Bay Area Air Quality Management District
2014 Annual Report

Momentum

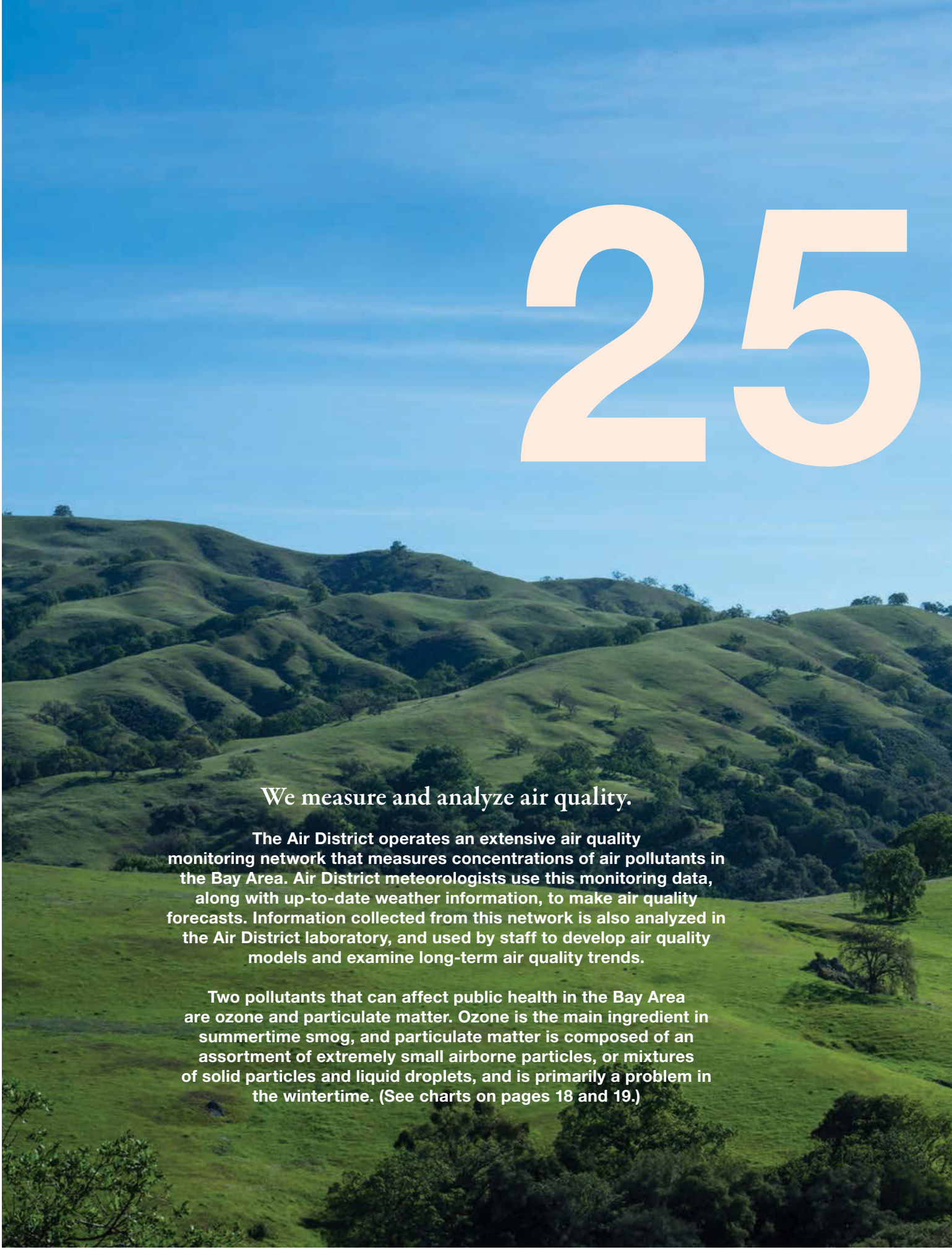
6 Decades of Clean Air Progress


Napa
Sonoma
Solano
Marin
Contra Costa
San Francisco
Alameda
San Mateo
Santa Clara
Our jurisdiction
across the nine counties in the Bay Area
METEOROLOGICAL SITES
AIR MONITORING SITES

We are responsible for protecting the air you breathe

in the nine counties that surround San Francisco Bay: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, southwestern Solano, and southern Sonoma counties.

Our mission is to protect and improve public health, air quality, and the global climate.



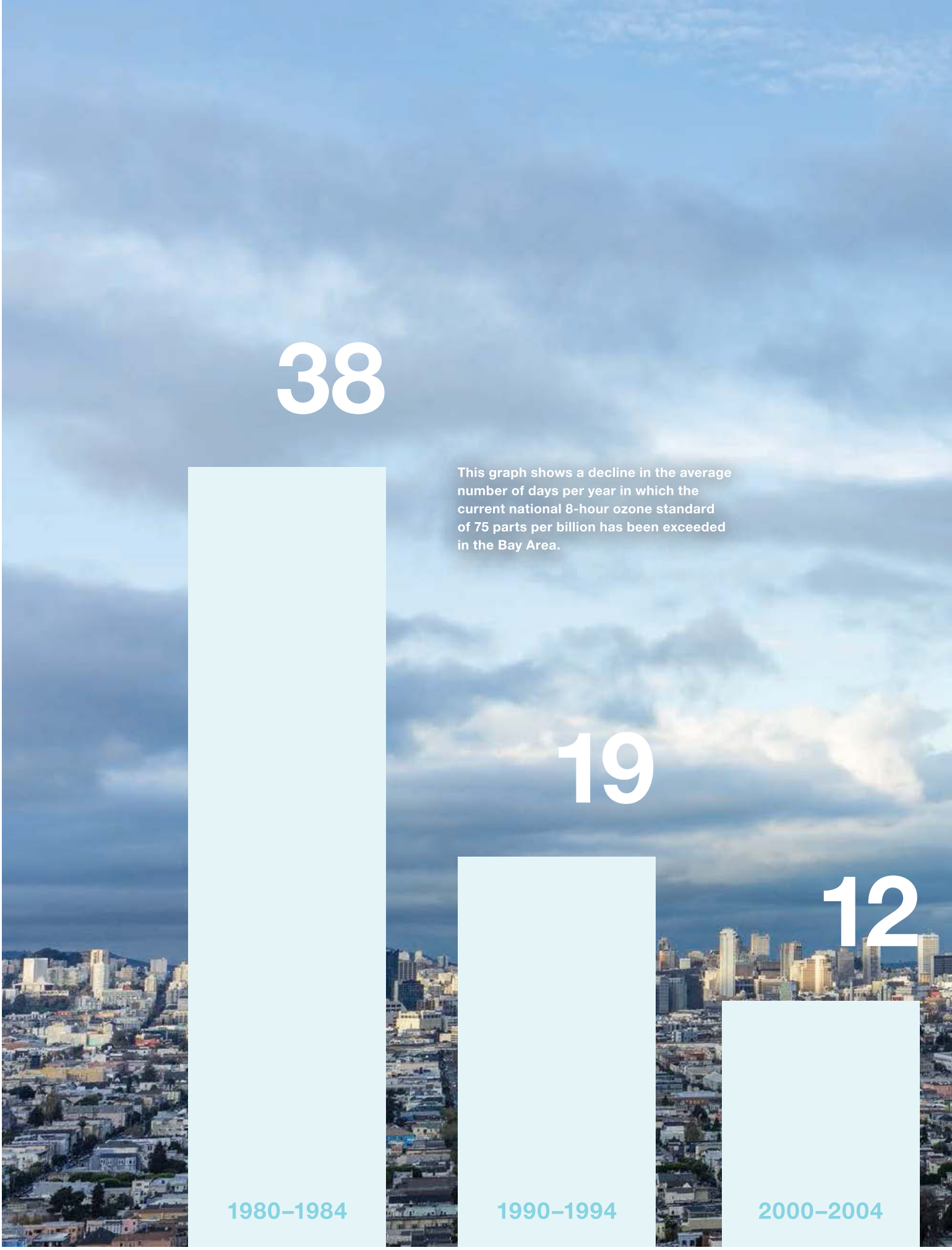
We measure and analyze air quality.

