



BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT

BOARD OF DIRECTORS  
REGULAR MEETING  
NOVEMBER 16, 2016

A regular meeting of the Bay Area Air Quality Management District Board of Directors will be held at 9:45 a.m. in the 1<sup>st</sup> Floor Board Room at the Air District Headquarters, 375 Beale Street, San Francisco, California 94105.

**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/about-the-air-district/board-of-directors/resolutionsagendasminutes> 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 16, 2016  
9:45 A.M.

BOARD ROOM  
1<sup>st</sup> FLOOR

## CALL TO ORDER

Chairperson, Eric Mar

1. **Opening Comments**  
**Roll Call**  
**Pledge of Allegiance**

*The Chair shall call the meeting to order and make opening comments. The Clerk of the Boards shall take roll of the Board members. The Chair shall lead the Pledge of Allegiance.*

## PUBLIC COMMENT ON NON-AGENDA MATTERS

2. **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.*

## CONSENT CALENDAR (ITEMS 3 – 11)

Staff/Phone (415) 749-

3. Minutes of the Board of Directors Regular Meeting of October 19, 2016

Clerk of the Boards/5073

*The Board of Directors will consider approving the draft minutes of the Regular Board of Directors Meeting of October 19, 2016.*

4. Board Communications Received from October 19, 2016 through November 15, 2016

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 19, 2016 through November 15, 2016, if any, will be at each Board Member's place.*

5. 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 hereby notified that the attached memorandum lists Air District personnel who have traveled on out-of-state business in the preceding month.*

6. Notices of Violations Issued and Settlements in Excess of \$10,000 in the month of October 2016 **J. Broadbent/5052**  
[jbroadbent@baaqmd.gov](mailto:jbroadbent@baaqmd.gov)

*In accordance with Resolution No. 2012-08, the Board of Directors will receive a list of all Notices of Violations issued, and all settlements for amounts in excess of \$10,000 during the month of October 2016.*

7. Quarterly Report of the Executive Office and Division Activities for the Months of July 2016 – September 2016 **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 fourth quarter is provided for information only. Also included is a summary of the Executive Office and Division Activities for the months of July 2016 – September 2016.*

8. Extension of Contract for Website Development and Maintenance **J. Broadbent/5052**  
[jbroadbent@baaqmd.gov](mailto:jbroadbent@baaqmd.gov)

*The Board of Directors will consider authorizing the Executive Officer/APCO to execute a contract amendment with Cylogy, Inc. in an amount not to exceed \$372,646 for backend website content management system integration, customization and infrastructure support.*

9. New Administrative Grant Program Revenue and Authorization to Add Two New Full-Time Positions in the Strategic Incentives Division **J. Broadbent/5052**  
[jbroadbent@baaqmd.gov](mailto:jbroadbent@baaqmd.gov)

*The Board of Directors will consider amending the Fiscal Year Ending 2017 budget for both the Transportation Fund for Clean Air and Mobile Source Incentive Fund to accept approximately \$390,000 in additional administrative monies; and authorizing the creation of two additional full time positions in the Strategic Incentives Division: one Air Quality Technician and one Staff Specialist position.*

10. Consider Authorizing a California Environmental Quality Act (CEQA) Review Consultant Services Contract for the Phillips 66 Marine Terminal III Project **J. Broadbent/5052**  
[jbroadbent@baaqmd.gov](mailto:jbroadbent@baaqmd.gov)

*The Board of Directors will consider authorizing the Executive Officer/APCO to enter into a contract with Aspen Environmental Group in an amount not to exceed \$196,000 for California Environmental Quality Act (CEQA) review consultation services for the Phillips 66 San Francisco Refinery's Marine Terminal II Project.*

11. Draft Resolution to Refrain from Initiating any Business with Wells Fargo Bank for a Period of Two Years  
J. Broadbent/5052  
[jbroadbent@baaqmd.gov](mailto:jbroadbent@baaqmd.gov)

*The Board of Directors will consider adopting a resolution to refrain from initiating any business with Wells Fargo Bank for a period of two years.*

