



BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT

## BOARD OF DIRECTORS REGULAR MEETING

November 6, 2013

A meeting of the Bay Area Air Quality Management District Board of Directors will be held at 9:45 a.m. in the 7<sup>th</sup> Floor Board Room at the Air District Headquarters, 939 Ellis Street, San Francisco, California.

### Questions About an Agenda Item

The name, telephone number and e-mail of the appropriate staff Person to contact for additional information or to resolve concerns is listed for each agenda item.

### Meeting Procedures

The public meeting of the Air District Board of Directors begins at 9:45 a.m. The Board of Directors generally will consider items in the order listed on the agenda. However, any item may be considered in any order.

After action on any agenda item not requiring a public hearing, the Board may reconsider or amend the item at any time during the meeting.

This meeting will be webcast. To see the webcast, please visit <http://www.baaqmd.gov/The-Air-District/Board-of-Directors/Agendas-and-Minutes.aspx> at the time of the meeting.

## Public Comment Procedures

Persons wishing to make public comment must fill out a Public Comment Card indicating their name and the number of the agenda item on which they wish to speak, or that they intend to address the Board on matters not on the Agenda for the meeting.

**Public Comment on Non-Agenda Matters, Pursuant to Government Code Section 54954.3** For the first round of public comment on non-agenda matters at the beginning of the agenda, ten persons selected by a drawing by the Clerk of the Boards from among the Public Comment Cards indicating they wish to speak on matters not on the agenda for the meeting will have three minutes each to address the Board on matters not on the agenda. For this first round of public comments on non-agenda matters, all Public Comment Cards must be submitted in person to the Clerk of the Boards at the location of the meeting and prior to commencement of the meeting. The remainder of the speakers wishing to address the Board on non-agenda matters will be heard at the end of the agenda, and each will be allowed three minutes to address the Board at that time.

Members of the Board may engage only in very brief dialogue regarding non-agenda matters, and may refer issues raised to District staff for handling. In addition, the Chairperson may refer issues raised to appropriate Board Committees to be placed on a future agenda for discussion.

**Public Comment on Agenda Items** After the initial public comment on non-agenda matters, the public may comment on each item on the agenda as the item is taken up. Public Comment Cards for items on the agenda must be submitted in person to the Clerk of the Boards at the location of the meeting and prior to the Board taking up the particular item. Where an item was moved from the Consent Calendar to an Action item, no speaker who has already spoken on that item will be entitled to speak to that item again.

Up to ten (10) speakers may speak for three minutes on each item on the Agenda. If there are more than ten persons interested in speaking on an item on the agenda, the Chairperson or other Board Member presiding at the meeting may limit the public comment for all speakers to fewer than three minutes per speaker, or make other rules to ensure that all speakers have an equal opportunity to be heard. Speakers are permitted to yield their time to one other speaker; however no one speaker shall have more than six minutes. The Chairperson or other Board Member presiding at the meeting may, with the consent of persons representing both sides of an issue, allocate a block of time (not to exceed six minutes) to each side to present their issue.

# BOARD OF DIRECTORS REGULAR MEETING AGENDA

WEDNESDAY  
NOVEMBER 6, 2013  
9:45 A.M.

BOARD ROOM  
7TH FLOOR

## CALL TO ORDER

Opening Comments  
Roll Call  
Pledge of Allegiance

Chairperson, Ash Kalra  
Clerk of the Boards

## PUBLIC COMMENT ON NON-AGENDA MATTERS

### **Public Comment on Non-Agenda Items, Pursuant to Government Code Section 54954.3**

*For the first round of public comment on non-agenda matters at the beginning of the agenda, ten persons selected by a drawing by the Clerk of the Boards from among the Public Comment Cards indicating they wish to speak on matters not on the agenda for the meeting will have three minutes each to address the Board on matters not on the agenda. For this first round of public comments on non-agenda matters, all Public Comment Cards must be submitted in person to the Clerk of the Board at the location of the meeting and prior to commencement of the meeting.*

## PROCLAMATION(S)/AWARDS

*The Board of Directors will recognize the retirement of Jim Smith for six years of dedicated service to air pollution control.*

## CONSENT CALENDAR (ITEMS 1 – 5)

Staff/Phone (415) 749-

1. Minutes of the Directors Meeting of October 16, 2013  
Clerk of the Boards/5073
2. Board Communications Received from October 16, 2013 through November 5, 2013  
J. Broadbent/5052  
[jbroadbent@baaqmd.gov](mailto:jbroadbent@baaqmd.gov)

*A copy of communications directed to the Board of Directors received by the Air District from October 16, 2013 through November 5, 2013, if any, will be at each Board Member's place.*

3. Quarterly Report of Executive Office and Division Activities  
J. Broadbent/5052  
[jbroadbent@baaqmd.gov](mailto:jbroadbent@baaqmd.gov)

*A summary of Board of Directors, Hearing Board and Advisory Council meeting activities for the second quarter is provided for information only. Also included is a summary of the Executive Office and Division Activities for the months of July 2013 – September 2013.*

4. Air District Personnel on Out-of-State Business Travel J. Broadbent/5052  
[jbroadbent@baaqmd.gov](mailto:jbroadbent@baaqmd.gov)

*In accordance with Section 5.4 (b) of the Air District's Administrative Code, Fiscal Policies and Procedures Section, the Board is notified of Air District personnel, if any, who have traveled on business out-of-state in the preceding month.*

5. Approve Reclassifying One Air Quality Engineering Manager to Senior Advanced Projects Advisor and Y-Rating the Salary and Benefits J. Broadbent/5052  
[jbroadbent@baaqmd.gov](mailto:jbroadbent@baaqmd.gov)

*The Board of Directors will consider approving reclassifying one Air Quality Engineering Manager to Senior Advanced Projects Advisor and Y-Rating the salary and benefits at the current rate and level.*

### **COMMITTEE REPORT(S)**

6. Report of the **Executive Committee** Meeting of October 21, 2013  
CHAIR: A. Kalra J. Broadbent/5052  
[jbroadbent@baaqmd.gov](mailto:jbroadbent@baaqmd.gov)
7. Report of the **Stationary Source Committee** Meeting of October 21, 2013  
CHAIR: J. Gioia J. Broadbent/5052  
[jbroadbent@baaqmd.gov](mailto:jbroadbent@baaqmd.gov)
8. Report of the **Climate Protection Committee** Meeting of October 23, 2013  
CHAIR: J. Avalos J. Broadbent/5052  
[jbroadbent@baaqmd.gov](mailto:jbroadbent@baaqmd.gov)

*The Committee recommends Board of Directors' approval of the following item(s):*

A) **Regional Climate Protection Strategy Resolution**

1. *Adopt the attached climate protection resolution.*

9. Report of the **Mobile Source Committee** Meeting of October 24, 2013  
CHAIR: S. Haggerty J. Broadbent/5052  
[jbroadbent@baaqmd.gov](mailto:jbroadbent@baaqmd.gov)

*The Committee recommends Board of Directors' approval of the following item(s):*

A) **Projects with Proposed Grant Awards over \$100,000**

1. *Approve Carl Moyer Program projects with proposed grant awards over \$100,000.*
2. *Authorize the Executive Officer/APCO to enter into agreements for the recommended Carl Moyer Program projects.*

**B) Update on the Regional Bicycle Share Pilot Project**

1. *Approve San Francisco County Transportation Authority's (SFCTA) request to use fiscal year ending (FYE) 2014 Transportation Fund for Clean Air (TFCA) County Program Manager funds to purchase and operate additional bicycle share equipment.*

**C) Transportation Fund for Clean Air (TFCA) Regional Fund Policies and Evaluation Criteria for Fiscal Year Ending (FYE) 2014**

1. *Approve the proposed fiscal year ending (FYE) 2014 TFCA Regional Fund Policies and Evaluation Criteria (FYE 2014 Policies) presented in Attachment A.*

10. Report of the **Public Outreach Committee** Meeting of October 31, 2013

CHAIR: M. Ross

J. Broadbent/5052

[jbroadbent@baaqmd.gov](mailto:jbroadbent@baaqmd.gov)

**PRESENTATION**

11. Overview of the 2013/2014 Wood Smoke Reduction Program

E. Stevenson/4695

[estevenson@baaqmd.gov](mailto:estevenson@baaqmd.gov)

*Staff will provide an overview of the 2013/2014 Wood Smoke Reduction Program.*

**PUBLIC COMMENT ON NON-AGENDA MATTERS**

**Public Comment on Non-Agenda Items, Pursuant to Government Code Section 54954.3**

*Speakers who did not have the opportunity to address the Board in the first round of comments on non-agenda matters will be allowed three minutes each to address the Board on non-agenda matters.*

**BOARD MEMBERS' COMMENTS**

*Any member of the Board, or its staff, on his or her own initiative or in response to questions posed by the public, may: ask a question for clarification, make a brief announcement or report on his or her own activities, provide a reference to staff regarding factual information, request staff to report back at a subsequent meeting concerning any matter or take action to direct staff to place a matter of business on a future agenda. (Gov't Code § 54954.2)*

**OTHER BUSINESS**

12. Report of the Executive Officer/APCO
13. Chairperson's Report
14. Time and Place of Next Meeting: *Wednesday, November 20, 2013, 939 Ellis Street, San Francisco, California 94109 at 9:45 a.m.*
15. Adjournment

**CONTACT THE CLERK OF THE BOARDS  
939 ELLIS STREET SF, CA 94109**

**(415) 749-5073  
FAX: (415) 928-8560  
BAAQMD homepage:  
[www.baaqmd.gov](http://www.baaqmd.gov)**

- To submit written comments on an agenda item in advance of the meeting.
- To request, in advance of the meeting, to be placed on the list to testify on an agenda item.
- To request special accommodations for those persons with disabilities. Notification to the Executive Office should be given at least 3 working days prior to the date of the meeting so that arrangements can be made accordingly.

Any writing relating to an open session item on this Agenda that is distributed to all, or a majority of all, members of the body to which this Agenda relates shall be made available at the Air District's headquarters at 939 Ellis Street, San Francisco, CA 94109, at the time such writing is made available to all, or a majority of all, members of that body.

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT  
939 ELLIS STREET, SAN FRANCISCO, CALIFORNIA 94109  
FOR QUESTIONS PLEASE CALL (415) 749-5016 or (415) 749-4941**

**EXECUTIVE OFFICE:  
MONTHLY CALENDAR OF AIR DISTRICT MEETINGS**

**NOVEMBER 2013**

<b><u>TYPE OF MEETING</u></b>	<b><u>DAY</u></b>	<b><u>DATE</u></b>	<b><u>TIME</u></b>	<b><u>ROOM</u></b>
<b>Board of Directors Regular Meeting</b> <i>(Meets on the 1<sup>st</sup> &amp; 3<sup>rd</sup> Wednesday of each Month)</i>	Wednesday	6	9:45 a.m.	Board Room
<b>Advisory Council Regular Meeting</b> <i>(Meets on the 2<sup>nd</sup> Wednesday of each Month)</i>	Wednesday	13	9:00 a.m.	Board Room
<b>Board of Directors Executive Committee</b> <i>(Meets on the 3<sup>rd</sup> Monday of each Month)</i>	Monday	18	9:30 a.m.	4 <sup>th</sup> Floor Conf. Room
<b>Board of Directors Stationary Source Committee</b> <i>(Meets on the 3<sup>rd</sup> Monday of each Month)</i>	Monday	18	10:30 a.m.	Board Room
<b>Board of Directors Regular Meeting</b> <i>(Meets on the 1<sup>st</sup> &amp; 3<sup>rd</sup> Wednesday of each Month)</i>	Wednesday	20	9:45 a.m.	Board Room
<b>Board of Directors Climate Protection Committee</b> <i>(Meets on the 3<sup>rd</sup> Thursday of every other month)</i>	Thursday	21	9:30 a.m.	4th Floor Conf. Room
<b>Board of Directors Budget &amp; Finance Committee</b> <i>(Meets on the 4<sup>th</sup> Wednesday of each Month)</i>	Wednesday	27	9:30 a.m.	4 <sup>th</sup> Floor Conf. Room
				<b><u>And via videoconference at</u></b> Santa Rosa Junior College Doyle Library, Room 4243 1501 Mendocino Avenue Santa Rosa, CA
<b>Board of Directors Mobile Source Committee</b> <i>(Meets on the 4<sup>th</sup> Thursday of each Month)</i> – <b>CANCELLED AND RESCHEDULED TO DECEMBER 5, 2013 AT 9:30 AM</b>	Thursday	28	9:30 a.m.	Board Room

## DECEMBER 2013

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
<b>Board of Directors Regular Meeting</b> <i>(Meets on the 1<sup>st</sup> &amp; 3<sup>rd</sup> Wednesday of each Month)</i>	Wednesday	4	9:45 a.m.	Board Room
<b>Board of Directors Mobile Source Committee</b> <i>(Meets on the 4<sup>th</sup> Thursday of each Month)</i>	Thursday	5	9:30 a.m.	Board Room
<b>Board of Directors Executive Committee</b> <i>(Meets on the 3<sup>rd</sup> Monday of each Month)</i>	Monday	16	9:30 a.m.	4 <sup>th</sup> Floor Conf. Room
<b>Board of Directors Stationary Source Committee</b> <i>(Meets on the 3<sup>rd</sup> Monday of each Month)</i>	Monday	16	10:30 a.m.	Board Room
<b>Board of Directors Regular Meeting</b> <i>(Meets on the 1<sup>st</sup> &amp; 3<sup>rd</sup> Wednesday of each Month)</i>	Wednesday	18	9:45 a.m.	Board Room
<b>Board of Directors Budget &amp; Finance Committee</b> <i>(Meets on the 4<sup>th</sup> Wednesday of each Month)</i>	Wednesday	25	9:30 a.m.	4 <sup>th</sup> Floor Conf. Room
				<u>And via videoconference at</u> Santa Rosa Junior College Doyle Library, Room 4243 1501 Mendocino Avenue Santa Rosa, CA
<b>Board of Directors Mobile Source Committee</b> <i>(Meets on the 4<sup>th</sup> Thursday of each Month)</i>	Thursday	26	9:30 a.m.	Board Room

VJ – 10/31/13 (12:17 p.m.)

P/Library/Forms/Calendar/Calendar/Moncal



**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Ash Kalra and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/Air Pollution Control Officer

Date: October 17, 2013

Re: Minutes of the Board of Directors Meeting of October 16, 2013

RECOMMENDED ACTION

Approve the attached draft minutes of the Board of Directors Meeting of October 16, 2013.

DISCUSSION

Attached for your review and approval are the draft minutes of the Board of Directors Meeting of October 16, 2013.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Sean Gallagher  
Reviewed by: Rex Sanders

Attachments

Bay Area Air Quality Management District  
939 Ellis Street  
San Francisco, CA 94109  
(415) 749-5073

Board of Directors Regular Meeting  
Wednesday, October 16, 2013

## **DRAFT MINUTES**

**CALL TO ORDER:** Vice-Chairperson Miley called the meeting to order at 9:47 a.m.

### **ROLL CALL**

Present: Vice-Chairperson Nate Miley; Secretary Carole Groom; and Directors Susan Adams, John Avalos, Teresa Barrett, Tom Bates, Cindy Chavez, John Gioia, Scott Haggerty, David Hudson, Liz Kniss, Eric Mar, Jan Pepper, Mary Piepho, Mark Ross and Jim Spering.

Absent: Chairperson Ash Kalra; and Directors Carol L. Klatt, Edwin Lee, Tim Sbranti, Brad Wagenknecht and Shirlee Zane.

**PLEDGE OF ALLEGIANCE:** Vice-Chairperson Miley led the Pledge of Allegiance.

### **OPENING COMMENTS:**

Vice-Chairperson Miley welcomed Director Chavez to the Board of Directors. Director Chavez expressed her gratitude for the opportunity.

NOTED PRESENT: Director Piepho was noted present at 9:49 a.m.

**PUBLIC COMMENT ON NON-AGENDA MATTERS:** None.

### **CONSENT CALENDAR (ITEMS 1 – 5)**

- 1. Minutes of the Board of Directors Special Meeting of September 9, 2013;**
- 2. Board Communications Received from September 9, 2013, through October 15, 2013;**
- 3. Quarterly Report of California Air Resources Board Representative – Honorable John Gioia;**
- 4. Notice of Violations Issued and Settlements in Excess of \$10,000 in August and September 2013; and**
- 5. Air District Personnel on Out-of-State Business Travel.**

Public Comments: None.

Board Comments: None.

Board Action: Director Haggerty made a motion to approve Consent Calendar Items 1, 2, 3, 4 and 5; and Director Piepho seconded.

Director Piepho amended the minutes of Board of Directors Special Meeting of September 9, 2013, page 2, second to last paragraph, to replace, “the provision” with “negative economic impact” and “nongovernmental entities” with “local businesses.”

Director Haggerty made an amended motion to approve Consent Calendar Items 1, 2, 3, 4 and 5, with the Minutes of September 9, 2013, amended as stated; Director Piepho seconded; and the motion carried unanimously.

## **COMMITTEE REPORTS AND RECOMMENDATIONS**

### **6. Report of the Stationary Source Committee (SSC) Meeting of September 16, 2013** Committee Chairperson Gioia

The SSC met on Monday, September 16, 2013, and approved the minutes of May 20, 2013.

The SSC received the staff presentation Regulation 9, Rule 10: Nitrogen Oxides (NOx) and Carbon Monoxide (CO) from Boilers, Steam Generators and Process Heaters in Petroleum Refineries, including background on refinery heaters and Regulation 9, Rule 10, objectives of the proposed amendments, a detailed review of the proposed amendments relative to an alternative NOx standard for pre-1994 heaters, a proposed continuous emissions monitoring system (CEMS) requirement and refinery heater reporting requirement, followed by an overview of the rule development process and next steps.

The SSC then received the staff presentation Overview of Energy Issues, including fuel types used, end-use sectors, and trends and projections in the use and production of energy and energy-related carbon dioxide emissions at the global, national, state and regional perspectives.

After calling for public comment, the SSC postponed the staff presentation regarding the Rule Effectiveness Study until the next meeting of the SSC.

The next meeting of the SSC is Monday, October 21, 2013, at 10:30 a.m.

NOTED PRESENT: Directors Bates, Kniss and Pepper were noted present at 9:53 a.m.

Public Comments: None.

Board Comments: None.

Board Action:

Director Gioia made a motion to approve the report of the SSC; Director Piepho seconded; and the motion carried unanimously.

**7. Report of the Mobile Source Committee (MSC) Meeting of September 26, 2013**  
Committee Chairperson Haggerty

The MSC met on Thursday, September 26, 2013, and approved the minutes of May 23, 2013.

The MSC reviewed Projects with Proposed Grant Awards Over \$100,000 and recommends Board approval of four projects for the replacement of off-road diesel engines, including three forklifts in Alameda County, four loaders in Santa Clara County, and one tractor each in Marin, Sonoma and Santa Clara Counties.

The MSC then received an informational Update on California Goods Movement Bond and Shorepower Programs, including a summary of Air District current solicitation for on-road trucks and an overview of shorepower, including incentives committed to Bay Area projects and the status of shorepower installation at the Port of Oakland.

The MSC also received an informational update on Truck and Bus Regulations, including summaries of regulations, upcoming deadlines, and Air District actions relative to port trucks and on-road trucks.

The MSC deferred the agenda item Fiscal Year Ending 2014 Transportation Fund for Clean Air Regional Fund Policies to the next meeting of the MSC.

The next meeting of the MSC is on Thursday, October 24, 2013, at 9:30 a.m.

Public Comments: None.

Board Comments: None.

Board Action:

Director Haggerty made a motion to approve the report and recommendation of the MSC; Director Hudson seconded; and the motion carried unanimously.

**PUBLIC HEARING**

**8. Public Hearing to Consider Adoption of Proposed Amendments to Regulation 9, Rule 10: NO<sub>x</sub> and CO from Boilers, Steam Generators and Process Heaters in Petroleum Refineries and Approval of a California Environmental Quality Act (CEQA) Negative Declaration**

Jean Roggenkamp, Deputy Air Pollution Control Officer, introduced the topic and Julian Elliot, Senior Air Quality Engineer of Planning, Rules and Research, who gave the staff presentation Regulation 9 Rule 10 NO<sub>x</sub> and CO from Boilers, Steam Generators and Process Heaters in Petroleum Refineries, including background on refinery heaters and Regulation 9, Rule 10, objectives of the proposed amendments, detailed reviews of the proposed amendments relative to an alternative NO<sub>x</sub> standard for pre-1994 heaters, a proposed CEMS requirement and refinery heater reporting requirement, followed by an overview of the rule development process and recommendations.

NOTED PRESENT: Director Mar was noted present at 10:14 a.m.

Director Gioia asked, regarding slide 10, NO<sub>x</sub> Coverage with CEMS, for clarification regarding the comparisons drawn with South Coast Air Quality Management District (SCAQMD), which clarification was provided by Mr. Elliot.

Director Avalos asked, regarding slide 10, NO<sub>x</sub> Coverage with CEMS, about the other industry activities of the entities that own and operate the refineries, which question was partially answered by Mr. Elliot. Director Avalos asked about the varying economic impact of the rule making for each refinery depending on the diversification of industry activity by each entity involved, which question was answered by Mr. Elliot. Mr. Elliot provided clarification regarding the varied production work of the refineries involved and the monitoring designs developed by each in the past.

Director Kniss asked, regarding slide 10, NO<sub>x</sub> Coverage with CEMS, why SCAQMD is at 99% coverage but the Air District is not, which question was answered by Mr. Elliot.

Director Hudson asked, regarding slide 10, NO<sub>x</sub> Coverage with CEMS, how many pre-1994 heaters are being operated at each of the refineries, which question Mr. Elliot partially answered.

Vice-Chairperson Miley echoed Director Hudson's question and asked for the cost of the replacements that would be required under the proposed rulemaking.

Mr. Elliot continued the presentation.

Director Gioia asked, regarding slide 17, Public Comments, for clarification regarding the source and nature of public comments, which clarification was provided by Mr. Elliot.

Mr. Elliot concluded the presentation.

#### Board Comments:

Henry Hilken, Director of Planning, Rules and Research, provided the information requested by Director Hudson and Vice-Chairperson Miley relative to the number and cost of pre-1994 heaters.

Director Adams asked, regarding slide 14, Refinery Costs, if the estimated cost is calculated for each device or each site, which question was answered by Mr. Elliot.

Director Pepper asked, regarding slide 7, Alternative NO<sub>x</sub> Standard, for clarification on the impact of a refinery accepting the Alternative NO<sub>x</sub> Compliance Plan (ANCP), which clarification was provided by Mr. Elliot.

Director Miley asked for clarification on the cost of individual CEMS units, which clarification was provided by Mr. Elliot.

Director Piepho asked, regarding slide 13, CEMS and Parametric Monitoring, whether the information from parametric monitoring can be averaged to create a result similar to CEMS or, if not, how much the results would defer, if parametric monitoring yields information for individual or groups of heaters, if staff responded to the letter from the Western States Petroleum Association (WSPA), dated October 1, 2013, and regarding slide 6, Goals for Proposed Amendment, for staff to reconcile their

characterization of the refineries' contribution to total NO<sub>x</sub> emissions in the Bay Area with that of WSPA, which questions were answered and clarification provided by Mr. Elliot.

Director Avalos asked whether the Air District has any goal in place for encouraging or requiring the retirement of pre-1994 heaters and if Air District staff has any sense of the pace of voluntary retirement by the refineries, which questions were answered by Ms. Roggenkamp Jack Broadbent, Executive Officer/Air Pollution Control Officer (APCO). Director Avalos suggested the proposed rule is not strong enough.

Director Piepho stated her disagreement with Mr. Elliot's characterization of the rule's effect on the retirement plans for refineries and asked if NO<sub>x</sub> and CO are GHGs, which question was answered by Mr. Elliot.

Public Comments:

Guy Bjerke, WSPA, addressed the Board in opposition to the CEMS requirement.

Director Hudson asked about the cost of NO<sub>x</sub> controls, which question was answered by Messrs. Bjerke and Broadbent.

Director Gioia asked for further explanation about how CEMS will improve Air District enforcement efforts, which information was provided by Mr. Broadbent.

Mr. Bjerke addressed the Board again to further clarify the position of WSPA.

Director Bates asked which refineries are not opting into the ANCP, which question was answered by Mr. Bjerke.

Director Piepho asked for explanations of the process of opting into the ANCP and the effect of that choice, which information was provided by Mr. Bjerke.

Director Miley asked whether there is an option for refineries, which question was answered by Mr. Bjerke and Brian Bunger, District Counsel.

Matthew Buell, Tesoro, addressed the Board in opposition to CEMS requirement.

Chris McDowell, Tesoro, addressed the Board to provide information in response to the inquiry by Director Avalos about the retirement of pre-1994 heaters and capital improvements.

Jennifer Ahlskog, Phillips 66, addressed the Board in opposition to the proposed amendments and to request additional dialogue with staff.

Ron White, Rain for Rent, addressed the Board in support of the ANCP and in opposition to CEMS requirement.

Tom Smith addressed the Board to request clarification regarding the NO<sub>x</sub> emissions standards under the proposed amendment, which clarification was provided by Ms. Roggenkamp.

Don Bristol, Phillips 66, addressed the Board in opposition to the proposed amendment.

Lynn McGuire, Environmental Resources Management, addressed the Board regarding the incompatibility of the SCAQMD and Air District CEMS source coverage statistics and to request reconsideration of the equity of the proposed amendment.

John Hill, Valero, addressed the Board in support of the proposed amendment.

Anna Rikkelman addressed the Board in opposition to the CEMS requirement.

Board Comments (continued):

Director Gioia asked for more information regarding the proposal for different CEMS for different types of boilers, the cost per CEMS and the likely cost for each refinery, which information was provided by Mr. Elliot.

Director Pepper asked how much NO<sub>x</sub> is emitted from heaters and whether small units have higher relative NO<sub>x</sub> emissions, which questions were answered by Mr. Elliot. Director Pepper commended the presentation.

Director Ross asked whether the staff recommendation changed based on today's proceedings, which question was answered by Mr. Broadbent.

Director Hudson asked for confirmation that the proposed amendment would result in the installation of 23 CEMS and the effect on heater replacements, which information was provided by Messrs. Broadbent and Bunger and Ms. Roggenkamp.

Director Barrett asked about the accuracy and limitations of parametric monitoring, which question was answered by Mr. Broadbent.

Director Piepho asked if this is a compliance and enforcement issue or an emission problem, whether a mobile monitor is a possible solution and how often the refineries are out of compliance, which questions were answered by Ms. Roggenkamp and Wayne Kino, Director of Compliance and Enforcement. Director Piepho commended the presentation and noted the proposed amendment lacks stakeholder support, has cost elements that are a concern and presents the false appearance of an optional program.

Director Bates said the proposed amendment provides a necessary tool for staff and the cost is not exorbitant.

Board Action:

Director Bates made a motion, seconded by Avalos, to adopt proposed amendments to Regulation 9, Rule 10: NO<sub>x</sub> and CO from Boilers, Steam Generators and Process Heaters in Petroleum Refineries and adopt a Negative Declaration pursuant to the CEQA for the proposed amendments.

Director Spring requested the motion be amended into two motions, one for each recommendation from staff, which request was declined by Director Bates.

Director Gioia said this is a matter of enforcement capability and CEMS are the only way to ensure emissions do not increase, is only applicable to old heaters and Air District proposals do not always have the unanimous support of its stakeholders but this proposal provides flexibility to refineries while enabling necessary monitoring capability, making it a seemingly good compromise that has his support.

Director Haggerty asked staff to speak to a statement made during public comment that claimed the proposed rule changed after the stakeholder meeting, if any stakeholder meetings occurred after CEMS was included, and whether any changes were made to the proposed rule after the public meetings, which questions were answered by Mr. Broadbent and Ms. Roggenkamp.

Director Miley asked, regarding slide 7, Alternative NOx Standard, for further clarification regarding the implication for a refinery opting to adopt the ANCP, which clarification was provided by Ms. Roggenkamp and Mr. Broadbent.

The motion carried by the following vote of the Board:

AYES: Vice-Chairperson Miley; and Directors Adams, Avalos, Barrett, Bates, Chavez, Gioia, Groom, Haggerty, Mar, Pepper and Ross.

NOES: Directors Hudson and Spering.

ABSTAIN: Director Piepho.

ABSENT: Chairperson Kalra; and Directors Klatt, Kniss, Lee, Sbranti, Wagenknecht and Zane.

Director Hudson suggested staff meet with refinery representatives to collaborate on an implementation process instead of imposing a hard deadline, to which Ms. Roggenkamp clarified the current process. Mr. Broadbent said staff will provide an update on implementation to the SSC.

Director Piepho clarified that her vote to abstain was the result of her partial support for the proposal and expressed her hope that the Air District is better able to address industry concerns in the future.

### **CLOSED SESSION**

The Board adjourned to Closed Session at 12:00 p.m.

### **9. EXISTING LITIGATION (Government Code Section 54956.9(a))**

Pursuant to Government Code Section 54956.9(a), the Board met in closed session to discuss with legal counsel the following cases:

**Lehigh Southwest Cement Company v. Bay Area AQMD**, Santa Clara County Superior Court, Case No. 112CV236602.



**California Building Industry Association v. Bay Area AQMD**, Alameda County Superior Court, Case No. RG-10548693; California Court of Appeal, First Appellate District, Case No. A135335.

**OPEN SESSION**

The Board resumed Open Session at 12:06 p.m. with no reportable action.

**PUBLIC COMMENT ON NON-AGENDA MATTERS:** None.

**BOARD MEMBERS' COMMENTS:** None.

**OTHER BUSINESS**

**10. Report of the Executive Officer/APCO:**

Mr. Broadbent presented a summary of the Ozone Season.

**11. Chairperson's Report:** None.

**12. Time and Place of Next Meeting:**

Wednesday, November 6, 2013, Bay Area Air Quality Management District Headquarters, 939 Ellis Street, San Francisco, California 94109 at 9:45 a.m.

**13. Adjournment:** The Board meeting adjourned at 12:07 p.m.

Sean Gallagher  
Clerk of the Boards

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Ash Kalra and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 17, 2013

Re: Board Communications Received from October 16, 2013 through November 5, 2013

RECOMMENDED ACTION

None; receive and file.

DISCUSSION

Copies of communications directed to the Board of Directors received by the Air District from October 16, 2013 through November 5, 2013, if any, will be at each Board Member's place at the November 6, 2013 Board meeting.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Vanessa Johnson  
Reviewed by: Rex Sanders

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Ash Kalra and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 28, 2013

Re: Quarterly Report of the Executive Office and Division Activities for the Months of  
July 2013 – September 2013

**ADMINISTRATION AND HUMAN RESOURCES – J. COLBURN, DIRECTOR**

**375 Beale Street Status Update:**

The Air District Board of Directors at its August 7, 2013 meeting, approved the financing plan for the Air District's portion of 375 Beale Street. The Bay Area Headquarters Authority (BAHA) staff will present the financing plan to BAHA for approval at its October 23, 2013 meeting.

The Air District Board of Directors at its September 9, 2013 meeting, authorized the Executive Officer to execute a Purchase and Sale Agreement with an option to lease back. The transaction is in a due diligence and contingency period.

Construction work on the Seismic Retrofit and Hard demolition began in June and includes concrete demolition and drilling for dowel placement. The atrium demolition and soil excavation for foundation strengthening will commence in October.

The agencies continue work to develop strategies to address agency vehicle parking, technology options, and functional business operation collaborations.

**Financial Audit**

On September 30, 2013 Finance staff closed the books for the fiscal year ending June 30, 2013. Staff is in the process of reconciling all general ledger accounts and preparing all final adjustments and closing journal entries in preparation for the annual audit. Auditors will be on site from November 4, 2013 through November 15, 2013 to conduct audit.

**JD Edwards Financial System**

Finance and IT staff are working together with Oracle to make minor upgrades to JDE servers and JDE database. This project will replace outdated servers no longer supported by Microsoft and will improve existing database performance.

The Human Resources (HR) Office coordinated 8 recruitment exams including exams for Deputy Air Pollution Control Officer, Administrative Analyst, Air Quality Technician, Supervising Human Resources Analyst, Human Resources Analyst, Office Assistant, Public Information Officer, and Supervising Air Quality Inspector. In addition, the HR Office conducted training sessions, including: Performance Evaluation Training for Supervisors and Management Staff, Preventing Workplace Harassment, Discrimination, and Retaliation, Managing the Marginal Employee, and wellness seminars. The HR Office continues to administer payroll, benefits, safety, and labor/employee relations. There are currently 314 regular employees, 16 temporary employees and interns, and 51 vacant positions. There were 6 new employees and 4 employee separations from July to September 2013.

## **COMPLIANCE AND ENFORCEMENT – W. KINO, DIRECTOR**

### **Enforcement Program**

Staff documented 114 air pollution violations that resulted in Notices of Violation and responded to 720 general air pollution complaints. These activities addressed noncompliance with applicable federal, state, and air district regulations and provided a mechanism for the public to voice their concerns about air pollution issues that might be in noncompliance. Additionally, highlighted enforcement activities for the quarter are as follows:

- Air District staff discovered 7 unpermitted primary engines at City of Vallejo's water treatment plant. These engines power pumps for the city's water distribution system and are believed to have been installed and operated since 1969.
- The Ellis Creek Petaluma Wastewater Treatment Facility operators have reported seven parametric H<sub>2</sub>S excesses since reintroducing solids into their treatment system. The facility has contracted with an engineering firm for \$600,000 to assist their staff in designing an engineering solution to achieve compliance with their permit condition.
- The Valero Refinery in Benicia discovered two floating roof tanks that have or were about to exceed their 10 year mandatory full seal inspection requirement. Since both of these tanks are in critical service, Valero anticipates that there will be continued non-compliance for several weeks while they attempt to drain these tanks to comply with their full inspection requirements.
- In late August, staff continued to receive significant numbers of odor complaints from residents near the Bay Point Lagoon in San Rafael. The City of San Rafael has re-opened and cleared the pipeline allowing water to slowly feed the lagoon as

of last Friday, August 23, 2013. There will be an agency meeting planned at the City of San Rafael for December, 2013 to discuss long-term solutions to this issue. Inspection staff has issued 3 Public Nuisance NOV's to the city. Odor complaints from the surrounding neighborhood have stopped.