The Air District operates an extensive air quality monitoring network that measures concentrations of air pollutants in the Bay Area. Air District meteorologists use this monitoring data, along with up-to-date weather information, to make air quality forecasts. Information collected from this network is also analyzed in the Air District laboratory, and used by staff to develop air quality models and examine long-term air quality trends.

Two pollutants that can affect public health in the Bay Area are ozone and particulate matter. Ozone is the main ingredient in summertime smog, and particulate matter is composed of an assortment of extremely small airborne particles, or mixtures of solid particles and liquid droplets, and is primarily a problem in the wintertime. (See charts on pages 18 and 19.)

The Air District analyzed 25,962 air quality samples in its laboratory in 2014.

,962



This graph shows a decline in the average number of days per year in which the current national 8-hour ozone standard of 75 parts per billion has been exceeded in the Bay Area.

We implement standards, guidelines, and rules for clean air.

The Air District analyzes air monitoring data, emissions from a variety of sources, and traffic and demographic statistics, and uses this information to form air quality plans, programs, and regulations.

These activities improve public health by reducing regional air pollution and helping the Bay Area meet federal and state air quality standards.

5

2010–2014

99.3%

The Air District conducted and reviewed 15,733 source tests at Bay Area facilities in 2014, and 99.3 percent of the results showed compliance with air quality requirements.

We ensure that businesses comply with air pollution laws and regulations.

The Air District issues air quality permits for facilities with stationary sources of air pollution. These permits ensure that businesses comply with air pollution laws and regulations, often by requiring installation of abatement equipment to control emissions. Permits are reviewed annually, and the Air District conducts on-site facility inspections and tests emission sources to make sure businesses stay in compliance.

The Air District also responds to air quality complaints from the public and provides technical assistance to businesses to help them comply with air quality regulations.

REMOVED 19

We give grants to encourage clean air.

The Air District administers various grant and incentive programs to improve air quality in the Bay Area. These programs offer funding to public agencies and private companies for projects that reduce or eliminate air pollution and greenhouse gases from mobile sources. In the Bay Area, mobile sources—such as cars, trucks, marine vessels, locomotives, and construction equipment—are the greatest contributors to air pollution.

8,385 TONS

The Air District's Transportation Fund for Clean Air Regional and County Program Manager grants removed 378 tons of air pollution and 198,385 tons of carbon dioxide from the region's air.

We spare the air.

The Air District's summer and winter Spare the Air campaigns focus on educating the public and encouraging them to rethink the kinds of everyday choices that contribute to air pollution. During the summer and throughout the year, the Spare the Air program urges residents to reduce their driving by taking transit, carpooling, biking, or walking. During the winter months, from November through February, residential wood smoke becomes a major health concern in the Bay Area and wood burning is illegal when the Air District issues a Winter Spare the Air Alert.

In 2014, the Air District issued ten Spare the Air alerts in the summer and 13 Winter Spare the Air alerts on days when air quality was forecast to be unhealthy. Air District survey results show that the public responded and took action on those days—and all year long—to reduce pollution.

As of the beginning of 2015, there were 106,504 registrants to the Air District's Spare the Air email AirAlert service.

LETTER FROM THE EXECUTIVE OFFICER

In 2015, the Air District will celebrate 60 years of dedicated service to the Bay Area. Over these six decades, we've worked successfully to reduce air pollution, improve air quality, and protect public health throughout the nine-county region.

Our activities in 2014 are just the most recent chapter in our ongoing efforts to incorporate the latest scientific research and air quality modeling into our programs and air-pollution-reduction strategies. Last year, we continued our groundbreaking monitoring and analysis of ultrafine particle pollution, began monitoring air quality near roadways to improve our understanding of how traffic pollution affects local neighborhoods, and issued a report summarizing the accomplishments of our Community Air Risk Evaluation program, a pioneering 10-year effort to evaluate air quality and identify air-quality-related health impacts in Bay Area communities.

