

CARE Task Force Meeting Summary

August 18, 2006

ATTENDEES:

Task Force Members

Pamela Evans (Alameda Co. Env. Health), Eric Fujita (DRI), James Fine (USF), Kevin Buchan (WSPA), Tim Taylor (Cleaire), Henry Clark (WCTC), Shankar Prasad (CalEPA), Joel Ervice (RAMP), Steven Moss (SF Power), Margaret Gordon (WOEIP), Maria Luz Torre (Parent Voices), Ronit Ben Abaham-Katz (LLNL, via phone), Alberto Perez (El Concilio)

Members of the Public

Richard Grow (USEPA), Ken Kloc (GGU ELJC), Harold Brazil (MTC, via phone), Ed Cheng (SFSU), John Mikulin (CCEEB), Mena Shah (CARB, via phone), Shelby Livingston (CARB, via phone), Earl Withycombe (CARB, via phone)

Air District Staff

Jack Broadbent, Jean Roggenkamp, Brian Bunger, Henry Hilken, Gary Kendall, Brian Bateman, Jack Colbourn, Saffet Tanrikulu, Scott Lutz, Amir Fanai, Daphne Chong, Bill Guy, Phil Martien



INTRODUCTIONS, LOGISTICS (J. Broadbent)

All: Introductions

J. Broadbent: We have produced some key documentation for Task Force (TF) member review. There are a number of logistical issues to discuss:

- Earlier meeting start time per TF members request: 11-2
- Phase I findings/recommendations to Executive Committee of Air District Board in September
- A rough timeline will be presented today, a more refined timeline next time
- Time for public comments after each key agenda item; we'd like to structure this and future meetings this way
- Each TF member can nominate 1-2 alternates within their organization. Please send nominations by September 1st

J. Ervice: Can we discuss plans for a pilot project?

J. Broadbent: Let's agendize that discussion to after agenda item 5.

(See http://www.baaqmd.gov/CARE/documents/agenda_care_08_17_06.pdf)



REVIEW & DISCUSSION OF ISSUES RAISED (P. Martien)

P. Martien: Presentation of slides

(http://www.baaqmd.gov/CARE/documents/care_review_tf_081706.pdf)

A rough timeline of the three phase program shows that we are near the end of Phase I. For Phase II, the target completion date is spring 2008 and for Phase III around fall 2009. In each phase, mitigation strategies will be developed. Phase I is the main topic of today's discussion. Phase I activities were focused on developing a preliminary emissions inventory of toxic air contaminants (TAC). For Phase I, emissions estimates and population data were used to develop target areas, in the form of a map, for targeting the distributing of Carl Moyer Grants (old Carl Moyer map shown). Diesel particulate matter (PM) forms most of the cancer risk-weighted emissions. Acrolein forms most of the acute risk-weighted emissions. We are only considering TAC as defined by ARB.

M. Gordon: Include a date on the old Carl Moyer map.

S. Moss: Note old Carl Moyer maps look at residences only, not schools or work sites, for example. In discussing risks, in this presentation and in the CARE documents, be clear to define what risks are being included and what is being left out, e.g. indoor vs. outdoor air quality risks. State that risks are from TAC only, not all AQ pollutants.

H. Clark: Are mitigations being developed now or later?

J. Fine: Can the Moyer program be supplemented to improve outreach and technical assistance?

P. Evans: How are Moyer funds targeted? Consider partnering with community groups on outreach.

S. Moss: Can the District target regulations to specific geographic areas?

T. Taylor: Community pressure is important to urge businesses to seek incentive funding.

J. Broadbent: We think the law does not preclude targeting regulations to specific areas. Staff can and will make recommendations to our Board on how to target grants. We don't want to wait; we want to implement mitigation measures now.

J. Fine: Is the acrolein risk consistent with what other regions are seeing?

P. Martien: The acrolein risk is consistent with what other regions are seeing. However OEHAA is reevaluating acute reference exposure levels (REL) for acrolein. Also, acrolein emissions from aircraft may require more investigation.

E. Fujita: Just to point out, secondary particles, which are not directly emitted but formed in the atmosphere, are not being considered.

P. Martien: We hope to consider secondary formation of toxic compounds these in Phase II.



REVISIONS TO EMISSIONS INVENTORY OF TOXIC AIR CONTAMINANTS AND PRELIMINARY EVALUATIONS (P. Martien)

P. Martien: Presentation of slides

(http://www.baaqmd.gov/CARE/documents/care_updates_tf_081706.pdf). The estimates of on-road diesel PM from the latest working draft version of EMFAC were used in place of the estimates from EMFAC 2002 (version 2.2). The working draft version of EMFAC has a better representation of where the on-road diesel PM emissions are occurring. Version 2.2 used vehicle registration data to assign emissions to a county; the working draft version uses actual vehicle counts. The effect of this change was reduced on-road diesel PM emissions in San Francisco county and increased emissions in other counties. The spatial distribution of total diesel PM emissions didn't change drastically, because diesel emissions from construction equipment are still very high in NE San Francisco county. More investigation is needed for construction emissions; we think they may be overestimated.

Acrolein concentrations are measured in the Bay Area; average concentrations are higher than the REL for chronic non-cancer risk and for acute risk.

As suggested during our last meeting, we have begun to extract emissions data near the TAC monitoring sites in the Bay Area for use in evaluating emissions estimates.