- Staff continues its joint investigation with Contra Costa County of violations of Air District Regulation 9 Rule 6 concerning residential water heaters. Staff has determined that one plumbing company purchased and installed within the Bay Area non-compliant water heaters. In September a coordinated inspection was performed with the Contra Costa County Investigator to inspect four businesses that sold the water heaters and to obtain business records of non-compliant water heaters. This case is still pending.
- Staff received a complaint claiming the City of Richmond's H2S monitors were alarming at the City of Richmond's STP. On September 9, 2013, staff inspected the facility to investigate the complaint, reviewed plant operations, and H2S readings taken by plant operations. Staff found that the primary clarifiers were operating without cross collectors, and one of the two secondary clarifiers was operating without a skimmer. Staff is continuing to investigate whether this contributed to the H2S readings/alarms.
- The Air District has received numerous odor complaints against Berkeley Asphalt Co./Hanson Aggregates in August 2013. The sources of these fugitive odors are believed to be the asphalt storage tanks when the facility is receiving asphalt oil by tanker trucks and from open bed trucks that temporarily park to level their load. The plant has since installed charcoal filters on each of the asphalt storage tanks in an effort to decrease fugitive odors and appears to be working as complaints have dropped.
- The Semiannual Mobile Source Enforcement Report to CARB was completed for the period January 1, 2013 – June 30, 2013; staff conducted 917 inspections and issued 64 Air District violations/State citations during the six month period.

### **Compliance Assurance Program**

Staff conducted over 3,408 inspections including permitted facilities, gasoline stations, asbestos, open burning, portable equipment and mobile sources. Additionally, highlighted inspection activities for the quarter are as follows:

- Staff assisted the City of Brisbane formalize an air and dust management plan (Plan) submitted by a Brisbane property owner. The owner's property was adjacent to Highway 101 just south of Candlestick Park where Bay Lands Processing and Brisbane (cement) Recycling Co. Inc. reside. The area has been the source of a number of dust complaints. The Plan gives the residing facilities a framework in which to minimize visible dust emissions; Air District staff will continue to monitor the property for compliance with District regulations.
- On July 3, 2013, staff met with representatives of the John Steward Company to discuss Asbestos Dust Mitigation Plan (ADMP) requirements for the Phase I and Phase II portions of the Hunters View Redevelopment Project. Staff was told that Phase I was essentially completed except for minor landscaping work. Phase II

was anticipated to start in mid-October (asbestos removal, demolitions, etc.) with construction and grading to begin January 2014.

- On August 8, 2013, staff met with the Director of Land Development for Lennar/Urban (Parcel A', Phase I Development Project at Hunters Point Shipyard) to discuss ongoing dust mitigation practices at Parcel A' and proposed changes to the Asbestos Dust Mitigation Plan (ADMP). Any changes to the ADMP would have to be approved (in writing) by the Air District before implementation through the amendment process.
- Staff attended the quarterly California Air Pollution Control Officers Association (CAPCOA) Vapor Recovery Subcommittee meeting in Sacramento on July 17<sup>th</sup>. The California Air Resources Board (CARB) Enforcement staff informed the subcommittee of an ongoing statewide investigation into the illegal practice of rebuilding and reinstalling a non-reconnectable gasoline hose component and sought the subcommittee's input on its two-fold enforcement approach: issuance of Notices of Violation and nozzle tag out at the district level and CARB investigating (and enforcing) the illegal manufacturing, selling and installation of the illegal components statewide.
- Pursuant to the 2009 CARB/BAAQMD Memorandum of Understanding (MOU) regarding Mobile Source Enforcement, staff participated in a coordination meeting with CARB management/staff representing various mobile source programs. District staff requested regular semiannual meetings to ensure the consistency of enforcement by Air District and CARB staff.
- Staff conducted 182 grant inspections for the Strategic Incentives Division.

### **Compliance Assistance and Operations Program**

Staff received and evaluated over 1,587 plans, petitions, and notifications required by the asbestos, coatings, open burn, tank and flare regulations. Staff received and responded to over 74 compliance assistance inquiries and green business review requests. Additionally, highlighted compliance assistance activities for the quarter are as follows:

- Pursuant to the Air District's Compliance Assistance Program, advisories were sent to: fire departments, land management agencies and public landowners regarding new open burning fees that went into effect July 1, 2013 and online credit and debit card payment options (Regulation 3 and 5); foundry and forging operations regarding new recordkeeping requirements (Regulation 12-13); metal shredding and recycling operations regarding new requirements (Regulation 6-4); and refineries, chemical plants, bulk plants and bulk terminals regarding leak minimization requirements (Regulation 8-18).
- Staff attended a July 4, 2013 Marin Fire Department fund raising venue to discuss the new Regulation 5: Open Burning fees.
- Staff participated in the Monthly Trucker Work Group meetings at the Port of Oakland.

- The fall marsh management burn season started on September 1, 2013, and staff approved 3 Marsh Smoke Management Plans (SMPs) for burn projects in Solano County. Staff approved 3 Prescribed Burn SMPs for a burn projects in Marin and San Mateo County. Staff completed the data verification and posting of refinery flare monitoring data through June 2013.
- An advisory was mailed to all Bay Area asbestos demolitions & renovation contractors and city/county building departments regarding the asbestos operations fees increases that take effect July 1, 2013. The advisory was also posted to the Air District's website.
- Two advisories were mailed out to fire departments, land management agencies, agricultural interests, and public landowners regarding the new Regulation 5 open burning fees increases that took effect July 1, 2013. The advisories were also posted on the District's website.
- Staff issued a compliance advisory for Regulation 8 Rule 18 to remind and clarify the proper classification of leaking equipment and that leak minimization must employ best modern practices.
- On August 20, 2013, the Executive Director of the Port of Oakland, Christopher Lytle, issued a letter to drayage truck drivers stating that he would ask CARB for a delay in the January 1, 2014 drayage truck standards (requires 2007 engine or newer).
- Staff made a public presentation on mobile source enforcement regarding the air toxics control measures that limit idling at the San Francisco Library in coordination with the San Francisco Environmental Health Department and the District's Community Outreach Division.

**(See Attachment for Activities by County)**

**ENGINEERING DIVISION – J. KARAS, DIRECTOR**

**Permit Activity Statistics**

The following tables summarize permit activity in the 3<sup>rd</sup> quarter:

Permit Activity			
New applications received	287	New facilities added	117
Authorities to Construct issued	147	Permit Exemptions (entire applications deemed exempt)	2
Permits to Operate issued (new and modified)	310	Annual update packages completed	1505
Registrations (new)	44		

Title V Permits Issued			
Initial	0	Administrative amendments	9
Renewals	1	Minor revisions	7

**Permit Programs**

**Valero Crude by Rail Project (Benicia):** Staff has been meeting with regulatory agencies and community groups to discuss permitting issues associated with the proposed project that would allow crude deliveries by rail. A draft environmental impact report (EIR) is being prepared for this proposed project by the City of Benicia, the California Environmental Quality Act (CEQA) lead agency.

**WesPac (Pittsburg):** Staff provided comments to the City of Pittsburg, the CEQA lead agency, on the revised EIR regarding a proposed project that would allow crude deliveries by rail.

**Title V Permit Renewals:** Staff has implemented a streamlining measure to expedite the renewal of Title V permits, providing electronic templates for the permit holders to complete and submit to the District for review and approval. Staff also continued evaluating additional streamlining measures for the Title V program.

**Toxics Programs**

**Health Risk Screen Analysis (HRSA):** 89 HRSAs were completed during the reporting period.

**Office of Environmental Health Hazard Assessment (OEHHA) Proposed Risk Assessment Guidelines:** Staff provided technical comments to the California Air Pollution Control Officers Association (CAPCOA) Toxics and Risk Managers Committee (TARMAC) on OEHHA’s proposed Risk Assessment Guidelines.



**Lehigh Southwest Cement (Cupertino):** Staff updated the facility risk assessment to demonstrate compliance with BAAQMD Regulation 9, Rule 13 and AB2588 “Air Toxics Hot Spots” requirements. On September 4, staff presented an update on the permitting and enforcement issues at the Cupertino City Council Meeting.

**Greenhouse Gas Projects**

**AB 32 GHG Cap-and-Trade Adaptive Management Plan Implementation:**

Adaptive Management is a requirement to monitor and respond to any unforeseen impacts from California Assembly Bill 32 (Global Warming Solutions Act) including Cap & Trade. A California Air Pollution Control Officers Association (CAPCOA) Engineering Managers subcommittee was formed and a Joint Task Force with California Air Resources Board (ARB) was created to identify data/reporting needs. The Subcommittee proposed regulatory language to ARB for their Mandatory Reporting Rule. This would give ARB a screening tool to filter out which projects ARB would request additional information from the districts.

**Engineering Projects**

**Production System:** New functionality was deployed on July 12, 2013 and September 6, 2013 which includes logic to improve the processing of permit fees. Staff continues to monitor the impacts to the gas dispensing facilities and dry cleaners programs. Staff is working on functionality to improve transfers of permits from one owner to another, a common occurrence with gas dispensing facilities and dry cleaners.

**College Intern Program:** Four (4) college interns are currently participating in this program. They have been participating in various activities that give them practical work experience while learning about District operations, air quality and career building skills. One intern completed his internship in August. He provided a presentation on his experience and how to improve the program for future participants.

**LEGAL DIVISION – B. BUNGER, DISTRICT COUNSEL**

The Air District Counsel’s Office received 90 violations reflected in Notices of Violation (NOVs) for processing.

Mutual Settlement Program staff initiated settlement discussions regarding civil penalties for 65 violations reflected in NOVs. In addition, 12 Final 30 Day Letters were sent regarding civil penalties for 13 violation(s). Finally, settlement negotiations resulted in collection of \$83,600 in civil penalties for 80 violations reflected in NOVs.

Counsel in the Air District Counsel’s Office initiated settlement discussions regarding civil penalties for 1 violation reflected in NOVs. Settlement negotiations by counsel resulted in collection of \$378,328 in civil penalties for 52 violations reflected in NOVs.

**(See Attachment for Penalties by County)**

**COMMUNICATIONS AND OUTREACH – L. FASANO**

## **News Releases**

The Air District issued 11 press releases and/or media advisories during the last quarter: (to view press control key and click link)

07/09/13	<a href="#">Air District hosts expert panel on air monitoring</a>
7/25/2013	<a href="#">Air District offers \$15 million to reduce diesel engine pollution</a>
7/29/2013	<a href="#">Health Advisory: Oregon wildfires impacting Bay Area air quality</a>
7/31/2013	<a href="#">De-clutter Mailboxes to Save Trees and Time</a>
7/31/2013	<a href="#">Air District settles case with Chevron</a>
8/7/13	<a href="#">Chevron pleads no contest to charges stemming from August 2012 fire</a>
8/12/13	<a href="#">Bay Area Bike Share pilot program to launch on August 29, 2013</a>
8/27/2013	<a href="#">Open burning season for double crop stubble ends; seasons for fall marsh management and stubble and straw begin</a>
8/29/2013	<a href="#">Bay Area Bike Share debuts today</a>
9/6/2013	<a href="#">Spare the Air Alert issued for Saturday, September 7, 2013</a>
9/9/2013	<a href="#">Mount Diablo wildfire smoke may impact Bay Area air quality</a>

## **Media Inquiries**

Staff responded to a number of media inquiries during this quarter, topics included:

- Bike Share Program (KCBS, KRCB, KGO Radio, KRON, KTVU, CBS 5, SF Examiner, Bay Guardian, SF Registry, Daily News Group, Bay Area Newsgroup, SF Chronicle, Silicon Valley Business Journal, Channel News Asia)
- Near Roadway Monitors
- Keystone Pipeline Resolution (KPFA, GreenWire, KCBS)
- Chevron Refinery Fire Anniversary (KCBS, SF Chronicle, East Bay Express)
- Chevron Settlement (Bay City News)
- Valero rail project & oil sands (Contra Costa Times, KQED)
- BART Strike (KCBS, ABC 7, SF Examiner)
- Smoke Advisory - (Bay City News, KRON, KCBS, KGO, KLIV, SF Chronicle)
- Bay Bridge Opening - (KRON)
- Valero rail project (KQED)
- MUNI Bus Idling – (SF Weekly)
- Spare the Air - (KTVU, San Jose Mercury News, Bay Area News Group)
- Evergreen Oil - (LA Times)

## **Media Highlights**

The Air District was mentioned in approximately 883 print/online stories and 147 video clips in the last quarter. Below are the last quarter's media coverage highlights: (to view press control key and click link)

Mercury News: Oil refinery pollution monitoring discussed at Thursday forum

[http://www.mercurynews.com/top-stories/ci\\_23629611/oil-refinery-pollution-monitoring-discussed-at-thursday-forum](http://www.mercurynews.com/top-stories/ci_23629611/oil-refinery-pollution-monitoring-discussed-at-thursday-forum)

SF Examiner: BART strike having unintended consequence of adding air pollution  
<http://www.sfexaminer.com/sanfrancisco/bart-strike-having-unintended-consequence-of-adding-air-pollution/Content?oid=2494803>

Mercury News: Spare the Air alert issued for Saturday  
[http://www.mercurynews.com/breaking-news/ci\\_23563055/spare-air-alert-issued-saturday](http://www.mercurynews.com/breaking-news/ci_23563055/spare-air-alert-issued-saturday)

KGO radio: Bay Area Bike Share Memberships Go On Sale  
[http://www.kgoradio.com/common/page.php?pt=Bay+Area+Bike+Share+Memberships+Go+On+Sale&id=37973&is\\_corp=0](http://www.kgoradio.com/common/page.php?pt=Bay+Area+Bike+Share+Memberships+Go+On+Sale&id=37973&is_corp=0)

NBC NEWS: Air pollution causes lung cancer, worsens heart failure, studies find  
<http://www.nbcnews.com/health/air-pollution-causes-lung-cancer-worsens-heart-failure-studies-find-6C10584685>

Mercury News: Oil refinery pollution monitoring discussed at Thursday forum  
[http://www.mercurynews.com/top-stories/ci\\_23629611/oil-refinery-pollution-monitoring-discussed-at-thursday-forum](http://www.mercurynews.com/top-stories/ci_23629611/oil-refinery-pollution-monitoring-discussed-at-thursday-forum)

Mercury News; Richmond: Chevron to pay \$190,000 for air quality violations prior to refinery fire  
[http://www.mercurynews.com/business/ci\\_23774765/richmond-chevron-pay-190-000-air-quality-violations](http://www.mercurynews.com/business/ci_23774765/richmond-chevron-pay-190-000-air-quality-violations)

Silicon Beat: Demonstrations planned to mark anniversary of Chevron fire  
<http://www.siliconbeat.com/2013/08/01/demonstrations-planned-to-mark-anniversary-of-chevron-fire/>

KQED radio: Bay Area Communities Express Concern Over Inadequate Air Monitoring Systems  
[http://www.kqed.org/news/story/2013/07/31/124051/bay\\_area\\_communities\\_express\\_concern\\_over\\_inadequate\\_air?category=bay%20area](http://www.kqed.org/news/story/2013/07/31/124051/bay_area_communities_express_concern_over_inadequate_air?category=bay%20area)

East Bay Express: Activists to Protest Tar Sands Oil Refinery  
<http://www.eastbayexpress.com/oakland/activists-to-protest-tar-sands-oil-refinery/Content?oid=3669394>

Unhealthy air advisory in Bay Area due to Oregon wildfires  
[http://www.contracostatimes.com/news/ci\\_23756256/unhealthy-air-advisory-bay-area-due-oregon-wildfires.html](http://www.contracostatimes.com/news/ci_23756256/unhealthy-air-advisory-bay-area-due-oregon-wildfires.html)

KQED: Chevron Refinery's Planned Expansion Worries Environmentalists  
<http://blogs.kqed.org/newsfix/2013/08/07/chevron-california-carbon-trading/>

CBS Bay Area: 1 Year After Fire, Officials Monitor Chevron Refinery Emissions

<http://sanfrancisco.cbslocal.com/2013/08/06/1-year-after-fire-officials-monitor-chevron-refinery-emissions/?amp;co=f000000009816s-1158206718>

San Francisco Chronicle: Chevron to pay \$2 million for refinery fire  
<http://www.sfgate.com/news/article/Chevron-to-pay-2-million-for-refinery-fire-4707675.php>

Silicon Valley Business Journal: Bike share program rolls out in the Bay Area  
[http://www.bizjournals.com/sanjose/news/2013/08/06/bike-share-program-rolls-out-in-the.html?ana=RSS&s=article\\_search](http://www.bizjournals.com/sanjose/news/2013/08/06/bike-share-program-rolls-out-in-the.html?ana=RSS&s=article_search)

SF Chronicle: 210 arrested at Chevron refinery protest  
<http://www.sfgate.com/bayarea/article/210-arrested-at-Chevron-refinery-protest-4705509.php>

LA Times: Carbon cycle gets more extreme as climate changes  
<http://www.latimes.com/news/science/sciencenow/la-sci-sn-forests-carbon-20130808,0,524320.story>

NBC Bay Area: Morgan Fire Near Mt. Diablo Doubles, Chars 1,500 Acres  
<http://www.nbcbayarea.com/news/local/Morgan-Fire-Near-Mt-Diablo-Chars-1500-Acres-222950261.html>

Mercury News: Sweltering forecast, poor air quality on agenda for Bay Area weekend  
[http://www.mercurynews.com/bay-area-news/ci\\_24035458/sweltering-forecast-poor-air-quality-agenda-bay-area?source=rss](http://www.mercurynews.com/bay-area-news/ci_24035458/sweltering-forecast-poor-air-quality-agenda-bay-area?source=rss)

SF Chronicle: Bike-sharing program rolls out with 700 cycles  
<http://www.sfgate.com/bayarea/article/Bike-sharing-program-rolls-out-with-700-cycles-4772633.php>

New laws have cleaned up air at Port of Oakland  
<http://www.sfgate.com/default/article/New-laws-have-cleaned-up-air-at-Port-of-Oakland-4831313.php>

Bay Area Bike Share off to a fast start  
<http://www.sfexaminer.com/sanfrancisco/bay-area-bike-share-off-to-a-fast-start/Content?oid=2585047>

### **Public Inquiries**

Staff responded to approximately 770 calls and 67 e-mails from the public, many regarding Winter Spare the Air days, enforcement issues, and grants.

Phone Calls	770
E-mails	67 (sparetheair.baaqmd.gov, feedback@baaqmd.gov)

### **Publications**

### ***Air Currents***

Completed and mailed out August 1, 2013. It is available online.

### ***Annual Report***

The Annual Report was completed in mid-June and distributed to Air District staff, Board of Directors and interested parties. An electric component went live in August.

### **Public Information Campaigns**

#### ***Summer Spare the Air***

Six Spare the Air alerts were issued this summer. Media advertising for STA went on hiatus in July. Full media advertising, including ads in Spanish, Cantonese, Punjabi and Tagalog, returned in August when viewership returned to normal after summer vacations subsided.

Staff worked with contractors to update the Spare the Air iPhone and Android to improve functionality and design.

Noting the impacts of the BART strike in July, staff issued information alerts on social media outlets notifying area residents of commute impacts and alternative transportation options.

SpareTheAirNow.org reached nearly 1,000 website visits. STACommuteTips.org continues to get high traffic from advertisements with more than 34,000 visits during the campaign. The Employer Program webpage receives on average 200 hits a week.

#### ***Winter Spare the Air***

Staff worked with contractors to plan for the 2013-14 Winter Spare the Air advertising and outreach campaign. Staff reviewed Winter Spare the Air materials to determine any necessary updates and worked with Enforcement staff to determine hotspots for door-to-door outreach. Staff pitched the opportunity for local television meteorologists to meet with Air District meteorologists prior to the winter season beginning.

#### ***Website Update:***

The Sitecore websites were migrated to the off-site Rackspace servers. The live BAAQMD and Spare the Air websites now run from the Rackspace servers.

#### ***Website***

SymSoft began working on Task Order #1 and have now wrapped up the discovery phase. They are in the planning phase and completing final testing for new search updates on the website. The contractor began internal interviews of Air District staff and assessed the current website, including future needs.

Staff also worked on the Gate1 migration and other smaller projects including webcasts and assistance with the annual report website.

## **Community Outreach**

### **Meetings with Community Organizations**

Staff met with Bay Area organizations to discuss air quality, community concerns and partnerships. These organizations include:

#### **•June 25 – Draft Public Participation Plan Webcast, San Francisco**

Air District staff gave a webcast presentation on the Air District's draft Public Participation Plan.

#### **•June 26 – Home Energy Savings Workshop, San Jose**

The San Jose Resource Team, in conjunction with Sacred Heart Community Services, hosted a Home Energy Savings Workshop in San Jose. Staff presented information on the Air District, air quality and the Public Participation Plan. Workshop attendees learned about cost-saving household adjustments, how to measure power usage and received information on energy saving products. Approximately 15 people attended the workshop.

#### **•June 27 – San Jose Resource Team Meeting, San Jose**

Staff attended the San Jose Resource Team meeting in San Jose. The team discussed the Air District's Public Participation Plan, recapped the Home Energy Savings Workshop and discussed outreach for the team's Stop Junk Mail San Jose campaign. Approximately 15 people attended the meeting.

#### **•June 28 – Bay Area Environmental Health Collaborative, San Francisco**

Air District staff met with BAEHC member organizations to discuss the draft Public Participation Plan.

#### **•July 1 – Spare the Air Youth Grant Proposal Meeting, Conference Call**

Staff participated in the Spare the Air Youth Grant Proposal Meeting. The committee reviewed grant proposals and will finalize grant allocation funding by the end of the week.

#### **•July 2 – Spare the Air Youth, Oakland and San Francisco**

Air District, MTC staff and contractors met to evaluate grant proposals for the Phase II funding cycle of the Spare the Air Youth Program. The Spare the Air Youth Program is a collaborative effort between the Air District, MTC and ABAG staff to promote alternative transportation and environmental youth resources

regionally.

• **July 11 – Tri-Valley Spare the Air Resource Team, Pleasanton**

The team discussed two projects, an anti-idling campaign and the In it to Win it Great Race project they are considering. Twelve members participated.

• **July 16 – Home Energy Savings Workshop, San Jose**

Staff attended the San Francisco Resource Team meeting at BC3's offices in San Francisco. The team discussed the Air District's Public Participation Plan and began planning on their new "sustainable business travel planning" project. Approximately 10 people attended the meeting.

• **June 27 – San Jose Resource Team Meeting, San Jose**

Staff attended the San Jose Resource Team meeting in San Jose. The team discussed the Air District's Public Participation Plan, recapped the Home Energy Savings Workshop and discussed outreach for the team's Stop Junk Mail San Jose campaign. Approximately 15 people attended the meeting.

• **July 19 - Spare the Air Youth Meeting, Conference Call**

The Spare the Air Youth committee met to discuss the Spare the Air Youth Summit on Saturday, November 2, 2013. The group reviewed the Summit poster and the website. Summit materials will be distributed at the National Safe Routes to School Conference on August 13-August 15 in Sacramento.

• **July 25 - Saratoga Girl Scouts Visit, Air District Office**

Ten Girl Scouts visited the Air District along with four troop leaders. Staff gave a presentation on the Air District and the Spare the Air Program. The girls received a tour of the Air District's laboratory and meteorology room.

• **July 30 – AB 32 Scoping Plan Update Workshop, San Francisco**

Staff attended the workshop cohosted with CARB. Attendees heard comments on transportation, energy, agriculture, waste, water and natural lands.

• **August 6 – Dick's Restaurant, San Leandro**

Air District staff spoke with the Lion' Club of San Leandro, a community-service organization representing the San Leandro community. Staff communicated with individuals about general air quality concerns and the draft Public Participation Plan. Approximately 35 individuals participated.

• **August 8 – Tri-Valley Spare the Air Resource Team (Conference Call)**

Air District staff spoke with a subcommittee of Tri-Valley Spare the Air Resource Team members reviewing plans and next steps for an upcoming project. Approximately 8 individuals participated on the conference call.

**•August 13-15 – 4<sup>th</sup> Safe Routes to School National Conference, Sacramento**

Staff attended the fourth annual Safe Routes to School National Conference in Sacramento and provided information on the Spare the Air Youth program. Conference participants heard about national Safe Routes to School efforts, regional city planning and upcoming project ideas. Approximately 600 people attended the conference.

**• September 10 - Spare the Air Youth Meeting, Oakland**

Staff met with the Spare the Air Youth committee on September 10 at MTC's office in Oakland. The committee discussed the upcoming Spare the Air Youth Summit in November, the past Technical Advisory Committee meeting and provided updates on the phase II grant contracting process. The next meeting of the Spare the Air Youth committee meeting is on Monday, September 23.

**• September 10 – Southern Alameda Spare the Air Resource Team**

Staff attended the Spare Air District staff attended the Southern Alameda Spare the Air Resource Team meeting in Fremont to review the previous project, a Shuttles Conference, and discuss steps to continue the project with a follow-up conference oriented at small businesses. Approximately 6 individuals participated in the meeting.

**•September 12– Local Government Health and Wellness Forum, Oakland**

Staff attended a conference co-hosted by the Association of Bay Area Governments and Kaiser Permanente. Panel discussions assessed the creation and implementation of public health policies at a local level in the Bay Area. Staff presented information on the Bay Area Bike Share program. Approximately 40 public health officials attended.

**•September 12 - San Jose Green Vision Resource Team Meeting, San Jose**

Staff attended the San Jose Green Vision Resource Team meeting on September 12 in San Jose. The team discussed ways to publicize their project, "Stop Junk Mail San Jose". Six team members attended the meeting.

**•September 17 - Spare the Air Youth Summit Planning Committee Meeting, Oakland**

Staff attended the Spare the Air Youth Summit Planning Committee Meeting on September 17 in Oakland. The committee finalized the agenda for the Youth Summit, discussed outreach methods to reach Bay Area high schools and will be reaching out to additional speakers. The Spare the Air Youth Summit is on Saturday, November 2 from 10am - 4pm at MTC's auditorium in Oakland.



**•September 18 - San Mateo County Spare the Air Resource Team Meeting, Menlo Park**

Staff attended the San Mateo County Spare the Air Resource Team meeting on September 18 in Menlo Park. The team will be hosting a Commute Solutions Workshop in Spring 2014 and discussed upcoming next steps. Eight team members attended the meeting.

**•September 23 - Spare the Air Youth Biweekly Committee Meeting, Air District Office**

Staff attended the Spare the Air Youth Biweekly committee meeting on September 23. The committee discussed the upcoming youth summit and the phase II grant contracts.

**•September 25 – Richmond Council of Industries Annual Shoreline and Yacht Bay Tour**

Staff networked with other government agency employees, elected officials and industry members. Approximately 150 people attended.

**Community Events**

Staff represented the Air District and hosted informational booths at the following community events:

**June 21-23 and June 26-28 – Alameda County Fair, Pleasanton**

750 people visited the booth over the two weekends

**June 26 – Safeway Transportation Fair, Pleasanton**

5 people visited the table

**June 26 – Sacred Heart Presentation, San Jose**

10 people visited the table

**July 3<sup>rd</sup> through 7<sup>th</sup> – Marin County Fair, San Rafael**

650 people visited the booth

**July 5<sup>th</sup> through 7<sup>th</sup> – Alameda County Fair, Pleasanton**

700 people visited the booth

**July 7 – Sunday Streets, San Francisco**

175 people visited the table

**July 10 – Centro de Servicios, Union City**

150 people visited the table

**July 11 – Moffett Business Park, Mountain View**

10 people visited the table

**July 18 – African American Health Equity Council, San Francisco**

10 people visited the table

**7/20/13 - Jack London Pedalfest, Jack London Square Oakland**

200 people visited the booth; 147 STA sign ups

**7/21/13 - Contra Costa Library's 100<sup>th</sup> Year Anniversary, Pleasant Hill**

25 people visited the booth; 5 STA sign ups

**7/28/13 - Sunday Streets, Mission area of San Francisco**

75 people visited the booth; 21 STA sign ups

**9/15 - Burlingame Green Street Fair, Burlingame**

75 people visited the booth

**9/21 - Silicon Valley Fall Festival, Cupertino**

150 people visited the booth

**9/24 - Idle Reduction Workshop, San Francisco**

10 people visited the booth

**PLANNING DIVISION – H. HILKEN, DIRECTOR**

**Exposure Assessment and Emissions Inventory Program**

Staff reviewed comments submitted on the proposed revised methodology and maps of impacted communities and continued to finalize the updated method and maps. Staff continued progress on preparing a CARE Program summary report. Staff assisted planning and engineering staff with technical review of several environmental documents, and assisted rule development staff with emissions estimates for several rule development projects. Staff retained two student interns who are assisting analysis of Bay Area health records and with modeling for the San Jose Community Risk Reduction Plan.

Staff submitted the District's 2012 emissions inventory to the California Air Resources Board (CARB). Staff met with the Air District's greenhouse gas (GHG) emissions verifier to conduct a required verification of 2012 GHG emissions from District operations

for submittal to The Climate Registry. Staff reviewed the Port of Oakland’s draft “2012 Seaport Air Emissions Inventory” and provided comments.

### **Air Quality Planning Program**

Staff coordinated and hosted the California Air Resources Board’s AB 32 Scoping Plan Update Workshop for the Bay Area, held July 30, 2013 in San Francisco. The all-day event included a morning “Open House” with 25 exhibits from state, regional and local agencies and local stakeholder groups. The afternoon featured presentations by State agency staff on the Scoping Plan Update, outlining how the State will progress toward the 2050 GHG reduction goal. One hundred and eighty people attended the workshop. Staff continued working with CAPCOA and other air districts on the development of a CAPCOA GHG Registry program. Staff assisted with developing climate action plans (CAPs) for the following local governments: City of Santa Clara, City of Los Altos, City of Dublin, and Town of Mill Valley. Staff continued collaborating with the Governor’s Office of Planning and Research to develop a technical advisory for local climate action plans. Staff continued to assist MTC and ABAG with the environmental analysis for Plan Bay Area, the Sustainable Communities Strategy (SCS) developed pursuant to SB 375. MTC and ABAG approved Plan Bay Area (and the EIR) on July 18, 2013.

Staff continued to develop a new regional commuter benefits program pursuant to SB 1339, including: meetings with MTC and local government staff; working with MTC staff on outreach to interested parties; developing an employer database and registration system; and presenting to stakeholder groups. Staff completed a draft rule and associated staff report, posted them for public review, and scheduled nine county-level workshops in October. Staff briefed the Executive Committee on the status of this program. Staff continued to develop the 2014 Clean Air Plan, including: meetings with the Internal Working Group; building the plan’s database; evaluating potential control measures; and developing strategies to incorporate and expand the District’s Climate Protection Program.

Staff continued implementation of the District’s CEQA Guidelines through meetings with staff from local jurisdictions; presentations to various organizations; tracking the use of the CEQA Guidelines by lead agencies; and responding to inquiries from local government staff and consultants. Staff provided comments to the San Francisco Bay Area Water Emergency Transportation Authority on a DEIR/EIS prepared for the Downtown San Francisco Ferry Terminal Expansion Project, the County of Contra Costa on a DEIR prepared for the Phillips66 Propane Recovery Project; to the Town of Mill Valley on a DEIR prepared for its General Plan Update and Climate Action Plan; and the City of Pittsburg on a recirculated DEIR prepared for the WesPac Pittsburg Energy Infrastructure Project. Staff continues working with staff from the City of Oakland, Port of Oakland, US EPA, CARB, the project development team, and community stakeholders on air quality mitigations for the Oakland Army Base Redevelopment Project.

### **Research and Modeling Program**

Staff continued work on estimating ambient ultrafine PM (UFP) concentrations for use in estimating public health impacts of UFP. Staff continued work on preparing a modeling emissions inventory and meteorological input parameters for Bay Area PM, ozone and air toxics simulations. Staff participated in a modeling workshop sponsored by the California Air Resources Board (CARB). Along with staff from neighboring air districts, staff participated in several Modeling Emissions Inventory Preparation Working Group conference calls organized by CARB. Staff participated in a NASA webinar and in-person training on the use of satellite remote sensing data in air quality studies. Staff attended an advanced meteorological modeling training offered by the National Center for Atmospheric Research. Staff continued making progress on automating the input preparation of routine AERMOD modeling applications for use in the permitting process.

### **Rule Development Program**

Staff prepared and posted materials for the October 16, 2013 public hearing on proposed amendments to Regulation 9, Rule 10: Nitrogen Oxides and Carbon Monoxide from Boilers, Steam Generators and Process Heaters in Petroleum Refineries. Staff also presented an update on September 16, 2013 to the Stationary Source Committee regarding this rule development process. Staff continued research, and developing a draft rule, regarding control of fugitive dust. Staff continued to investigate potential regulatory limits for back-up diesel generators and petroleum coke calcining.

## **STRATEGIC INCENTIVES – D. BREEN, DIRECTOR**

### **Carl Moyer Program (CMP)**

- *Administration:*
  - Conference call with ARB and local air districts regarding guideline updates, 7/10.
  - Webcast regarding the development of ARB's Agricultural Tractor regulation, 7/9.
  - Conference call with ARB staff regarding the import of the Air District's project data for the Yearly Report, 7/10.
  - Staff submitted a draft multi-district funding plan to ARB for review and consideration, 7/10.
  - Staff participated in CARL (statewide online data management system) training for the program, 7/18.
  - Staff participated in the CAPCOA grants committee conference call, 7/24.
  - Staff met with contractors to discuss upcoming activities for the online grants system, 8/12.
  - Staff updated all project information in the ARB CARL database and submitted the Air District's Yearly report to ARB, 8/16.
  - Staff participated in a call with EPA and ARB regarding cruise ship technology options for compliance with the North American Emission Control Area, 8/26.
  - Staff presented Voucher Incentive Program (VIP) information at the CHP Trucker Appreciation Day event and at two ARB diesel classes (San Jose and San Leandro), 8/19-8/21.
  - Staff provided VIP flyers for distribution at Lehigh facilities, 8/20.
  - Staff completed a postcard mailing to 14,000+ equipment owners, 8/23.
  - Staff participated in the CAPCOA Mobile Sources & Incentives Subcommittee Symposium in Monterey, 9/10 and 9/11.

- Staff participated in conference call with ARB staff and other local air districts regarding upcoming changes to the guidelines, 9/18.
- *Year 15:*
  - Conference call with the Sacramento and San Joaquin Air Districts regarding the development of a Northern California Year 15 multi-district funding program, 7/9.
  - Staff opened the YR15 (2013-14) solicitation for applications, 7/23.
  - Staff submitted a disbursement request to ARB for \$4.1 million in Year14/ 15 funding, 8/27.
  - Staff sent out Year 15 flyers and postcards to equipment vendors for distribution to their customers, 8/28.
- *Vehicle Buy Back Program:*
  - Staff submitted Voluntary Accelerated Vehicle Retirement (VAVR) Plan and draft dismantler and direct mail contracts to ARB for their approval in accordance with the Carl Moyer Program Guidelines, 6/27, and received approval for the plan from ARB, 7/2.
  - Staff began accepting vehicles into the Vehicle Buy Back Program, 8/13.
  - Direct mail vendor, AdMail commenced the direct mail campaign, 9/20.