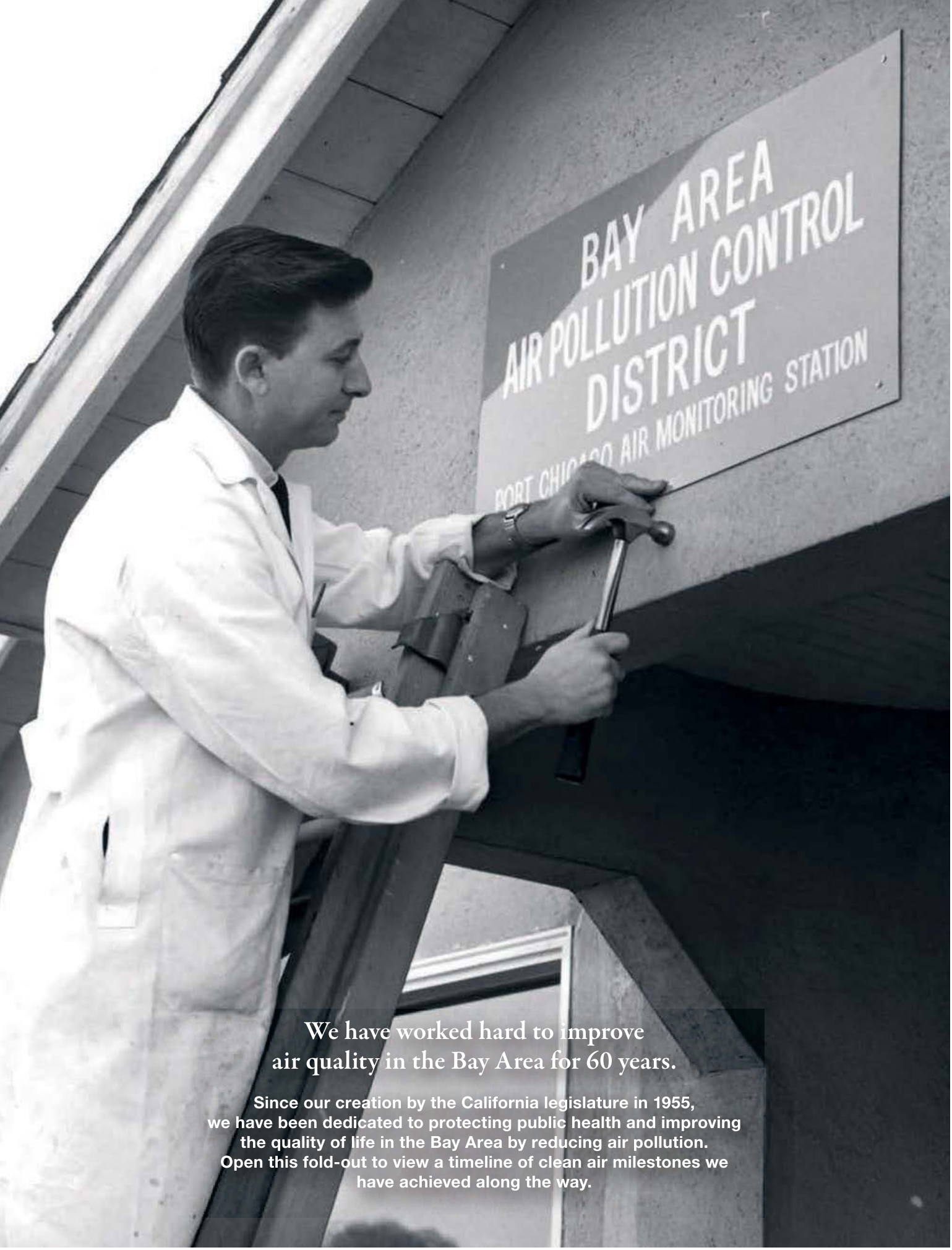
In 2014, the Air-District-funded Bay Area Bike Share program celebrated its one-year anniversary of providing first and last mile service in five cities along the region's busy central commute corridor. We provided funding for innovative projects like cleaner airport ground-support equipment and a wind-assisted ferry demonstration project. And the historic Bay Area Commuter Benefits pilot program rolled out in the region, prompting employers with 50 or more employees to provide commuter benefit options to their workforce.

Last year, we laid groundwork for projects that will be integral to our mission in the years to come. We passed a Climate Protection Work Program that will guide our future actions as we work to reduce greenhouse gases to 80 percent below 1990 levels by the year 2050. And we adopted the Bay Area Refinery Emissions Reduction Strategy, which seeks to achieve a 20 percent reduction in criteria pollutants from refineries in the next five years. In the fall, we began work on the 2015 Clean Air Plan, our key guidance document for reducing emissions of ozone, particulate matter, toxic air contaminants, and greenhouse gases throughout the region.

During the course of the year, we continued to fulfill our perennial clean air responsibilities by forecasting, measuring, and analyzing air quality, issuing air quality permits, and enforcing air quality regulations.

As the Air District's executive officer, I am proud of our agency's track record of improving the quality of life in our vibrant region for over a half-century. I hope you will enjoy this review of our efforts in the Air District's *2014 Annual Report*.

JACK P. BROADBENT
Executive Officer
Air Pollution Control Officer



We have worked hard to improve air quality in the Bay Area for 60 years.

Since our creation by the California legislature in 1955, we have been dedicated to protecting public health and improving the quality of life in the Bay Area by reducing air pollution. Open this fold-out to view a timeline of clean air milestones we have achieved along the way.

1955

The Air District's Board of Directors met for the first time in November 1955, and adopted the agency's first regulation in 1957—which banned the widespread practice of burning refuse at dumps and wrecking yards.

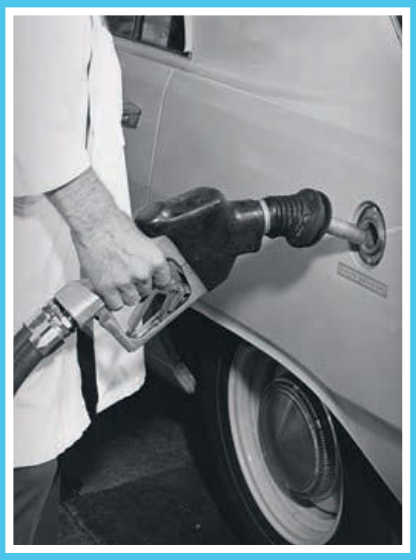
1960

In 1960, the Air District adopted its first regulation that established controls on industrial pollution, and the Air District's ambient air monitoring network became operational, debuting with six stations. One of the Air District's first public outreach campaigns, "Clean Air Week" of 1961, featured a 2½ year-old "Miss Clean Air."

1965

1970

In 1969, the California Air Resources Board passed the first health standards for air pollution in the state, and the Air District recorded 65 days of "unhealthful" air—the worst year for air quality on record in the Bay Area. The next year the Air District would ban backyard burning of refuse in the region.



1975

In the first few years of a decade that kicked off with passage of the federal Clean Air Act and creation of the U.S. Environmental Protection Agency, the Air District adopted its permit program, passed the first general odor regulation in the country, and implemented a vapor recovery rule for gas stations that would generate the largest emission reductions of any regulation thus far.

