

BAY AREA AIR QUALITY MANAGEMENT DISTRICT



Joint Policy Committee

November 7, 2008



Presentation Overview

- Bay Area air quality status
- Purpose of Plan
- Scope of Plan
- Control measures
- Coordination w regional partners
- Plan schedule & process





Air Quality Status & Trends

Great progress in improving AQ, despite growth in population (2x) & driving (3x) since 1960s

- Attained standards for CO, SO₂, NO₂, lead
- Reduced frequency & severity of ozone & particulate matter (PM) exceedances
- Major reductions in air toxics & cancer risk
- New, more stringent ozone & PM standards
- Climate change may complicate challenge



Ozone Status

- Bay Area is non-attainment for state standards
- BA 2005 Ozone Strategy: current plan for state stds
- Marginal non-attainment for 80 ppb nat'l standard
 - Ozone SIP submittal is not currently required
- EPA lowered 8-hr standard to 75 ppb in March '08
- EPA to issue designations for new std by March 2010
- Ozone SIP submittal could be due within 3 years (by 2013) if Bay Area is designated as non-attainment



PM Status

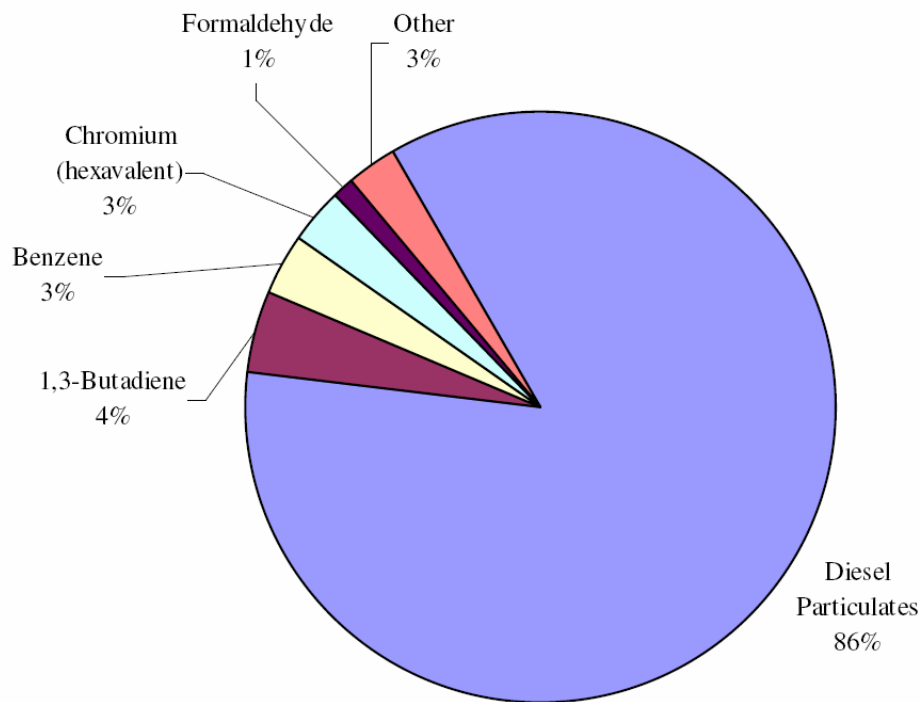
- Bay Area is non-attainment for CA PM_{2.5} & PM₁₀ stds
 - SB 656 PM Implementation Schedule adopted 11/05
 - Plan for state PM standards is not required
- Bay Area attains national annual average PM_{2.5} std
- Nat'l 24-hr PM_{2.5} std reduced from 65 to 35 ug/m³ in 2006
- EPA to publish designations for 24-hr PM_{2.5} std in Dec 2008
- No PM SIP submittal required at this time
- PM SIP would be due in 3 years if designated non-attainment