### **Goods Movement Program (GMP)**

- *Administration:*
  - Staff worked with Air District enforcement staff, ARB regulatory staff, and staff at the Port of Oakland to draft an advisory to inform truck drivers of the upcoming 12/31/13, ARB Drayage Truck Regulation compliance deadline, 7/16.
  - Staff submitted quarterly reports for all active GMNP grants to ARB, 7/17.
  - Staff participated in a local agency call with ARB and California Air Districts, 8/21.
  - Staff conducted two truck dealer certification trainings, 8/28 & 8/30.
  - Staff participated in a conference call with local air districts regarding an ARB proposal for a loan program for single truck owners, 8/29.
  - Staff participated in a local agency conference call with ARB and other air districts, 9/19.
- *Year 2 Program:*
  - Staff completed a vendor audit for one of the certified GMP dismantlers, 7/10.
  - Staff submitted the Year 2 and Year 3 liquidation reports to ARB, 8/30 & 9/5.
- *Year 4 Program:*
  - Staff participated in a statewide conference call with ARB and local air districts to plan the 8/26 launch of the program, 8/8.
  - Staff participated in two statewide conference calls related to funding and guideline recommendations in preparation for the 7/25 ARB Board Meeting, 7/9 & 7/10.
  - Staff conducted four mandatory training sessions for vendors who will contract to provide administrative assistance for the program, 7/10 - 7/12.

- Staff presented comments at the ARB Public Workshop to discuss preliminary recommendations for awarding funding to local agencies, 7/15.
- Staff participated in three statewide conference calls related to funding and guideline recommendations in preparation for the 6/25 ARB Board Meeting, 7/17 & 24.
- Staff conducted five mandatory training sessions for vendors who will contract to provide administrative assistance for the program, 7/16-7/23.
- Staff presented comments at the ARB Board Meeting regarding the allocation of funds to local agencies, 7/25.
- Staff began accepting applications for funding, 8/26.
- Staff completed a mailing of program announcement flyers to 9,000+ equipment owners, 8/26.
- Staff began staffing the Hayward application assistance center, 8/27.
- Staff conducted five certification training sessions with truck dealers, 8/20-23.
- Staff provided in-person application assistance at its Hayward location, 8/27, 8/29, 9/5, 9/12, & 9/18.
  
- *DERA:*
  - Staff submitted quarterly reports to EPA with updates on the status of the air districts two active grants, 7/30.
  - Staff had a conference call with EPA to discuss the progress of the port truck replacement program and received an extension for this program until June 2014, 8/1.
  
- *Shore power:*
  - Staff observed a system load test of four berths of the GMP shore-power project at the Port of Oakland, 7/2, 7/11, & 7/15.
  - Staff met with ARB staff and staff from the Port of Oakland to discuss procedures for paying upcoming shore-power invoices and identifying eligible costs, 7/17.
  - Staff observed a system load test of two berths of the shore-power project at the Port of Oakland, 7/18 & 7/25.
  - Staff participated in an inspection of the APL shore-power system that is being transferred to SSA Terminals, LLC, 8/27.
  - Staff conducted an inspection of funded shore power equipment with APL and SSA, 8/27.

### **Transportation Fund for Clean Air (TFCA)**

- *County Program Manager:*
  - Staff sent out all bi-annual reporting materials to the nine County Program Managers; these forms are due back by October 31, 2013, 7/31.
  
- *Regional Fund:*
  - Staff held a conference call with MTC staff to discuss potential future changes/modifications to the shuttle/feeder bus and regional rideshare program, 7/22.
  - Staff drafted TFCA Policies for FYE 2014 and sent policies out for public comment with comments due by 8/14, 7/25.
  - Staff released a solicitation for the Bicycle Rack Voucher Project, 9/30.

- Staff held a Regional Shuttle & Rideshare Stakeholder Workshop via in-person and webinar to solicit input on the proposed FYE 2014 policies, 10/8.
- *Bicycle Share Pilot Project:*
  - Staff met with the Partner Working Group to discuss local issues and contract implementation issues, 7/1, 7/3, 7/8, 7/10, 7/15, 7/17, 7/22, 7/24, 7/29/31, 8/5, 8/7, 8/12, 8/14, 8/19, 8/21, 8/16, 8/28, 9/4, 9/11 & 9/18.
  - Staff met with Alta Bicycle Share to discuss contract administration and implementation issues, strategic marketing plan, and operations, 7/2, 7/9, 7/16, 7/23, 7/25, 7/30, 8/2, 8/6, 8/12, 8/20, 8/27, 8/30, 9/3, 9/10, 9/13, 9/17, 9/24, & 9/30.
  - Staff met with representatives from MTC, O’Rourke, Alta Bicycle Share and the Partner Working Group to discuss the strategic marketing plan, complimentary outreach resources, and launch day events, 7/10, 7/17, 7/24, 7/31, 8/7, 8/14 8/21, 8/28, 9/4, & 9/30.
  - Annual Memberships were available for purchase beginning at noon, 7/15.
  - Staff submitted to Caltrans the revised finance letter and work plan to authorize the additional supplemental construction phase funding from MTC, 7/15.
  - Staff submitted to Caltrans the Exhibit 6-G NEPA form to revalidate the existing environmental document, 7/15.
  - Staff submitted the semi-annual progress report to MTC, 7/22.
  - Caltrans revalidated the existing NEPA exclusion - environmental document, 7/24.
  - Staff met with MTC staff to discuss the project implementation, poster designs, and additional marketing opportunities, 8/5.
  - Staff met with VTA and Alta Bicycle Share to discuss Palo Alto permitting and implementation issues, 8/6 and 8/7.
  - Staff met with Susan Shaheen of UC Berkeley to finalize the annual member “before survey,” 8/6.
  - Staff issued a press release announcing the bike share launch date, 8/12.
  - Staff met with representatives from MTC to discuss project implementation and future processes, 8/16.
  - Staff visited the installation site (under construction) of two bike share stations and toured Alta Bicycle Share’s launch warehouse in San Francisco, 8/20.
  - Staff met with Susan Shaheen of UC Berkeley and Matthew Christensen of *bikeshare.com* to plan for the Share Use Mobility Summit to be held in San Francisco on October 10-11, 8/22.
  - Staff issued a media advisory announcing the bike share launch event, 8/22.
  - Alta Bicycle Share completed the installation of 64 bike share station locations, 8/25.
  - Caltrans approved the project’s supplemental construction phase (CON E-76), 8/16.
  - Bay Area Bike Share launched, 8/29.
  - Staff provided an update on the bike share project to the Board of Directors, 9/9.
  - Staff met with the San Mateo partners to discuss ridership and marketing opportunities, 9/10.
  - Staff met with the San Mateo partners and Alta to discuss ridership and marketing opportunities, 9/11.
  - Staff attended the “Connect, Redwood City!” launch/media event, 9/12.

- Staff met with the VTA, Silicon Valley Bike Coalition, and Alta to discuss ridership and marketing opportunities, 9/19.
- Staff met with representatives from MTC, Alta, and the Partner Working Group to discuss the strategic marketing plan, complimentary outreach resources, and launch day event logistics, 9/23.
- *Electric Vehicle Planning and Deployment Project:*
  - Staff held a teleconference call with contractors and members from the California PEVC-MDU workgroup to discuss progress with developing case studies, guidelines, surveys, and tools to address charging barriers at MDUs, 7/1, 7/11, 8/8, 9/6, 9/12, 9/19 & 9/20.
  - Staff submitted monthly progress reports to the CEC on the PEV Readiness Plans for the San Francisco Bay Area and Monterey Bay Area, 7/10, 8/7, 8/12, & 9/10.
  - Staff held a teleconference meeting with representatives from the California Center for Sustainable Energy to discuss opportunities for TFCA dollars to co-fund the California Vehicle Rebate Program (CVRP), 7/10.
  - Staff attended a CPUC webinar on vehicle-to-grid integration, 7/17.
  - Staff attended a meeting with staff from the San Francisco Department of Environment, PEV Collaborative, and Hubej, to discuss Hubej's work on electric mobility in the European market, 7/18.
  - Staff attended the PEV Collaborative Member Meeting, held at the Hyatt Regency Hotel in San Francisco, 7/23.
  - Staff held a teleconference call with contractors and members from the California PEVC-MDU workgroup to discuss progress with developing case studies, guidelines, surveys, and tools to address charging barriers at MDUs, 7/25.
  - Staff attended an ARB work group teleconference to discuss short and long term options for the Clean Vehicle Rebate Project, 8/13.
  - Staff held a teleconference call with Nissan to discuss program coordination for the DC Fast Charger incentive program, 8/8.
  - Staff held two teleconferences with contractors and members of the California PEVC-MDU workgroup to discuss developing case studies, guidelines, surveys, and tools to address charging barriers at MDUs, 8/16 and 8/22.
  - Staff participated and provided information about the Air District's PEV programs at the SFBayLEAFs' EV Summit 2013, held at Google, 8/24.
  - Staff attended the Clean Air Technology Initiative workgroup meeting, hosted by the CPUC, to discuss California's deployment of electric medium- and heavy-duty vehicles, 8/20.
  - Staff held a conference call with ARB to discuss short- and long-term solutions to the CVRP, 8/28.
  - Staff held a workgroup session with MTC, ABAG, PG&E, UC Berkeley, EPRI, and ICF to discuss policy implications of a charging analysis for the Plan, 9/9.
  - Staff coordinated with the East Bay Clean Cities, Sacramento Clean Cities, Sacramento Air District, Clipper Creek, and Nissan to participate and provide information and resources on the Bay Area PEV Ready programs at the California League of Cities 2013 Annual Conference & Expo held in Sacramento, 9/18-9/19.
  - Staff met with Nissan to discuss opportunities to coordinate incentives for workplaces and fleets, 9/11.
  - Staff released an RFP for the Direct Current (DC) Quick Charger Deployment Program, 9/25 and held a pre-bidders webinar meeting, 10/8.



- PEVC released the Plug-in Electric Vehicle Charging Infrastructure Guidelines for Multi-unit Dwellings, 9/27.
- Staff attended the DOE Clean Cities EV Quarterly Webinar on EVSE interoperability standards and EV Project updates, 9/25.
- Staff released an updated draft of the Bay Area PEV Readiness Plan and publicized four public outreach meetings to solicit input on the BayAreaPEVready website, 9/27.
- Staff held a teleconference with the EV Strategic Council-Technical and Planning Committees to present findings and gather input on the Plan, 9/27.
- Contract with Tim Lipman and Associates (\$20,000) to peer review the Plan was executed, 9/27.
- Staff participated and provided information on the Bay Area PEV Program at the 41st Annual EV Rally + National Plug-in Day held at De Anza College in Cupertino, 9/28.
- Staff attended Plug-in 2013 Conference in San Diego, 9/23-9/26.

### **Lower-Emission School Bus Program (LESBP)**

- Staff submitted to ARB the results of a school bus survey along with requested school bus funding needs and compliance status information, 9/16.
- *Retrofit program:*
  - To-date, six retrofit contracts to retrofit 91 school buses have been fully-executed (\$1.76 M), and four contracts to retrofit 38 buses have been sent to the grantees for signature (~\$740,000).
- *Replacement Program:*
  - Four replacement contracts to replace nine (9) buses were executed for \$1.45 million, 9/17.

### **Grant Development**

- *Grant Development:*
  - Staff submitted proposal to the EPA DERA program requesting \$648,000 to repower 31 model year 2006 diesel refuse trucks with new 2013 CNG engines, 7/1.
  - Staff spoke with Electric Vehicle International representatives regarding teaming with them on a CEC Medium-Duty Electric Truck Repower solicitation, 8/13.
  - Staff held a conference call with representative from CALSTART to discuss the CEC Program Opportunity Notice (PON) 13-605, Centers for Alternative Fuels and Advanced Vehicle Technology, 9/5.
  - Staff held a conference call with technology developer to discuss PON 12-506, Renewable Natural Gas Transportation Fuel Production Systems with Value Added Co-Products/Benefits, 9/6.
  - Staff prepared and the Executive Officer signed a letter of support for Calstart's proposal to the FTA for the Bus Efficiency Enhancements R&D proposal, 9/17.
  - Staff held a conference call with reVair Wind Turbines to discuss potential funding opportunities, 9/26.
- *AQIP NREC Tier 4 Locomotive Construction:*

- Staff held a conference call with ARB staff and NREC representatives to discuss progress on the project regarding the emissions test plan, emissions test, and locomotive operations, 7/11
  - Staff submitted to ARB the fifth status report on the project, 7/26.
  - NREC provided Air District and ARB staff with the Preliminary Verification Test Plan for ARB to review and approve, 8/7.
  - Staff held a conference call with ARB and NREC to discuss progress on the project, 9/9.
  - Staff reviewed and forwarded to ARB deliverables for Task 8 - Locomotive Inspection, Task 9 – Baseline Emission Testing, and Task 10 – Locomotive Shipment to Richmond, 9/13.
- *AQIP Wind + Wing Wind-Assisted Ferry:*
    - Staff held a conference call with ARB staff and Wind + Wing representative to discuss progress on the project, 7/8.
    - Staff submitted to ARB the fifth status report on the project, 7/26.
    - Staff held a conference call with ARB and Wind + Wing Technologies to discuss progress, 9/13.
    - Staff prepared and the Executive Officer signed disbursement request to ARB in the amount of \$35,000, 9/19.
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- *DOE Fleets & Workplace Alternative Fuels Project:*
    - Staff held a conference call with Clean Cities Coalitions (CCC) to discuss training assessment surveys developed for fleet managers and first responders, 7/2.
    - Staff accepted amendment to contract adding an additional \$370,000 to the previously accepted \$630,000 awarded to the Air District to meet the full award of \$1 million, 7/2.
    - Staff held a conference call with SCAQMD staff to discuss their subcontract with the District, 7/11.
    - Staff provided DOE with the Progress Report and the SF-425 Financial Report for the 2<sup>nd</sup> quarter of 2013, 7/26.
    - Staff provided DOE with subcontracts executed in June and July, including contracts with Breathe California, San Francisco Department of the Environment, East Bay CCC, and the contract between Calstart and CBW to conduct the CEO Workshop, 7/26.
    - Staff held a conference call with the California Center for Sustainable Energy (CCSE) and CCCs to discuss the distribution of the first responder and fleet managers survey and general progress on the project, 7/30.

- Staff provided DOE with a fully executed subcontract between CCSE and the Central Coast Clean CCC for work to be conducted on the project, 8/9.
- Executive Director and staff participated in the Drive the Dream event, organized by the California PEV Collaborative, in San Francisco. The event's goal was to accelerate PEV adoption in California by inviting CEOs to commit to workplace charging and/or investments in PEVs. Governor Brown and over 50 corporations attended the event, 9/16.
- Staff held a conference call with Calstart to discuss their progress on the project, 9/19.
- Staff held a conference call with the CCSE and CCCs to provide an update on project, 9/24.
- Forwarded fully executed contract between subcontractors Calstart and CaPEVC to DOE, 9/24.

### **Greenhouse Gas Reduction Grant Program (GGRGP)**

- During FYE 2013, a total of over \$1.94 million of GGRGP funds were expended to complete the installation of 15 energy efficiency and renewable energy project components.

<b>TECHNICAL DIVISION – E. STEVENSON, DIRECTOR</b>
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### **Air Quality**

There were no exceedances of national or State 8-hour ozone standards during the 3<sup>rd</sup> quarter of 2013. This is the first time there were no recorded 8-hour average ozone levels above 70 ppb during the July, August, and September period in the Bay Area since ozone measurements began in the 1960s. On average the 3<sup>rd</sup> quarter has about five days exceeding the national 8-hour standard and nine days exceeding the State 8-hour standard. There were two Spare the Air Alerts declared during the quarter.

The reduction in ozone exceedances cannot be explained by high temperatures, as there were ten days at 100F or higher compared to just seven in 2012 and five in 2011. There were three national ozone exceedance days in both 2011 and 2012. This summer, the sea breeze was especially strong and frequently reached inland areas by mid-afternoon, reducing ozone concentrations well below national and State standards. The State 1-hour standard of 95-ppb was exceeded on July 3<sup>rd</sup> at Livermore (96-ppb) – the only exceedance of any kind during the quarter.

There were no exceedances of national or State 24-hour particulate standards during the 3<sup>rd</sup> quarter. However, the Douglas Fire Complex in southern Oregon transported smoke to the Bay Area from July 28<sup>th</sup> to 30<sup>th</sup> with a 24-hour average PM<sub>2.5</sub> level of 29 µg/m<sup>3</sup> on July 29<sup>th</sup>, prompting the Air District to issue a Health Advisory. Additionally, the Rim Fire near Yosemite began on August 17<sup>th</sup> and was one of the largest fires in California history. Although this fire burned 257,000 acres over the course of a month, none of the smoke from this fire significantly impacted the Bay Area. The Morgan Fire on Mt. Diablo began on September 8<sup>th</sup> and burned 3,100 acres over four days. No air monitoring stations recorded strong smoke impacts from this fire, but the Air District did issue a Smoke Advisory based on public reports of smoke impacts as well as satellite and web camera observations.

### **Air Monitoring**

32 air monitoring sites were operational from July through September 2013, with the exception of the San Carlo Airport lead monitoring site, which closed on September 13<sup>th</sup> due to the non-renewal of the lease by the property owner. The Air Monitoring Section continues to work with the San Carlos airport and EPA Region 9 to relocate the lead samplers onto airport property and resume sampling as required by regulation. Equipment at all other sites operated on routine, EPA-mandated schedules.

As a result of the Santa Rosa air monitoring site property owner opting to not renew the lease at the current location, the Air District has identified a new Sonoma County air monitoring site in Sebastopol that meets all required EPA siting criteria. The Sebastopol site is expected to be operational by the end of the year.

In September, the Air Monitoring Section continued to coordinate with UC Berkeley on their Berkeley Atmospheric Carbon Observation Network (BEACON) project with instruments collocated at the Oakland West and Oakland East monitoring sites. Data from the Air District's regulatory monitors will allow evaluation of the accuracy and data quality of the BEACON sensors.

In August, lease negotiations with the Peralta Community College District were concluded with the execution of a long-term agreement allowing Near Road monitoring site development at a Laney College campus parking lot adjacent to the east side of I-880. The Air Monitoring Section also continued to work with Caltrans, PG&E and the City of Berkeley permit center to resolve design and electrical issues at the remaining proposed Near Road monitoring sites in San Jose and Berkeley.

A multi-week open recruitment and one day of interviews were held during the third quarter for an Air Quality Instrument Specialist position, resulting in the hiring of one AQIS I.

### **Performance Evaluation**

The Performance Evaluation Group conducted EPA-mandated performance audits on 53 analyzers at 16 District air-monitoring stations during the 3rd quarter of 2013. In addition, successful shutdown audits were performed on total suspended particulate lead samplers at the Air District's San Carlos Airport site. Two Operational Data Action Monitoring Notifications were issued for performance evaluations on Federal Equivalent Method (FEM) Beta Attenuation Monitors (BAMs) which exceeded internal accuracy limits. The Air-Monitoring Section is changing their maintenance procedure in response to these actions.

Ground-Level Monitoring (GLM) network audits of Hydrogen Sulfide (H<sub>2</sub>S) and Sulfur Dioxide (SO<sub>2</sub>) monitors were conducted at sites in the vicinities of the Chevron, Shell and Valero refineries. All 17 of the GLM locations that were tested met applicable performance criteria.

Meteorological sensor audits began in September at Air District sites by an outside auditing firm, Western Weather Group. The audits will continue into the first week of October. Repairs to meteorological equipment were made at Fort Funston, San Carlos, and Livermore. The Bethel Island Meteorological site was re-installed and brought back on line in August.

As part of an ongoing partnership, the Performance Evaluation Group calibrated ozone equipment (analyzers and generators) for Dr. John Balmes and Hofer Wong of the Human Exposure Lab at the University of California, San Francisco, a division of Occupational and Environmental Medicine. The Human Exposure Lab is located at S.F. General Hospital.

The through-the-probe audit van construction was completed this quarter. Successful field testing began on September 10<sup>th</sup> at the Concord Air-Monitoring Station that identified an instrument requiring manufacturer modification.

### **Laboratory**

In addition to routine ongoing analyses, fourteen inlet vapor samples taken from the vats at Kendall Jackson Winery, Oakville were analyzed for ethanol and methanol.

The laboratory is preparing to take over analysis of filter samples as part of the District's Speciation Air Sampling Study (SASS) Program. The analysis is currently being performed by a contract lab.

### **Source Test**

The Source Test Section continued participation in the District's Rule Development efforts on calcining, revisions to Regulation 6 and Regulation 12-15 (Refinery Emissions Tracking), in addition to providing source test results in support of the backup generator rule investigation. Evaluation of EPA's Method 201A and revisions to Method 202 for particulate particle size sampling also continued.

A comparison of GDF data from the production system, the HP3000, and GDF logs continues. Updating of GDF test log data with the new FID numbering system and data verification began this quarter.

As part of the new Technical Division policy regarding cross training of Air Quality Instrument Specialist (AQIS) staff, Source Test Section AQIS received training regarding GDF testing and recordkeeping.

Routine Source Test Sections duties continued which includes:

- Performance of Continuous Emissions Monitoring (CEM) Field Accuracy Tests on monitors installed at large source emission points.
- Performance of source tests to determine emissions of precursor organic compounds, filterable particulate matter and toxic air contaminants.
- Performance of tests to assess the compliance status of gasoline cargo tanks, gasoline dispensing facilities, gasoline terminal loading and vapor recovery systems.
- Evaluation of independent contractor conducted source tests to determine report acceptability and source compliance.
- The ConocoPhillips Rodeo Refinery's open path monitor monthly reports for June, July, and August were reviewed.

**STATISTICS**

**Administrative Services:**

**Accounting/Purchasing/Comm.**

General Checks Issued	1,257
Purchase Orders Issued	468
Checks/Credit Cards Processed	3,692
Contracts Completed	91
RFP's	1

**Executive Office:**

Meetings Attended	172
Board Meetings Held	2
Committee Meetings Held	6
Advisory Council Meetings Held	2
Hearing Board Meetings Held	1
Variances Received	1

**Information Systems**

New Installation Completed	9
PC Upgrades Completed	2
Service Calls Completed	563

**Human Resources**

Manager/Employee Consultation (Hrs.)	300
Management Projects (Hrs.)	400
Employee/Benefit Transaction	500
Training Sessions Conducted	6
Applications Processed	280
Exams Conducted	8
New Hires	6
Payroll Administration (Hrs.)	580
Safety Administration	150
Inquiries (voice/telephone/in-person)	4,000

**Strategic Facility /Vehicle**

Requests for Facility Services	124
Vehicle Request(s)/Maintenance	42

**Compliance Assistance and Operations Program**

Asbestos Plans Received	1,462
Coating and other Petitions Evaluated	18
Open Burn notifications Received	45
Prescribed Burn Plans Evaluated	6
Tank/Soil Removal Notifications Received	27
Compliance Assistance Inquiries Received	58
Green Business Reviews	16
Refinery Flare Notifications	29

**Compliance Assurance Program**

Industrial Inspections Conducted	1,608
Gas Station Inspections Conducted	333
Asbestos Inspections Conducted	730
Open Burning Inspections Conducted	7
PERP Inspections Conducted	47
Mobile Source Inspections	683
Grants Inspections Conducted	182

**Engineering Division:**

Annual Update Packages Completed	1,505
New Applications Received	287
Authorities to Construct Issued	147
Permits to Operate Issued	310
Exemptions	2
New Facilities Added	117
Registrations (new)	44

**Communications and Outreach:**

Presentations Made	2
Responses to Media Inquiries	36
Press Releases & Advisories	11
General Requests for Information	837
Events staffed with Air District Booth	15
Visitors (District Tour)	1

**STATISTICS (continued)**

**Compliance and Enforcement Division:**

**Enforcement Program**

Violations Resulting in Notices of Violation	114
Violations Resulting in Notice to Comply	41
New Hearing Board Cases Reviewed	4
Reportable Compliance Activity investigated	114
General Complaints Investigated	720
Smoking Vehicle Complaints Received	1,329
Woodsmoke Complaints Received	222
Mobile Source Violations	3

**Laboratory**

Sample Analyzed.....	1,116
Laboratory Analyses.....	2

**Technical Library**

Titles Indexed/Cataloged	
Periodicals Received/Routed	

**Source Test**

Total Source Tests.....	105
Pending Source Tests.....	4
Violation Notices Recommended.....	6
Contractor Source Tests reviewed.....	4,792
Outside Test Observed.....	20
Violation Notices Recommended After	

**Technical Services:**

**3<sup>rd</sup> Quarter 2013 Ambient Air Monitoring**

Days Exceeding Nat'l 24-hour PM <sub>2.5</sub> Std.....	0
Days Exceeding Nat'l 24-hour PM <sub>10</sub> Std.....	0
Days Exceeding State 24-hour PM <sub>10</sub> Std.....	0
Review...30	
Days Exceeding the Nat'l 8-hour Ozone Std.....	0
Days Exceeding the State 1-hour Ozone Std.....	1
Days Exceeding the State 8-hour Ozone Std.....	0

**Continuous Emissions Monitoring (CEM)**

Indicated Excess Emission Report Eval.....	28
Monthly CEM Reports Reviewed.....	120
Indicated Exceeded from CEM.....	3

**Ozone Totals, Jan.-Sept. 2013**

Days Exceeding State 1-hour Ozone Std.....	3
Days Exceeding Nat'l 8-hour Ozone Std.....	3
Days Exceeding State 8-hour Ozone Std.....	3

**Ground Level Monitoring (GLM)**

July-Sept. Ground Level Monitoring SO <sub>2</sub> Excess Reports.....	0
July-Sept. Ground Level Monitoring H <sub>2</sub> S Excess Reports.....	0

**Particulate Totals, Jan. –Sept. 2013**

Days Exceeding Nat'l 24-hour PM <sub>2.5</sub> Std.....	1
Days Exceeding the Nat'l 24-hour PM <sub>10</sub> Std.....	0
Days Exceeding State 24-hour PM <sub>10</sub> Std.....	1

**PM<sub>2.5</sub> Winter Season Totals for 2012-2013**

Days Exceeding Nat'l 24-hour PM <sub>2.5</sub> Std.....	1
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**3<sup>rd</sup> Quarter 2013 Agricultural Burn Days**

July-Sept. Permissive Burn Days – North.....	66
July-Sept. No-Burn Days – North.....	26
July-Sept. Permissive Burn Days – South.....	66
July-Sept. No-Burn Days – South.....	26
July-Sept. Permissive Burn Days – Coastal.....	66
July-Sept. No Burn Days – Coastal.....	26



**These facilities have received one or more Notices of Violations**  
**Report period: July 1, 2013 – September 30, 2013**

<b>Alameda County</b>				
<b>Status</b>				
<b>Date</b>	<b>Site #</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
7/18/2013	B1636	Garden Cleaners	Alameda	Perc & Synthetic Solvent Dry Cleaning Operations
9/23/2013	W1487	Brookvale 76 - M B Service Station	Fremont	No Authority to Construct; No Permit to Operate
9/3/2013	W1091	Fremont Cushing Valero	Fremont	Failure to Meet Permit Conditions
7/17/2013	A1749	Global Plating, Inc	Fremont	Failure to Meet Permit Conditions
7/22/2013	A2246	Tri-Cities Recycling	Fremont	Solid Waste Disposal Sites
7/23/2013	A1190	Evergreen Oil, Inc	Newark	Public Nuisance
7/23/2013	V8056	Dawit Auto Body	Oakland	Motor Vehicle & Mobile Equip Coating Operations
<b>Contra Costa County</b>				
<b>Status</b>				
<b>Date</b>	<b>Site #</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
1/0/1900	W1181	Antonio Garcia	Antioch	Open Burning
9/5/2013	W1178	Lloyd Harris	Antioch	Open Burning
7/30/2013	W0389	Roy Johnson	Antioch	Open Burning
9/5/2013	W1183	SFD	Antioch	Open Burning
9/30/2013	W1634	Oliveira Enterprises, Inc	Byron	Particulate Matter & Visible Emissions
8/20/2013	W0842	Concord Avenue Shell	Concord	Gasoline Dispensing Facilities
7/18/2013	E1766	Concord BMW	Concord	Motor Vehicle & Mobile Equip Coating Operations; No Permit to Operate
8/23/2013	W0937	Diablo Gas - Paul Ghafoori	Danville	Gasoline Dispensing Facilities
8/7/2013	R9558	SFD	El Sobrante	Open Burning
7/22/2013	A7034	Plains Products Terminals LLC	Martinez	Storage of Organic Liquids
8/22/2013	A0011	Shell Martinez Refinery	Martinez	Non-compliance, Major Facility Review (Title V); Storage of Organic Liquids
7/22/2013	B2758	Tesoro Refining & Marketing Company LLC	Martinez	Standards of Performance for New Stationary Sources; Non-compliance, Major Facility Review (Title V); Equipment Leaks; Episodic Releases From Pressure Relief Devices at Petroleum Refineries & Chemical Plants; Gasoline Bulk Terminals & Gasoline Delivery Vehicles; Hydrogen Sulfide
7/22/2013	W0240	Garden Plus Co	Pittsburg	No Permit to Operate
9/17/2013	V8119	Tina Rahmani	Pleasant Hill	Asbestos Demolition, Renovation & Mfg.
8/6/2013	A0072	Chevron Inc	Richmond	Failure to Meet Permit Conditions
8/6/2013	A0010	Chevron Products Company	Richmond	Standards of Performance for New Stationary Sources; Non-compliance, Major Facility Review (Title V); Storage of Organic Liquids; NOx & CO from Stationary Gas Turbines
7/22/2013	B3002	Kinder Morgan Liquids Terminals, LLC	Richmond	NOx & CO from industrial, institutional, & Commercial Boilers, Steam Generators, & Process Heaters
7/2/2013	V9912	Prime Tank Lines	Richmond	Gasoline Bulk Terminals & Gasoline Delivery Vehicles
7/22/2013	A0016	Phillips 66 Company - San Francisco Refinery	Rodeo	Continuous Emission Monitoring & Recordkeeping Procedures; Non-compliance, Major Facility Review (Title V); Equipment Leaks; Storage of Organic Liquids; Hydrogen Sulfide
8/27/2013	C8670	Canyon Shell	San Ramon	Failure to Meet Permit Conditions
9/24/2013	W1508	Chevron Inc	Walnut Creek	No Permit to Operate
<b>Napa County</b>				
<b>Status</b>				
<b>Date</b>	<b>Site #</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
9/30/2013	E2022	Advanced Pressure Technology (AP T	Napa	No Authority to Construct; No Permit to Operate

**These facilities have received one or more Notices of Violations**  
**Report period: July 1, 2013 – September 30, 2013**  
**Continued**

<b>San Mateo County</b>				
<b>Status Date</b>	<b>Site #</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
7/18/2013	E1329	Space Systems/Loral, LLC (Bldg 43)	Palo Alto	Failure to Meet Permit Conditions
7/17/2013	G1922	Sn Mateo Union Hgh Sch	San Mateo	No Authority to Construct; No Permit to Operate
<b>Santa Clara County</b>				
<b>Status Date</b>	<b>Site #</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
9/30/2013	A0017	Lehigh Southwest Cement Company	Cupertino	Non-compliance, Major Facility Review (Title V)
8/15/2013	V1647	Hai Tung Nguyen #2611223	Milpitas	No Permit to Operate
8/15/2013	W0767	Hai Tung Nguyen #2611223	Milpitas	Failure to Meet Permit Conditions
7/10/2013	J7512	SAP Labs, Incorporated	Palo Alto	No Permit to Operate
7/10/2013	A0849	VMware	Palo Alto	NOx & CO from Stationary Internal Combustion Engines
7/22/2013	W0237	Capital-Snell 76	San Jose	Gasoline Dispensing Facilities
9/24/2013	W1498	ConocoPhillips #254553	San Jose	Failure to Meet Permit Conditions
9/5/2013	W1163	USA Petroleum	San Jose	No Authority to Construct; No Permit to Operate
<b>Solano County</b>				
<b>Status Date</b>	<b>Site #</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
7/30/2013	B5574	NuStar Logistics, L P	Benicia	Storage of Organic Liquids
7/22/2013	B2626	Valero Refining Company - California	Benicia	Standards of Performance for New Stationary Sources; Non-compliance, Major Facility Review (Title V); Equipment Leaks; Particulate Matter & Visible Emissions; Storage of Organic Liquids
8/20/2013	W0844	Cal Petroleum Inc	Fairfield	Gasoline Dispensing Facilities
7/17/2013	W0161	David's Spirit	Fairfield	Gasoline Dispensing Facilities
8/19/2013	W0816	W Texas LLC/Chevron Foodmart	Fairfield	Gasoline Dispensing Facilities
9/25/2013	W1543	W Texas LLC/Chevron Foodmart	Fairfield	Gasoline Dispensing Facilities
7/18/2013	W0200	Hercky's Auto Body Repair	Vallejo	Motor Vehicle & Mobile Equip Coating Operations
7/18/2013	E1823	Mo's Body Shop	Vallejo	No Permit to Operate
7/18/2013	B9355	Unlimited Collision Repair	Vallejo	No Permit to Operate
<b>Sonoma County</b>				
<b>Status Date</b>	<b>Site #</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
7/17/2013	W0160	Royal Petroleum Co Inc	Petaluma	No Authority to Construct; No Permit to Operate
8/29/2013	W1056	Santa Rosa Grand Petroleum Inc	Petaluma	No Authority to Construct
7/22/2013	A7957	Sonoma Compost	Petaluma	Failure to Meet Permit Conditions
7/22/2013	A1403	City of Santa Rosa Wastewater Treatment	Santa Rosa	Non-compliance, Major Facility Review (Title V)
7/23/2013	F7495	Luba, Mike	Santa Rosa	Open Burning
<b>Out of Area Counties</b>				
<b>Status Date</b>	<b>Site #</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
7/17/2013	W0167	EelRiverFuels, LowerLakeBulkPlant	Lower Lake	Gasoline Bulk Terminals & Gasoline Delivery Vehicles
8/6/2013	S2614	Fuel Delivery Services	Stockton	Gasoline Bulk Terminals & Gasoline Delivery Vehicles

## Closed Notice of Violations with Penalties by County July 1, 2013 – September 30, 2013

<b>Alameda</b>				
Site Name	Site Occurrence #	City	Penalty Amount	# of Violations Closed
Bay Ram Collision Center, Inc	A3236	Hayward	\$500	1
City of Oakland , Envr Scvs Division	C8448	Oakland	\$1,500	2
Clevenger Construction Inc.	V3801	Dublin	\$750	1
ConocoPhillips #2611131	W0841	Hayward	\$500	1
East Bay Municipal Utility District	A0591	Oakland	\$8,000	4
Foothill Valero	W0622	San Leandro	\$750	1
Fountain Cleaner	A9662	Oakland	\$1,500	1
Fremont Cushing Valero	W1091	Fremont	\$3,500	3
Global Plating, Inc	A1749	Fremont	\$3,000	1
Livermore Gas	W1090	Livermore	\$300	1
M & K Gas & Food	W0843	Oakland	\$3,000	1
Sanmina - SCl	A1559	Newark	\$6,000	2
Seminary Gas	V9776	Oakland	\$250	1
West A Valero	W0883	Hayward	\$1,500	1
Westco Gas	W0885	Oakland	\$3,000	1
<b>Total Violations Closed:</b>				<b>22</b>