1985

The Air District rolled out a radio dispatch system in 1975 to facilitate investigation of air quality complaints.

1980

The state of California's "Smog Check" program went into effect in 1984, based on a bill proposed by the Air District.

1990

The Air District began monitoring toxic air pollutants in 1985, and the following year adopted the most comprehensive toxic air pollution reduction program in the country. In the mid-80s, the Air District also created a new weather data collection network to serve air quality forecast and modeling needs.

1995

In 1996, the Air District initiated its Vehicle Buy Back program, buying older, higher-emission automobiles from Bay Area residents and scrapping them. This program helps get the dirtiest, most heavily polluting vehicles off Bay Area roads.

2000

The Air District's Spare the Air program was introduced in 1991 to educate Bay Area residents about the causes of air pollution and to encourage them to seek alternatives to driving. The program also warned residents when air pollution was forecast to reach unhealthy levels.

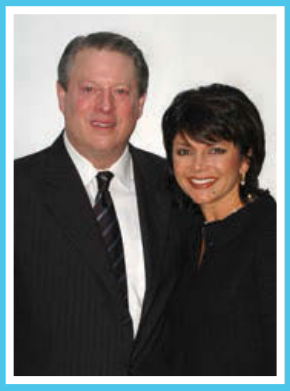
IN CELEBRATION OF OUR 60TH ANNIVERSARY

2005

In 2003, the Air District adopted the most stringent rule in the country governing flare monitoring at petroleum refineries. In 2004, the Air District embarked on a groundbreaking Community Air Risk Evaluation, or CARE, program to provide a better understanding of the cumulative impacts of toxic air pollutants on smaller communities throughout the Bay Area.

In 2005, in an effort to reduce regional emissions of the greenhouse gases that lead to climate change, the Air District's Board of Directors adopted a resolution establishing the Air District's Climate Protection Program. In the next few years, the Air District incorporated greenhouse gas restrictions into its rule development program, established a greenhouse gas fee in its permit program, and completed a Bay Area greenhouse gas inventory, among other climate protection projects. In 2006, the Air District sponsored a climate change symposium with special guest, Al Gore.

2010



In order to encourage electric vehicle adoption and support this clean air technology in the Bay Area, the Air District has offered a variety of grants to fund electric vehicle charging infrastructure in the region.

The Air District-funded Bay Area Bike Share program launched in August 2013 as the first public bike share system in California, offering service in five cities across three counties.