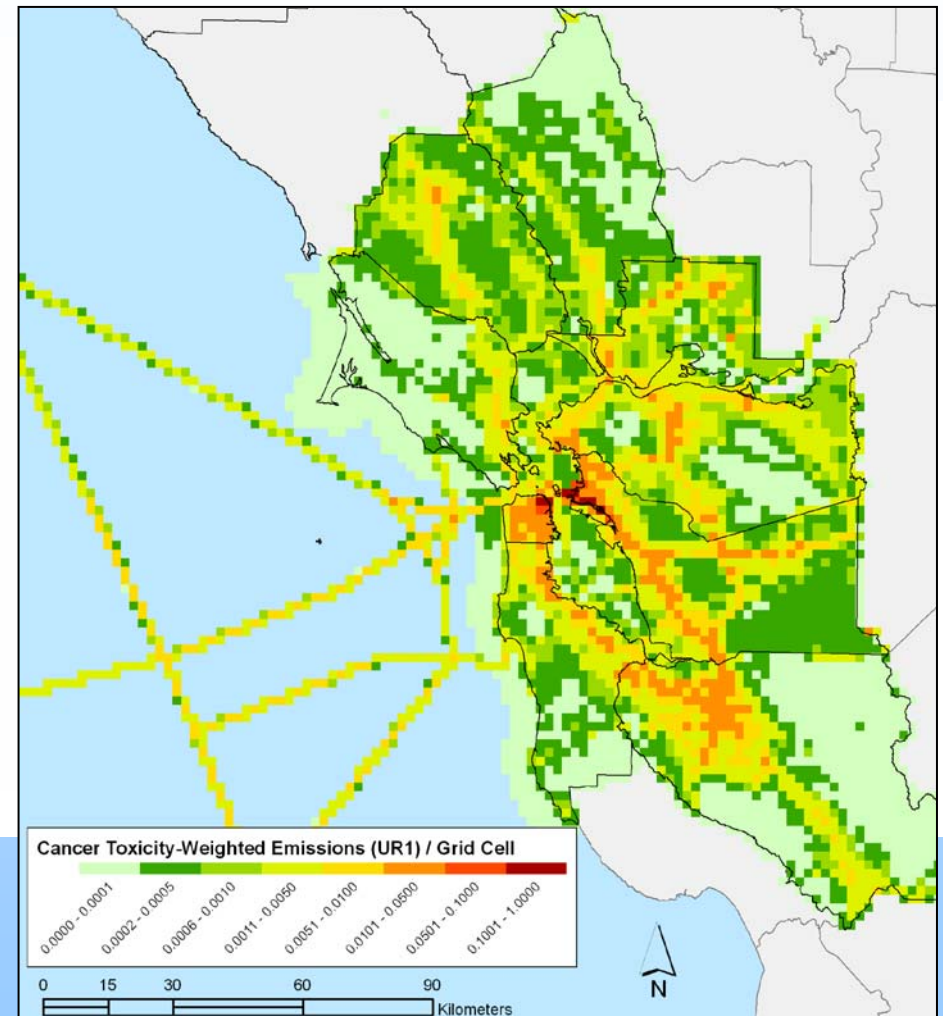
Toxic Air Contaminants

Cancer Toxicity-Weighted Emissions in the Bay Area (2005)