**Closed Notice of Violations with Penalties by County  
July 1, 2013 – September 30, 2013  
(Continued)**

<b>Contra Costa</b>				
<b>Site Name</b>	<b>Site Occurrence #</b>	<b>City</b>	<b>Penalty Amount</b>	<b># of Violations Closed</b>
A-Street Union 76	V8974	Antioch	\$400	1
Chevron Products Company	A0010	Richmond	\$190,000	25
Diamond Petroleum Inc	V7704	Concord	\$3,500	2
John Muir Medical Center	B0742	Walnut Creek	\$1,000	1
Los Medanos Energy Center	B1866	Pittsburg	\$55,000	1
Martinez Car Wash	V2251	Martinez	\$1,100	3
Plains Products Terminals LLC	A0745	Richmond	\$15,750	4
Shell Martinez Refinery	A0011	Martinez	\$2,578	1
Solano Valero	V9349	Concord	\$200	1
Unocal/76	V7699	Concord	\$500	2
			<b>Total Violations Closed:</b>	<b>41</b>
<b>Marin</b>				
<b>Site Name</b>	<b>Site Occurrence #</b>	<b>City</b>	<b>Penalty Amount</b>	<b># of Violations Closed</b>
Grand Gas	W0025	Mill Valley	\$2,750	2
			<b>Total Violations Closed:</b>	<b>2</b>
<b>Napa</b>				
<b>Site Name</b>	<b>Site Occurrence #</b>	<b>City</b>	<b>Penalty Amount</b>	<b># of Violations Closed</b>
Jason Woodbridge	P0317	Saint Helena	\$4,750	3
Robert and Georgia Pappas	V6983	Angwin	Passed Wood Smoke Course	1
Saint Helena Chevron	V9915	Saint Helena	\$1,250	2
			<b>Total Violations Closed:</b>	<b>6</b>

**Closed Notice of Violations with Penalties by County  
July 1, 2013 – September 30, 2013  
(Continued)**

<b>San Francisco</b>				
<b>Site Name</b>	<b>Site Occurrence #</b>	<b>City</b>	<b>Penalty Amount</b>	<b># of Violations Closed</b>
Jackson Group Property Management	V6316	San Francisco	\$1,500	1
NuLook Window & Construction	Q6635	San Francisco	\$3,000	3
San Francisco South East Treatment Plant	A0568	San Francisco	\$15,000	1
San Francisco, City & County, PUC	A4116	San Francisco	\$5,000	1
		<b>Total Violations Closed:</b>		<b>6</b>
<b>San Mateo</b>				
<b>Site Name</b>	<b>Site Occurrence #</b>	<b>City</b>	<b>Penalty Amount</b>	<b># of Violations Closed</b>
Compass Transportation	V0383	South San Francisco	\$300	1
Cycle Shack Inc	B1496	South San Francisco	\$500	1
Recology Sunset Scavenger Company	A6140	Brisbane	\$300	1
Smart Demolition	U7292	Daly City	\$1,250	1
SRDC Recycling	B9927	Redwood City	\$1,500	2
		<b>Total Violations Closed:</b>		<b>6</b>

**Closed Notice of Violations with Penalties by County**  
**July 1, 2013 – September 30, 2013**  
**(Continued)**

<b>Santa Clara</b>				
<b>Site Name</b>	<b>Site Occurrence #</b>	<b>City</b>	<b>Penalty Amount</b>	<b># of Violations Closed</b>
Al's Arco	W1172	Santa Clara	\$1,500	1
Arco	W0914	San Jose	\$1,000	1
ARCO Facility #05370	W0250	Campbell	\$600	1
Cardinal Cogen, Inc	A1629	Palo Alto	\$20,000	3
Chahal Enterprises 76	W0623	Campbell	\$250	1
Chevron #9-5771	V9914	San Jose	\$2,500	1
Gas N' Go	W0521	San Jose	\$800	2
Lehigh Southwest Cement Company	A0017	Cupertino	\$55,500	11
O'Connor Hospital	A1502	San Jose	\$1,500	2
Palo Alto Cafe	E1108	Palo Alto	\$1,000	3
Resident	V6768	Campbell	Passed Wood Smoke Course	1
SAP Labs, Incorporated	B3958	Palo Alto	\$2,500	1
The Garlic Farm Center	V8265	Gilroy	\$4,000	2
Unocal #257186-Satnam Petroleum	V7871	San Jose	\$500	1
VMware	A0849	Palo Alto	\$5,000	1
<b>Total Violations Closed:</b>				<b>32</b>
<b>Solano</b>				
<b>Site Name</b>	<b>Site Occurrence #</b>	<b>City</b>	<b>Penalty Amount</b>	<b># of Violations Closed</b>
Alliance Tank Line, Inc.	B2857	Dixon	\$400	1
Michael & Karen Garrett	V7024	Benicia	\$100	1
Mo's Body Shop	E1823	Vallejo	\$500	1
<b>Total Violations Closed:</b>				<b>3</b>

**Closed Notice of Violations with Penalties by County  
July 1, 2013 – September 30, 2013  
(Continued)**

<b>Sonoma</b>				
<b>Site Name</b>	<b>Site Occurrence #</b>	<b>City</b>	<b>Penalty Amount</b>	<b># of Violations Closed</b>
Dan Barbarne	V7364	Sonoma	Passed Wood Smoke Course	1
Earl Horner Vineyard	V7425	Sonoma	\$200	1
Hester Sapp	V7365	Sonoma	Passed Wood Smoke Course	1
Resident	V7064	Santa Rosa	\$100	1
Santa Rosa Grand Petroleum Inc	W1056	Petaluma	\$2,500	5
Tim Zanolini	V6695	Santa Rosa	Passed Wood Smoke Course	1
Warner Hofmarcher	T3038	Sebastopol	\$800	1
<b>Total Violations Closed:</b>				<b>11</b>
<b>District Wide</b>				
<b>Site Name</b>	<b>Site Occurrence #</b>	<b>City</b>	<b>Penalty Amount</b>	<b># of Violations Closed</b>
Rino	B2758	Ukiah	\$500	1
Professional Asbestos & Lead Services	N9601	Stockton	\$5,000	5
Williams Tank Lines/Mike Stewart	B2758	Stockton	\$3,500	1
Thompson & Harvey Transportation, Inc	A0072	Santa Maria	\$500	1
<b>Total Violations Closed:</b>				<b>8</b>

**Bay Area Air Quality Management District****LIST OF ACRONYMS**

AA	Annual Average
AAMP	Ambient Air Monitoring Program
AB118	Assembly Bill 118 – Alternative Fuels Grants Program
AB32	Assembly Bill 32 – Global Warming Solutions Act
Al	Aluminium
Al <sub>2</sub> O <sub>3</sub>	Alumina (Aluminium Oxide)
AlF <sub>3</sub>	Aluminium Fluoride
AIRS	Aeromatic Information Retrieval System
AIRMoN	Atmospheric Integrated Research Monitoring Network
ALAPCO	Association of Local Air Pollution Control Officials
Aluminium Plant	Carbon Plant, Reduction Plant, Casthouse, Anode Service Area, and related utilities
Air District	Bay Area Air Quality Management District
AMTAC	ARB Air Monitoring Technical Advisory Committee
AMTIC	Air Monitoring Technology Information Center
ANPR	Advanced Notice of Proposed Rulemaking
APCD	Air Pollution Control District
APCO	Air Pollution Control Officer
API	American Petroleum Institute
APTI	Air Pollution Technology Institute
ARB	California Air Resources Board
ARM	Area Recognized Method
AQI	Air Quality Index
AQIS	Air Quality Instrument Specialist
AQS	EPA's Air Quality (data) System
AQRS	Air Quality Research Subcommittee
AQTA	Air Quality Technical Assistant
ARM	Approved Regional Method
ASA	Anode Service Area
ASP	Anode Service Plant
ASTCM	Astrodynamics Common
ASTM	American Society for Testing and Materials
AWMA	Air and Waste Management Association
BAAQMD	Bay Area Air Quality Management District
BAM	Beta Attenuation Monitor
BAM	Beta-Attenuation Metre
BAT(NEEC)	Best Available Techniques (Not Entailing Excessive Cost)
BC	Black carbon
BC	Background Concentration
BCP	Best Current Practice
BGI	BGI, Incorporated
BPT	Best Practicable Technology
BRC	Background Reference Concentration
bgl	Below ground level
BOD	Biochemical Oxygen Demand



BPEO	Best Practicable Environmental Option
BREF note	Best Available Techniques Reference Document
btc	Below top of casing
BTEX	Benzene, Toluene, Ethylbenzene and Xylene
°C	Degrees Celsius
C	Carbon
C <sub>a</sub> O	Lime (calcium oxide)
CAA	(Federal) Clean Air Act
CAC	Correlating Acceptable Continuous (monitor)
CAIR	Clean Air Interstate Rule
CAP	Clean Air Plan
CARB	California Air Resources Board
CARE	Community Air Risk Evaluation
CASAC	Clean Air Science Advisory Committee
CAS	Chemical Abstracts Service (a chemical reference number)
CASTNET	Clean Air Status and Trends Network
CBSA	Core Based Statistical Area
CCC	Criteria Continuous Concentration
CCP	Carbon Crushing Plant
Cd	Cadmium
CD	Chart Datum
CDM	Clean Development Mechanism
CEM	Continuous Emissions Monitoring
CENR	Committee for Environment and Natural Resources
CEQA	California Environmental Quality Act
CEU	Continuing Education Unit
CFR	U.S. Code of Federal Regulations
CH <sub>4</sub>	Methane
Cl	Chloride(s)
CI	Confidence Interval
CMAQ	Community Model Air Quality (system)
CMC	Criteria Maximum Concentration
CMP	Carl Moyer Program
CN	Cyanide
CO	Carbon monoxide
CO <sub>2</sub>	Carbon Dioxide
CoC	Chain of custody
COD	Chemical Oxygen Demand
COH	Coefficient of Haze
Cr(VI)	Chromium (hexavalent)
CREL	Chronic Reference Exposure Level
CRPAQS	Central Valley (California) Regional Particulate Air Quality Study
CRRP	Community Risk Reduction Program
CSN	Chemical Speciation Network
CSR	Corporate Social Responsibility
CV	Coefficient of variation
CWMP	Construction Waste Management Plan
CY	Calendar Year
Cu	Copper
DAS	Data Acquisition System

dB(A)	‘A’ weighted decibel noise level
dBL <sub>Aeq</sub>	‘A’ weighted energy-equivalent decibel noise level
DC	Direct Current
DEARS	Detroit Exposure and Aerosol Research Study
DHS	Department of Homeland Security
District	Bay Area Air Quality Management District
DIV	Dutch Intervention Values
DMC	Data Management Center
DMS	Data management system
DNPB	2, 4-dinitrophenyl hydrazine
DO	Dissolved Oxygen
DOE	Department of Energy
DOI	Department of Interior
DQA	Data Quality Assessment
DQI	Data Quality Indicators
DQO	Data Quality Objectives
DRI	Direct Reduction Iron
DTV	Dutch Target Values
DVM	Digital Voltmeter
EC	European Commission
EC/OC	Elemental carbon/organic carbon
EECS	Electrical Equipment Calibration Service (in Fremont, CA)
EI	Extrusion Ingots
EIA	Environmental Impact Assessment
EML	Environmental Measurements Laboratory
EMP	Environmental Management Plan
EPA	U.S. Environmental Protection Agency
EPC	Engineering, Procurement and Construction
EPS	Environmental Protection Standards
EQS	Environmental Quality Standard
ESAT	Environmental Services Assistance Team
ET	Enviro Technology
EU	European Union
F-	Fluoride(s)
FA	Foundry Alloy
FEM	Federal Equivalent Method
FLM	Federal Land Manager
FMP	Flare Minimization Plan
FRM	Federal Reference Method
FTP	Fume Treatment Plant
FY	Fiscal Year
g/s	Grams per second
GAO	General Accounting Office
GC	Gas Chromatograph
GC-MS	Gas Chromatography-Mass Spectrometry
GDP	Gross Domestic Product
GHG(s)	Greenhouse Gas(es)
GIS	Geographical Information System
GLM	Ground Level Monitoring
GMW	General Metal Works (PM <sub>10</sub> sampler manufacturer)

GPS	Global Positioning System
GWP	Global Warming Potential
H <sub>2</sub> S	Hydrogen sulfide
HAL 275	Norsk Hydro Reduction Technology
HAP	Hazardous Air Pollutants
HAZID	Hazard Identification
HC	Hydrocarbon
HCl	Hydrogen chloride
HEI	Health Effects Institute
HF	Hydrogen fluoride
HPLC	High Performance Liquid Chromatograph
HSE	Health, Safety and Environment
HTM	Heating Transfer Medium
Hydro	Norsk Hydro ASA
IACET	International Association for Continuing Education and Training
IADN	Interagency Deposition Network
I BOND	California Goods Movement Bond Program (Proposition 1B)
IC	Ion Chromatography
ICR	Information Collection Request
IEA	Initial Environmental Authorization
IFC	International Finance Corporation
ILSC	Indicative Levels of Serious Contamination
IMPROVE	Interagency Monitoring of Protected Visual Environments
IPP	Independent Power Producer
ISQG	Interim Sediment Quality Standard
ISR	Indirect Source Rule
ITEP	Institute of Tribal Environmental Professionals
ITT	Information Transfer Technology
JV	Joint Venture
K	Kelvin
K	Thousand
km	kilometer
kV	Kilovolt
kt/yr	Thousands of tons per year
kPa	Thousand Pascal
l	Litre
LC-50	Lethal Concentration of a chemical which kills 50% of a sample population
L <sub>eq</sub>	Unweighted energy-equivalent noise level
LCS	Laboratory Control Sample
LDAR	Leak Detection and Repair
LLD	Lower Limit of Detection
LNB	Low NO <sub>x</sub> Burner
LOD	Limit of Detection
LOQ	Limit of Quantitation
lpm	Liters per minute
l/s	Litres per second
L <sub>WA</sub>	'A' weighted sound power level
M	Million
m	Metre

m/s	Metres per second
m <sup>3</sup> /s	Cubic metres per second
MAC	Maximum Allowable Concentration
MANE-VU	Mid-Atlantic/Northeast Visibility Union
MDL	Method Detection Limit
MDN	Mercury Deposition Network
MEI	Ministry of Energy and Industry
MET/PE	Meteorology and Performance Evaluation
mg/kg	Milligrams per kilogram
mg/l	Milligrams per litre
mg/m <sup>3</sup>	Milligrams per cubic metre
mg/Nm <sup>3</sup>	Milligrams per normal cubic metre (i.e. expressed at 273K and 101.3 kPa); in the case of gas turbines, gas volumes in units on “Nm <sup>3</sup> ” are also expressed as dry gas, at 15% O <sub>2</sub> .
MHWTC	Mesaieed Hazardous Waste Treatment Centre
MIC	Mesaieed Industrial City
ml	Millilitre
MMAA	Ministry of Municipal Affairs and Agriculture
MMWDS	Mesaieed Municipal Waste Disposal Site
MPA	Maximum Permissible Addition
MPC	Maximum Permissible Concentration
MQA	Meteorology and Quality Assurance
MS	Matrix spikes
MSIF	Mobile Source Incentive Fund
MSm <sup>3</sup>	Million standard cubic metres
MW	Megawatts
MWe	Megawatts electrical (electrical output)
MWth	Megawatts thermal (thermal input)
N	Nitrogen
NAAQS	National Ambient Air Quality Standard
Na	Sodium
NAAMS	National Ambient Air Monitoring System
NAATS	National Ambient Air Toxics Sites
NACAA	National Association of Clean Air Agencies
NADP	National Atmospheric Deposition Program
NAMS	National Air Monitoring Station
Na <sub>3</sub> AlF <sub>6</sub>	Cryolite
NaCl	Sodium chloride (salt)
NAPAP	National Acid Precipitation Assessment Program
NARSTO	North American Research Strategy for Tropospheric Ozone
NAS	National Academy of Science
NASA	National Aeronautics and Space Agency
NATTS	National Ambient Toxic Tends Stations
NAU	Northern Arizona University
NCore	The National Core Monitoring Network
NDIR	non-dispersive infrared
NDUV	Non-dispersive ultraviolet
NEC	No Effect Concentration
NESHAPS	National Emission Standards for Hazardous Air Pollutants
NGO	Non-Governmental Organizations

Ni	Nickel
NILU	Norwegian Institute for Air Research
NISO	North Isomax
NIST	National Institute for Standards and Technology
Nm <sup>3</sup>	Normal cubic metre (i.e. expressed at 237K and 101.3 kPa); in the case of gas turbines, gas volumes in units of “Nm <sup>3</sup> ” are also expressed as dry gas, at 15% O <sub>2</sub> .
Nm <sup>3</sup> /s	Normal cubic metre per second (i.e. expressed at 237K and 101.3 kPa); in the case of gas turbines, gas volumes in units of “Nm <sup>3</sup> ” are also expressed as dry gas, at 15% O <sub>2</sub> .
NMHC	Non-Methane Hydrocarbons
NMSC	National Monitoring Strategy (or Steering) Committee
NMVOC	Non-Methane Volatile Organic Compounds
N <sub>2</sub> O	Nitrous Oxide
NO <sub>y</sub>	Odd Nitrogen
NIOSH	National Institute for Occupational Safety and Health
NIST	National Institute of Standards and Technology
NO	Nitrogen monoxide/Nitric oxide
NO <sub>2</sub>	Nitrogen dioxide
NO <sub>x</sub>	Oxides of nitrogen
NOAA	National Oceanic and Atmospheric Administration
NMHC	Non-methane hydrocarbon
NMOC	Non-methane organic carbon
NO <sub>x</sub> /NO <sub>y</sub>	Nitrogen Oxides
NPAP	EPA National Performance Audit Program
NPEP	National Performance Evaluation Program
NPS	National Parks Service
NTN	National Trends Network
NTU	Nephelometric Turbidity Units
NVLAP	National Voluntary Laboratory Accreditation Program
O <sub>2</sub>	Oxygen
O <sub>3</sub>	Ozone
OAP	Office of Atmospheric Programs
OAQPS	Office of Air Quality Planning and Standards
OAR	Office of Air and Radiation
OC	Organic Carbon
OC/EC	Organic carbon/elemental carbon
ODAMN	Operations Data Action Monitoring Notification
OEHHA	Office of Environmental Health Hazard Assessment
OEI	Office of Environmental Information
ORD	Office of Research and Development
ORIA	Office of Radiation and Indoor Air
P	Phosphorous
P	Power
PAHs	Polycyclic Aromatic Hydrocarbons
PAMS	Photochemical Assessment Monitoring Stations
Pb	Lead
PBMS	Performance-Based Measurement System
PBT	Persistent Bioaccumulative Toxics
PCBs	Polychlorinated Byphenyls

PCC	Petrochemical Complex
PE	Performance Evaluation
PEP	Performance Evaluation Program
PEL	Probable Effect Level
PFC	Polyfluorocarbons
PM	Particulate matter
PM <sub>10</sub>	Particulate matter with mean aerodynamic diameter of 10 microns
PM <sub>2.5</sub>	Particulate matter with mean aerodynamic diameter of 2.5 microns
PM <sub>10-2.5</sub>	PM <sub>10</sub> minus PM <sub>2.5</sub>
PO	Purchase Order
POCP	Photochemical Ozone Creation Potential
POP	Persistent Organic pollutants
ppb	Parts per billion
PPAH	Pollution Prevention and Abatement Handbook
ppb (v)(w)	Parts per billion (volume) (weight)
ppm (v) (w)	Parts per million (volume) (weight)
ppt (v) (w)	Parts per thousand (volume) (weight)
PQAO	Primary Quality Assurance Organization
PSD	Prevention of significant deterioration
QA	Quality Assessment
QAFAC	Qatar Additives Company
QAFCO	Qatar Fertiliser Company
QASCO	Qatar Steel Company Ltd
Qatalum	The Hydro/QP Aluminium and Power Plant Project
QAPP	Quality Assurance Project/Program Plan
QC	Quality Control
QEW	Qatar Electricity and Water Company
QMP	Quality Management Plan
QNHD	Qatar National Height Datum (QNHD is ~1.3 m above Chart Datum)
QP	Qatar Petroleum
RADM	Regional Acid Deposition Model
RCA	Reportable Compliance Activity
RCEP	Royal Commission on Environmental Pollution
REL	Reference Exposure Level
REM	Regional Equivalent Monitor
RO	EPA Regional Office
ROG	Reactive Organic Gases
ROM	Regional Oxidant Model
ROPME	Regional Organisation for Protection of the Marine Environment
RPO	Regional Planning Organization
RTD	Resistance Temperature Detector
RTP	Research Triangle Park (North Carolina)
RTI	Research Triangle Institute, a research/consulting company
RTO	Regenerative Thermal Oxidiser
S	Sulphur
S&T	Science and Technology
SAB	Science Advisory Board
SAMWG	Standing Air Monitoring Work Group
SAP	Socio-Economic Action Plan
SASP	Surface Air Sampling Program

SARC	Scientific and Applied Research Centre
SB 375	Sustainable Communities and Climate Protection Act of 2008
SB 1339	Senate Bill 1339 – Employer Commute Benefits Program
SCAQMD	South Coast Air Quality Management District
SCENR/SCE	Supreme Council for the Environment & Natural Reserves
SIP	State Implementation Plan
SISO	South Isomax
SLAMS	State or Local Air Monitoring Station
SLTs	State, Local, and Tribal air monitoring agencies
SO <sub>2</sub>	Sulfur dioxide
SOP	Standard operating procedure
SPL	Spent Potlining
SPM	Special Purpose Monitor
SRP	Standard Reference Photometer
SS	Supersite
SSEIA	Scoping Study for Environmental Impact Assessment Report
STAG	State and Tribal Air Grant
STAPPA	State and Territorial Air Pollution Program Administrators
STN	Speciation Trends Network
Strategy	The National Air Monitoring Strategy
SVOC	Semi-Volatile Organic Compound
SWS	Seawater Scrubber
t/d	Tonnes per day
t/h	Tonnes per hour
t/yr	Tonnes per year
TAMS	Tribal Air Monitoring Support (Center)
TAD	Technical Assistance Document
TAR	Tribal Authority Rule
TBD	To Be Determined
TECO	Thermo Electron Corporation, now Thermo Fisher Scientific
TEOM	Tapered Element Oscillation Monitor
TFCA	Transportation Fund for Clean Air
THC	Total hydrocarbons
TIP	Tribal Implementation Plan
TNMHC	Total non-methane hydrocarbons
TNMOC	Total non-methane Organic Compound
TOC	Total Organic Carbon
TOM	Total Organic Matter
Tpd	Tons per day
TPH	Total Petroleum Hydrocarbons
TPY	Tons Per Year
TSA	Technical systems audits
TSD	Technical Services Division
TSP	Total suspended particulates
TSS	Total Suspended Solids
T-REX	Traffic Related Exposure Study
TWA	Time Weighted Average
UAM	Urban Airshed Model
UFP	Ultrafine Particulate Matter
UN	United Nations

UNEP	UN Environmental Program
USB	Universal Serial Bus
US EPA	United States Environmental Protection Agency
UV	Ultraviolet
VDC	Vertical Direct Chill (Casting Machines)
VOC	Volatile Organic Compounds
WB	World Bank
WBT	Wet Bulb Temperature
WB PPAH	WB Pollution Prevention and Abatement Handbook
WHO	World Health Organization
WMP	Waste Management Plan
XML	Extensible Markup Language
$\Delta T$	Temperature differential
$\mu\text{g/l}$	Microgrammes per litre
$\mu\text{g/m}^3$	Micrograms (one millionth of a gram) per cubic metre
$\mu\text{m}$	Micrometers
$\mu\text{M/l}$	Micromoles per litre



**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Ash Kalra and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 23, 2013

Re: Air District Personnel on Out-of-State Business Travel

RECOMMENDED ACTION:

None; receive and file.

BACKGROUND

In accordance with Section 5.4 (b) of the Air District's Administrative Code, Fiscal Policies and Procedures Section, the Board is hereby notified that the following Air District personnel have traveled on out-of-state business:

The report covers the out-of-state business travel for the period October 1, 2013 through October 31, 2013. Out-of-state travel is reported in the month following travel completion.

DISCUSSION

Jack P. Broadbent, Executive Officer/APCO, attended China Delegation on clean energy mission in China on October 10, 2013 through October 17, 2013.

Steven Chin, HR Supervising Analyst, attended NeoGov Human Resources Information System training in Nevada on October 3, 2013 through October 4, 2013

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Stephanie Osaze  
Reviewed by: Jack M. Colbourn

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Ash Kalra and Members  
of the Board of Directors

From: Jack Broadbent  
Executive Officer/APCO

Date: October 31, 2013

Re: Approve Reclassifying One Air Quality Engineering Manager to Senior  
Advanced Projects Advisor and Y-Rating the Salary and Benefits

RECOMMENDATION:

Approve reclassifying one Air Quality Engineering Manager to Senior Advanced Projects Advisor and Y-rating the salary and benefits at the current rate and level.

BACKGROUND & DISCUSSION

Pursuant to the Administrative Code Division III, Section 6.5 and Memorandum of Understanding Section 7.05, a Y-rating must be approved by the Board of Directors.

The current incumbent will no longer be performing duties and responsibilities of the managerial level. The incumbent will provide lead direction and perform the more difficult and complex technical work and special projects in the Engineering Division. Staff recommends that the incumbent's salary and benefits be Y-rated.

BUDGET CONSIDERATION/FINANCIAL IMPACT:

There is no financial impact beyond that already contemplated in the Fiscal Year Ending 2013-14 budget. This recommendation will not increase FTEs.

Respectfully Submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Judy Yu  
Reviewed by: Jack M. Colbourn

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Ash Kalra and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/Air Pollution Control Officer

Date: October 22, 2013

Re: Report of the Executive Committee Meeting of October 21, 2013

RECOMMENDED ACTION

The Executive Committee (Committee) received only informational items and has no recommendations of approval by the Board of Directors.

BACKGROUND

The Committee met on Monday, October 21, 2013. The Committee received the following reports:

- A) Hearing Board Quarterly Report – July through September 2013;
- B) Report of the Advisory Council – May through October 2013; and
- C) Senate Bill 1339 – Bay Area Commuter Benefits Program.

Attached are the staff reports presented in the Committee packet.

Chairperson Ash Kalra will give an oral report of the Committee meeting.

BUDGET CONSIDERATION/FINANCIAL IMPACT:

- A) None.
- B) None.
- C) Air District resources to develop the program and begin implementation are included in the Fiscal Year Ending 2014 budget. Metropolitan Transportation Commission has also dedicated resources to program development.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Sean Gallagher

Reviewed by: Rex Sanders

Attachments

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

## Memorandum

To: Chairperson Ash Kalra and Members of the Executive Committee

From: Chairperson Terry Trumbull, Esq., and Members of the Hearing Board

Date: October 7, 2013

Re: Hearing Board Quarterly Report – July through September 2013

**RECOMMENDED ACTION**

None. Informational item, receive and file.

**DISCUSSION**

During the third quarter of 2013 (July through September), the Hearing Board:

- Held two (2) hearings consisting of zero (0) Accusations, zero (1) Appeals and two (2) Variances (3651 and 3652);
- Processed a total of three (3) orders consisting of zero (0) Accusations, zero (0) Appeals, one (1) Variance (3651), one (1) Emergency Variance (3653) and one (1) Request for Withdrawal/Dismissal (3652); and
- Collected a total of \$814.00.

Below is a detail of Hearing Board activity during the same period:

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**Location:** Solano County; City of Fairfield

**Docket:** 3651 REXAM BEVERAGE CAN COMPANY – *Application for Variance (Short)*

**Regulation(s):** 8-11-302; Permit Condition #391, Items 2 through 11

**Synopsis:** Aluminum can manufacturing facility with a regenerative thermal oxidizer controlling source emissions whose ceramic heat exchanger media bed is becoming plugged. The oxidizer must be shut down for cleaning/replacement while production lines continue to meet customer demand.

**Status:** Order granting Application filed August 1, 2013.

**Period of Variance:** July 16 through 19, 2013.

**Estimated Excess Emissions:** 791 lbs/day of VOC/HAPS

**Fees collected this quarter:** \$0.00

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**Location:** Sonoma County; City of Petaluma

**Docket:** 3652 SONOMA COMPOST COMPANY – *Application for Variances (Interim and Regular)*

**Regulation(s):** 2-1-307

**Synopsis:** Diesel-powered on site portable wood grinder does not comply with Regulation 9, Rule 8, effective January 1, 2012.

**Status:** Order for Dismissal filed September 10, 2013, upon the request of Applicant.

**Period of Variance:** Requested June 21, 2013, through June 20, 2014

**Estimated Excess Emissions:** 12.9 lbs/day of NOx

**Fees collected this quarter:** \$0.00

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**Location:** Contra Costa County; City of Richmond

**Docket:** 3653 CHEVRON PRODUCTS COMPANY – *Application for Emergency Variance*

**Regulation(s):** 2-1-307; Major Facility Review Permit Condition #8869, Part 2

**Synopsis:** Thermal oxidizer was not operating at the proper temperature and variance requested while determining the cause and implementing a solution.

**Status:** Order denying Application filed August 23, 2013.

**Period of Variance:** Requested August 15, 2013, through August 22, 2013

**Estimated Excess Emissions:** None

**Fees collected this quarter:** \$814.00

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Respectfully submitted,

Terry Trumbull, Esq.  
Chair, Hearing Board

Prepared by: Sean Gallagher  
Reviewed by: Rex Sanders

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

## Memorandum

To: Chairperson Ash Kalra and Members  
of the Executive Committee

From: Chairperson Robert Bornstein and Members  
of the Advisory Council

Date: October 11, 2013

Re: Report of the Advisory Council – May through October 2013

**RECOMMENDED ACTION**

None; receive and file.

**BACKGROUND**

The Advisory Council studies and makes recommendations on specific matters referred from the Board of Directors or the Air Pollution Control Officer. Matters can include technical, social, economic and environmental aspects of air quality issues. For example, in 2004 and 2005, the Advisory Council focused on Climate Change and influenced the Air District's direction in establishing its Climate Protection Program in 2005. In 2011 and 2012, the Advisory Council focused on ultrafine particulate matter and provided recommendations that were included in the Air District report, *Understanding Particulate Matter; Protecting Public Health in the San Francisco Bay Area (November 2012)*.

The Advisory Council consists of 20 members, representing a variety fields and interests, including public health agencies, conservation organizations, colleges or universities, regional park districts, park and recreation commissions, public mass transportation system, agriculture, industry, community planning, transportation, registered professional engineers, general contractors, architects, and organized labor. A roster of current Advisory Council members is attached for reference.

Council members serve for a term of two years and remain eligible for re-appointment until they have served twelve (12) consecutive years. Members serve without compensation but are reimbursed for travel related to their duty on the Council.

In an effort to keep the Board of Directors apprised of the activities and progress of the Advisory Council, the Executive Committee will be briefed by the Chair of the Advisory Council on a regular basis. The current report covers Advisory Council activity from May through October 2013.

**DISCUSSION**

This calendar year, the Advisory Council is focusing on the effects of black carbon on public health and the global climate. Presented below are summaries of the meetings of the Advisory Council from May through October 2013:

1. Advisory Council Regular Meeting – May 8, 2013. The Council received and discussed the following presentations on Black Carbon: Introduction to Measurement and Exposure.

Black Carbon – Exposure and Mitigation, by Professor V. Ramanathan of the University of California, San Diego; and

Black Carbon – Measurement and Modeling, by Professor Robert Harley of the University of California, Berkeley.

2. Advisory Council Regular Meeting – June 12, 2013. The Council discussed their draft report summarizing the May 9, 2013 meeting on Black Carbon: Introduction to Measurement and Exposure.

3. Advisory Council Regular Meeting – July 10, 2013. The Council finalized their report summarizing the May 9, 2013 meeting on Black Carbon: Introduction to Measurement and Exposure.

4. Advisory Council Regular Meeting – September 11, 2013. The Council received and discussed the following presentations on Black Carbon: Health Effects of Exposure.

Climate Change – Health Impacts Caused by the Changing Climate, by Linda Rudolph, M.D., M.P.H., of the Center for Public Health and Climate Change, Public Health Institute; and

Black Carbon – Health Effects of Exposure by Professor Michael Kleinman of the University of California, Irvine.

5. Advisory Council Regular Meeting – October 9, 2013. The Council discussed their draft report summarizing the September 11, 2013 meeting on Black Carbon: Health Effects of Exposure.

Advisory Council Chair, Robert Bornstein will provide an update of the Advisory Council's activities at the Committee meeting.

#### BUDGET CONSIDERATION/FINANCIAL IMPACT

Expenses associated with the administration of the Advisory Council are included in the FYE 2013 Budget under program 123.