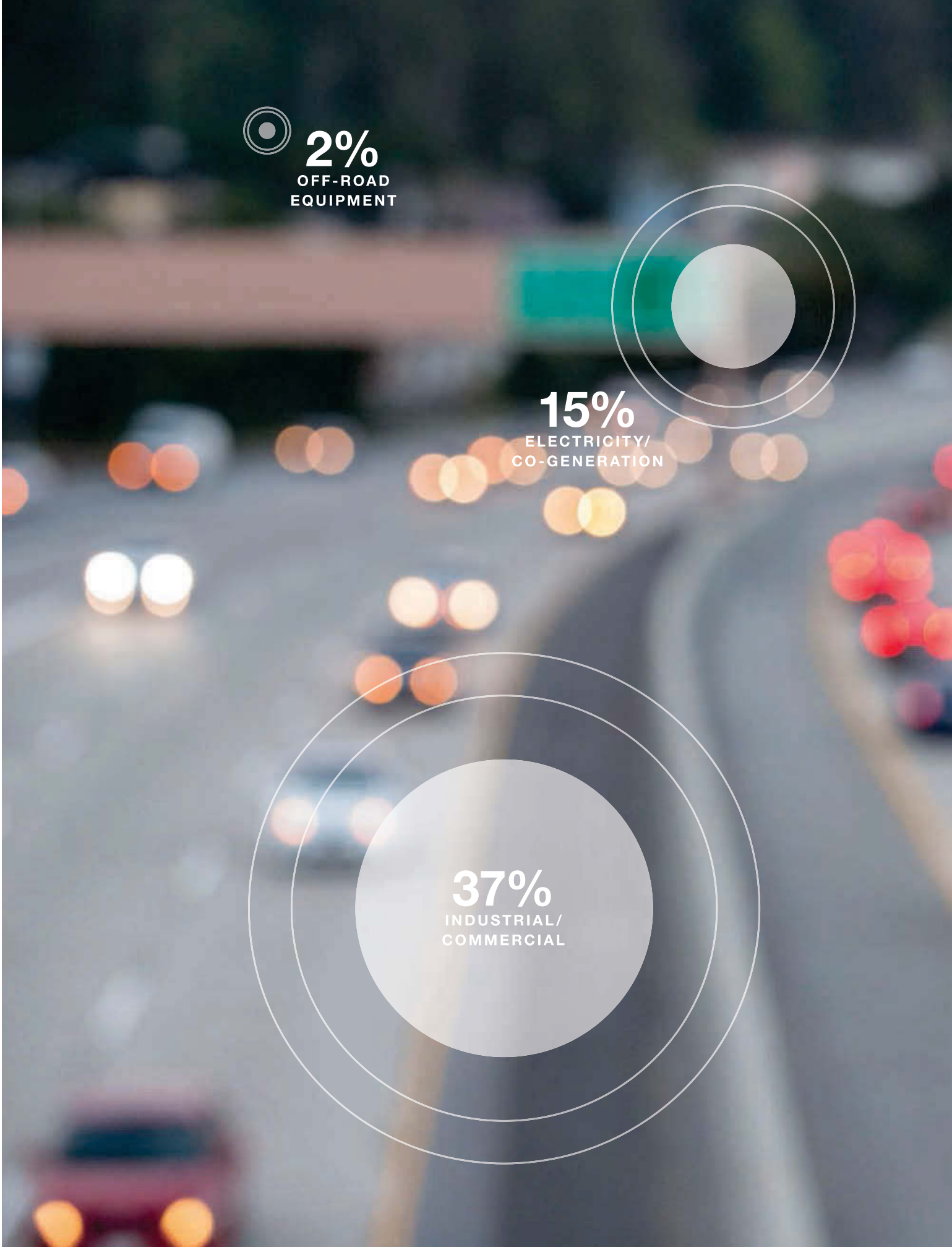
2015

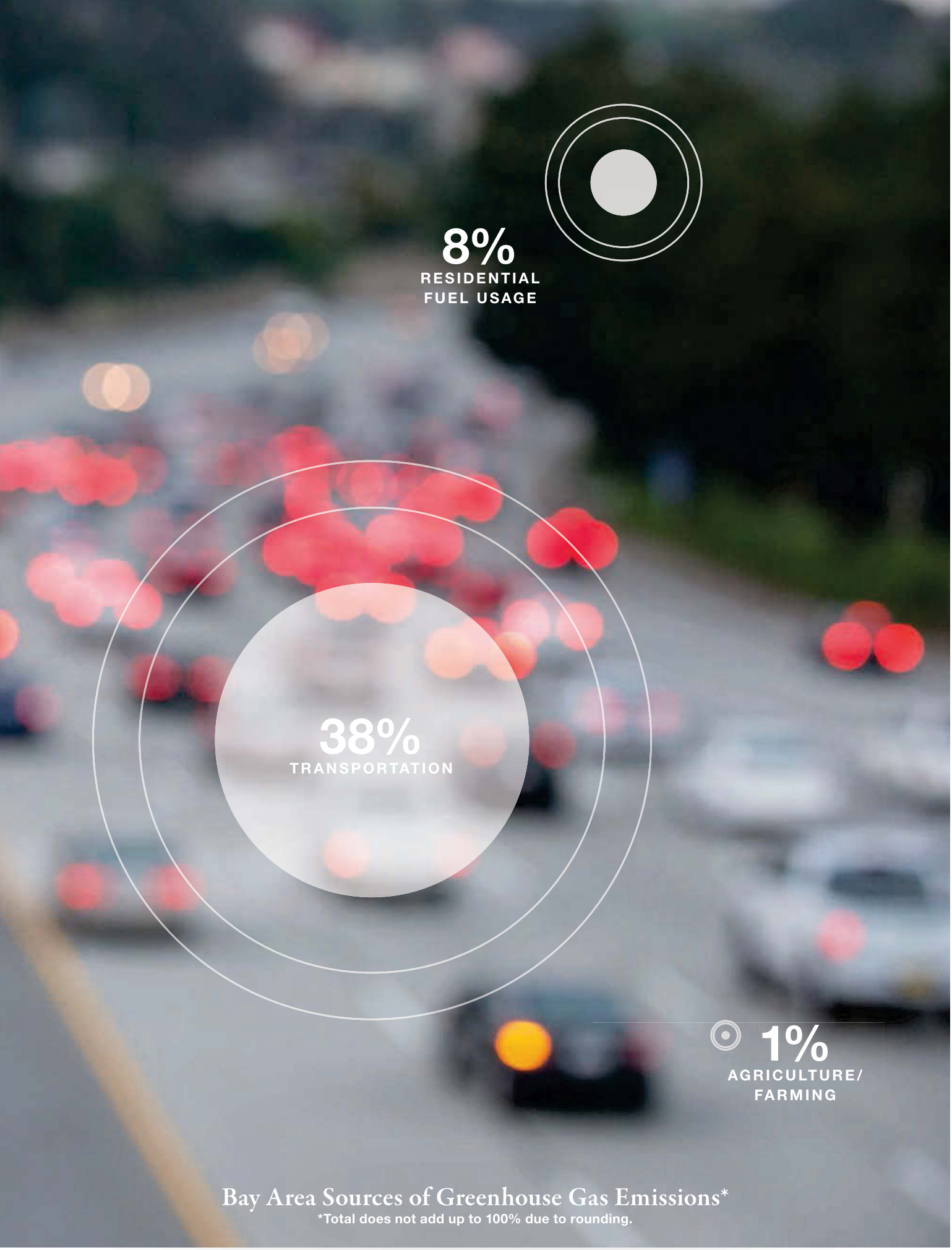
We work with communities to improve air quality.

The Air District is dedicated to improving air quality for all Bay Area residents. Each of the Bay Area's nine counties is made up of smaller communities and neighborhoods with unique air quality concerns. The Air District is committed to adopting rules and policies that are fair and equitable to all residents, and to involving the many diverse communities and perspectives in the Bay Area in our work.

The Air District held 173 community meetings and outreach events in 2014.

173


2%
OFF-ROAD
EQUIPMENT
15%
ELECTRICITY/
CO-GENERATION
37%
INDUSTRIAL/
COMMERCIAL

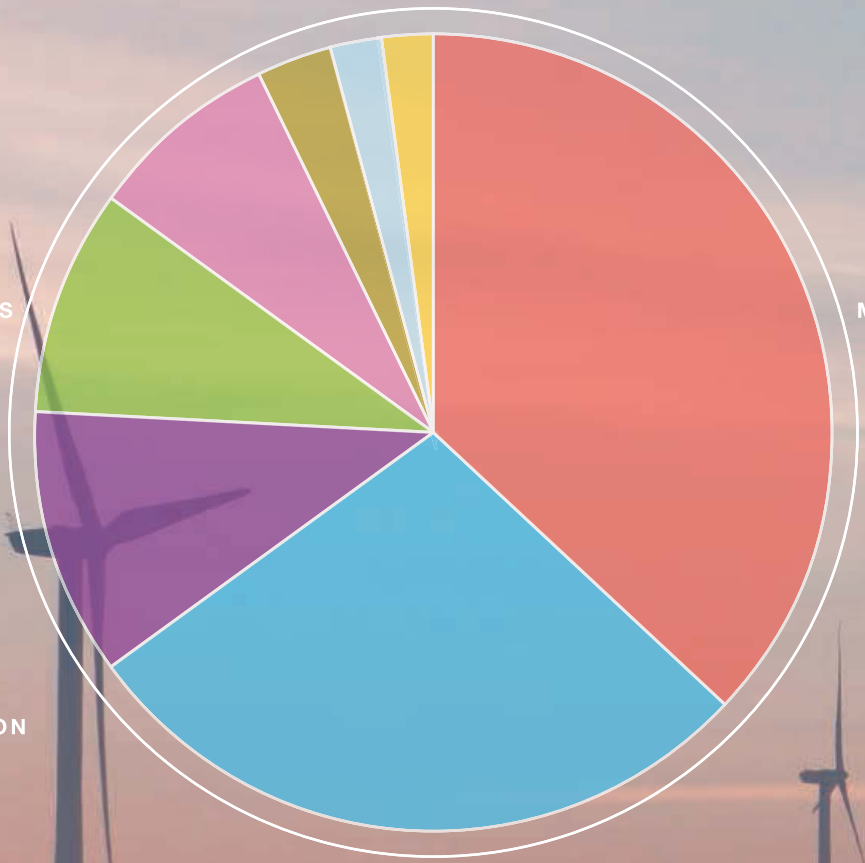


Bay Area Sources of Greenhouse Gas Emissions*

*Total does not add up to 100% due to rounding.