By Pollutant



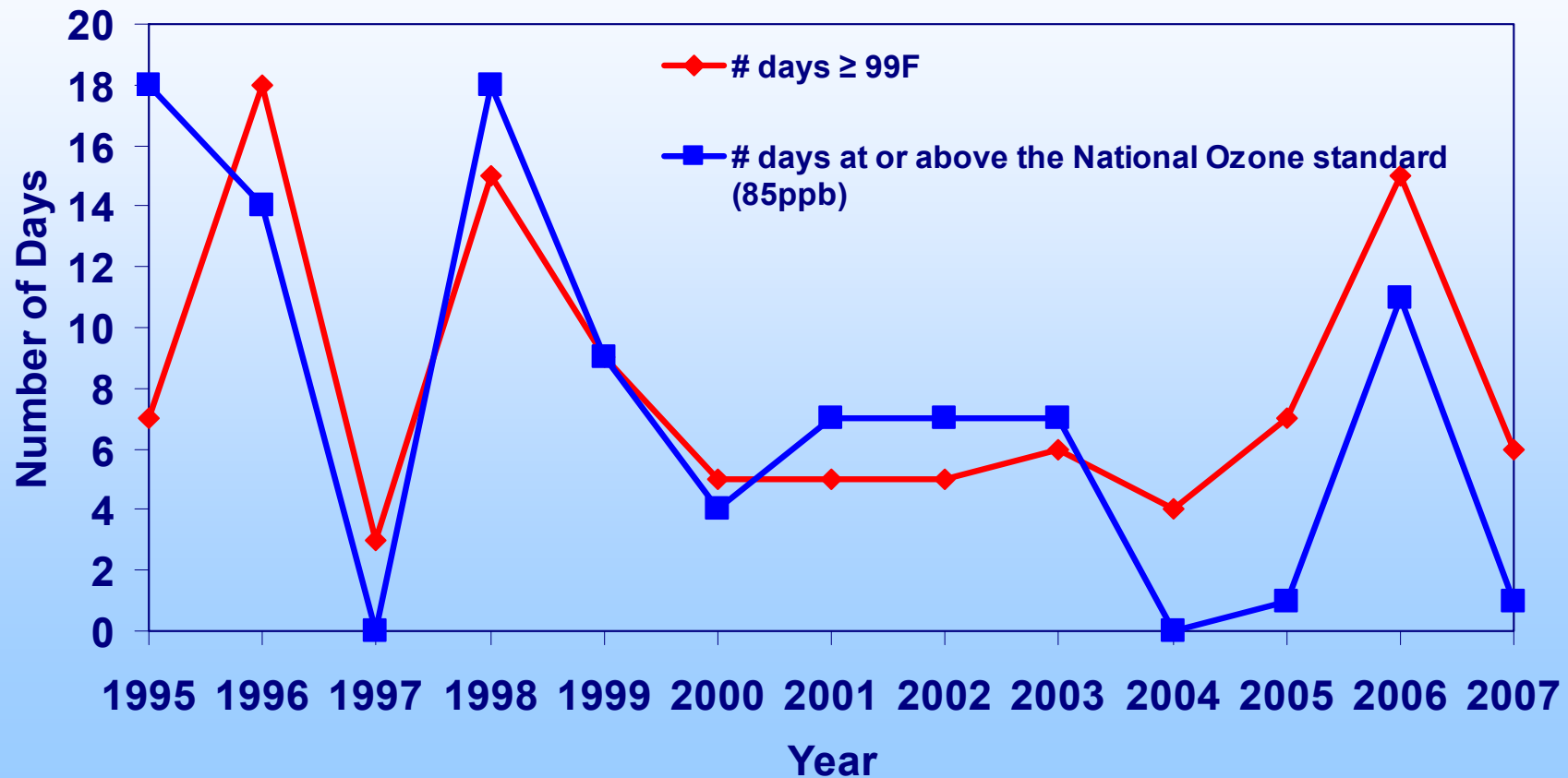
Cancer Risk-Weighted Emissions Map





Climate Change & Air Quality

Higher temperatures → increased emissions of ozone precursors + heightened photochemistry = increased ozone formation





Purpose of 2009 Clean Air Plan

- **Improve air quality**
- **Protect public health**
- **Protect our climate**
- Update 2005 Ozone Strategy to comply with California Clean Air Act
- Develop control strategy, including “all feasible control measures” to:
 - Achieve state stds by earliest practicable date
 - Reduce transport to neighboring air basins
- Plan will be regional in scale, but will improve air quality in impacted communities



Broader Scope for 2009 CAP

- Existing approach for air quality planning
 - single pollutant, address each pollutant separately
- National Research Council, Jan '04 recommendations
- Develop integrated plan to address multiple pollutants
- Address multiple pollutants in one integrated plan
 - **Ozone precursors**
 - **Particulate Matter (PM)**
 - **Air Toxics**
 - **Greenhouse gases: CO₂, etc.**
- Prioritize control measures to reduce health impacts
- Maximize reductions in greenhouse gas emissions



Benefits & Challenges

- Maximize co-benefits / avoid trade-offs
- Better justify potential control measures by estimating benefits on multi-pollutant basis
- Prioritize measures that offer greatest health benefit
- Multi-pollutant (MP) planning is more complex
- Lack of guidelines or models
- Pollutants differ in important ways:
 - sources, precursors, formation
 - range & severity of health effects
 - scale: local / regional / global
- How to evaluate control measures on MP basis?



Elements of Control Strategy

Control Strategy: overall plan for District actions for the 2010-2012 timeframe & beyond

- **Stationary Source Control Measures** (factories, refineries, dry cleaners, etc.) via rules & regs
 - e.g., potential amended rules: refinery boilers, architectural coatings
- **Transportation Control Measures** - to reduce vehicle travel & emissions – with partner agencies
- **Mobile Source Measures** - promote cleaner vehicles & fuels: through incentives, grants, etc.
 - e.g. Vehicle Buy-Back program



Collaboration with Regional Partners

- Coordinate with key regional plans:
 - Transportation 2035
 - ABAG Projections: mobile inventory
 - FOCUS
- Work with Joint Policy Committee to integrate transportation, land use, AQ
- Collaborate with MTC, ABAG & other regional partners to develop TCMs





Transportation & Land Use

- 2005 Ozone Strategy includes 20 TCMs to reduce motor vehicle travel & emissions
- TCMs promote transit, HOV, walking, bicycling
- In T2035, MTC highlights land use & pricing as key measures for achieving long-term targets
- TCM 15: Land Use Planning
- TCM 18: Transportation Pricing Measures
- 2009 CAP will coordinate w T2035 & FOCUS to enhance TCMs & reduce vehicle travel



Planning Schedule & Public Input

- Fall 2008
 - Identify & review potential control measures
 - Develop control measure evaluation methodology
- Spring 2009
 - Preliminary control measures & control strategy
 - CEQA Notice of Preparation
- Summer 2009: Issue draft Plan & draft CEQA doc
- Fall 2009: Adopt final Plan & final CEQA document
- District will engage in robust public outreach



Summary of Key Points

- Great progress in improving Bay Area air quality in recent decades
- Need to make further progress
- Climate change may complicate our challenge
- Integrated multi-pollutant planning makes sense
- Goals of 2009 CAP:
 - **Improve air quality**
 - **Protect public health**
 - **Protect our climate**



Bay Area 2009 Clean Air Plan website:

http://www.baaqmd.gov/pln/plans/ozone/2009_strategy/index.htm

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