Respectfully submitted,



Robert Bornstein, Ph.D.  
Chairperson, Advisory Council

Prepared by: Sean Gallagher  
Reviewed by: Eric Stevenson

Attachment: 2013 Advisory Council Roster

## Advisory Council Terms

Member	Category	Appointment History	Current Term Expires	12th Year Would Be:
Altshuler, Sam	Registered Prof. Engineer	Appointed 01/01/2011 (to partial term); Reappointed 01/01/2013	12/31/2014	2022
Alvarez, Ana	Regional Park District	Appointed 08/07/2013 (to partial term)	12/31/2013	2024
Bard, Jennifer	Conservation Organization	Appointed 01/01/2009; Reappointed 01/01/2011 & 01/01/2013	12/31/2014	2020
Bolles, Benjamin	General Contractor	Appointed 01/01/2009; Reappointed 01/01/2011 & 01/01/2013	12/31/2014	2020
Bornstein, Robert	Colleges & Universities	Appointed 01/01/2004 (to fill partial term); Reappointed 01/01/2007, 01/01/2009, 01/01/2011 & 01/01/2013	12/31/2014	2015
Bramlett, Jeffrey	Park & Recreation	Appointed 01/01/2004 ; Reappointed 01/01/2006, 01/01/2008, 01/01/2010 & 01/01/2012	12/31/2013	2015
Brazil, Harold	Public Mass Transportation	Appointed 01/01/2002; Reappointed 01/01/2006, 01/01/2008, 01/01/2010 & 01/01/2012	12/31/2013	2014
Cherry, Jonathan	Architect	Appointed 01/19/2011 (to fill partial term); Reappointed 01/01/2012	12/31/2013	2022
Forshey, Heather	Public Health Agency	Appointed 01/01/2013	12/31/2014	2024
Hayes, Stan	Public Member	Appointed 01/01/2009; Reappointed 01/01/2011 & 01/01/2013	12/31/2014	2020
Holtzclaw, John	Conservation Organization	Appointed 01/01/2003; Reappointed 01/01/2005, 01/01/2007, 01/01/2009, 01/01/2011 & 01/01/2013	12/31/2014	2014
Kurucz, Kraig	Industry	Appointed 02/01/2002; Reappointed 01/01/2004, 01/01/2006, 01/01/2008, 01/01/2010 & 01/01/2012	12/31/2013	2014
Lucks, Gary	Conservation Organization	Appointed 01/01/2010; Reappointed 01/01/2012	12/31/2013	2021
Lutzker, Elizabeth	Public Health Agency	Appointed 01/12/2011; Reappointed 01/01/2013	12/31/2014	2022
Lyddan, Kathryn	Agriculture	Appointed 03/28/2012 (to partial term); Reappointed 01/01/2013	12/31/2014	2023
Marshall, Rick	Transportation	Appointed 07/30/2012 (to partial term); Reappointed 01/01/2013	12/31/2014	2023
O'Connor, Timothy	Conservation Organization	Appointed 01/01/2013	12/31/2014	2024
Phillips, Estes Al	Organized Labor	Appointed 01/01/2012	12/31/2013	2023
Range, Jessica	Community Planning	Appointed 01/01/2012	12/31/2013	2023
Wood, Murray	Public Health Agency	Appointed 01/01/2012	12/31/2013	2023

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Ash Kalra and Members  
of the Executive Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 7, 2013

Re: SB 1339 – Bay Area Commuter Benefits Program

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

On September 30, 2012, the Governor signed into law Senate Bill (SB) 1339 (Yee), an act to add Section 65081 of the Government Code. This bill authorizes the Air District and the Metropolitan Transportation Commission (MTC) to jointly adopt and implement a region-wide commuter benefits program that would apply to employers with 50 or more full-time employees within the boundaries of the Air District. Air District staff has been developing a draft rule (Regulation 14, Rule 1) to serve as the foundation for the Bay Area Commuter Benefits Program (Program). Staff is currently conducting public workshops throughout the region to receive public input on the draft rule.

DISCUSSION

Air District staff will update the Committee on the status of developing the Program.

BUDGET CONSIDERATION/FINANCIAL IMPACT

Air District resources to develop the program and begin implementation are included in the Fiscal Year End (FYE) 2014 budget. MTC has also dedicated resources to program development.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: David Burch  
Reviewed by: Henry Hilken

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**  
Memorandum

To: Chairperson Ash Kalra and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/Air Pollution Control Officer

Date: October 22, 2013

Re: Report of the Stationary Source Committee Meeting of October 21, 2013

RECOMMENDED ACTION

The Stationary Source Committee (Committee) received only informational items and has no recommendations of approval by the Board of Directors.

BACKGROUND

The Committee met on Monday, October 21, 2013. The Committee received the following reports:

- A) Report on the Compliance Assurance Rule Effectiveness Efforts;
- B) Update on Neptune Crematorium; and
- C) Report on Formaldehyde Emissions from Wood Product Coatings.

Attached are the staff reports presented in the Committee packet.

Chairperson John Gioia will give an oral report of the meeting.

BUDGET CONSIDERATION/FINANCIAL IMPACT

- A) None.
- B) None.
- C) None.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Sean Gallagher  
Reviewed by: Rex Sanders

Attachments

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson John Gioia and Members  
of the Stationary Source Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: September 16, 2013

Re: Report on the Compliance Assurance Rule Effectiveness Efforts

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

Staff routinely conducts site inspections to ensure that the rules adopted by the Bay Area Air Quality Management District (Air District) are complied with. However, new rules may affect previously unaffected sources. Operators of the sources may not be aware of the new requirements. Outreach and education are essential to provide needed information to the regulated community.

To ensure compliance, staff regularly conducts rule effectiveness efforts. These efforts assess the targeted emission reductions achieved by the Air District's regulations. The desired outcome of a rule effectiveness study is to ascertain the compliance rate of subject sources and to identify corrective actions to improve compliance.

DISCUSSION

In this report, staff will highlight two recent Rule Effectiveness Efforts.

BUDGET CONSIDERATIONS/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Wayne Kino  
Reviewed by: Jeff McKay

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson John Gioia and Members  
of the Stationary Source Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 16, 2013

Re: Update on Neptune Crematorium

RECOMMENDED ACTION

None; receive and file

BACKGROUND

On November 8, 2011, the Air District issued Sentinel Cremation Societies, Inc. (parent company to Neptune Society of Northern California) an Authority to Construct to move their operation from Emeryville, CA to Oakland, CA. The Authority to Construct permits construction of two crematory units at 9850 Kitty Lane, Oakland, CA.

DISCUSSION

The proposed project complies with all air quality laws. The Air District completed a health risk analysis for the proposed project which showed levels below significance.

The Authority to Construct contains permit conditions that limit throughput to 3000 cremations per year and one cremation per hour. A Permit to Operate will be issued when the project is built and only after compliance is demonstrated. The Permit to Operate will require an annual renewal.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Jim Karas  
Reviewed by: Jeff McKay



**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

## Memorandum

To: Chairperson John Gioia and Members  
of the Stationary Source Committee

From: Jack P. Broadbent  
Executive Officer / APCO

Date: October 10, 2013

Re: Report on Formaldehyde Emissions from Wood Product Coatings

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

On August 5, 2009 the Board of Directors adopted amendments to Regulation 8, Rule 32: Wood Products Coatings. Wood products coatings are used to enhance and protect wood furniture, kitchen cabinets, picture frames, etc. The amendments reduced volatile organic compound emissions. During the workshop phase of the rule amendment process, concerns were raised about formaldehyde emissions from wood coatings. Section 8-32-408: Formaldehyde Emissions Information Requirement was developed to respond to those concerns. Section 408 requires each wood coating manufacturer with 1000 gallons of wood coatings sold or distributed into the District to submit formaldehyde emissions estimates for each of their coatings based on 2011 sales.

DISCUSSION

Formaldehyde is a toxic air contaminant that can be emitted from some wood coatings during the curing process. Wood coatings contain very little formaldehyde directly, but can emit formaldehyde during the curing/polymerization processes if formaldehyde based polymer resins are used. Very little quantitative information was readily available about formaldehyde emissions from wood coatings, so the District committed to work with resin manufacturers and wood coating suppliers to develop reasonable estimates of formaldehyde emissions from their products, and to determine if these emissions are significant.

Conversion varnishes are coatings commonly used on wood kitchen cabinets. Pre-catalyzed lacquers are coatings commonly used on furniture. During the curing processes, formaldehyde based polymer resins emit alcohols as reaction products, but can also react with humidity in the air to form formaldehyde. District staff conducted an extensive literature search, as well as e-mail and telephone research with wood coating suppliers and with formaldehyde based polymer resin manufacturers. All acknowledged that emissions are influenced by the type of formaldehyde resin, the amount of excess resin in the coating mixtures, and curing temperature and humidity. However, specific information on formaldehyde emissions is scarce.

Given the lack of quantitative information available, staff conducted pilot testing of wood coatings with a Bay Area laboratory to measure formaldehyde emissions. The data from these tests was used to develop emission factors and to estimate formaldehyde emissions from wood coatings.

Staff will provide the Committee with the following information:

- Background on the 2009 amendments to Regulation 8, Rule 32: Wood Product Coatings;
- Information on formaldehyde;
- A description of wood coating testing program and emissions factor developed;
- Formaldehyde emissions estimates; and
- Comparison of these formaldehyde emissions to formaldehyde emissions from all sources, and recommendations for next steps.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Guy Gimlen  
Reviewed by: Henry Hilken

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Ash Kalra and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/Air Pollution Control Officer

Date: October 23, 2013

Re: Report of the Climate Protection Committee Meeting of October 23, 2013

RECOMMENDED ACTION

The Climate Protection Committee (Committee) recommends Board of Directors' approval of the following items:

- A) None. Informational item, receive and file.
- B) Regional Climate Protection Strategy Resolution:
  - 1. Adopt the climate protection resolution presented in Attachment 1, which includes amendments prepared by staff and reviewed by the ad hoc committee, based on comments by the Committee; and
  - 2. Provide direction to staff on the draft work program presented in Attachment 2, which includes amendments prepared by staff and reviewed by the ad hoc committee, based on comments by the Committee.

BACKGROUND

The Committee met on Wednesday, October 23, 2013. The Committee received and considered the following reports and recommendations:

- A) Assembly Bill 32 Scoping Plan Update; and
- B) Regional Climate Protection Strategy Resolution.

Attached are the staff reports that were presented in the Committee packet.

Chairperson John Avalos will give an oral report of the meeting.

BUDGET CONSIDERATION/FINANCIAL IMPACT

A) None.

B) Enhanced climate protection activities would require additional resources. Such resources will be identified in the work program under development and addressed in future budgets.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Sean Gallagher

Reviewed by: Rex Sanders

Attachments

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson John Avalos and Members  
of the Climate Protection Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 10, 2013

Re: AB 32 Scoping Plan Update

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

Assembly Bill 32 (AB 32), the Global Warming Solutions Act, was passed by the Legislature and signed by Governor Schwarzenegger in 2006. This Act requires the State of California to reduce greenhouse gas (GHG) emissions to 1990 levels by 2020, and calls upon the Air Resources Board (ARB) to develop a strategy for achieving that goal. This strategy, the AB 32 Scoping Plan, must be updated every five years. ARB is currently undertaking an effort to evaluate and update the Plan's policies and ensure that California is on track to achieve the 2020 GHG reduction goal. On July 30, 2013, the Air District collaborated with ARB to host a well-attended public meeting in San Francisco to gather input for the Scoping Plan Update.

DISCUSSION

The 2013 Scoping Plan Update will define the state's climate change priorities for the next five years. It will also look beyond the 2020 GHG reduction goal and lay the groundwork for reducing GHG emissions significantly out to 2050. ARB has asked CAPCOA to assist in developing the Update, specifically, in drafting a chapter on regional and local climate protection efforts.

Staff will provide an overview of the AB 32 Scoping Plan Update process, including opportunities for the Bay Area and the Air District's involvement.

BUDGET CONSIDERATION / FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Abby Young  
Reviewed by: Henry Hilken

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

## Memorandum

To: Chairperson John Avalos and Members  
of the Climate Protection Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 16, 2013

Re: Regional Climate Protection Strategy Resolution

RECOMMENDED ACTION

Recommend that the Board of Directors adopt the attached climate protection resolution, and provide direction to staff on the draft work program.

BACKGROUND

The Air District's Climate Protection Program was established in 2005. The Climate Protection Committee was established as a standing committee of the Board in 2006. Over the past eight years the Air District's Climate Protection Program has had many successes, including:

- awarding over \$7 million in grants to local governments, non-profits and schools to reduce GHG emissions;
- convening well-attended, highly-successful regional summits on climate protection;
- providing funding and technical support to local governments resulting in the Bay Area being the national leader in local climate action plan development;
- developing the first-ever California Environmental Quality Act (CEQA) thresholds of significance for GHG emissions for plans and projects;
- adopting a cost-recovery, stationary source GHG fee.

Many of these successes have been achieved through collaboration with state and regional agencies, local governments and community stakeholder groups.

DISCUSSION

After eight years of implementing successful climate protection efforts, the Air District is now evaluating challenges and opportunities and assessing the appropriate focus of the Climate Protection Program. Recent activities at the state and regional levels, combined with great interest among local stakeholder groups, make the timing of this assessment opportune.

At the state level, the current Scoping Plan Update process provides an opportunity for the Air District to provide input into how the state will address climate protection well into the future. Complementary efforts at the state level include ARB's implementation of the Cap and Trade

program, and the Governor's Office of Planning and Research's continuing efforts to address GHG reduction through CEQA and general plan guidance.

Regionally, the Air District will continue to collaborate with the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) on the implementation of Plan Bay Area, which aims to reduce GHG emissions from vehicles through coordinated land use and transportation planning. The Air District will also work on addressing the region's vulnerabilities to climate change impacts through collaboration with the Bay Conservation and Development Commission's Adapting to Rising Tides project and through the Joint Policy Committee's climate protection coordinating efforts.

Approximately fifty local governments in the Bay Area have adopted local climate action plans. This leads all other metropolitan regions across the country in local climate action planning. This fast-growing level of climate planning activity provides an excellent opportunity to collaborate with and support local jurisdictions in developing new policy approaches to reducing GHG emissions. In addition, stakeholder groups such as 350.org have approached the Air District with a willingness to collaborate to find new paths to significant GHG emission reductions in the Bay Area.

In response to these opportunities, staff has prepared a Regional Climate Protection Strategy Resolution that provides a framework for achieving concrete progress toward significant, long-term GHG reductions. The Resolution articulates a long-term GHG reduction goal for the Bay Area, and calls on the Air District to initiate a regional climate protection planning process. The regional climate protection strategy would: complement the considerable climate planning occurring at state, regional and local levels; identify actions needed from various levels of government to make progress toward ambitious long-term GHG reduction goals, and; be included as an element of the 2014 Clean Air Plan.

In addition, staff will prepare a climate protection work program. The work program would guide Air District climate protection activities in the near-term and identify necessary resources.

Staff will provide an overview of the Climate Protection Strategy Resolution and draft work program outline.

#### BUDGET CONSIDERATION / FINANCIAL IMPACT

Enhanced climate protection activities would require additional resources. Such resources will be identified in the work program and addressed in future budgets.



Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Abby Young  
Reviewed by: Henry Hilken

Attachment A: Climate Protection Strategy Resolution  
Attachment B: 10-Point Climate Action Work Program for the Bay Area (Draft)

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

**RESOLUTION No. 2013 -**

**A Resolution of the Board of Directors of the Bay Area Air Quality Management District**

**Resolution Adopting a Greenhouse Gas Reduction Goal and Commitment to Develop a Regional Climate Protection Strategy**

WHEREAS, The Intergovernmental Panel on Climate Change (IPCC) has stated in its recently released 5<sup>th</sup> Assessment Report, *Climate Change 2013: The Physical Science Basis*, that “Warming of the climate system is unequivocal,” and “It is *extremely likely* that human influence has been the dominant cause of the observed warming since the mid-20th century”; and,

WHEREAS, Conservative estimates by the world’s climate scientists state that to achieve climate stabilization and avoid cataclysmic climate change, emissions of greenhouse gases (GHGs) must be brought to 80% below 1990 levels by 2050; and

WHEREAS, The Bay Area Air Quality Management District launched a Climate Protection Program in 2005, and through this program works with the State of California, regional agencies, and city and county governments throughout the Bay Area region to reduce greenhouse gas emissions; and

WHEREAS, The Global Warming Solutions Act of 2006 commits the State of California to reduce greenhouse gas emissions to 1990 levels by 2020, and the Governor’s Executive Order S-3-05 establishes as State policy to reduce greenhouse gas emissions 80% below 1990 levels by 2050; and,

WHEREAS, The Air District's 2010 Clean Air Plan set performance objectives to “Reduce emissions of greenhouse gases (GHGs) to 1990 levels by 2020 and 40% below 1990 levels by 2035”; and

WHEREAS, The Air District has invested in the development of local climate action plans throughout the Bay Area through its Climate Protection Grant Program, and nearly 50 Bay Area local governments have developed and adopted climate action plans; and

WHEREAS, A number of local jurisdictions in the Bay Area have adopted aggressive targets to reduce GHG emissions 80% below 1990 levels by 2050; and

WHEREAS, Climate change continues to pose a number of threats to air quality and public health concerns that the Air District can address through its regulatory authority; and

WHEREAS, Higher temperatures and heat waves increase demand for electricity and thus combustion of fossil fuels, generating airborne particulates that could lead to increased respiratory disease, and increased ground level ozone concentrations that could cause direct lung injury and increase the severity of respiratory diseases such as asthma; and

WHEREAS, Climate change may increase the occurrence and severity of wildfires in and around the Bay Area, resulting in increased PM2.5 exposure and associated negative health impacts, including respiratory and cardiovascular effects; and

WHEREAS, Measures to reduce Bay Area GHG emissions often would also result in reductions in emissions of criteria air pollutants and toxic air contaminants and support the goals of the Air District's *2010 Clean Air Plan*; and

WHEREAS, Regional Agencies in the Bay Area are actively engaged in climate action planning, through efforts such as *Plan Bay Area*, the Bay Conservation and Development Commission's *Adapting to Rising Tides Project*, and the Air District's development of the *2014 Clean Air Plan*.

WHEREAS, The Air District has authority to regulate emissions from non-vehicular sources of air pollution, including GHGs, and to enact more stringent requirements than federal or State law; and

THEREFORE BE IT RESOLVED, the Board of Directors seeks to build on local, regional and state climate protection planning efforts by leading a regional climate protection planning process to include:

- Setting a goal for the Bay Area region of reducing GHG emissions to 80% below 1990 levels by 2050; and
- Developing a Regional Climate Protection Strategy to make progress toward achieving the 2050 goal for GHG emission reductions that complements existing planning efforts at the state, regional and local levels, utilizing the Air District's 2014 Clean Air Plan to initiate the process; and
- Developing a work program to guide Air District climate protection activities in the near-term.

The foregoing resolution was duly and regularly introduced, passed and adopted at a regular meeting of the Board of Directors of the Bay Area Air Quality Management District on the Motion of Director \_\_\_\_\_, seconded by Director \_\_\_\_\_, on the \_\_\_\_ day of \_\_\_\_\_, 2013, by the following vote of the Board:

AYES:

NOES:

ABSENT:

\_\_\_\_\_  
Ash Kalra  
Chairperson of the Board of Directors

ATTEST:

\_\_\_\_\_  
Carole Groom  
Secretary of the Board of Directors

**10-POINT CLIMATE ACTION WORK PROGRAM FOR THE BAY AREA****10/16/13**

This 10-Point Climate Action Strategy represents the focus and direction of the Air District's Climate Protection Program in 2013-2015. This Strategy reflects the Air District's strength in playing a coordinating role for policy implementation at the federal, state, regional and local levels. The actions described below will serve as the Air District's priorities for the next two years as it continues to work with many stakeholders to reduce the Bay Area's greenhouse gas (GHG) emissions.

1. **Set GHG Reduction Goal** – Set a goal for reducing GHG emissions in the Bay Area. Consider using the State goal of reducing emissions 80% below 1990 levels by 2050, as stated in Executive Order S-3-05.
2. **Update GHG Inventory and Forecasting** – Update the Air District's regional GHG emissions inventory for the Bay Area. Conduct GHG emissions forecasts for 2020, 2035 and 2050 based on different GHG emission scenarios, which will lay a foundation for the development of the Regional Climate Action Strategy described below. Seek to incorporate effects of state (Scoping Plan), regional (Plan Bay Area and 2014 Clean Air Plan), and local (local climate action plans) initiatives.
3. **Implement GHG Emissions Monitoring** – Initiate local monitoring of certain greenhouse gases, including methane and carbon dioxide. The Air District will integrate monitoring of methane within its current air toxics monitoring network. The Air District will work with UC Berkeley researchers to collect local CO<sub>2</sub> emissions data through a university-led network of local CO<sub>2</sub> monitoring stations. Data collected will help develop a better understanding of ambient concentration, variability and trends over time, as well as provide more specific local data for the regional GHG inventory.
4. **Develop Regional Climate Action Strategy** – Identify policy gaps between local climate action plans, Plan Bay Area, and the State Scoping Plan where the Air District has authority to act, and where Air District action can augment GHG reduction. These potential Air District actions could be included in the 2014 Clean Air Plan and serve as a Regional Climate Action Strategy. This Strategy would also identify gaps and opportunities appropriate for other local, regional and state agencies.
5. **Support and Enhance Local Action** – Increase the local implementation of GHG-reducing policies and programs through enhanced technical assistance to cities and counties in preparing and implementing local Climate Action Plans. Expand technical assistance to local governments through development of incentive programs and CEQA mechanisms:
  - Support local climate action planning through data delivery, technical tools, providing a clearinghouse of information and promoting best practices
  - Explore funding sources for incentives to improve energy efficiency;
  - Update CEQA thresholds for GHGs and update CEQA Guidelines to assist cities, counties and other lead agencies;
  - Work with lead agencies to use the CAPCOA GHG Exchange for offsite mitigation under CEQA (e.g., work with organizations such as the Marin Carbon Project to develop protocols for GHG reduction credits).

6. **Accelerate Rule Development** – Initiate rule development to advance GHG reduction in sources subject to Air District regulatory authority. Examples may include:
  - Reduce methane emissions and other short-lived climate pollutants, such as black carbon;
  - Enhance and/or backstop upcoming federal requirements to control GHG emissions from new and existing power plants;
  - Increase deployment of heat mitigating technologies and policies, such as cool roofing and cool paving;
  - Explore opportunities to reduce energy use in the residential, commercial and industrial sectors.
7. **Expand Enforcement** – Expand enforcement of statewide regulations to reduce GHGs, especially short-term climate pollutants. Continue working with the Air Resources Board (ARB) to enforce existing Scoping Plan regulations addressing landfills, semiconductors and refrigerants. Work with ARB to explore further opportunities through the development of the Scoping Plan Update.
8. **Launch Climate Change & Public Health Impacts Initiative** – Collect and synthesize information, reports and data on the climate change impacts related to air quality, public health and disproportionate impacts. Work with state and local public health professionals to identify policies and programs targeting impacts that affect air quality and public health, including wildfires and extreme heat.
9. **Report Progress to the Public** – Select indicators to measure, track and report on progress toward the regional GHG reduction goal. Report this information publicly, presented in a manner that informs and engages the public, such as Berkeley’s Climate Action Plan Results web page.
10. **Explore the Bay Area’s Energy Future** – Assign the Air District’s Advisory Council the role of investigating technical issues related to the Air District’s Climate Protection Program. Initially focus on the energy future of the Bay Area.

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

**RESOLUTION No. 2013 -**

**A Resolution of the Board of Directors of the Bay Area Air Quality Management District**

**Resolution Adopting a Greenhouse Gas Reduction Goal and Commitment to Develop a Regional Climate Protection Strategy**

WHEREAS, The Intergovernmental Panel on Climate Change (IPCC) has stated in its recently released 5<sup>th</sup> Assessment Report, *Climate Change 2013: The Physical Science Basis*, that “Warming of the climate system is unequivocal,” and “It is *extremely likely* that human influence has been the dominant cause of the observed warming since the mid-20th century”; and,

WHEREAS, Conservative estimates by the world’s climate scientists state that to achieve climate stabilization and avoid cataclysmic climate change, emissions of greenhouse gases (GHGs) must be brought to 80% below 1990 levels by 2050; and

WHEREAS, The Bay Area Air Quality Management District launched a Climate Protection Program in 2005, and through this program works with the State of California, regional agencies, and city and county governments throughout the Bay Area region to reduce greenhouse gas emissions, thus providing a national model for climate leadership; and

WHEREAS, The Global Warming Solutions Act of 2006 commits the State of California to reduce greenhouse gas emissions to 1990 levels by 2020, and the Governor’s Executive Order S-3-05 establishes as State policy to reduce greenhouse gas emissions 80% below 1990 levels by 2050; and,

WHEREAS, The Air District's 2010 Clean Air Plan set performance objectives to “Reduce emissions of greenhouse gases (GHGs) to 1990 levels by 2020 and 40% below 1990 levels by 2035”; and

WHEREAS, The Air District has invested in the development of local climate action plans throughout the Bay Area through its Climate Protection Grant Program, and nearly 50 Bay Area local governments have developed and adopted climate action plans; and

WHEREAS, The counties of Alameda and San Francisco have adopted goals of reducing GHG emissions 80% below 1990 levels by 2050, and many other jurisdictions, including Contra Costa County, San Mateo County, Santa Clara County, and the cities of Berkeley, Burlingame, Daly City, Hayward, Millbrae, San Jose, San Mateo and San Rafael, have adopted goals of reducing GHG emissions 80% below 2005 levels by 2050, through their adoption of the Sierra Club Cool Cities and Cool Counties resolutions; and

WHEREAS, The Center for Disease Control and Prevention (CDC) states that the increased temperatures and extreme weather events that are anticipated to be caused by climate change will likely create a number of health threats; and

WHEREAS, The CDC states that “heat exposure has a range of health effects,” including “increasing ground level ozone concentrations, causing direct lung injury and increasing the severity of respiratory diseases such as asthma and chronic obstructive pulmonary disease,” and states that “higher temperatures and heat waves increase demand for electricity and thus combustion of fossil fuels, generating airborne particulates and indirectly leading to increased respiratory disease;” and

WHEREAS, The CDC states that “increased concentrations of ground-level carbon dioxide and longer growing seasons could result in higher pollen production, worsening allergic and respiratory disease;” and

WHEREAS, Climate change may increase the occurrence and severity of wildfires in and around the Bay Area, resulting in increased PM2.5 exposure and associated negative health impacts, including respiratory and cardiovascular effects; and

WHEREAS, Measures to reduce Bay Area GHG emissions often would also result in reductions in emissions of criteria air pollutants and toxic air contaminants and support the goals of the Air District’s *2010 Clean Air Plan*; and

WHEREAS, Reducing greenhouse gas emissions can achieve co-benefits for disproportionately impacted communities by reducing exposure to particulate matter and air toxic pollutants and thereby reducing the negative health impacts in those communities; and

WHEREAS, Greenhouse gas reduction policies that achieve energy and resource savings can yield economic co-benefits to residents and businesses within the Bay Area; and

WHEREAS, Regional Agencies in the Bay Area are actively engaged in climate action planning, through efforts such as *Plan Bay Area*, the Bay Conservation and Development Commission’s *Adapting to Rising Tides Project*, and the Air District’s development of the *2014 Clean Air Plan*, and are coordinating these planning efforts through the Joint Policy Committee; and

WHEREAS, Pursuant to California Clean Air Act and Amendments (HSC Section 40910 et seq) and the Federal Clean Air Act and Amendments (42 U.S.C. Section 7401 et seq.), the Air District has authority to regulate emissions from non-vehicular sources of air pollution, including GHGs, and to enact more stringent requirements than federal or State law; and



NOW, THEREFORE, BE IT RESOLVED, The Board of Directors seeks to build on local, regional and state climate protection planning efforts by leading a regional climate protection planning process to include:

- Setting a goal for the Bay Area region of reducing GHG emissions to 80% below 1990 levels by 2050, and developing specific performance objectives to track progress in achieving the goal; and
- Developing a Regional Climate Action Strategy to guide and document the Air District's work towards achieving the 2050 goal for GHG emission reductions that complements existing planning efforts at the state, regional and local levels, utilizing the Air District's 2014 Clean Air Plan to coordinate the planning and outreach processes; and
- Directing staff to develop a work program to guide and document the Air District's climate protection activities in the near term, to be approved by the Board of Directors in the first quarter of 2014.

The foregoing resolution was duly and regularly introduced, passed and adopted at a regular meeting of the Board of Directors of the Bay Area Air Quality Management District on the Motion of Director \_\_\_\_\_, seconded by Director \_\_\_\_\_, on the \_\_\_\_ day of \_\_\_\_\_, 2013, by the following vote of the Board:

AYES:

NOES:

ABSENT:

\_\_\_\_\_  
Ash Kalra  
Chairperson of the Board of Directors

ATTEST:

\_\_\_\_\_  
Carole Groom  
Secretary of the Board of Directors

## 10-POINT CLIMATE ACTION WORK PROGRAM FOR THE BAY AREA

10/28/13

This 10-Point Climate Action Work Program represents the focus and direction of the Air District's Climate Protection Program in 2013-2015. This Work Program reflects the Air District's strength in playing a coordinating role for policy implementation at the federal, state, regional and local levels. The actions described below will serve as the Air District's priorities for the next two years as it continues to work with many stakeholders to reduce the Bay Area's greenhouse gas (GHG) emissions.

1. **Set GHG Reduction Goal** – Set a goal to reduce GHG emissions in the Bay Area 80% below 1990 levels by 2050 to align the Air District with Executive Order S-3-05, and develop performance objectives to support this goal.
2. **Update GHG Inventory and Forecasting** – Update the Air District's regional GHG emissions inventory for the Bay Area. Conduct GHG emissions forecasts for 2020, 2035 and 2050 based on different GHG emission scenarios, which will lay a foundation for the development of the Regional Climate Action Strategy described below. Seek to incorporate effects of state (Scoping Plan), regional (Plan Bay Area and 2014 Clean Air Plan), and local (local climate action plans) initiatives. Identify gaps between forecast reductions from existing and proposed plans and measures, and the 2050 goal.
3. **Implement GHG Emissions Monitoring** – Initiate local monitoring of certain greenhouse gases, including methane and carbon dioxide. The Air District will integrate monitoring of methane within its current air toxics monitoring network. The Air District will work with UC Berkeley researchers to collect local CO<sub>2</sub> emissions data through a university-led network of local CO<sub>2</sub> monitoring stations. Data collected will help develop a better understanding of ambient concentration, variability and trends over time, as well as provide more specific local data for the regional GHG inventory.
4. **Develop Regional Climate Action Strategy** – Identify policy gaps between the 2050 GHG goal and local climate action plans, Plan Bay Area, and State regulations and policies where the Air District has authority to control GHG emissions. These potential Air District actions could be included in the 2014 Clean Air Plan and serve as a Regional Climate Action Strategy. Explore relationships between the Joint Policy Committee and its member agencies to support regional planning efforts to reduce GHG emissions. Work with local researchers, representatives of affected industry, commercial interests, governing bodies, environmental organizations and community groups to engage them in discussion about the need, and path forward, for significant GHG reductions.
5. **Support and Enhance Local Action** – Increase the local implementation of GHG-reducing policies and programs through enhanced technical assistance to cities and counties and special districts in preparing and implementing local Climate Action Plans. Expand technical assistance to local governments through development of incentive programs and CEQA mechanisms:
  - Support local climate action planning through data delivery, technical tools, providing a clearinghouse of information and promoting best practices
  - Explore funding sources for incentives to improve energy efficiency;
  - Update CEQA thresholds for GHGs and update CEQA Guidelines to assist cities, counties and other lead agencies;

- Work with lead agencies to use the CAPCOA GHG Exchange for offsite mitigation under CEQA (e.g., work with organizations such as the Marin Carbon Project to develop protocols for GHG reduction credits).
6. **Accelerate Rule Development** – Initiate rule development to advance GHG reduction in sources subject to Air District regulatory authority. Examples may include:
    - Reduce methane emissions and other short-lived climate pollutants, such as black carbon;
    - Enhance and/or backstop upcoming federal requirements to control GHG emissions from new and existing power plants;
    - Increase deployment of heat mitigating technologies and policies, such as cool roofing and cool paving;
    - Explore opportunities to reduce energy use in the residential, commercial and industrial sectors.
  7. **Expand Enforcement** – Expand enforcement of statewide regulations to reduce GHGs, especially short-term climate pollutants. Continue working with the Air Resources Board (ARB) to enforce existing Scoping Plan regulations addressing landfills, semiconductors and refrigerants. Work with ARB to explore further opportunities through the development of the Scoping Plan Update.
  8. **Launch Climate Change & Public Health Impacts Initiative** – Collect and synthesize information, reports and data on the climate change impacts related to air quality, public health and disproportionate impacts. Work with state and local public health professionals to identify policies and programs targeting impacts that affect air quality and public health, including wildfires and extreme heat.
  9. **Report Progress to the Public** – Select indicators to measure, track and report on progress toward the 2050 goal and related performance objectives. Report this information publicly, presented in a manner that informs and engages the public, such as Berkeley’s Climate Action Plan Results web page.
  10. **Explore the Bay Area’s Energy Future** – Assign the Air District’s Advisory Council the role of investigating technical issues related to the Air District’s Climate Protection Program. Initially focus on the energy future of the Bay Area.

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Ash Kalra and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/Air Pollution Control Officer

Date: October 24, 2013

Re: Report of the Mobile Source Committee Meeting of October 24, 2013

**RECOMMENDED ACTION**

The Mobile Source Committee (Committee) recommends Board of Directors' approval of the following items:

- A) Projects with Proposed Grant Awards over \$100,000:
  - 1. Approve Carl Moyer Program (CMP) projects with proposed grant awards over \$100,000; and
  - 2. Authorize the Executive Officer/APCO to enter into agreements for the recommended CMP projects.
- B) None. Informational item, receive and file.
- C) San Francisco County Transportation Authority's request to use fiscal year ending (FYE) 2014 Transportation Fund for Clean Air (TFCA) County Program Manager funds to purchase and operate additional bicycle share equipment.
- D) The proposed FYE 2014 TFCA Regional Fund Policies and Evaluation Criteria presented in Attachment A to the staff report.

**BACKGROUND**

The Committee met on Thursday, October 24, 2013. The Committee received the following reports and recommendations:

- A) Projects with Proposed Grant Awards over \$100,000;
- B) Update on the Regional Plug-In Electric Vehicle Readiness Plan;
- C) Update on the Regional Bicycle Share Pilot Project; and
- D) TFCA Regional Fund Policies and Evaluation Criteria for FYE 2014.

Attached are the staff reports presented in the Committee packet.

Chairperson Scott Haggerty will provide an oral report of the Committee meeting.

BUDGET CONSIDERATION/FINANCIAL IMPACT

- A) None. Through the CMP, Mobile Source Incentive Fund and TFCA, the Air District distributes “pass-through” funds to public agencies and private entities on a reimbursement basis. Administrative costs for programs are provided by each funding source.
- B) None. The Air District match and administrative funding for these projects comes from the TFCA program.
- C) None. The Air District distributes “pass-through” funds to grantees on a reimbursement basis. Administrative costs for the TFCA program are provided by the funding source.
- D) None. The Air District distributes “pass-through” funds to grantees on a reimbursement basis. Administrative costs for the TFCA program are provided by the funding source.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Sean Gallagher  
Reviewed by: Rex Sanders

Attachments

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**  
Memorandum

To: Chairperson Scott Haggerty and  
Members of the Mobile Source Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 16, 2013

Re: Projects with Proposed Grant Awards over \$100,000

RECOMMENDATIONS:

Recommend Board of Directors:

1. Approve Carl Moyer Program projects with proposed grant awards over \$100,000.
2. Authorize the Executive Officer/APCO to enter into agreements for the recommended Carl Moyer Program projects.

BACKGROUND

The Bay Area Air Quality Management District (Air District) has participated in the Carl Moyer Program (CMP), in cooperation with the California Air Resources Board (ARB), since the program began in fiscal year 1998-1999. The CMP provides grants to public and private entities to reduce emissions of oxides of nitrogen (NOx), reactive organic gases (ROG) and particulate matter (PM) from existing heavy-duty engines by either replacing or retrofitting them. Eligible heavy-duty diesel engine applications include on-road trucks and buses, off-road equipment, marine vessels, locomotives, stationary agricultural pump engines and forklifts.