J. Roggenkamp: Note that we are not saying that construction equipment isn't important. We're saying that we want to make sure that all components of the emissions inventory are accurate.

H. Clark: Can the District regulate construction?

S. Moss: Technical guidance would be useful. What should community groups be asking developers to do to reduce the impacts of construction? What mitigation measures are effective?

M. Gordon: The City of Oakland ignores comments, does not consider exposures to toxic pollutants in its development plans, specifically at the Wood St. development.

J. Fine: Define a set of "best practices" for cities as mitigation measures.

M. Gordon: Which sites monitor PM?

G. Kendall: Information on District sites is online. (See <http://gate1.baaqmd.gov/aqmet/aq.aspx>)

E. Fujita: Some species that are not measured directly, or which are not measured well, can be estimated using markers. For example, propene may be a good marker for some toxic compounds, such as 1-3 butadiene and acrolein.



PUBLIC COMMENTS (All)

J. Mikulin: CCEEB is concerned that the technical basis be complete before rules are developed, e.g., complete Phase III before introducing new regulations.

???: In areas where multiple construction projects are scheduled to occur, cities and the Air District should examine cumulative effects and slow down projects in recognition of air quality impacts.

H. Clark: Mitigations are needed before 2009, when Phase III of the CARE program is scheduled for completion.

J. Broadbent: The District won't wait for all phases of the CARE program to be complete before we go through the process of adopting new regulations.

OVERVIEW OF CARE PHASE I DOCUMENTS (P. Martien)

P. Martien: Presentation of slides

(http://www.baaqmd.gov/CARE/documents/care_documents_tf_081706.pdf)

The draft Phase I Findings/Policy Recommendations Document, prepared by the Air District, and the draft outline for Technical Summary of Phase I in Context with Other Studies, being prepared by the Air District and DRI, are on the TF website for review by TF members. Once comments are received and incorporated, they will be finalized, brought to the Air District Board and the public.

J. Fine: Can we call the District contractor STI with questions on the STI Technical Report?

P. Martien: Best to call me. I'll coordinate with STI.

M. Gordon: Will ARB come to the TF to discuss the work in Port of Oakland and the Railroad MOU?

J. Broadbent: Would that be useful?

H. Clark: It would be useful.

J. Broadbent: Next meeting we can discuss all related projects in West Oakland, including the Port HRA and the railroad MOU.

T. Taylor: Does District receive many complaints related to railroad emissions? In South Coast Railroad MOU presentation of progress and South Coast District presentation of progress differed widely.

M. Gordon, H. Clark: Communities need to be involved in railroad processes. We need to hear from them.

J. Broadbent: Perhaps the ARB, not Port and railroads, should come talk to us.

J. Fine: I'm not interested in hearing propaganda.

S. Moss: District could summarize the various projects.

M. Torre: How the District push incentives?

M. Gordon: The District should work with Port and the City of Oakland.

J. Broadbent: District staff will summarize the various Port related projects at the next TF meeting. We will ask State to summarize work as well.

S. Moss: Identify strengths and weakness of the projects.

S. Prasad: Don't forget about non-diesel emissions. There are significant from other pollutants.

M. Gordon: In West Oakland it's all diesel.

M. Torre: Does/will CARE address indoor air quality issues?

J. Broadbent: It's still too soon to determine that. We do want to consider micro-environments, multiple public health issues.

M. Torre: Families need education on non-toxic cleaners and other significant sources of indoor air pollution.

J. Ervice: Expand the CARE policy discussion, as is done in the grant and incentives section of the policy discussion, to reflect your recommendation that these strategies will focus on areas with high emissions and sensitive populations. Other sections don't articulate this as clearly. What is the process for deciding policy direction?

S. Moss: Acknowledge that low income, minority areas that are the most impacted. Make the link to other programs that will involve emission reductions, e.g., the climate change program. Also explain more clearly why, for example, formaldehyde emissions are considered. Most people don't know that formaldehyde is a combustion by-product. Try to view the document with fresh eyes.

J. Fine: Consider how to involve cities and the State in mitigation discussions.

P. Martien: Please send comments to me on all documents by Aug. 28th.



PILOT PROJECT DISCUSSION (All)

J. Broadbent: Because of work to date, the District's thinking has evolved with respect to the pilot project. We are planning to focus our efforts at the Port of Oakland first, working with the Port and CARB. We will build off the Port and Railroad HRAs in West Oakland. This work will then inform other additional HRAs.

M. Gordon: Is the Port of Oakland a magnet source?

J. Broadbent: Yes.

S. Moss: How will the information from the Port HRA be applied to other communities?

E. Fujita: DRI's monitoring project in Wilmington is an example.

J. Broadbent, P. Martien: The tools that we learn to use in collaborating with others in this project will be applied to additional HRAs.

H. Clark: Is West Oakland *the* pilot project then? Or something else?

J. Broadbent: We'll focus on West Oakland for now because so much is happening there now, and because the CARE analysis to date has shown that West Oakland has high emissions and large numbers of sensitive people. Then we'll extend to Richmond, etc., as appropriate.

P. Martien: Next TF meeting will be held in October. The exact meeting date is to be determined. It will probably be 11 a.m. to 2 p.m. I will send out some possible dates.