Summer Sources

of Bay Area Ozone-Forming Pollutants



2%
OTHER INDUSTRIAL/
COMMERCIAL PROCESSES

37%
ON-ROAD MOTOR
VEHICLES

2%
PETROLEUM
REFINING FACILITIES

28%
OTHER
MOBILE SOURCES

3%
FUELS DISTRIBUTION

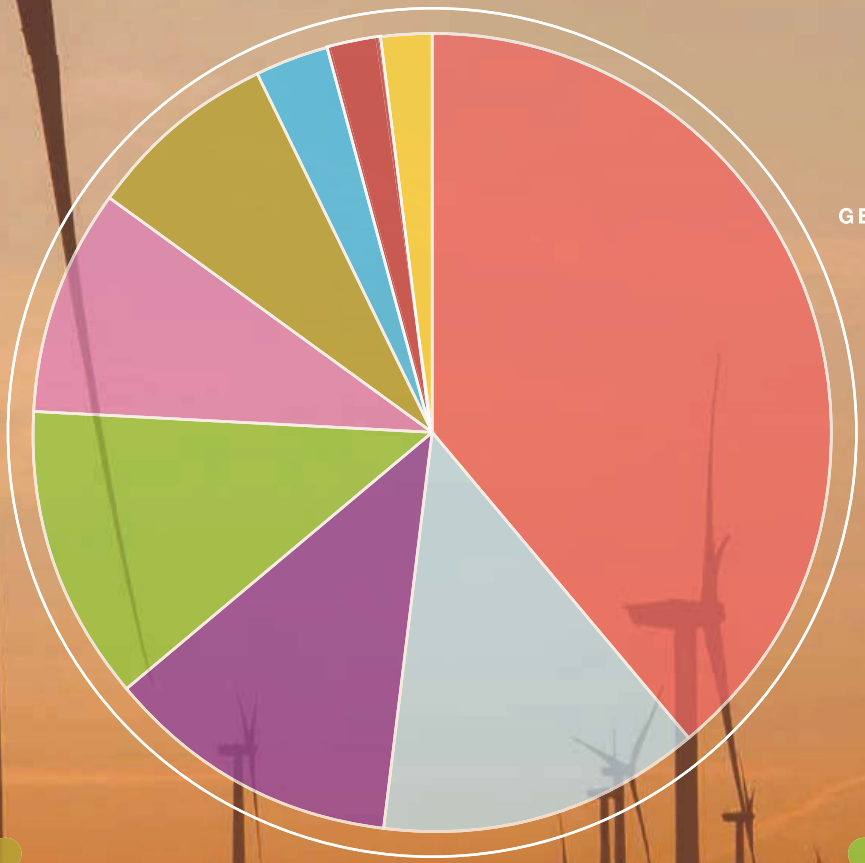
11%
CONSUMER
PRODUCTS

8%
FUELS COMBUSTION:
STATIONARY SOURCES

9%
ARCHITECTURAL
COATINGS

Winter Sources

of Bay Area Fine Particle Pollution



2%
WILDFIRES

39%
WOOD SMOKE

2%
ANIMAL WASTE

13%
GEOLOGICAL DUST

3%
COMMERCIAL COOKING

12%
ON-ROAD MOTOR VEHICLES

8%
OTHER INDUSTRIAL/ COMMERCIAL PROCESSES

12%
FUELS COMBUSTION: STATIONARY SOURCES

9%
OTHER MOBILE SOURCES

2014–2015

MOVING FORWARD—EXPANDING OUR PLANS AND PROGRAMS

By dramatically improving air quality over the past 60 years, Air District programs have improved public health and saved the Bay Area billions of dollars in health-related costs. However, with population, traffic, and industry continuing to expand in the region, there will be many air quality challenges to be met in the future. We will need to find new ways to further reduce regional greenhouse gases, which in turn will help us in our ongoing efforts to combat more directly health-impacting types of air pollution. As air quality science progresses, it offers ever-increasing opportunities for the Air District to make a difference on a scale that stretches from the local to the global.

COMMUTER BENEFITS PROGRAM

In 2014, as authorized by state law, the Air District adopted a regulation to implement a regional commuter benefits pilot program in collaboration with the Metropolitan Transportation Commission. The program requires employers with 50 or more employees in the San Francisco Bay Area to offer commuter benefits to encourage their employees to commute by taking transit, vanpooling, carpooling, bicycling, or walking instead of driving alone to work. The program will reduce air pollution and traffic congestion, while providing tax savings to both employers and employees.

BIKE SHARE

The Bay Area Bike Share service celebrated its one-year anniversary in 2014. With Air District backing, the program offers 700 bicycles at 70 stations in five Bay Area cities for residents and visitors to make "first and last mile" trips in connection with nearby public transit stations.

GRANTS

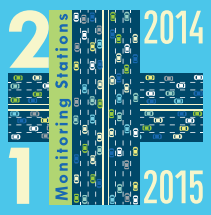
In addition to its primary grant programs, the Air District continued to provide funding for innovative clean air projects in 2014, such as airport ground-support equipment, an electric lawn-mower exchange program, and a wind-assisted ferry technology demonstration.

CLIMATE ACTION WORK PROGRAM

In 2014, the Air District prepared a Climate Action Work Program to guide future planning and regulatory activities. The work program includes measures for updating efforts to inventory, forecast, and monitor greenhouse gas, or GHG, emissions, for accelerating development of rules limiting GHG emissions, and for expanding enforcement. It also calls for the agency to work with state, regional, and local agencies and other stakeholders to develop the regional climate protection strategy, which will be included in the 2015 Clean Air Plan.

CARE PROGRAM REPORT

In April, the Air District issued a report summarizing the accomplishments of the Community Air Risk Evaluation, or CARE, Program. For nearly a decade under this pioneering program, the Air District has analyzed the effects of toxic air pollution on Bay Area communities and identified ways to focus measures to reduce effects in these areas. The summary report commemorates the closing of the first major chapter in this groundbreaking effort. The Air District will continue to conduct research under the CARE Program to improve air quality and reduce health impacts in Bay Area communities.