Assembly Bill 923 (AB 923 - Firebaugh), enacted in 2004 (codified as Health and Safety Code Section 44225), authorized local air districts to increase their motor vehicle registration surcharge up to an additional \$2 per vehicle. The revenues from the additional \$2 surcharge are deposited in the Air District's Mobile Source Incentive Fund (MSIF). AB 923 stipulates that air districts may use the revenues generated by the additional \$2 surcharge for projects eligible for grants under the CMP.

Since 1991, the Transportation Fund for Clean Air (TFCA) program has funded projects that achieve surplus emission reductions from on-road motor vehicles. Funding for this program is provided by a \$4 surcharge on motor vehicles registered within the San Francisco Bay Area as authorized by the California State Legislature. The statutory authority for the TFCA and requirements of the program are set forth in California Health and Safety Code Sections 44241 and 44242. Sixty percent (60%) of TFCA funds are awarded directly by the Air District through a grant program known as the Regional Fund that is allocated on a competitive basis to eligible projects proposed by project sponsors.

On February 4, 2013, the Board of Directors authorized Air District participation in Year 15 of the CMP, and authorized the Executive Officer/APCO to execute Grant Agreements and amendments for projects funded with CMP funds or MSIF revenues, with individual grant award amounts up to \$100,000. On November 18, 2009, the Air District Board of Directors authorized the Executive Officer/APCO to execute Grant Agreements and amendments for projects funded with TFCA funds, with individual grant award amounts up to \$100,000.

CMP and TFCA Regional Fund projects with grant award amounts over \$100,000 are brought to the Committee for consideration at least on a quarterly basis. Staff reviews and evaluates the grant applications based upon the respective governing policies and guidelines established by the ARB and/or the Air District's Board of Directors.

## DISCUSSION

### **Carl Moyer Program:**

The Air District started accepting applications for CMP Year 15 projects on July 23, 2013. The Air District has approximately \$15 million available for CMP projects from a combination of MSIF and CMP funds. Project applications are being accepted and evaluated on a first-come, first-served basis.

As of October 9, 2013, the Air District had received 41 project applications. Of the applications that have been evaluated between September 10, 2013 and October 9, 2013, six (6) eligible projects have proposed individual grant awards over \$100,000. These projects will replace the following diesel-powered, off-road equipment with newer, low-polluting equipment: two (2) tractors, and six (6) loaders. These projects will reduce over 5.6 tons of NO<sub>x</sub>, ROG and PM per year. Staff recommends allocating \$935,422 to these projects from a combination of CMP funds and MSIF revenues. Attachment 1 to this staff report provides additional information on these projects.

Attachment 2 lists all of the eligible projects that have been received by the Air District as of October 9, 2013, and summarizes the allocation of funding by equipment category (Figure 1), and county (Figure 2). This list also includes the Voucher Incentive Program (VIP) on-road replacement projects awarded since the last committee update. Approximately 13% of the funds have been awarded to projects that reduce emissions in highly impacted Bay Area communities. Attachment 3 summarizes the cumulative allocation of CMP, MSIF, and VIP funding since the Year 11 funding cycle. Since Year 11, more than \$57 million has been awarded to 469 projects.

### **TFCA:**

No TFCA applications requesting individual grant awards over \$100,000 received as of October 9, 2013 are being forwarded for approval at this time.



BUDGET CONSIDERATION / FINANCIAL IMPACT:

None. Through the CMP, MSIF and TFCA, the Air District distributes “pass-through” funds to public agencies and private entities on a reimbursement basis. Administrative costs for both programs are provided by each funding source.

Respectfully submitted,

Jack P. Broadbent  
Executive Director/APCO

Prepared by: Anthony Fournier  
Reviewed by: Damian Breen

- Attachment 1: BAAQMD Carl Moyer Program/Mobile Source Incentive Fund projects with grant awards greater than \$100,000 (evaluated between 9/10/13 and 10/9/13)
- Attachment 2: Summary of all CMP Year 15/MSIF and VIP approved and eligible projects (as of 10/9/13)
- Attachment 3: Summary of program distribution by county and equipment category for CMP Years 11-15

## AGENDA 4 - ATTACHMENT 1

BAAQMD Carl Moyer Program/ Mobile Source Incentive Fund projects  
with grant awards greater than \$100k (Evaluated between 9/10/13 and 10/9/13)

Project #	Applicant name	Equipment category	Project type	Proposed contract award	Emission Reductions (Tons per year)			County
					NOx	ROG	PM	
15MOY32	Gerald & Kristy Spaletta (Dairy)	Ag/ off-road	Replacement of one (1) diesel-powered loader.	\$ 147,220.00	0.613	0.107	0.038	Sonoma
15MOY31	Andrew Poncia dba Poncia Fertilizer Spreading	Ag/ off-road	Replacement of one (1) diesel-powered tractor.	\$ 111,490.00	0.629	0.090	0.032	Sonoma
15MOY29	Drew Dairy	Ag/ off-road	Replacement of one (1) diesel-powered tractor.	\$ 159,821.00	1.075	0.123	0.043	Sonoma
15MOY36	Jack Dei Dairy	Ag/ off-road	Replacement of one (1) diesel-powered loader.	\$ 147,521.00	0.557	0.097	0.035	Sonoma
15MOY40	Napa Recycling & Waste Services LLC	Off-road	Replacement of three (3) diesel-powered loaders.	\$ 237,960.00	1.778	0.024	0.050	Napa
15MOY41	Neil McIsaac & Son	Ag/ off-road	Replacement of one (1) diesel-powered loader.	\$ 131,410.00	0.328	0.059	0.021	Sonoma
				<b>\$ 935,422.00</b>	<b>4.980</b>	<b>0.499</b>	<b>0.219</b>	

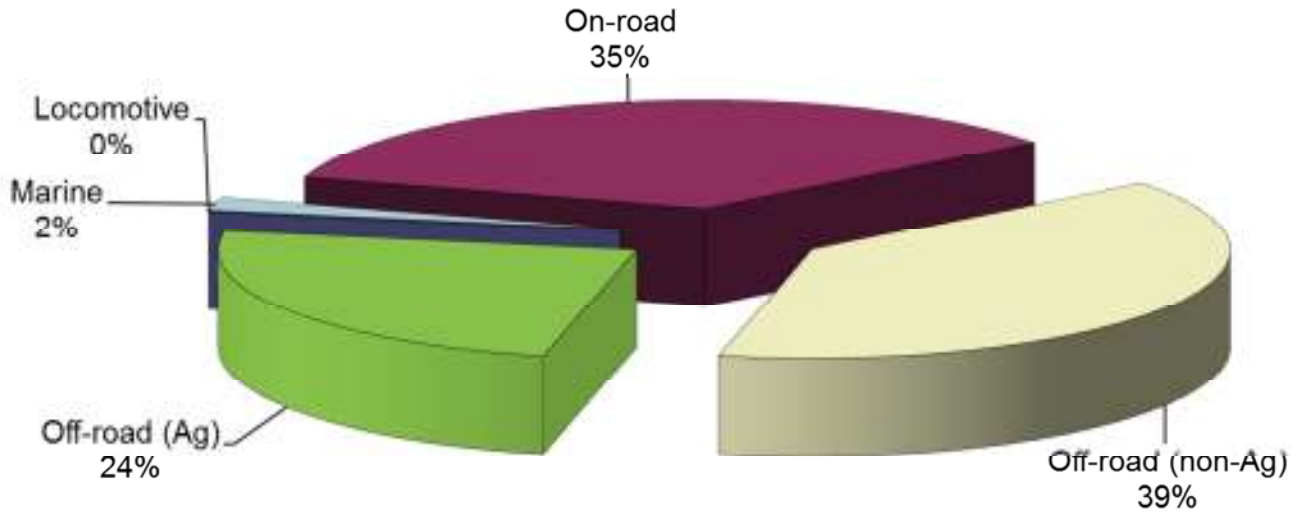
## AGENDA 4 - ATTACHMENT 2

*Summary of all CMP, MSIF and VIP approved/ eligible projects (As of 10/9/13)*

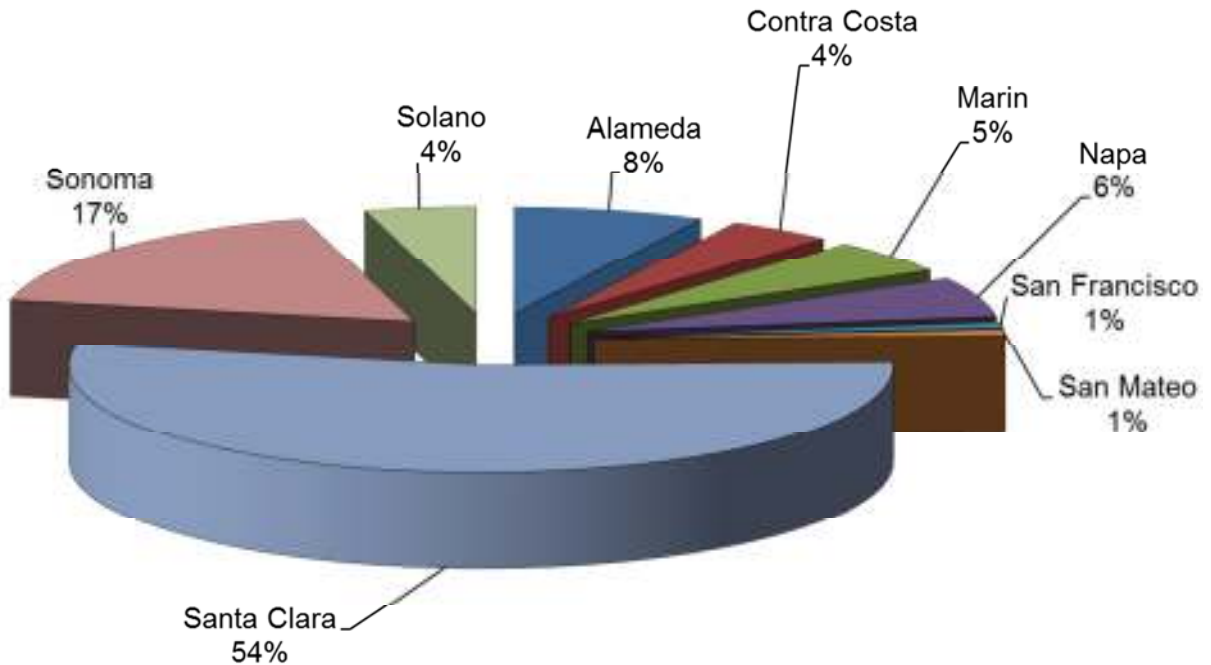
Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
						NOx	ROG	PM		
14MOY43	Agriculture	Irrigation pump engine replacement	1	\$ 45,548.00	Huneus Vintners, LLC	0.135	0.023	0.008	APCO	Napa
14MOY45	Marine	Engine replacement	1	\$ 90,311.00	Jim Rando - Misty Dawn (Commercial fisherman)	0.589	0.013	0.021	APCO	Santa Clara
14MOY46	Ag/ off-road	Loader replacement	1	\$ 43,160.00	Gregory Lyons (Lyons Farms)	0.187	0.034	0.015	APCO	Solano
14MOY50	Ag/ off-road	Tractor replacement	1	\$ 180,570.00	Fred Corda Farming & Ranching	0.742	0.048	0.017	TBD	Marin
14MOY44	Off-road	Forklift replacement	3	\$ 106,010.00	Economy Lumber Company of Oakland, Inc.	0.481	0.086	0.036	TBD	Alameda
15MOY4	Off-road	Backhoe replacement	2	\$ 71,020.00	Doyle's Work Company, Inc. (Excavation & Trenching)	0.225	0.055	0.028	APCO	Santa Clara
15MOY5	Ag/ off-road	Tractor replacement	1	\$ 182,804.00	McClelland's Dairy	0.665	0.074	0.030	TBD	Sonoma
15MOY20	Off-road	Tractor and Loader replacement	5	\$ 2,290,140.00	Steven's Creek Quarry, Inc.	11.747	1.388	0.526	TBD	Santa Clara
15MOY32	Ag/ off-road	Loader replacement	1	\$ 147,220.00	Gerald & Kristy Spaletta (Dairy)	0.613	0.107	0.038	TBD	Sonoma
15MOY14	Off-road	Tractor replacement	2	\$ 66,928.00	Wolfskill Family Trust of 1990 (Vineyard Maintenance)	0.230	0.046	0.016	APCO	Solano
15MOY15	Ag/ off-road	Tractor replacement	1	\$ 30,952.00	Nichelini Vineyards, LLC	0.101	0.017	0.005	APCO	Napa
15MOY31	Ag/ off-road	Tractor replacement	1	\$ 111,490.00	Andrew Poncia dba Poncia Fertilizer Spreading	0.629	0.090	0.032	TBD	Sonoma
15MOY33	Off-road	Tractor replacement	1	\$ 96,092.00	Daniel Evans (Farmer)	0.514	0.064	0.022	APCO	Marin
15MOY37	Off-road	Loader replacement	1	\$ 99,810.00	W.R. Forde Associates	0.582	0.076	0.026	APCO	Contra Costa
15MOY29	Ag/ off-road	Tractor replacement	1	\$ 159,821.00	Drew Dairy	1.075	0.123	0.043	TBD	Sonoma
15MOY36	Ag/ off-road	Loader replacement	1	\$ 147,521.00	Jack Dei Dairy	0.557	0.097	0.035	TBD	Sonoma
15MOY40	Off-road	Loader replacement	3	\$ 237,960.00	Napa Recycling & Waste Services LLC	1.778	0.024	0.050	TBD	Napa
15MOY41	Ag/ off-road	Loader replacement	1	\$ 131,410.00	Neil McIsaac & Son	0.328	0.059	0.021	TBD	Sonoma
VIP139	VIP	Truck Replacement	1	\$ 30,000.00	Donald Lee Holmes	0.608	0.009	0.000	APCO	San Benito
VIP140	VIP	Truck Replacement	1	\$ 30,000.00	Nikolas Carasis	0.606	0.020	0.000	APCO	Contra Costa
VIP142	VIP	Truck Replacement	1	\$ 45,000.00	Forward Intermodal Systems, Inc.	0.905	0.013	0.000	APCO	San Francisco
VIP143	VIP	Truck Replacement	1	\$ 30,000.00	Galante Brothers	0.606	0.020	0.000	APCO	Santa Clara
VIP144	VIP	Truck Replacement	1	\$ 45,000.00	Zeiber Trucking Service, Inc.	0.905	0.013	0.000	APCO	San Joaquin
VIP145	VIP	Truck Replacement	1	\$ 45,000.00	San Miguel Transportation, Inc.	0.905	0.013	0.000	APCO	Sonoma
VIP146	VIP	Truck Replacement	1	\$ 40,000.00	Jaspal Singh	0.802	0.027	0.000	APCO	Alameda
VIP147	VIP	Truck Replacement	1	\$ 45,000.00	Jose E. Mejia	0.905	0.013	0.000	APCO	Santa Clara
VIP148	VIP	Truck Replacement	1	\$ 35,000.00	Raphelle Gabriel	0.702	0.010	0.000	APCO	San Mateo
VIP149	VIP	Truck Replacement	1	\$ 45,000.00	Tuan Q. Luu	0.905	0.013	0.000	APCO	Santa Clara
VIP150	VIP	Truck Replacement	1	\$ 25,000.00	Gurdeep Singh DBA Arjan Transport	0.513	0.008	0.000	APCO	Solano
VIP151	VIP	Truck Replacement	1	\$ 45,000.00	Eugene R. Oliverio	0.905	0.013	0.000	APCO	Santa Clara
VIP152	VIP	Truck Replacement	1	\$ 35,000.00	Devinder Singh Nagra	0.702	0.010	0.000	APCO	Santa Clara

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
						NOx	ROG	PM		
VIP153	VIP	Truck Replacement	1	\$ 40,000.00	Dong V. Le	0.811	0.012	0.000	APCO	Alameda
VIP154	VIP	Truck Replacement	1	\$ 35,000.00	Harjinder Singh Shergill	0.700	0.013	0.000	APCO	Sacramento
VIP155	VIP	Truck Replacement	1	\$ 45,000.00	Brian Scott Price	0.905	0.013	0.000	APCO	Salinas
VIP156	VIP	Truck Replacement	1	\$ 45,000.00	Dennis C. Leavitt Jr.	0.905	0.013	0.000	APCO	Alameda
VIP157	VIP	Truck Replacement	1	\$ 30,000.00	Calstone Co.	0.603	0.013	0.000	APCO	Santa Clara
VIP158	VIP	Truck Replacement	1	\$ 35,000.00	Manuel Gambao DBA MG Trucking	0.706	0.011	0.000	APCO	Riverside
VIP159	VIP	Truck Replacement	1	\$ 35,000.00	Lestor Jackson	0.706	0.011	0.000	APCO	Alameda
VIP160	VIP	Truck Replacement	1	\$ 45,000.00	Sanh Nguyen	0.905	0.013	0.000	APCO	Alameda
VIP161	VIP	Truck Replacement	1	\$ 35,000.00	Ruben Tinoco Rivera	0.706	0.011	0.000	APCO	Salinas
VIP162	VIP	Truck Replacement	1	\$ 25,000.00	Emilio Venegas	0.513	0.008	0.000	APCO	San Joaquin
VIP163	VIP	Truck Replacement	1	\$ 20,000.00	EXLS / Ultra Labs, Inc.	0.405	0.006	0.000	APCO	Alameda
VIP164	VIP	Truck Replacement	1	\$ 45,000.00	Ernesto Q. Tejada	0.905	0.013	0.000	APCO	Santa Clara
VIP165	VIP	Truck Replacement	1	\$ 20,000.00	Harkewal Singh Bhuller	0.402	0.006	0.000	APCO	Alameda
VIP166	VIP	Truck Replacement	1	\$ 45,000.00	M/M Feed	0.814	0.018	0.000	APCO	Mendocino
VIP167	VIP	Truck Replacement	1	\$ 35,000.00	Joseph Michael Velardi	0.702	0.010	0.000	APCO	Contra Costa
VIP168	VIP	Truck Replacement	1	\$ 40,000.00	Matthew P. Crowley	0.814	0.018	0.000	APCO	Monterey
VIP169	VIP	Truck Replacement	1	\$ 45,000.00	Matthew J. Domler	0.905	0.013	0.000	APCO	Solano
VIP170	VIP	Truck Replacement	1	\$ 15,000.00	Michael J. Haye	0.309	0.007	0.000	APCO	San Mateo
VIP171	VIP	Truck Replacement	1	\$ 35,000.00	Hydra Reload Inc. / Kellogg Distribution	0.702	0.010	0.000	APCO	Sacramento
VIP172	VIP	Truck Replacement	1	\$ 35,000.00	Kellogg Distribution Inc.	0.702	0.010	0.000	APCO	Sacramento
VIP173	VIP	Truck Replacement	1	\$ 45,000.00	Elliott Louis Nurse	0.905	0.013	0.000	APCO	Monterey
VIP174	VIP	Truck Replacement	1	\$ 30,000.00	Gary Lee Schultz	0.606	0.020	0.000	APCO	Santa Clara
VIP175	VIP	Truck Replacement	1	\$ 45,000.00	Abdul Naik	0.905	0.013	0.000	APCO	Alameda
VIP176	VIP	Truck Replacement	1	\$ 45,000.00	Rene Alphonse LaChance	0.905	0.013	0.000	APCO	Tehama
VIP177	VIP	Truck Replacement	1	\$ 35,000.00	Luis R. Gomez	0.692	0.025	0.000	APCO	Solano
VIP178	VIP	Truck Replacement	1	\$ 45,000.00	Carl Joseph Johnson DBA Viking Transport	0.905	0.013	0.000	APCO	Santa Cruz
VIP179	VIP	Truck Replacement	1	\$ 45,000.00	Tim Amaro	0.900	0.030	0.000	APCO	Santa Clara
VIP181	VIP	Truck Replacement	1	\$ 10,000.00	Saraoni Food Service	0.143	0.002	0.003	APCO	Contra Costa
VIP182	VIP	Truck Replacement	1	\$ 35,000.00	Jaime Rameriz	0.702	0.01	0.000	APCO	Santa Clara
VIP183	VIP	Truck Replacement	1	\$ 45,000.00	Pleasanton Trucking, Inc.	0.905	0.013	0.000	APCO	Contra Costa
VIP184	VIP	Truck Replacement	1	\$ 15,000.00	Michael L. Nelson	0.311	0.011	0.000	APCO	Solano
VIP185	VIP	Truck Replacement	1	\$ 35,000.00	Manuel Curiel	0.700	0.013	0.000	APCO	Yuba
<b>63 Projects</b>			<b>73</b>	<b>\$ 5,868,767.00</b>		<b>53.144</b>	<b>2.999</b>	<b>0.971</b>		

**Figure 1: CMP/ MSIF Funding Distribution by Equipment Category as of 10/9/13**

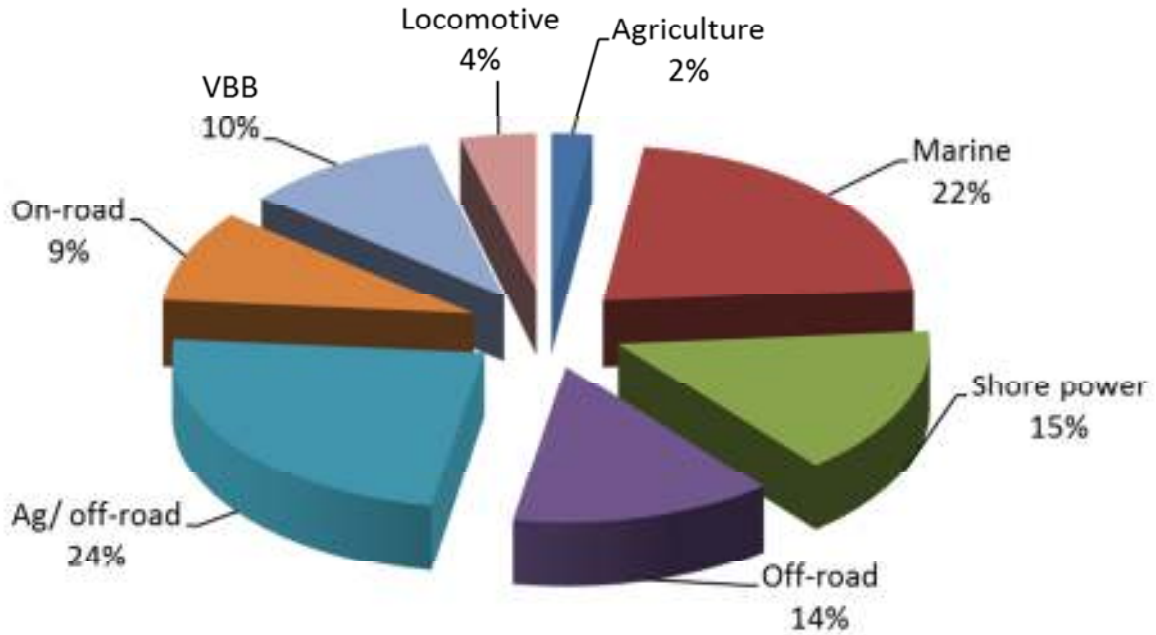


**Figure 2: CMP/ MSIF Funding Distribution by County as of 10/9/13**

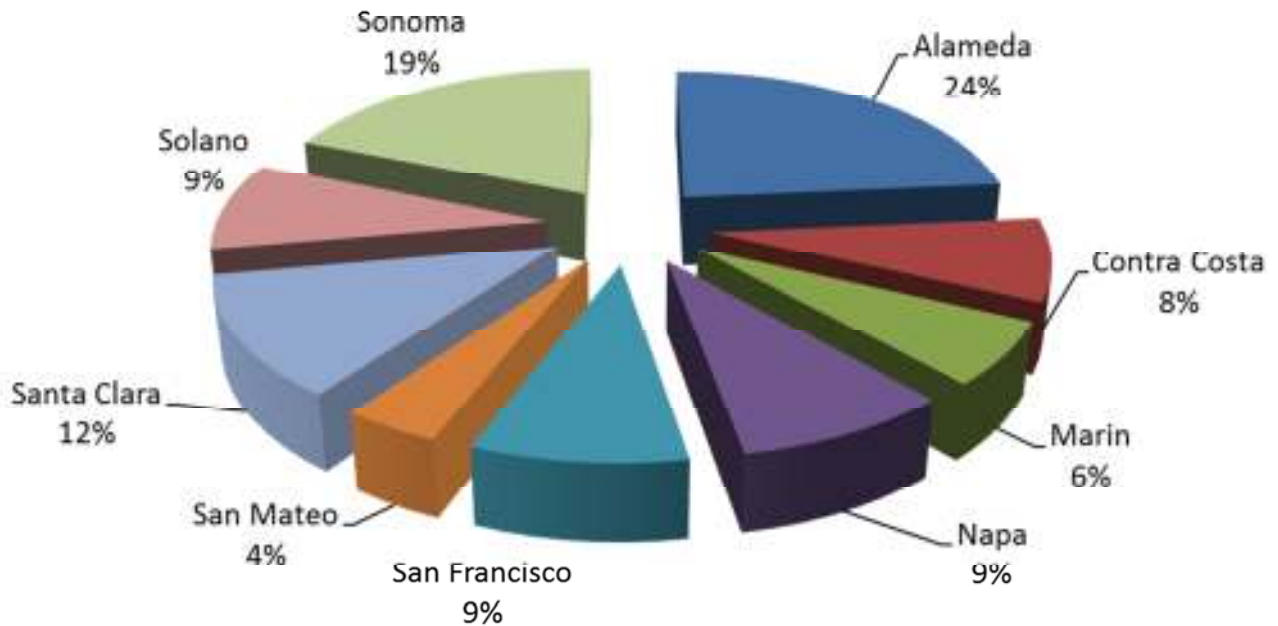


# AGENDA 4 - ATTACHMENT 3

**Figure 3:** CMP, MSIF, and VIP funding for Years 11-15 by equipment category



**Figure 4:** CMP, MSIF, and VIP funding for Years 11-15 by county



**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Scott Haggerty and  
Members of the Executive Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 15, 2013

Re: Update on the Regional Plug-In Electric Vehicle (PEV) Readiness Plan

RECOMMENDATION:

None. Informational item, receive and file.

BACKGROUND

Recognizing the potential of Plug-in Electric Vehicles (PEV) to be an important technology in reducing emissions, the Bay Area Air Quality Management District (Air District) has allocated more than \$8 million in Transportation Fund for Clean Air (TFCA) funding to deploy PEV infrastructure and vehicles over the past four fiscal years (fiscal years ending (FYE) 2010, 2011, 2012 and 2013). To ensure that these investments are well coordinated with the Bay Area's needs, the Air District applied for, and was successfully awarded, a number of state and federal grants to undertake regional PEV readiness planning for both the Bay Area and Monterey Bay regions.

Using funding from the United States Department of Energy (DOE), the Air District completed the first portion of a regional PEV readiness planning process in December 2012. Two additional grants from the California Energy Commission (CEC) have allowed for more planning work to be undertaken separately in the Bay Area and Monterey. This additional funding has allowed for the development of a final draft Bay Area Regional Plug-In Electric Vehicle Readiness Plan (the Plan) and as part of this report the Committee will receive an overview of that document (the compilation work under both the DOE and CEC grants), an update on its findings, recommended implementation actions and next steps.

DISCUSSION

**United States Department of Energy (DOE) Grant**

The Air District is one of six awardees that received funding from the DOE to collaborate on a California PEV readiness plan. In order to complete this effort locally, the Air District partnered with the Association of Bay Area Governments (ABAG), Metropolitan Transportation Commission (MTC), Bay Area Clean Cities Coalitions (East Bay, San Francisco and Silicon Valley), Bay Area EV Strategic Council, Monterey Bay Unified

Air Pollution Control District (MBUAPCD), and Monterey Bay Electric Vehicle Association (MBEVA). Under this grant, the Air District worked to produce a document based on the following:

- Projections for PEV ownership and deployment; barriers to PEV ownership, deployment, and steps to eliminate barriers identified.
- Key strategic zones/areas for deployment and types of charging stations for regional PEV charging infrastructure.
- An assessment of local government's PEV readiness with respect to permitting and inspection practices; zoning and parking rules, local ordinances; and building codes.
- A review and discussion of opportunities for industry stakeholder training and consumer education; and strategies for minimizing grid and utility impacts.

### **California Energy Commission (CEC) PEV Planning Grant**

While the process undertaken for the DOE grant addressed a number of significant PEV readiness areas for the Region, there are a number of additionally important topics that lie outside of the scope of that effort. In order to address these, the Air District expanded its planning efforts in 2013 seeking to analyze the following areas under two separate CEC grants for the Bay Area and Monterey Bay regions:

- Development of strategies that support accelerated PEV adoption in private and public fleets.
- Identification of strategies to attract PEV manufacturing, production, infrastructure and services to the Bay Area and California.
- Integration of the Regional PEV Plan into the Bay Area's Sustainable Communities Strategy (SCS) plan.

Work on these elements for the Bay Area's CEC grant has been completed and it is expected that the Monterey effort will be completed in February 2014.

### **Key Findings for the Bay Area**

The results of the DOE and CEC processes highlighted the following potential gaps and barriers to PEV readiness in the Bay Area:

- The relatively higher cost of the vehicle and associated infrastructure are still a barrier for most consumers.
- 50% of cities and counties in the region indicated that they may need additional resources such as training and additional time to attain PEV readiness in the areas of zoning ordinances, building codes and permitting practices.
- To date, the majority of charging infrastructure has been installed in single-family homes. Additional effort and resources will be required to meet the existing and future demand for charging at Multi-unit family dwellings, workplaces, and away from home destinations (e.g. entertainment and recreational centers).



Maps from the Plan showing the "readiness" of local governments in the Bay Area and of proposed strategic and priority locations for future public charging infrastructure will be provided to the Committee for discussion as part of the presentation for this agenda item.

### **Implementation Actions**

In order to address these findings, the Plan proposes a series of short- (1 to 2 years), medium- (3 to 5 year) and long-term (6 to 10 year) PEV readiness actions for the Bay Area as described in Attachment 1. The actions represented in the attachment comprise strategies that: 1) accelerate PEV deployment in the region, 2) integrate PEV deployment into Sustainable Communities Strategy 3) prepare utilities for mass PEV deployment, and 4) lays out roles and responsibilities for both local and regional governments with regard to PEV readiness.

Additionally, the Plan makes a number of recommendations regarding attracting and retaining PEV manufacturing and service companies for the region that are summarized as follows:

- The Bay Area should focus on business retention and expansion versus on trying to attract new PEV manufacturing and services.
- Analyses of the competitive position and local opportunities of different areas within the region should be completed in order to lay out an economic development strategy for PEVs.
- The Bay Area region should focus on prototyping, testing and demonstrating PEV technologies.
- Local officials should seek to convene forums that allow local PEV firms in both the technology and vehicle industries to collaborate.
- The Bay Area region might consider offering targeted incentives to retain and expand current PEV companies.

### **Next Steps**

In order to finalize the Plan, staff is currently conducting the following public workshops and webinar:

**Table 1- Public Workshops and Webinar on the Plan**

<b>San Francisco</b> BAAQMD - 7th Floor Board Room, 939 Ellis Street, San Francisco, CA 94109	October 10, 2013 (Thursday); 7 PM-8:30 PM;
<b>Oakland</b> Oakland City Hall - Hearing Room 4, 1 Frank H. Ogawa Plaza, Oakland, CA 94612	October 15, 2013 (Tuesday); 7 PM-8:30 PM;
<b>Online Webinar</b> Pre-register at <a href="https://attendee.gotowebinar.com/register/669021293019727873">https://attendee.gotowebinar.com/register/669021293019727873</a>	October 16, 2013 (Wednesday); 9:30 AM-11 AM;
<b>San Jose</b>	October 16, 2013

San Jose City Hall - Meeting Room W-120, 200 E. Santa Clara Street, San José, CA 95113	(Wednesday); 7 PM-8:30 PM;
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Additionally, staff is seeking input from its regional partners, the Bay Area Electric Vehicle Strategic Council and local governments (cities and counties). The closing date for comments on the Plan is October 18, 2013, at which time the Air District will review and incorporate input received into a final document that will be presented to the Air District's Board of Directors (Board) in November 2013. Following the Plan's receipt by the Board, staff will forward it to the California Energy Commission and will also present its recommendations to the Metropolitan Transportation Commission and Association of Bay Area Governments in December and January of 2013.

BUDGET CONSIDERATION / FINANCIAL IMPACT:

None. The Air District match and administrative funding for these projects comes from the TFCA program.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Karen Schkolnick  
Reviewed by: Damian Breen

Attachment 1: Recommended Key Short-, Medium-, and Long-Term PEV Readiness Actions

**ATTACHMENT 1 - Timeline of draft recommended key short-, medium-, and long-term PEV readiness actions, by implementing stakeholder**

**Regional Agencies**

- Prioritize grant funding for quick charge network; incentives for PEV purchases; and EVSE in MDUs, workplaces
- Develop incentive programs and systems to monitor PEV deployment, local PEV readiness, and uptake of medium- and heavy-duty PEVs in fleets
- Convene EV readiness summit of local elected officials
- Implement Go EV campaign
- Develop schedule for stakeholder training and outreach
- Monitor uptake of PEVs in Impacted/ Environmental Justice Communities
- Coordinate on statewide efforts: develop statewide readiness guidelines, MDU charging guidelines, and workplace charging guidelines; convene roundtable of CEOs; develop cost of ownership business calculator and report on incentives for employees

**Local Governments**

- Adopt building code standards for EVSE
- Develop process to expedite EVSE permitting in single-family residences
- Create a residential EVSE permitting checklist
- Train permitting and inspection officials in basic EVSE installation
- Share best practices

**Regional Agencies**

- Provide PEV incentives through vehicle buybacks & feebates
- Monitor PEV deployment and local government PEV readiness

**Local Governments**

- Adopt EVSE requirements into building/zoning code
- Allow PEV parking to count toward minimum requirements
- Incorporate PEV readiness policies into general plans, climate action plans, or adopt as stand-alone plans

**Utilities**

- Evaluate smart grid opportunities for PEVs
- Provide renewable energy options for PEV drivers



**Utilities**

- Evaluate impact of rate structures on PEVs
- Create notification protocol for PEVs and EVSE

**Regional Agencies**

- Update EVSE design guidelines
- Develop Regional Public Charger Network
- Monitor PEV deployment, local government PEV readiness, and uptake of PEVs in Impacted/Environmental Justice Communities

**Local Governments**

- Adopt PEV parking design guidelines
- Adopt PEV parking regulations and enforcement policies
- Ensure that permitting staff at counter are knowledgeable on EVSE installation

**Utilities**

- Evaluate and upgrade distribution infrastructure
- Implement consumer outreach programs

**Definition of Terms**

PEV - Plug-In Electric Vehicle

EVSE – Electrical Vehicle Supply Equipment

MDU – Multi-dwelling Unit

EV – Electric Vehicle

CEO - Chief Executive Officer

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**  
Memorandum

To: Chairperson Scott Haggerty and  
Members of the Mobile Source Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 16, 2013

Re: Update on the Regional Bicycle Share Pilot Project

RECOMMENDED ACTION:

Recommend Board of Directors:

- Approve San Francisco County Transportation Authority's (SFCTA) request to use fiscal year ending (FYE) 2014 Transportation Fund for Clean Air (TFCA) County Program Manager funds to purchase and operate additional bicycle share equipment.

