clean fuel alternative for commuters.

"Our entire staff here at Specialty Solid Waste and Recycling has worked on this project side-by-side with the City of Sunnyvale for over three years, and we feel very honored to have our environmental efforts recognized by the Air District," said Jerry Nabhan, General Manager. "In making the transition to clean fuels to help our environment, we discovered that the drivers actually prefer the CNG trucks over the old diesels! And, Sunnyvale residents have commented that they enjoy having their neighborhoods serviced by the quieter, cleaner CNG refuse and recycling trucks. In addition, we are gratified to find that our publicly accessible CNG fueling station is being utilized daily by a wide variety of vehicles, from school buses to private automobiles, contributing to better air quality for the whole Bay Area."

—Luna Salaver

Ozone

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The federal eight-hour standard is also based on a three-year average, in this case, of the fourth highest concentrations measured each year. If any station in the Bay Area averages at least 85.0 parts per billion (ppb) for the period, the region is considered to be out of attainment.

As of 2003, the San Martin station averaged 86.0 ppb, just barely over the attainment threshold. The outlook for 2004 is not good, either: San Martin would have to record a fourth highest value of 76 or below to put the Bay Area back into attainment for the federal eight-hour standard.

However, to put things in perspective, the Bay Area tied with San Diego for the cleanest one-hour ozone record of the five major California air basins in 2003. And air quality has improved drastically in the last few decades. In 1969, for example, the Bay Area as a whole suffered 65 days over

the one-hour standard, compared to just one or two days in the last three years. Since 1980, there has been a 63 percent reduction in volatile organic compounds (VOCs), and a 40 percent reduction in oxides of nitrogen, the two key ingredients in ozone formation. During the same time, the population of the Bay Area increased 29 percent.

In 2003, the Air District and the Livermore Amador Valley Transit Authority funded a successful pilot program offering free rides to passengers on WHEELS bus lines in the Tri-Valley area on Spare the Air Days. Ridership went up by as much as 16 percent on these days, thereby helping to diminish pollution in this region.

In addition 2,225 Spare the Air Employers notified over one million employees about Spare the Air days in 2003, educating their workforce about air quality issues. And 20 Bay Area municipalities joined the Clean Air Consortium, pledging on Spare the Air days to defer

the use of gasoline-powered lawn and garden equipment, postpone painting, and refuel fleet vehicles at the end of the day.

In 2003, there were ten Spare the Air days, up from seven in 2003. Polls indicated that 7.3 percent of Bay Area residents responded to these Spare the Air requests by driving less, avoiding consumer products that pollute, and postponing the use of gasoline-powered lawn mowers. This figure was at 7.15 percent in 2002.

So, 2003 brought good news and bad news to the Bay Area. Ozone levels have dropped substantially over the last thirty years, and lately seem to have stabilized at relatively low concentrations, despite increases in population and vehicle miles travelled. But more work needs to be done in a continued spirit of cooperation before the region can secure its attainment status for the federal ozone standards and the stricter state standard.

Model Wood Smoke Ordinance Update

In 1998, the Air District developed a model wood smoke ordinance for cities and counties to use as a guidance document for regulating fireplaces and woodstoves as sources of particulate matter.

Provisions include restricting installation of fireplace or heating stoves in new homes or renovation projects to natural gas fireplaces, pellet-fueled woodstoves, or EPA-certified woodstoves and fireplaces. Certain fuels are prohibited, such as garbage and plastics, as is wood burning on days when the Air District issues a "Spare the Air Tonight" advisory.

Air District staff calculate that for every 1,000 new homes built in accordance with the provisions of the ordinance, three tons of particulate emissions are avoided each winter, with a corresponding decrease in carbon monoxide and toxic air contaminants.

As of October 2003, the following cities and counties have adopted some version of this ordinance.

CITIES

Berkeley	Menlo Park
Campbell	Milpitas
Dublin	Moraga
Foster City	Morgan Hill
Fremont	Mountain View
Livermore	Palo Alto
Los Altos	Petaluma
Los Gatos	San Francisco

COUNTIES

Alameda
Contra Costa
Marin
San Francisco
San Mateo
Santa Clara

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Board Actions

May 21, 2003

RESOLUTION NO. 2003-1

A Resolution Authorizing Air District Participation in the Congestion Mitigation and Air Quality Improvement Program ("CMAQ") for the San Francisco Bay Area.

June 4, 2003

RESOLUTION NO. 2003-2

A Resolution Approving the Negative Declaration for Proposed Regulation 12: Miscellaneous Standards of Performance, Rule 11: Flare Monitoring at Petroleum Refineries. A Resolution Adopting this Regulation.

The new regulation would require refineries to monitor the volume and composition of gases burned in refinery flares, to determine the reasons for flaring, and to report all of this information to the District.

June 18, 2003

RESOLUTION NO. 2003-3

A Resolution to Approve the Budget for the Fiscal Year Ending June 30, 2004 (FY 2003-2004) and Various Budget Related Actions.

RESOLUTION NO. 2003-4

The subject of this resolution was an issue relating to the terms and conditions of employment for employees of the Air District.

July 2, 2003

RESOLUTION NO. 2003-5

The subject of this resolution was an issue relating to the terms and conditions of employment for employees of the Air District.

RESOLUTION NO. 2003-6: Amendments

A Resolution Approving the CEQA Notice of Exemption for Amendments to Regulation 3 – Fees. A Resolution Amending Regulation 3 - Fees.
 The Board of Directors approved a 1.6 percent increase in permit fees, as well as a 1.6 percent increase for fees for non-permitted activities, such as Asbestos Operations, Excavation of Contaminated Soil, and Removal of Underground Storage Tanks. These amendments adjust these fees by the 1.6 percent increase in the CPI.

September 3, 2003

RESOLUTION NO. 2003-7

Adopted Resolution No. 2003-07: A Resolution Affirming the District's Commitment to New Source Review.

September 17, 2003

RESOLUTION NO. 2003-8

A Resolution Supporting South Coast Air Quality Management District Proposals for State and Federal Contributions to the Mobile Source Control Plan.

A resolution in support of proposals for more stringent control of sources under the jurisdiction of the California Air Resources Board and the United States Environmental Protection Agency.