FREEWAY MONITORING

In 2014, the Air District opened the first two permanent air monitoring sites to be located along major freeways in the Bay Area—with one located near Interstate 880 at Laney College, and the other on Knox Avenue in San Jose near the convergence of Interstates 280, 680, and Highway 101. A third station is expected to be operational in Berkeley by the end of 2015. The new air monitors were installed to help Air District staff gain a better understanding of the health effects of traffic-related air pollution, and to comply with new U.S. EPA requirements to monitor pollutants near heavily traveled roadways.

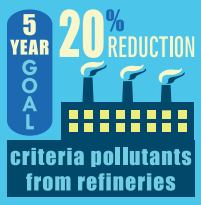
ULTRAFINE PARTICLE MONITORING

In 2014, the Air District added two additional ultrafine particle monitoring stations, bringing the agency's total to six. Ultrafine particles are less than 100 nanometers in size, and are typically produced by a variety of sources including motor vehicle exhaust. Measurements from these stations will be used in an ongoing study that includes an emissions inventory, air quality modeling, human exposure analyses, and a health impact assessment. The Air District is also collaborating on efforts to identify major sources of ultrafine particles and improve strategies to lower their concentrations.

This past year, the Air District collaborated with CalEPA to estimate the health impacts of Bay Area residents' exposure to ultrafine particles, with results indicating that ultrafine particles account for 800 premature deaths and $300 million in direct health costs a year. For comparison to other forms of particulate pollution, the Air District had estimated that exposure to fine particles causes 1,700 premature deaths and costs about $900 million a year.

PETROLEUM REFINING EMISSIONS TRACKING RULES

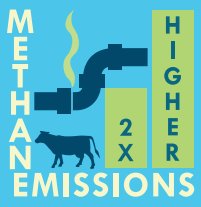
As part of its refinery emissions reduction strategy, the Air District held four workshops in March of 2015 to discuss two companion petroleum refining rules. The first proposes to require updated health risk assessments and add further fence-line and neighborhood monitoring capacity, as well as mandate the compilation of an annual emission inventory. The second rule proposes to set emissions thresholds and mitigate potential increases at refineries. These rules are projected to be presented to the Air District's Board of Directors for adoption in 2015.



REFINERY EMISSIONS REDUCTION RESOLUTION AND STRATEGY

In December, the Air District adopted the Bay Area Refinery Emissions Reduction Strategy, which sets an overall goal of achieving a 20 percent reduction in criteria pollutants from refineries in the next five years, as well as a 20 percent reduction in health risk to local communities. This strategy was called for in a resolution passed in October. The Air District will implement the strategy by developing a package of refinery rules in 2015.

Reductions in criteria pollutant emissions will be achieved through rules targeting specific sources at refineries. Reductions in health risk will be achieved through rule amendments addressing known sources of toxic air contaminants, a requirement for site-wide health risk assessments, and additional rules aimed at sources identified by the health risk assessments. The strategy also includes a program to ensure continuous improvement of pollution control at the refineries and identification of further opportunities for reductions in greenhouse gas emissions.



METHANE STUDY

The Air District is collaborating with Lawrence Berkeley National Laboratory to investigate methane emissions in the Bay Area. It is believed that actual regional emissions may be twice as high as previously estimated. Though it is less common in the atmosphere, methane is a more powerful climate change-inducing agent than carbon dioxide. Improving the accuracy of methane emission estimates is an important step in strengthening the Air District's climate protection efforts.

WOOD BURNING REGULATION AMENDMENTS

In March and April of 2015, the Air District hosted nine public workshops to discuss proposed amendments to its Wood Burning Rule. The proposed amendments are designed to further protect public health from the hazards of wood smoke. All comments on the proposed amendments are under review and will be considered as the Air District develops draft amendments and a staff report to be presented to the Board of Directors for final approval later in the year.

AGRICULTURAL WASTE CHIPPING PROGRAM

In 2015, the Air District began sponsoring no-charge chipping services to dispose of commercial agricultural waste material in lieu of open burning. Chipping rather than burning materials from orchards, vineyards, and other agricultural enterprises reduces unhealthy fine particle emissions. The program budget is $150,000 and will run until December 31, 2015, or until funds are exhausted, whichever occurs first.

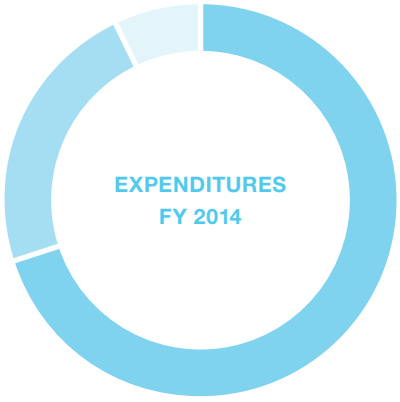
2015 CLEAN AIR PLAN

The Air District anticipates completing its update to the 2010 Clean Air Plan during 2015. This plan will include a comprehensive multi-pollutant control strategy for reducing emissions of ozone precursors, particulate matter, toxic air contaminants, and greenhouse gases. The 2015 plan will include a comprehensive regional climate protection strategy, designed to help the Bay Area reach the Air District's goal of an 80 percent reduction in greenhouse gas emissions below 1990 levels by 2050.

future

2014 by the Numbers

- PERMIT-RELATED REVENUE—56%
- COUNTY PROPERTY TAX—33%
- FEDERAL GRANTS—7%
- STATE AND OTHER GRANTS—4%



- PERSONNEL—70%
- SERVICES AND SUPPLIES—23%
- CAPITAL OUTLAY—7%

BAY AREA AIR QUALITY
2014 Exceedances of Air Quality Standards

Ozone	
Days over National 8-Hour Standard	5
Days over California 1-Hour Standard	3
Days over California 8-Hour Standard	10
Particulate Matter	
Days over National 24-Hour PM10 Standard	0
Days over California 24-Hour PM10 Standard	2
Days over National 24-Hour PM2.5 Standard	3

RULEMAKING ACTIVITY
2014 Rules Adopted or Amended

March 19, 2014
Regulation 14, Rule 1: Bay Area Commuter Benefits Program—new rule adopted
June 4, 2014
Regulation 3: Fees—amendments adopted

PERMITTING ACTIVITY

2014 Bay Area Permitted Facilities	
Refineries	5
Major Facilities Excluding Refineries	87
Gasoline-Dispensing Facilities	2,405
All Other Facilities	7,118
Total	**9,615**
2014 Permitted Devices and Operations Total Including Registrations	24,226
2014 New Permit Applications Received	
Major Facility Review (Title V)	57
New Source Review (NSR)	1,117
Total	**1,174**