BACKGROUND

In the Bay Area, on-road vehicles account for more than 25% of criteria pollutants and 28% of greenhouse gas (GHG) emissions. Therefore, significant emission reductions from this transportation category are key to the Bay Area's attainment of air quality standards and to protecting global climate. The Bay Area Bike Share program (pilot project) was developed as a pilot project to assess how bicycle sharing could reduce these pollutants by eliminating vehicle miles traveled (VMT) in single occupancy vehicles. The pilot project will collect information on vehicle emissions reduced by the system over a period of 12 to 24 months and will assess the viability of expanding bike sharing in the Bay Area, both within the pilot communities and in the larger region.

The Bay Area Air Quality Management District (Air District) is the lead administrator for the pilot project, which is being conducted in partnership with the City and County of San Francisco, the San Mateo County Transit District, the City of Redwood City, the County of San Mateo, and the Santa Clara Valley Transportation Authority.

To initiate the pilot project, approximately \$11.2 million in public funding has been awarded by the Metropolitan Transportation Commission's (MTC) Congestion Mitigation and Air Quality Improvement Program (CMAQ) fund (\$7.1 million), the Air District's Transportation Fund for Clean Air (TFCA) (\$2.8 million), and local match funds from the partners (\$1.3 million). During the pilot project, the Air District is working with its partners and contractor, Alta Bicycle Share, Inc. (Alta), to secure additional funding from user fees and private sponsorships to successfully transition the program over to a self-sustaining system.

Since 1991, the TFCA program has funded projects that achieve surplus emission reductions from on-road motor vehicles. Funding for this program is provided by a \$4 surcharge on motor vehicles registered within the Bay Area as authorized by the California State Legislature. The statutory authority for the TFCA and requirements of the program are set forth in California Health and Safety Code Sections 44241 and 44242. Sixty percent (60%) of TFCA funds are awarded to eligible District led programs and projects and Regional Fund programs. By law, forty percent (40%) of TFCA revenues are also distributed to designated County Program Managers in each of the nine counties within the Air District's jurisdiction who in turn award funding to eligible projects and programs within their county.

As part of this report, Air District staff will present an overview of Bay Area Bike Share milestones accomplished to date, next steps, and a request from SFCTA to use FYE 2014 TFCA County Program Manager funds to purchase and operate additional equipment.

## DISCUSSION

Bay Area Bike Share launched on August 29, 2013, as the first public bike share service in California and the first regional, multi-city bike share program in the country. The first phase of the pilot includes more than 600 bicycles that are available for check-out from 64 kiosk stations located with the participating pilot communities of San Jose, Paolo Alto, Mountain View, Redwood City and San Francisco. Within the next few months, the first-phase fleet size will expand to 700 bicycles and 70 kiosk stations. A second phase of the pilot, due to be completed in early 2014, will expand the total pilot project fleet to 1,000 bicycles and 100 kiosk stations.

### **Next Steps**

Based on the size of other North American bicycle share systems and preliminary assessments of each of the pilot communities, it is anticipated that the Bay Area's program has the potential to grow to a fleet size of between 6,000 to 10,000 bicycles. As program administrator, the Air District will be working to assess the viability of private sponsorships to help fund the cost of increasing the fleet size within the initial participating service areas and exploring options for expanding the service area to include additional Bay Area communities.

The first step towards securing such sponsorship is to evaluate the branding potential of an expanded system to determine its worth in terms of media impressions in the current pilot communities and other communities throughout the Bay Area. The Air District will open a request for proposals (RFP) to seek a firm qualified to perform this assessment.

Additionally, staff will continue to evaluate the costs of the pilot project to determine what makeup of private and public funding will be necessary to sustain a larger system and to determine the optimal operation of such a system based on ridership data, system membership, system costs and service levels.

### **Additional Funding for San Francisco Project Component**

Given that bike sharing is currently being tested as a pilot, it is not included as an eligible project type in the TFCA Policies. TFCA County Program Manager Policy #3 allows County Program Managers to seek Air District Board of Director's approval on a case-by-case basis for projects that are not included in the list of eligible project types that otherwise conform to the provisions of the California Health and Safety Code (HSC) section 44241 and other TFCA policies. Per this Policy, on October 5, 2011, the Board granted an exemption to San Francisco County Transportation Authority (SFCTA), San Francisco County's County Program Manager, to allocate \$401,250 in FY 2011/12 TFCA County Program Manager funds as a local match to the Regional Bike Share Pilot Project.

For the FYE 2014 cycle, SFCTA has requested Air District approval of an additional allocation of \$388,208 in TFCA County Program Manager funds to purchase and operate additional bike share equipment (Project 14SF04). In addition, SFCTA has requested an exemption from the Board-approved TFCA cost-effectiveness requirement of \$90,000/ton. Staff has reviewed SFMTA's request and determined that the project conforms to the provisions of HSC section 44241, other TFCA policies, and meets a \$500,000/ton cost effectiveness, the same threshold approved by the Board of Directors for the Regional Bicycle Share Pilot on June 5, 2013. Therefore, staff is requesting that the Board approve SFMTA's request for a case-by-case exemption as allowed by Policy #3 to provide FYE 2014 TFCA County Program Manager funds to this Project as well as a waiver of the cost-effectiveness threshold of \$90,000/ton.

### **BUDGET CONSIDERATION / FINANCIAL IMPACT:**

None. The Air District distributes "pass-through" funds to grantees on a reimbursement basis. Administrative costs for the TFCA program are provided by the funding source.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Karen Schkolnick and Patrick Wenzinger  
Reviewed by: Damian Breen

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

## Memorandum

To: Chairperson Scott Haggerty and  
Members of the Mobile Source Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 16, 2013

Re: Transportation Fund for Clean Air (TFCA) Regional Fund Policies and  
Evaluation Criteria for Fiscal Year Ending (FYE) 2014

**RECOMMENDED ACTIONS:**

Recommend Board of Directors approve the proposed fiscal year ending (FYE) 2014 TFCA Regional Fund Policies and Evaluation Criteria (FYE 2014 Policies) presented in Attachment A.

**BACKGROUND**

In 1991, the California State Legislature authorized the Bay Area Air Quality Management District (Air District) to impose a \$4 surcharge on motor vehicles registered within the nine-county Bay Area to fund projects that reduce on-road motor vehicle emissions. The Air District allocates these funds to its Transportation Fund for Clean Air (TFCA) Program to fund eligible projects. The statutory authority for the TFCA and requirements of the program are set forth in California Health and Safety Code Sections 44241 and 44242.

Sixty percent (60%) of TFCA funds are awarded directly by the Air District. Portions of this funding are allocated to Air District Board of Directors (Board) approved eligible programs and projects implemented directly by the Air District, such as the Smoking Vehicle and Spare the Air Programs and the Enhanced Enforcement Project. The remainder of the funding is allocated to the TFCA Regional Fund Program, which is governed by Board-adopted policies and evaluation criteria. In this report, staff will propose minor changes to the general policies for the TFCA Regional Fund Program for FYE 2014 as well as policies for shuttle/feeder bus service, regional ridesharing, and electronic bicycle locker projects for the Committee's consideration.

Per Board direction on December 16, 2009, the Executive Officer/APCO will continue to execute Grant Agreements with individual grant award amounts up to \$100,000 for projects that meet the respective governing policies and guidelines. TFCA Regional Fund projects with grant award amounts over \$100,000 will continue to be brought to the Committee for consideration at least on a quarterly basis.

## DISCUSSION

### *Proposed Policies*

The proposed FYE 2014 TFCA Regional Fund Policies include project-specific policies that would apply to shuttle/feeder bus service, regional ridesharing, and electronic bicycle locker projects, as well as general policies that are applicable to all TFCA Regional Fund project types. Attachment A contains the proposed Policies for FYE 2014 and Attachment B shows the changes between the Board-adopted FYE 2013 Policies and the proposed FYE 2014 Policies.

The proposed revisions to the TFCA Regional Fund Policies and Evaluation Criteria for FYE 2014 are as follows:

- Minor changes to the general policies intended to increase their clarity.
- Increases the cost-effectiveness threshold for pilot shuttle/feeder bus service projects located in Highly Impacted Communities as defined in the Air District Community Air Risk Evaluation (CARE) Program to \$500,000/ton;
- Clarifies the requirement that matching funds for shuttle/feeder bus service projects must be for direct operational costs of the service; and
- Limits TFCA Regional Funds to cover shuttle/feeder bus service costs incurred during commute times;
- Clarifies the requirement that shuttle/feeder bus service projects must not duplicate existing transit service and provides an opportunity for FYE 2013 TFCA Regional Funds awardees that propose currently funded route(s) in FYE 2014 to request an exemption to this requirement. In order to qualify for the exemption, applicants have to demonstrate how they will come into compliance with the non-duplication requirement within the next three years.

### *Outreach*

On July 25, 2013, the Air District opened the public comment period for the proposed FYE 2014 Policies. The process was advertised via the Air District's TFCA grants email notification system and the proposed policies were posted on the Air District's website. The Air District received five sets of comments by the close of the comment period on August 14, 2013. In addition, the Air District held a stakeholder workshop meeting on October 8, 2013, that was attended by 23 individuals (15 in-person and 8 via webinar). Attachment C provides a listing of the 5 sets of public comments received by August 15, 2013, two additional sets of written comments received on October 8, 2013, and staff's responses.

### *Future Potential TFCA Regional Fund Program Modifications*

The Air District has been working over the past several years to streamline TFCA Regional Fund Program funding to ensure that it effectively meets the growing demand for grant funding across the nine-county Bay Area. At the May 23, 2013, Committee meeting, staff shared a number of



concepts for improving the way that Regional Fund funding is allocated to shuttle/feeder bus service and regional ridesharing.

Since that meeting, staff has continued to explore options for improving the TFCA Regional Fund Program, via discussions with shuttle stakeholders such as the Metropolitan Transportation Commission (MTC) and Congestion Management Agencies. An overview of the policy options that were previously shared with the Committee, as well as two additional options developed more recently, are included in Attachment D. During this next year, staff will continue to explore and develop options for improving the program with shuttle and rideshare stakeholders. Staff will update the Committee in the coming months on the process to streamline the program.

BUDGET CONSIDERATION / FINANCIAL IMPACT:

None. The Air District distributes “pass-through” funds to grantees on a reimbursement basis. Administrative costs for the TFCA Regional Fund program are provided by the funding source.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Avra Goldman  
Reviewed by: Karen Schkolnick

- Attachment A: Proposed TFCA Regional Fund Policies and Evaluation Criteria for FYE 2014
- Attachment B: Redlined Version Showing Changes Between Board-adopted FYE 2013 and Proposed FYE 2014 TFCA Regional Fund Policies and Evaluation Criteria (Informational Item)
- Attachment C: Comments Received and Staff Responses to Proposed FYE 2014 Policies (Informational Item)
- Attachment D: Concepts for Future Consideration for Improving the TFCA Regional Fund Shuttle and Ridesharing Program (Informational Item)

## TFCA REGIONAL FUND POLICIES AND EVALUATION CRITERIA FOR FYE 2014

The following policies apply to the Transportation Fund for Clean Air (TFCA) Regional Fund.

### BASIC ELIGIBILITY

1. **Eligible Projects:** Only projects that result in the reduction of motor vehicle emissions within the Air District’s jurisdiction are eligible.

Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and Air District Board of Directors adopted TFCA Regional Fund Policies and Evaluation Criteria for FYE 2014.

Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, contracts, and other legally binding obligations both a) at the time the Air District Board of Directors approves a funding allocation and b) at the time the Air District executes the project’s funding agreement.

Under certain circumstances following approval of the project by the Board of Directors, the Air District may approve modifications of the approved project or of the terms of the grant agreement. The Air District will evaluate whether the proposed modification will reduce the amount of emissions the originally-approved project was designed to achieve, will negatively affect the cost-effectiveness of the project or will otherwise render the project ineligible (“major modification”). The Air District may approve the proposed major modification if the Air District determines that the project, as modified, will continue to achieve surplus emission reductions, based on the regulations, contracts, and other legally-binding obligations in effect at the time of the proposed modification. The Air District may approve minor modifications, such as to correct mistakes in the grant agreement or to change the grantee, without a re-evaluation of the proposed modification in light of the regulations, contracts, and other legally-binding obligations in effect at the time of the proposed minor modification.

2. **TFCA Cost-Effectiveness:** Unless otherwise noted below, projects must not exceed a cost-effectiveness (C-E) of \$90,000 per ton. Cost-effectiveness is based on the ratio of TFCA-generated funds awarded divided by the sum total tons of reactive organic gases (ROG), oxides of nitrogen (NO<sub>x</sub>), and weighted particulate matter 10 microns in diameter and smaller (PM<sub>10</sub>) reduced (\$/ton).

Certain project categories further specify the eligible funding amount per item (for example, \$/vehicle) which is based on the cost-effectiveness levels below.

Project Category	Policy #	C-E Level Maximum (\$/weighted ton)
Reserved	21	Reserved
Reserved	22	Reserved
Reserved	23	Reserved
Reserved	24	Reserved
Reserved	25	Reserved
Reserved	26	Reserved
Shuttle/Feeder Bus Service—Existing	27	\$90,000
Shuttle/Feeder Bus Service—Pilot (outside CARE areas)	28	\$125,000
Shuttle/Feeder Bus Service—Pilot (in CARE areas)	28	\$500,000
Regional Ridesharing	29	\$90,000
Electronic Bicycle Lockers	30	\$90,000
Reserved	31	Reserved

3. **Consistent with Existing Plans and Programs:** All project categories must comply with the transportation control measures and mobile source measures included in the Air District's most recently approved strategy(ies) for achieving and maintaining State and national ozone standards, those plans and programs established pursuant to California Health & Safety Code (HSC) sections 40233, 40717 and 40919, and, when specified, with other adopted State, regional, and local plans and programs.

4. **Eligible Recipients and Authority to Apply:** Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing with the Air District (Policies #11 and #12).
  - a. **Eligible Recipients:**
    - i. **Public agencies** are eligible to apply for all project categories.
    - ii. **Non-public entities** are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle projects, and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b(7)).
  - b. **Authority to Apply:** Applications must include either: 1) a signed letter of commitment from the applicant's representative with authority to enter into a funding agreement and carry out the project (e.g., Chief Executive or Financial Officer, Executive Director, City Manager, etc.), or 2) a signed resolution from the governing body (e.g., City Council, Board of Supervisors, Board of Directors, etc.) authorizing the submittal of the application and authorizing the project to be carried out.
5. **Viable Project and Matching Funds:** Unless provided for otherwise in the policies and priorities for the specific project category (which are listed below), project applicants must include in the application evidence of available matching funds from a non-Air District source that equal or exceed at least 10% of the total eligible project costs.

The project must be financially viable, which means that the project sponsor has adequate funds to cover all stages of the project from its commencement through project completion. Applications must include evidence of financial resources sufficient to undertake and complete the project. The project sponsor shall not enter into a TFCA Regional Fund funding agreement until all non-Air District funding has been approved and secured.
6. **Minimum Grant Amount:** \$10,000 per project.
7. **Maximum Grant Amount:** Maximum award per calendar year:
  - a. **Each public agency** may be awarded up to \$1,500,000, and
  - b. **Each non-public entity** may be awarded up to \$500,000.
8. **Readiness:** Projects must commence by the end of calendar year 2014. "Commence" includes any preparatory actions in connection with the project's operation or implementation. For purposes of this policy, "commence" can mean the issuance of a purchase order to secure project vehicles and equipment; commencement of shuttle/feeder bus and ridesharing service; or the delivery of the award letter for a construction contract.
9. **Maximum Two Years Operating Costs:** Service-based projects such as shuttle/feeder bus and ridesharing programs, may receive TFCA Regional Funds for up to two (2) years of operation or implementation. Projects that request up to \$100,000 annually in TFCA Regional Funds are eligible to apply for two years of funding. Projects that request more than \$100,000 annually in TFCA Regional Funds are eligible for only one year of funding.
10. **Project Revisions:** Project revisions initiated by the project sponsor which significantly change the project before the allocation of funds by the Air District Board of Directors may not be accepted. Following Air District Board of Directors allocation of funds for a project, an applicant may request revisions to that project that the applicant deems necessary or advisable to carry out the purposes of the project, based on information the applicant received after the Board's allocation of funding. The Air District will consider only requests that are within the eligible project category as the original project, meet the same cost-effectiveness as that of the original project application, comply with all TFCA Regional Fund Policies applicable for the original project, and are in compliance with all federal and State laws applicable to the revised project and District rules and regulations.

#### **APPLICANT IN GOOD STANDING**

11. **In Compliance with Agreement Requirements:** Project sponsors who have failed to meet project implementation milestones or who have failed to fulfill monitoring and reporting requirements for any project funded by the Air District may not be considered eligible for new funding until such time as all of the unfulfilled obligations are met.

12. **Independent Air District Audit Findings and Determinations:** Project sponsors who have failed either a fiscal audit or a performance audit for a prior Air District funded project will be excluded from future funding for five (5) years from the date of the Air District's final determination in accordance with HSC section 44242. Additionally, project sponsors with open projects will not be reimbursed for those projects until all audit recommendations and remedies have been satisfactorily implemented.

A failed fiscal audit means an uncorrected audit finding that confirms an ineligible expenditure of funds. A failed performance audit means that a project was not implemented as set forth in the project funding agreement.

Reimbursement is required where it has been determined that funds were expended in a manner contrary to the TFCA Regional Funds' requirements and requirements of HSC Code section 44220 et seq.; the project did not result in a reduction of air pollution from the mobile sources or transportation control measures pursuant to the applicable plan; the funds were not spent for reduction of air pollution pursuant to a plan or program to be implemented by the TFCA Regional Fund, or otherwise failed to comply with the approved project scope as set forth in the project funding agreement. An applicant who failed to reimburse such funds to the Air District from a prior Air District funded project will be excluded from future TFCA funding.

13. **Signed Funding Agreement:** Only a fully-executed funding agreement (i.e., signed by both the project sponsor and the Air District) constitutes the Air District's award of funds for a project. Approval of an application for the project by the Air District Board of Directors does not constitute a final obligation on the part of the Air District to fund a project.

Project sponsors must sign a funding agreement within 60 days from the date it has been transmitted to them in order to remain eligible for award of TFCA Regional Funds. The Air District may authorize an extension of up to a total period of 180 days from the transmittal because of circumstances beyond project sponsor's reasonable control and at the Air District's discretion.

14. **Insurance:** Each project sponsor must maintain general liability insurance and such additional insurance that is appropriate for specific projects, with coverage amounts specified in the respective funding agreements throughout the life of the project.

#### INELIGIBLE PROJECTS

15. **Planning Activities:** Feasibility studies and other planning studies are not eligible for funding by the Air District. Funding may not be used for any planning activities that are not directly related to the implementation of a specific project or program. In addition, land use projects (i.e., Smart Growth, Traffic Calming, and Arterial Management) that have not completed the Preliminary Design phase are not eligible.
16. **Cost of Developing Proposals and Grant Applications:** The costs to develop proposals or prepare grant applications are not eligible for TFCA Regional Funds.
17. **Duplication:** Projects that have previously received TFCA-generated funds and therefore do not achieve additional emission reductions are not eligible.

Combining TFCA County Program Manager Funds with TFCA Regional Funds to achieve greater emission reductions for a single project is not considered project duplication.

#### USE OF TFCA FUNDS

18. **Combined Funds:** TFCA County Program Manager Funds may be combined with TFCA Regional Funds to fund a project that is eligible and meets the criteria for funding under both Funds. For the purpose of calculating the TFCA cost-effectiveness, the combined sum of TFCA County Program Manager Funds and TFCA Regional Funds shall be used to calculate the TFCA cost of the project.
19. **Administrative Costs:** Unless provided for otherwise in the policies and priorities for the specific project category (which are listed below), administrative costs (i.e., the costs associated with administering a TFCA Regional Fund grant) are limited to a maximum of five percent (5%) of total TFCA Regional Funds expended on a project and are only available to projects sponsored by public agencies. Electronic bicycle locker projects are not eligible for administrative costs. To be eligible for reimbursement, administrative costs must be clearly identified in the application project budget and in the funding agreement between the Air District and the project sponsor.

20. **Expend Funds within Two Years:** Project sponsors must expend the awarded funds within two (2) years of the effective date of the funding agreement, unless a longer period is formally (i.e., in writing) approved in advance by the Air District in a funding agreement or as an amendment to the funding agreement.

## ELIGIBLE PROJECT CATEGORIES

### Clean Air Vehicle Projects

- 21. **Reserved.**
- 22. **Reserved.**
- 23. **Reserved.**
- 24. **Reserved.**
- 25. **Reserved.**
- 26. **Reserved.**

### Shuttle/Feeder Bus Service Projects

27. **Shuttle/Feeder Bus Service:** These projects are intended to reduce single-occupancy vehicle commute-hour trips by providing the short-distance connection between a mass transit hub and one or more commercial or employment centers. All of the following conditions must be met for a project to be eligible for TFCA Regional Funds:
- a. The project's route must provide connections only between mass transit hubs, e.g., a rail or Bus Rapid Transit (BRT) station, ferry or bus terminal or airport, and distinct commercial or employment areas.
  - b. The project's schedule must coordinate with the transit schedules of the connecting mass transit services.
  - c. The project may not replace or duplicate existing local transit service or service that ceased to operate within the past five years. Any proposed service that would transport commuters along any segment of an existing or any such previous service is not eligible for funding.
  - d. The project must include only commuter peak-hour service, i.e., 5:00-10:00 AM and/or 3:00-7:00 PM.

For shuttle/feeder bus service projects, the total project cost is the sum of direct operational costs (i.e., shuttle driver wages, fuel, and vehicle maintenance) and the administrative costs paid for by TFCA Regional Funds. Matching funds must be provided to cover at least 10% of the total project cost, and must include only direct operational costs. Administrative costs are not eligible for use as matching funds.

Shuttle/feeder bus service applicants must be either: (1) a public transit agency or transit district that directly operates the shuttle/feeder bus service, or (2) a city, county, or any other public agency.

*Project applicants that were awarded FYE 2013 TFCA Regional Funds that propose identical routes in FYE 2014 may request an exemption from the requirements of Policy 27. c. These applicants would have to submit a plan demonstrating how they will come into compliance with this requirement within the next three years*

28. **Pilot Shuttle/Feeder Bus Service:** Pilot projects are defined as new routes that are at least 70% unique and have not been in operation in the past five years. In addition to meeting the requirements listed in Policy #27 for shuttle/feeder bus service, pilot shuttle/feeder bus service project applicants must also comply with the following:
- a. Applicants must provide data supporting the demand for the service, including letters of support from potential users and providers;
  - b. Applicants must provide written documentation of plans for financing the service in the future;
  - c. Projects located in Highly Impacted Communities as defined in the Air District Community Air Risk Evaluation (CARE) Program must not exceed a cost-effectiveness of \$500,000/ton during the first year of operation, \$125,000/ton for the second year of operation, and \$90,000 by the end of the third year of operation (see Policy #2); and
  - d. Projects located in CARE areas may receive a maximum of three years of TFCA Regional Funds under the Pilot designation; projects located outside of CARE areas may receive a maximum of two years of TFCA

Regional Funds under this designation. After these time periods, applicants must apply for subsequent funding under the shuttle/feeder bus service designation, described above.

### Regional Ridesharing

29. **Regional Ridesharing Projects:** Eligible ridesharing projects provide carpool, vanpool or other rideshare services. For TFCA Regional Fund eligibility, ridesharing projects must be comprised of riders from at least five Bay Area counties, with no one county accounting for more than 80% of all riders, as verified by documentation submitted with the application.

If a project includes ride-matching services, *only* ride-matches that are not already included in the Metropolitan Transportation Commission's (MTC) regional ridesharing program are eligible for TFCA Regional Funds. Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible under this category. Applications for projects that provide a direct or indirect financial transit or rideshare subsidy *exclusively* to employees of the project sponsor are not eligible.

### Bicycle Facility Projects

30. **Electronic Bicycle Lockers:** TFCA Regional Funds are available for project sponsors to purchase and install new electronic bicycle lockers. Projects must be included in an adopted countywide bicycle plan, Congestion Management Plan (CMP), or the Metropolitan Transportation Commission's Regional Bicycle Plan and serve a major activity center (e.g. transit station, office building, or school).

Costs for maintenance, repairs, upgrades, rehabilitation, operations, and project administration are not eligible for TFCA Regional Funds.

The maximum award amount is based on the number of bicycles, at the rate of \$2,500 per bicycle accommodated by the lockers.

### **REGIONAL FUND EVALUATION CRITERIA:**

1. **Shuttle/Feeder Bus Service and Ridesharing Projects:** Complete applications received by the submittal deadline will be evaluated based on the TFCA Regional Fund policies. All eligible projects will be ranked for funding based on cost-effectiveness. At least sixty percent (60%) of the funds will be reserved for eligible projects that meet one or more of the following District priorities:
- Projects in Highly Impacted Communities as defined in the Air District Community Air Risk Evaluation (CARE) Program;
  - Priority Development Areas; and
  - Projects that significantly reduce greenhouse gasses (GHG).

The District will evaluate all shuttle/feeder bus service and ridesharing project applications received after the submittal deadline on a first-come-first-served basis, based on the TFCA Regional Fund policies .

2. **Electronic Bicycle Locker(s) Projects:** Applications will be evaluated on a first-come- first-served basis.

## TFCA REGIONAL FUND POLICIES AND EVALUATION CRITERIA FOR FYE 201~~4~~3

The following policies apply to the Transportation Fund for Clean Air (TFCA) Regional Fund.

### BASIC ELIGIBILITY

1. **Eligible Projects:** Only projects that result in the reduction of motor vehicle emissions within the Air District’s jurisdiction are eligible.

Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and Air District Board of Directors adopted TFCA Regional Fund Policies and Evaluation Criteria for FYE 201~~4~~3.

Projects must achieve surplus emission reductions, -i.e., reductions that are beyond what is required through regulations, contracts, and other legally binding obligations both a) at the time the Air District Board of Directors approves a funding allocation and b) at the time the Air District executes the project’s funding agreement.

Under certain circumstances following approval of the project by the Board of Directors, the Air District may approve modifications of the approved project or of the terms of the grant agreement. The Air District will evaluate whether the proposed modification will reduce the amount of emissions the originally-approved project was designed to achieve, will negatively affect the cost-effectiveness of the project or will otherwise render the project ineligible (“major modification”). The Air District may approve the proposed major modification if the Air District determines that the project, as modified, will continue to achieve surplus emission reductions, based on the regulations, contracts, and other legally-binding obligations in effect at the time of the proposed modification. The Air District may approve minor modifications, such as to correct mistakes in the grant agreement or to change the grantee, without a re-evaluation of the proposed modification in light of the regulations, contracts, and other legally-binding obligations in effect at the time of the proposed minor modification.

2. **TFCA Cost-Effectiveness:** Unless otherwise noted below, projects must ~~not exceed~~ meet a cost-effectiveness (C-E) of \$90,000 per ton. Cost-effectiveness is based on the ratio of TFCA-generated funds awarded divided by the sum total tons of reactive organic gases (ROG), oxides of nitrogen (NO<sub>x</sub>), and weighted particulate matter 10 microns in diameter and smaller (PM<sub>10</sub>) reduced (\$/ton).

Certain project categories further specify the eligible funding amount per item (for example, \$/vehicle) which is based on the cost-effectiveness levels below.

Project Category	Policy #	C-E Level Maximum (\$/weighted ton)
Reserved	21	Reserved
Reserved	22	Reserved
Reserved	23	Reserved
Reserved	24	Reserved
Reserved	25	Reserved
Reserved	26	Reserved
Shuttle/Feeder Bus Service—Existing	27	\$90,000
Shuttle/Feeder Bus Service—Pilot ( <u>outside CARE areas</u> )	28	\$125,000
<u>Shuttle/Feeder Bus Service—Pilot (in CARE areas)</u>	<u>28</u>	<u>\$500,000</u>
Regional Ridesharing	29	\$90,000
Electronic Bicycle Lockers	30	\$90,000
Reserved	31	Reserved
<u>Drayage Truck Replacement Projects</u>	<u>32</u>	<u>\$90,000</u>

3. **Consistent with Existing Plans and Programs:** All project categories must comply with the transportation control measures and mobile source measures included in the Air District's most recently approved strategy(ies)

for achieving and maintaining State and national ozone standards, those plans and programs established pursuant to California Health & Safety Code (HSC) sections 40233, 40717 and 40919, and, when ~~specified~~applicable, with other adopted State, regional, and local plans and programs.

4. **Eligible Recipients and Authority to Apply:** Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing with the Air District (Policies #11 and #12).
  - a. **Eligible Recipients:**
    - i. **Public agencies** are eligible to apply for all project categories.
    - ii. **Non-public entities** are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle projects, and advanced technology demonstrations that are permitted pursuant to -HSC section 44241(b(7)).
  - b. **Authority to Apply:** Applications must include either: 1) a signed letter of commitment from ~~an individual~~ the applicant's representative with authority to enter into a funding agreement and carry out the project (e.g., Chief Executive or Financial Officer, Executive Director, City Manager, etc.), or 2) a signed resolution from the governing body (e.g., City Council, Board of Supervisors, Board of Directors, etc.) authorizing the submittal of the application and ~~authorizing identifying the individual authorized to submit and carry out~~ the project to be carried out.
5. **Viable Project and Matching Funds:** Unless provided for otherwise in the policies and priorities for the specific project category (which are listed below), project applicants must include in the applications evidence of available matching funds from a non-Air District source that equal or exceed at least 10% of the total eligible project costs.
 

The project must be financially viable, which means that the project sponsor has adequate funds to cover all stages of the project from its commencement through project completion. Applications must include evidence of financial resources sufficient to undertake and complete the project. The project sponsor shall not enter into a TFCA Regional Fund funding agreement until all non-Air District funding has been approved and secured.
6. **Minimum Grant Amount:** \$10,000 per project.
7. **Maximum Grant Amount:** Maximum award per calendar year:
  - a. **Each public agency** may be awarded up to \$1,500,000, and
  - b. **Each non-public entity** may be awarded up to \$500,000.
8. **Readiness:** Projects must commence ~~in by the end of~~ calendar year ~~2013-2014 or sooner~~. "Commence" includes any preparatory actions in connection with the project's operation or implementation. For purposes of this policy, "commence" can mean the issuance of a purchase order to secure project vehicles and equipment; commencement of shuttle/feeder bus and ridesharing service; or the delivery of the award letter for a construction contract.
9. **Maximum Two Years Operating Costs:** Service-based projects such as shuttle/feeder bus and ridesharing programs, may receive TFCA Regional Funds~~funding~~ for up to two (2) years of operation or implementation. Projects that request up to \$100,000 annually in TFCA Regional Funds are eligible to apply for two years of funding. Projects that request more than \$100,000 annually in TFCA Regional Funds s are eligible for only one year of funding.
10. **Project Revisions:** Project revisions initiated by the project sponsor which significantly change the project before the allocation of funds by the Air District Board of Directors may not be accepted. Following Air District Board of Directors allocation of funds for a project, an applicant may request revisions to that project that the applicant deems necessary or advisable to carry out the purposes of the project, based on information the applicant received after the Board's allocation of funding. The Air District will consider only requests that are within the eligible project category as the original project, meet the same cost-effectiveness as that of the original project application, comply with all TFCA Regional Fund Policies applicable for the original project, and are in compliance with all federal and State laws applicable to the revised project and District rules and regulations.



## APPLICANT IN GOOD STANDING

11. **In Compliance with Agreement Requirements:** Project sponsors who have failed to meet project implementation milestones or who have failed to fulfill monitoring and reporting requirements for any project funded by the Air District may not be considered eligible for new funding until such time as all of the unfulfilled obligations are met.
12. **Independent Air District Audit Findings and Determinations:** Project sponsors who have failed either a fiscal audit or a performance audit for a prior Air District funded project will be excluded from future funding for five (5) years from the date of the Air District's final determination in accordance with HSC section 44242. Additionally, project sponsors with open projects will not be reimbursed for those projects until all audit recommendations and remedies have been satisfactorily implemented.

A failed fiscal audit means an uncorrected audit finding that confirms an ineligible expenditure of funds. A failed performance audit means that a project was not implemented as set forth in the project funding agreement.

Reimbursement is required where it has been determined that funds were expended in a manner contrary to the TFCA Regional FundsProgram's requirements and requirements of HSC Code section 44220 et seq.; the project did not result in a reduction of air pollution from the mobile sources or transportation control measures pursuant to the applicable plan; the funds were not spent for reduction of air pollution pursuant to a plan or program to be implemented by the TFCA Regional FundProgram, or otherwise failed to comply with the approved project scope as set forth in the project funding agreement. An applicant who failed to reimburse such funds to the Air District from a prior Air District funded project will be excluded from future TFCA funding.

13. **Signed Funding Agreement:** Only a fully-executed funding agreement (i.e., signed by both the project sponsor and the Air District) constitutes the Air District's award of funds for a project. Approval of an application for the project by the Air District Board of Directors does not constitute a final obligation on the part of the Air District to fund a project.

Project sponsors must sign a funding agreement within 60 days from the date it has been transmitted to them in order to remain eligible for award of TFCA Regional Funds. The Air District may authorize an extension of up to a total period of 180 days from the transmittal because of circumstances beyond project sponsor's reasonable control and at the Air District's discretion.

14. **Insurance:** Each project sponsor must maintain general liability insurance and such additional insurance that is appropriate for specific projects, with coverage amounts specified in the respective funding agreements throughout the life of the project.

## INELIGIBLE PROJECTS

15. **Planning Activities:** Feasibility studies and other planning studies are not eligible for funding by the Air District. Funding may not be used for any planning activities that are not directly related to the implementation of a specific project or program. In addition, land use projects (i.e., Smart Growth, Traffic Calming, and Arterial Management) that have not completed the Preliminary Design phase are not eligible.
16. **Cost of Developing Proposals and Grant Applications:** The costs to develop proposals or prepare grant applications are not eligible for TFCA Regional Funds funding.
17. **Duplication:** Projects that have previously received TFCA-generated funds and therefore do not achieve additional emission reductions are not eligible.

Combining TFCA County Program Manager Funds with TFCA Regional Funds to achieve greater emission reductions for a single project is not considered project duplication.

## USE OF TFCA FUNDS

18. **Combined Funds:** TFCA County Program Manager Funds may be combined with TFCA Regional Funds to fund a project that is eligible and meets the criteria for funding under both Funds. For the purpose of calculating the TFCA cost-effectiveness, the combined sum of TFCA County Program Manager Funds and TFCA Regional Funds shall be used to calculate the TFCA cost of the project.
19. **Administrative Costs:** Unless provided for otherwise in the policies and priorities for the specific project category (which are listed below), Administrative costs (i.e., the costs associated with administering a TFCA Regional Fund grant) are limited to a maximum of five percent (5%) of total TFCA Regional Funds expended on a project and are only available to projects sponsored by public agencies. Electronic bicycle locker projects are not eligible for administrative costs. To be eligible for reimbursement, administrative costs must be clearly identified in the application project budget and in the funding agreement between the Air District and the project sponsor.
20. **Expend Funds within Two Years:** Project sponsors must expend the awarded funds within two (2) years of the effective date of the funding agreement, unless a longer period is formally (i.e., in writing) approved in advance by the Air District in a funding agreement or as an amendment to the funding agreement.

## ELIGIBLE PROJECT CATEGORIES

### Clean Air Vehicle Projects

21. **Reserved.**
22. **Reserved.**
23. **Reserved.**
24. **Reserved.**
25. **Reserved.**
26. **Reserved.**

### Shuttle/Feeder Bus Service Projects

27. **Shuttle/Feeder Bus Service:** These projects are intended to reduce single-occupancy vehicle commute-hour trips by providing the short-distance connection link between a mass transit hub (e.g., rail or Bus Rapid Transit (BRT) station, ferry or bus terminal or airport) to or from and a final destination one or more commercial or employment centers. These projects are intended to reduce single-occupancy, commonly made vehicular trips (e.g., commuting or shopping center trips) by enabling riders to travel the short distance between a mass transit hub and the nearby final destination. The final destination must be a distinct commercial, employment or residential area. The project's route must operate to or from a mass transit hub and must coordinate with the transit schedules of the connecting mass transit services. Project routes cannot replace or duplicate an existing local transit service link. These services are intended to support and complement use of existing major mass transit services. All of the following conditions must be met for a project to be eligible for TFCA Regional Funds:
  - a. The project's route must provide connections only between mass transit hubs, e.g., a rail or Bus Rapid Transit (BRT) station, ferry or bus terminal or airport, and distinct commercial or employment areas.
  - b. The project's schedule must coordinate with the transit schedules of the connecting mass transit services.
  - c. The project may not replace or duplicate existing local transit service or service that ceased to operate within the past five years. Any proposed service that would transport commuters along any segment of an existing or any such previous service is not eligible for funding.
  - d. The project must include only commuter peak-hour service, i.e., 5:00-10:00 AM and/or 3:00-7:00 PM.

For shuttle/feeder bus service projects, the total project cost is the sum of direct operational costs (i.e., shuttle driver wages, fuel, and vehicle maintenance) and the administrative costs paid for by TFCA Regional Funds. Matching funds must be provided to cover at least 10% of the total project cost, and must include only direct operational costs. Administrative costs are not eligible for use as matching funds.

Shuttle/feeder bus service applicants must be either: (1)

~~A~~ public transit agency or transit district that directly operates the shuttle/feeder bus service, or (2) :

~~A~~ city, county, or any other public agency.

~~Project applicants that were awarded FYE 2013 TFCRA Regional Funds that propose identical routes in FYE 2014 may request an exemption from the requirements of Policy 27. c. These applicants would have to submit a plan demonstrating how they will come into compliance with this requirement within the next three years~~

~~The project applicant must submit documentation from the General Manager of the transit district or transit agency that provides service in the area of the proposed route, which demonstrates that the proposed service does not duplicate or conflict with existing service.~~

~~Applicants are strongly encouraged to use the cleanest vehicle powered with the best available technology (e.g., electric, hydrogen) to provide the shuttle/feeder bus service.~~

~~Eligible vehicle types include:~~

~~a. A zero emission vehicle (e.g. electric, hydrogen)~~

~~b. An alternative fuel vehicle (e.g. compressed natural gas, liquefied natural gas, propane);~~

~~c. A hybrid electric vehicle;~~

~~d. A post 1997 diesel vehicle with a CARB Verified Diesel Emission Control Strategy (e.g., retrofit); or~~

~~e. A post 1989 gasoline fueled vehicle.~~

28. **Pilot Shuttle/Feeder Bus Service:** Pilot projects are defined as new routes that are at least 70% unique and have not been in operation in the past five years. In addition to meeting the requirements listed in Policy #27 for ~~S~~shuttle/~~F~~feeder ~~B~~bus ~~S~~service, pilot shuttle/feeder bus service project applicants must also comply with the following:

a. Applicants must provide data supporting the demand for the service, including letters of support from potential users and providers;

b. Applicants must provide written documentation of and plans for financing the service in the future;

c. Projects located in Highly Impacted Communities as defined in the Air District Community Air Risk Evaluation (CARE) Program ~~Pilot projects must meet and maintain not exceed a minimum cost-effectiveness of \$500,000/ton during the first year of operation, \$125,000/ton during the first for the second year of operation, and a minimum cost effectiveness of \$90,000 by the end of the second-third year of operation (see Policy #2);~~

a.d. Projects located in CARE areas may only receive a maximum of two-three years of funding-TFCRA Regional Funds under the Pilot designation; ~~projects located outside of CARE areas may receive a maximum of two years of TFCRA Regional Funds under this designation. After these time periods,~~ ~~A~~applicants must apply for subsequent funding under the ~~S~~shuttle/~~F~~feeder ~~B~~bus service designation, described above.

### Regional Ridesharing

29. **Regional Ridesharing Projects:** Eligible ridesharing projects provide carpool, vanpool or other rideshare services. For TFCRA Regional Fund eligibility, ridesharing projects must be comprised of riders from at least five Bay Area counties, with no one county accounting for more than 80% of all riders, as verified by documentation submitted with the application.

If a project includes ride-matching services, only ride-matches that are not already included in the Ride-matching services must be coordinated with the Metropolitan Transportation Commission's (MTC) regional ridesharing program are eligible for TFCRA Regional Funds. Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible under this category. Applications for projects that provide a direct or indirect financial transit or rideshare subsidy *exclusively* to employees of the project sponsor are not eligible.

### Bicycle Facility Projects

30. **Electronic Bicycle Lockers:** TFCRA Regional Funds Funding is available for project sponsors to purchase and install new electronic bicycle lockers. Projects must be included in an adopted countywide bicycle plan,

Congestion Management Plan (CMP), or the Metropolitan Transportation Commission's Regional Bicycle Plan and serve a major activity center (e.g. transit station, office building, or school).

Costs for maintenance, repairs, upgrades, rehabilitation, operations, and project administration are not eligible for TFCA Regional Funds funding.

The maximum award amount is based on the number of bicycles, at the rate of \$2,500 per bicycle accommodated by the lockers.

**Reserved.**

Drayage Truck Replacement Projects

~~**Drayage Truck Replacement Projects:** Projects that replace Class 8 (33,001-lb GVWR or greater) drayage trucks with engine Model Years (MY) of 2004, 2005 or 2006 with trucks that have engines certified to 2007 California Air Resources Board (CARB) emissions standards or cleaner are eligible for funding. The existing trucks with the 2004, 2005, or 2006 engines must be registered with the California Department of Motor Vehicles (DMV) and with the CARB drayage truck registry to a Bay Area address, and must be taken out of service after replacement.~~

**REGIONAL FUND EVALUATION CRITERIA:**

1. **Shuttle/Feeder Bus Services and Ridesharing Projects:** Complete applications received by the submittal deadline ~~that meet the eligibility criteria,~~ will be evaluated based on the TFCA Regional Fund policies. All eligible projects will be ranked for funding based on cost-effectiveness. At least sixty percent (60%) of the funds will be reserved for eligible projects that meet one or more of the following District priorities:
  - a. Projects in Highly Impacted Communities as defined in the Air District Community Air Risk Evaluation (CARE) Program;
  - b. Priority Development Areas; and
  - c. Projects that significantly reduce greenhouse gasses (GHG).

The District will evaluate all shuttle/feeder bus service and ~~r~~ridesharing project applications received after the submittal deadline on a first-come-first-served basis, based on the TFCA Regional Fund policies, ~~based on cost-effectiveness.~~

2. ~~-~~**Electronic Bicycle Locker(s) and Drayage Truck Replacement Projects:** Applications will be evaluated on a first-come-- first--servedd basis.

**Comments received between 7/25 - 8/15/2013**

Commenter and Agency	Comment	Staff Response
<p>Zach Seal City of Oakland</p>	<p><b>Policy #27c- Shuttle/Feeder Bus Service:</b> The City of Oakland agrees that the BAAQMD TFCA program should not fund shuttle routes that provide service along corridor or stretches of corridors where existing public bus service already provides reliable linkages between transit hubs and final destinations. However, the proposed language is too broad. It would exclude shuttles that are similar to existing bus service in some respects, but distinct enough to attract new passengers to abandon their cars for public transit.</p> <p>Therefore, the City of Oakland proposes the following language for Policy 27c (added language is underlined):</p> <p><i>The project may not replace or duplicate existing local transit service or service that ceased to operate within the past five years <u>if that service provides/provided frequent and reliable linkages between transit hubs and final destinations.</u> Any proposed service that would transport commuters along any segment of an existing or any such previous service is not eligible for funding <u>unless the applicant provides evidence and/or data that (a) the features of the proposed shuttle service are distinct enough from existing or such previous service to attract a significant new ridership base of people who would switch from single-occupancy vehicles if only the existing local transit service or any such previous service were available.</u></i></p> <p><u>Examples of shuttle features that would be considered distinct enough from existing or such previous service include:</u></p> <ul style="list-style-type: none"> <li>• <i><u>Route and stops. The shuttle route and/or stop locations deviate from existing or previous service in such a way that attracts new transit passengers who would otherwise drive single-occupancy vehicles to their destinations if only the existing local transit service or any such previous service were available.</u></i></li> <li>• <i><u>Service Plan. The service frequency and/or hours of service is distinct from existing or drive single-occupancy vehicles their destination if only the existing local transit service or any such previous service were available.</u></i></li> <li>• <i><u>Fare Structure. The fare structure is distinct from existing or previous service in such a way that attracts new transit passengers who would otherwise drive single-occupancy vehicles to their destinations if only the existing local transit service or any such previous service were available.</u></i></li> </ul>	<p>See proposed modification to Policy# 27.c.</p> <p>The Air District has been working over the past several years to streamline the TFCA program to ensure that it effectively meets the growing demand for grant funding across the nine-county Bay Area. For shuttle projects, TFCA Regional Funds are generally directed to services that provide distinct links between transit hubs and employer sites where no other transit options are or have previously been available (Policy# 27 c).</p> <p>This requirement may have been unclear to a number of services that were previously funded under this program. In order to assist those project sponsors to comply with the requirements of Policy# 27 c, Staff is currently proposing a limited exemption for projects funded in FYE 2013 that will allow them to comply with all program requirements within three years.</p> <p>Staff also proposes to keep Policy #27 as shown in Attachment A in effect for all new projects to ensure that grant funding is focused on projects that provide first and last-mile connector shuttle/feeder bus service in areas where there are no other or only very limited transit options.</p>

Committer and Agency	Comment	Staff Response
<p>Zach Seal City of Oakland</p>	<p><b>Policy #27d- Shuttle/Feeder Bus Service:</b> People use public transit instead of single-occupancy vehicles for a variety of trips other than commute trips: doctor visits, errands, shopping, lunch, to visit social service agencies, etc.</p> <p>California Health and Safety Code Sections 44241 and 44242 (statutory authority for the TFCA program) do not require TFCA-funded projects to serve only commuters, or require projects funded by the program to operate only during commute hours. The goal of these statutes is to get people out of single-occupancy vehicles and onto public transit.</p> <p>In addition, according to the City's Broadway Shuttle survey data, many people who commute to downtown Oakland using transit would switch to driving single-occupancy vehicles to work if they could not depend on shuttle service during the middle of the day to get them to meetings, lunch, errands, etc.</p> <p>Given that shuttle service outside of commute hours also gets people out of cars and reduces greenhouse emissions, the City of Oakland proposes the revisions below (added language is underlined). This language enables the BAAQMD to prioritize commute shuttle service, but still supports off-peak shuttle service that reduces automobile miles traveled by providing linkages between transit hubs and final destinations.</p> <p><u>Policy 27d: <del>The project must include only commuter</del> Projects shall receive a maximum of \$90,000 in funding per ton of emissions (as defined in Policy 2) during peak-hour service, i.e., 6:00-9:00 AM and/or 3:30-6:30 PM. Projects shall receive a maximum of \$45,000 in funding per ton of emissions during off-peak hours. In order for applicants to receive off-peak funding for shuttle service, evidence and/or data must be provided demonstrating that people utilize the shuttle service in lieu of single-occupancy vehicles during off-peak hours. Cost-effectiveness for peak-hour service shall be calculated separately from cost-effectiveness for non-peak-hour service.</u></p>	<p>See final proposed modification to policy 27.d to expand the definition of commute hours.</p> <p>As noted in the previous response, the Air District has been working over the past several years to streamline TFCA funding to ensure that it most effectively meets the growing demand for grant funding across the nine-county Bay Area. To this end, TFCA shuttle funding is being focused on projects that have the greatest potential to prevent long-distance commute trips.</p> <p>This policy also helps to minimize the potential for "double counting" riders who may use the services outside of commute hours who have already been accounted for in the cost-effectiveness evaluation.</p> <p>As such, for FYE 2014 staff has modified the final proposed Policy #27 as shown in Attachment A to expand the definition of commute hours.</p>
<p>Susan Wheeler, Community Development Department City of Redwood City</p>	<p><b>Policy #27d- Shuttle/Feeder Bus Service:</b> I noticed that on p. 4 of 6, item 27.d. the draft proposes restricting shuttle projects to commuter peak-hour service, defined as 6:00-9:00 AM and/or 3:30-6:30 PM. Several Bay Area commute shuttles currently run a bit outside those times. For example, Redwood City's Mid Point Caltrain Shuttle (TFCA-funded) operates after 6:30 pm; the last shuttle arrives at the Caltrain station at 6:47 PM to meet the 6:52 (NB and 7:06 (SB) trains.</p>	<p>See proposed modification to policy 27.d to expand the definition of commute hours.</p> <p>Staff has modified Policy 27d to extend the AM and PM commute hours to 5-10 AM and 3-7 PM in line with Bay Area High Occupancy Vehicle (HOV) lane times. These times encompass all Bay Area HOV lane parameters and reflect peak congestions hours on highways. Staff believes that these time periods appropriately represent regional commute patterns across the nine-county Bay Area. See: <a href="http://rideshare.511.org/511maps/hov_lanes.aspx">http://rideshare.511.org/511maps/hov_lanes.aspx</a>.</p>

Committer and Agency	Comment	Staff Response
<p>Mark Helmbrecht, Transportation Programs Manager The Presidio Trust</p>	<p>1. We are concerned that the new criteria will only fund services during commuter peak hours. It was explained to us that this new criteria was added to fund services that eliminate regular commute trips. Our service is offered throughout the day, at reduced headways, and serves to eliminate vehicle trips between the Presidio, downtown San Francisco, and major transit hubs (i.e., Embarcadero BART, Transbay Terminal, Ferry Building) for the park's visitors, residents, tenants, and Presidio Trust employees. Please consider changing the criteria to include all operations on existing shuttle/feeder bus services.</p>	<p>See proposed modification to policy 27.d to expand the definition of commute hours.</p> <p>Please see the second and third responses that address limiting funding to AM and PM hour-commute trips and the hours considered as AM and PM commute hours.</p>
	<p>2. In the Basic Eligibility Section 27.d.the commuter peak-hour service hours listed are 6:00 a.m. to 9:00 a.m. in the morning and 3:30 p.m. to 6:30 p.m. We got clarification that these time periods are examples and would not be restricted to these exact times. We request clarified language that states a submitted project can designate the commuter peak-hour service times that work best for that project. If that is not acceptable, then please expand the hours to 5:00 a.m. to 10:00 a.m. and 3:00 p.m. to 8:00 p.m. to better cover the extended commute times experienced in San Francisco.</p>	<p>See proposed modification to policy 27.d to expand the definition of commute hours.</p> <p>Please see the third response that addresses the hours considered as AM and PM commute hours.</p>
	<p>3. Our operations costs include all headways we offer, including those during the middle of the day. While we could break these costs down in order to meet the new criteria for commuter peak-hour service, it is not a full representation of the cost to operate our shuttle system. Since these costs will be used to determine the amount of funding we receive, we would like it clarified on how the funding criteria will be weighted, how the amounts of funding will be determined, and what organizations are obligated to contribute towards matching funds.</p>	<p>See proposed modification to policy 27.d to expand the definition of commute hours.</p> <p>Since the Policy limits TFCA funding to the AM and PM peak-hour, applicants will have to indicate the <i>total</i> costs of operation <i>during</i> those time periods in the grant application budget. Applicants will continue to be required to contribute a minimum of 10% of these peak-hour operational costs as matching funds.</p> <p>As in previous years, funding for projects will be determined principally by the project's cost-effectiveness. In turn, cost-effectiveness is determined by the emission reductions achieved by the project and the TFCA funds requested. For FYE 2014, only the emissions reduced <i>during</i> peak-hours will be considered, which will be governed by project-specific variables (e.g., peak-hour ridership, peak-hour mileage of shuttle vehicles, etc.). Likewise, only the TFCA dollars requested to operate <i>during</i> those peak hours will be used to calculate the cost-effectiveness of the project. Any costs to operate the service outside of the peak-hour period are not relevant to the TFCA cost-effectiveness.</p> <p>Please note that Policy #27 does not prevent shuttle operators from providing shuttle/feeder bus service during off-peak hours. Rather, the proposed policy only limits the use of TFCA Regional Funds to cover operational costs that are incurred during commute-hour service.</p>

Committer and Agency	Comment	Staff Response
<p>Marcella Rensi Manager, Program and Grants Santa Clara Valley Transportation Authority</p>	<p>VTA objects to the proposed policy 27-d, which states “The project must include only commuter peak-hour service, i.e., 6:00-9:00 AM and/or 3:30-6:30 PM.” VTA has been an annual TFCA Regional Fund recipient for the ACE Shuttle program for the last 15 years and feels this policy is unnecessary.</p> <p>Although the ACE shuttles would not be affected by policy 27-d, VTA feels that the TFCA Cost-Effectiveness policy #2 effectively screens out low-performing routes. A hypothetical shuttle serving an “off-peak” trip generator would have to meet cost effectiveness criteria regardless the hours of operation. If such a route were cost effective according to policy #2, it should not matter when it operates, making policy 27-d unnecessary.</p>	<p>See proposed modification to policy 27.d to expand the definition of commute hours.</p> <p>Please see the first two responses that address maximizing regional benefit of available funds and limiting funding to AM and PM peak-hour commute trips.</p>
<p>Steve McClain ACE Shuttle Program VTA</p>	<p><b>Policy #27- Shuttle/Feeder Bus Service:</b> ... I have a comment on the proposed policy 27-d, which states “the project must include only commuter peak-hour service, i.e., 6:00-9:00 AM and/or 3:30-6:30 PM.”</p> <p>If the Air District does implement that restriction, I recommend that the eligible commute peak-hour service hours be expanded to 6-10 and 3-7, which reflect a truer pattern of commute hours in the Bay Area Region today.</p>	<p>See proposed modification to policy 27.d to expand the definition of commute hours.</p> <p>Please see the third response that addresses the hours considered as AM and PM peak hours.</p>



**Additional comments received on 10/8/2013**

Commenter and Agency	Comment	Staff Response
Zach Seal City of Oakland	<p>Funding for shuttles during off-peak hours reduces green house gases and vehicle miles driven for the following three reasons.</p> <ul style="list-style-type: none"> <li>• People use public transit instead of cars during non-commute hours for a variety of trips: doctor visits, errands, shopping, lunch, social services agencies, etc.</li> <li>• Many people –especially service industry workers (restaurant, retail workers, etc.) –work during non-commute hours.</li> <li>• According to our surveys, many people who commute using transit would switch to driving if they could not depend on the B during the middle of the day to get to meetings, lunch, errands, etc.</li> </ul>	<p>The Air District has been working over the past several years to streamline TFCA funding to ensure that it most effectively meets the growing demand for grant funding across the nine-county Bay Area. To this end, TFCA shuttle funding is being focused on projects that have the greatest potential to prevent long-distance commute trips.</p> <p>This policy also helps to minimize the potential for "double counting" riders who may use the services outside of commute hours who have already been accounted for in the cost-effectiveness evaluation.</p> <p>The final proposed FYE 2014 Policy #27 as shown in Attachment A expands the definition of commute hours while still ensuring that grant funding is available to projects that provide commute-hour service.</p>
	<p>Whether or not a shuttle duplicates existing public transit service must take into account more than just the route.</p> <ul style="list-style-type: none"> <li>• Frequency is very important. Waiting 10-minutes verses 15, 20 or 30-minutes for a last-mile connection is a game changer. "Choice riders" who have already traveled on BART, Amtrak and the Ferry do not want to wait around more than a few minutes for their connecting shuttle. Many of these choice commuters would choose to drive instead.</li> <li>• Fare differential is also critical. For example, in the case of the B Shuttle, many "choice riders" would choose to drive instead of paying \$4.20 roundtrip to ride the bus each day (\$84 each week) ON TOP of their BART, Amtrak or Ferry fares.</li> <li>• Data that shows whether or not a shuttle is duplicative needs to be considered. For example, only 143 passengers each day transfer from AC Transit lines to the B – only 5% of the B's ridership of 2,700. This is clear evidence that the B is not duplicative, and data like this should be considered, not ignored.</li> </ul>	<p>The Air District has been working over the past several years to streamline the TFCA program to ensure that it effectively meets the growing demand for grant funding across the nine-county Bay Area. For shuttle projects, TFCA Regional Funds are generally directed to services that provide distinct links between transit hubs and employer sites where no other transit options are or have previously been available (Policy# 27 c).</p> <p>This requirement may have been unclear to a number of project sponsors were previously funded under this program. In order to assist those applicants with meeting the requirements of Policy# 27 c, Staff is currently proposing a limited exemption for projects funded in FYE 2013 that will allow them to comply with all program requirements within three years.</p> <p>Staff also proposes to keep Policy #27 as shown in Attachment A in effect for all new projects to ensure that grant funding is focused on projects that provide first and last-mile connector shuttle/feeder bus service in areas where there are no other or only very limited transit options.</p>

Committer and Agency	Comment	Staff Response
<p>Angie Perkins Haslam LAVTA</p>	<p>Our primary concerns with the proposed changes are:</p> <ul style="list-style-type: none"> <li>a. The proposal to restrict funding to new projects only.</li> <li>b. The proposal to restrict funded operations to peak hours only.</li> <li>c. The proposed definition of peak hours.</li> <li>d. The potential effect upon local ACTC TFCA projects and funds.</li> <li>e. Any or all of these changes could result in reduced or eliminated service on currently funded routes, and an increase of single occupancy vehicles use along the affected routing. An increase in vehicle emissions and poor air quality, similar to levels prior to the funded routes' advent, would be likely.</li> </ul>	<ul style="list-style-type: none"> <li>a. The proposed policies do not restrict funding to new projects. Rather, both new and existing projects are eligible to apply for funding.</li> <li>b. The Air District has been working over the past several years to streamline TFCA funding to ensure that it most effectively meets the growing demand for grant funding across the nine-county Bay Area. To this end, TFCA shuttle funding is being focused on projects that have the greatest potential to prevent long-distance commute trips.  This policy also helps to minimize the potential for "double counting" riders who may use the services outside of commute hours who have already been accounted for in the cost-effectiveness evaluation.</li> <li>c. As noted above, staff has incorporated the feedback received from stakeholders and modified the final proposed policies as shown in Attachment A to expand and align the definition of commute hours.</li> <li>d. Noted. Staff will continue to work with existing project sponsors and other stakeholders to ensure that they have complete access to information about any potential impact to funding from the Regional Fund and local TFCA sources.</li> <li>e. Noted. See previous response.</li> </ul>

The following concepts have been developed for discussion purposes with the Bay Area Air Quality Management District’s shuttle and rideshare stakeholders and are **included as an informational item only.**

- ***Concept 1: Discontinue Use of TFCA Regional Funding for Shuttles and Ridesharing:***

Under this scenario, the TFCA Regional Fund Program would no longer provide funding to shuttle and rideshare projects. The funds that have been set aside for these project types (\$4 million annually in the last several years) would be made available to other eligible project categories. Cost-effective shuttle and ridesharing projects would still be eligible to apply for TFCA funds from the CMA administered TFCA CPM Program. This may help the TFCA program better aligned with the regional transportation planning perform by the Metropolitan Transportation Commission and provide funding for other priorities such as bicycle sharing.

- ***Concept 2: Limit Funding to New, Pilot Shuttle Projects (no change to Ridesharing):***

This scenario seeks to expand the number of shuttle services by providing new services access to start-up funding. Funding would only be available for startup costs for new shuttle projects for a period of up to five years allowing new projects adequate time to develop and secure non-TFCA sources of funding. Under this scenario a phase-out period would be provided to projects that have historically received TFCA Regional Funds in previous funding cycles allowing them a two to three-year period to secure non-TFCA funds. Cost-effective non-pilot projects would still be eligible to apply for TFCA funds from the CMA administered TFCA County Program Manager (CPM) Program.

- ***Concept 3: Standardize Shuttle Project Funding Amounts (no change to Ridesharing):***

Under this scenario, staff would develop a standardized formula based on key criteria (i.e., usage and ridership data, or vehicle emissions data, etc. to determine a pre-set award amount that would ensure projects are cost-effective (for example, in the Bicycle Facility Program it has been pre-determined that \$60/capacity is the “right” award amount). The formula could be applied to existing and /or pilot projects. Also, the award amount could be differentiated depending on whether the project was new or existing or located in a CARE area. This option would simplify the application process and provide applicants a better understand of the amount of funding their project is eligible to receive.

- ***Concept 4: Limit Funding to Existing Projects (Shuttles and Ridesharing):***

Under this scenario, Regional Funds would be limited to projects that are currently in operation and that have ridership and usage data. However, funding for pilot projects would still be available via the Congestion Management Agencies (CMA). This option addresses the challenge posed by projects that have no usage data by allowing CMAs to fund locally-prioritized pilot projects until they have developed their services and the ridership data necessary to become eligible and able to compete for Regional Funding.

- ***Concept 5: Limit Applicants to Transit Agencies:***

Under this scenario, transit agencies would be eligible to apply for funds for local projects. Staff believes that transit agencies are most knowledgeable on what gaps need to be filled in their transit networks, and this scenario would provide the opportunity to directly focus funds on those gaps. This option would eliminate the inefficiency of involving a third party applying for funding and streamline funding. Staff believes this concept would also serve to eliminate or minimize the duplication of service.

- ***Concept 6: TFCA Regional Shuttle & Ridesharing Funds to be Administered by CMAs:***

This scenario would remove both shuttle and rideshare projects from the TFCA Regional Fund portfolio and consolidate these project categories under the CPM program. Given that many CMAs currently fund local shuttle and ridesharing programs they may be more in tune with their local community’s needs and

**Agenda Item 7 – Attachment D:**  
**Concepts for Future Consideration for Improving the TFCA Regional Fund Shuttle and Ridesharing Program**  
**(Informational Item)**

priorities facilitate the strategic deployment of funds to best fill any gaps in ridesharing and shuttle services. Under this scenario, on an annual basis, CMAs would be informed of their counties' proportional share of the TFCA Regional Fund allocation that could be used to fund eligible projects in their county. For counties that do not have these projects types, the CMA could "Opt-Out" and the Air District would apply their share of Regional Funds to other District-funded programs (e.g., EV, bikesharing projects) in the respective County.

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Ash Kalra and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/Air Pollution Control Officer

Date: October 31, 2013

Re: Report of the Public Outreach Committee Meeting of October 31, 2013

RECOMMENDED ACTION

The Public Outreach Committee (Committee) received only informational items and has no recommendations of approval by the Board of Directors.

BACKGROUND

The Committee met on Thursday, October 31, 2013. The Committee received the following reports:

- A) Summary of 2013 Spare the Air Every Day Season;
- B) Overview of 2013-14 Winter Spare the Air Campaign;
- C) Update on the Development of the Public Participation Plan; and
- D) Spare the Air Youth Program.

Attached are the staff reports presented in the Committee packet.

Chairperson Mark Ross will give an oral report of the meeting.

BUDGET CONSIDERATION/FINANCIAL IMPACT:

- A) Funding for this program was included in the Fiscal Year Ending (FYE) 2013 and FYE 2014 Budgets. Funding sources include Transportation Fund for Clean Air and Congestion Mitigation Air Quality funds.
- B) Funding for the outreach program is included in the FYE 2014 Budget.
- C) Funding for the draft Public Participation Plan is included in the FYE 2013 and FYE 2014 Budgets.
- D) Funding for the Spare the Air Youth Program is included in the FYE 2014 Budget.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Sean Gallagher  
Reviewed by: Rex Sanders

Attachments

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Mark Ross and Members  
of the Public Outreach Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 17, 2013

Re: Summary of 2013 Spare the Air Every Day Season

RECOMMENDED ACTION:

None; informational only.

BACKGROUND

Since 1991, the Spare the Air campaign has encouraged the public to adopt long-term behaviors to reduce air pollution and protect air quality. Spare the Air campaigns have targeted the general population, household decision-makers, solo drivers, young adults and recently, work commuters specifically.

The 2013 season campaign targeted work commuters with message-based website addresses, or URLs, that illustrate that there is a better way to get to work than driving alone. New advertising collateral, including a new TV commercial was created and utilized throughout the season. All advertising pointed to the website STACommuteTips.org, a comprehensive source of Bay Area commute programs and incentives. The use of social media, engaging commuters and targeted public relations campaign messaging was also emphasized. Extensive surveying was conducted throughout the summer to measure the success of the campaign.

DISCUSSION

Staff will present an overview of this year's campaign elements, including advertising, social media, media relations and promotion at events. Campaign data will be presented to highlight the success of the campaign and how the Spare the Air message resonated with the Bay Area audience this year.

BUDGET CONSIDERATION/FINANCIAL IMPACT:

Funding for this program was included in the FY 2012-13 and FY 2013-14 Budgets. Funding sources include Transportation Fund for Clean Air (TFCA) and Congestion Mitigation Air Quality (CMAQ) funds.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Kristine Roselius  
Reviewed by: Lisa Fasano



AGENDA: 5

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Mark Ross and Members  
of the Public Outreach Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 17, 2013

Re: Overview of 2013-2014 Winter Spare the Air Campaign

RECOMMENDED ACTION:

None; informational only.

BACKGROUND

Regulation 6; Rule 3: Wood Burning Devices was adopted by the Board of Directors in July 2008. When adopted, the Air District stated this campaign is as much about outreach as it is about enforcement. The wood smoke regulatory season will run from November 1, 2013, through February 28, 2014.

DISCUSSION

The Winter Spare the Air campaign will inform residents about the Wood Burning Rule and will continue to focus on the localized health impacts from wood smoke. This year's campaign will more closely compare wood smoke to cigarette smoke while continuing to bring attention to some of the Bay Area's hot spots for wood smoke-related issues. Staff will present an overview of this year's materials and campaign strategy.

BUDGET CONSIDERATION/FINANCIAL IMPACT:

Funding for the outreach program is included in the FY 2013-14 Budget.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Kristine Roselius  
Reviewed by: Lisa Fasano

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Mark Ross and Members  
of the Public Outreach Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 20, 2013

Re: Update on the Development of the Public Participation Plan

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

In March 2013, staff updated the Committee on the public release of the Draft *Public Participation Plan*. The purpose of this plan is to develop a District-wide, consistent approach when engaging stakeholders in Air District public processes.

Air District staff has continued to develop the draft *Public Participation Plan* document to be presented to the Board of Directors in December 2013.

DISCUSSION

In the summer of 2013 Air District staff hosted Open Houses/workshops in San Francisco, San Jose, Santa Rosa and Oakland; co-hosted Open Houses/workshops with organizations in San Francisco, North Richmond and San Leandro; highlighted the draft plan at community events and gave presentations on the draft Plan at a dozen community and business group meetings.

Staff met with community groups and has incorporated public comment into the draft Plan.

BUDGET CONSIDERATION/FINACIAL IMPACT:

Funding for the draft Plan is included in the Fiscal Year End (FYE) 2013 and FYE 2014 Budgets.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Jim Smith  
Reviewed by: Lisa Fasano

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Mark Ross and Members  
of the Public Outreach Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 20, 2013

Re: Spare the Air Youth Partnership with the Metropolitan Transportation  
Commission

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RECOMMENDED ACTION

None; receive and file.

BACKGROUND

The Spare the Air Youth program is a regional joint program between the Metropolitan Transportation Commission and the Air District. The purpose of the Spare the Air Youth program is to educate, inspire and empower youth and families in the San Francisco Bay Area to walk, bicycle, carpool and take transit.

DISCUSSION

On Saturday, November 2, 2013, the Spare the Air Youth program will host a Youth for the Environment and Sustainability YES! Summit. The Summit will be at Joseph P. Bort Metro Center's Auditorium in Oakland and targets high school students from throughout the nine counties of the San Francisco Bay Area.

BUDGET CONSIDERATION/FINANCIAL IMPACT

Funding for this program is included in the FYE 2014 Budget.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Kristina Chu  
Reviewed by: Lisa Fasano

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Ash Kalra and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 16, 2013

Re: Overview of the 2013/2014 Wood Smoke Reduction Program

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

The 2013/2014 winter marks the sixth season that the *Winter Spare the Air (WSTA)* program includes a mandatory curtailment of wood burning throughout the Bay Area when a *WSTA* alert is issued. This program is an important and successful part of the Air District's efforts to attain health-based ambient air quality standards for fine particulate matter.

DISCUSSION

For the 2013/2014 *WSTA* season, the Air District is continuing to work with local governments and the public to inform them about the air quality impacts and health hazards of wood burning as well as the Air District's wood burning rule. The advertising and outreach campaign will continue to use multiple language TV, radio, print, web, billboard, grassroots and in-theater spots. Educational materials will be distributed to the public via direct mail, public events, door-to-door canvassing and through the website. Continuing this season, the program will include a Wood Smoke Awareness School for first time offenders of the rule and increased fines for repeat offenders. More focused enforcement techniques will be employed this season along with review of exemptions in an attempt to address localized impacts. In addition, the Air District is continuing the partnership with Marin County from last season to provide rebates up to \$750 for change-out of older, polluting wood burning devices in the San Geronimo Valley (an area in which natural gas service is unavailable and wood burning prevalent).

BUDGET CONSIDERATIONS/FINANCIAL IMPACT:

None.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Eric Stevenson  
Reviewed by: Jean Roggenkamp