TOXIC PROGRAM ACTIVITY

2014 Health Risk Screening Analyses	
Diesel Engines	266
Gasoline-Dispensing Facilities	8
Other Commercial/Industrial	59
Total Number of Analyses	**333**

COMPLIANCE AND ENFORCEMENT ACTIVITY	
2014 Compliance Inspections	
Source Inspections	5,702
Air Pollution Complaints (Excluding Smoking Vehicles)	5,445
Gasoline-Dispensing Facility Inspections	715
Asbestos Inspections	1,592
Reportable Compliance Activities	352
Diesel Compliance and Grant Inspections	3,835
Total	**17,641**
2014 Civil Penalties and Violations	
Civil Penalties	$2,827,150
Violations Resolved with Penalties	472

AIR POLLUTION COMPLAINT CATEGORIES	
Total Complaints	**8,690**
Smoking Vehicle	37.3%
Wood Smoke	36.7%
Odor	17.9%
Dust	3.2%
Asbestos	1.5%
Smoke	1.1%
Outdoor Fires/Open Burning	0.7%
Other	0.6%
Gas Stations	0.6%
Miscellaneous Categories	0.2%

SOURCE TEST ACTIVITY 2014 Number of Source Tests	
Refinery Source Tests	131
Compliance Rate	96.9%
Title V Facility Source Tests (Excluding Refineries)	94
Compliance Rate	95.7%
Gasoline Cargo Tank Source Tests	298
Compliance Rate	96.6%
Gasoline-Dispensing Facility Source Tests	24
Compliance Rate	100.0%
Other Miscellaneous Source Tests	15,186
Compliance Rate	99.4%
Total Source Tests	**15,733**
Total Violations	**106**
Compliance Rate	**99.3%**

LABORATORY 2014 Samples Analyzed in Lab	
PM10	3,850
PM2.5	750
Toxics	16,590
Cartridge/Aldehyde	780
VOC and Speciation	6
Metals by XRF	3,912
Metals	1
Microscopy	12
VOC	35
Miscellaneous	26
Total	**25,962**

GRANT AND INCENTIVE PROGRAMS	
Carl Moyer Program/Mobile Source Incentive Fund (MSIF)—2014	
Total Funds Awarded	$10.7M
Number of Engines Covered by Grant Projects	218
Estimated Lifetime Emissions Reduction for the Projects Funded (tons)	
Reactive Organic Gases (ROG)	39
Oxides of Nitrogen (NOx)	370
Particulate Matter (PM10)	16
Total	**425**
Goods Movement Program—2014	
Total Funds Awarded	$12.9M
Number of Engines Covered by Grant Projects	337
Estimated Lifetime Emissions Reduction for the Projects Funded (tons)	
NOx	1,044
PM10	8
Total	**1,052**
TFCA Regional Fund Grants—2014	
Total Funds Awarded	$11.73M
Number of Projects/Programs Awarded Grants	77
Estimated Lifetime Emissions Reduction for the Projects Funded (tons)	
ROG	88
NOx	104
PM10	94
Total	**286**
Carbon Dioxide (CO_2)	155,016

TFCA County Program Manager Fund Grants—2014	
Total Funds Awarded	$9.28M
Number of Projects/Programs Awarded Grants	61
Estimated Lifetime Emissions Reduction for the Projects Funded (tons)	
ROG	35
NOx	36
PM10	21
Total	**92**
CO_2	43,369

Lower Emission School Bus Program—2014	
Bus Replacements, Retrofits, and CNG Tank Replacements (MSIF funds)	
Total Funds Awarded	$9.8M
Number of Projects Awarded Grants	25

Vehicle Buy Back Program—2014	
Total Funds Awarded	$7.6M
Number of vehicles scrapped in 2014	7,142
Estimated Lifetime Emissions Reduction for the Projects Funded (tons)	
NOx	316
ROG	367
PM	4
Total	**687**

PUBLIC OUTREACH ACTIVITIES	
2014 Spare the Air Program	
Summer Spare the Air Alerts	10
AirAlert Registrations	106,504
Employers Registered	2,221
Winter Spare the Air Alerts	13
2014 Smoking Vehicle Program	
Vehicles Reported	3,245
2014 Community Outreach Meetings/Events	
Workshops and Presentations to Local Groups	32
Meetings with Local Organizations	41
Spare the Air Resource Team Meetings	33
Fairs and Events	67
Total	**173**

COMMUNITY AIR RISK EVALUATION (CARE) PROGRAM 2014 ACCOMPLISHMENTS

- Completed work identifying areas in the Bay Area with the greatest impact from air pollution. Updated maps of areas with the highest health impacts from air pollution and areas with episodes of relatively high particulate matter and ozone.
- Produced a summary report on the CARE program that documents a decade of accomplishments, highlights the program's scientific basis and collaborative development, and discusses next steps. The report also describes how the CARE program has guided policy decisions, enhanced Air District programs, and fostered long-term partnerships with local jurisdictions, business and community groups.

2014 LEGISLATIVE SUMMARY

One piece of legislation supported by the Air District last year directly affected the agency: SB 1415, authored by Senator Jerry Hill, modernized the Air District's Advisory Council. The language establishing the Advisory Council had been largely unchanged since 1955, and Senator Hill's proposal had widespread bipartisan support prior to being signed into law by the Governor. Its new requirements take effect on July 1, 2015.

Besides SB 1415, the following air quality bills that the Air District supported were chaptered into law:

- AB 1907 (Ridley-Thomas), which requires natural gas sold as a transportation fuel in California to be measured in gasoline or diesel gallon equivalents.
- AB 1204 (Lara), which establishes the California Clean Truck and Bus Program.
- SB 1371 (Leno), which directs the PUC to establish a Methane Leakage Abatement program.

None of the bills that the Air District opposed in 2014 became law, as air quality interests were successful at blocking the more egregious efforts to weaken air quality statutes.

Executive Management

Jack P. Broadbent
Executive Officer/Air Pollution Control Officer

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Deputy Air Pollution Control Officers

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Contact Information

AIR POLLUTION COMPLAINTS
800.334.ODOR (6367)

AIR QUALITY INFO
800.HELP.AIR (435.7247)
Daily Air Quality Forecasts, Spare the Air Alerts, Agricultural Burn Days

COMPLIANCE ASSISTANCE
415.749.4999

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415.749.4990

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415.749.5000

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