### **COMMITTEE REPORTS**

12. Report of the **Public Engagement Committee** Meeting of October 20, 2016  
CHAIR: M. Ross  
J. Broadbent/5052  
[jbroadbent@baaqmd.gov](mailto:jbroadbent@baaqmd.gov)

*The Committee received the following reports:*

A) **2016 Spare the Air Campaign**

1) *None; receive and file.*

B) **2016-2017 Winter Spare the Air Campaign**

1) *None; receive and file.*

C) **Overview of the 2017 Youth for the Environment and Sustainability (YES) Conference**

1) *None; receive and file.*

13. Report of the **Mobile Source Committee** Meeting of October 27, 2016  
CHAIR: S. Haggerty  
J. Broadbent/5052  
[jbroadbent@baaqmd.gov](mailto:jbroadbent@baaqmd.gov)

*The Committee received the following reports:*

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

1) *Approve Carl Moyer Program (CMP) and Transportation Fund for Clean Air (TFCA) projects with proposed grant awards over \$100,000 as shown in Attachment 1;*

2) *Authorize the Executive Officer/APCO to enter into agreements with applicants for the recommended CMP and TFCA projects; and*

3) *Authorize a resolution to accept, obligate, and expend Low Carbon Transportation Greenhouse Gas Emission Reduction Funds awarded by the California Air Resources Board.*

**B) Consideration of Fiscal Year Ending (FYE) 2017 Transportation Fund for Clean Air (TFCA) Shuttle and Regional Rideshare Projects**

- 1) *Approve the proposed awards for the six projects listed in Attachment A; and*
- 2) *Authorize the Executive Officer/APCO to enter into agreements for the recommended TFCA projects in Attachment A.*

**C) Transportation Fund for Clean Air (TFCA) County Program Manager (CPM) Fund Policies for Fiscal Year Ending (FYE) 2018, a Modification to FYE 2017 TFCA CPM Fund Policies, and Request for a Waiver from Alameda County Transportation Commission (ACTC)**

- 1) *Approve the proposed FYE 2018 TFCA CPM Fund Policies;*
- 2) *Approve a proposed change to FYE 2017 TFCA CPM Fund Policy #16 to increase the administrative costs limit to 6.25% to align it with recent amendment to California Health and Safety Code Section 44233; and*
- 3) *Approve a policy waiver to allow Alameda County Transportation Commission (ACTC) to use FYE 2017 TFCA CPM Funds for a shuttle project.*

14. Report of the **Nominating Committee** Meeting of November 16, 2016

CHAIR: E. Mar

J. Broadbent/5052  
[jbroadbent@baaqmd.gov](mailto:jbroadbent@baaqmd.gov)

*The Committee will receive the following reports and may recommend Board of Directors' approval of Board Officers for:*

A) **Consideration and Nomination of Board Officers for the Term of Office Commencing 2017**

- 1) *Chairperson;*
- 2) *Vice Chairperson; and*
- 3) *Secretary*

15. Report of the **Ad Hoc Building Oversight Committee** Meeting of November 16, 2016

CHAIR: E. Mar

J. Broadbent/5052  
[jbroadbent@baaqmd.gov](mailto:jbroadbent@baaqmd.gov)

*The Committee will receive the following reports:*

A) **Bay Area Metro Center (375 Beale Street) Report – November, 2016**

- 1) *None; receive and file.*

B) **375 Beale Street Acquisition Update**

1) *None; receive and file.*

**PRESENTATION**

16. Regulation 6; Rule 3: Wood Burning Devices and Winter Spare the Air Messaging Program  
**J. Broadbent/5052**  
[jbroadbent@baaqmd.gov](mailto:jbroadbent@baaqmd.gov)

*The Board of Directors will receive an update on Regulation 6; Rule 3: Wood Burning Devices and the Winter Spare the Air Messaging Program.*

**CLOSED SESSION**

17. **CONFERENCE WITH LABOR NEGOTIATORS (Government Code § 54957.6(a))**

**Agency Negotiators:** *Jack P. Broadbent, Executive Officer/APCO*  
*Rex Sanders, Director of Executive and Administrative Resources*

**Employee Organization:** *Bay Area Air Quality Employee's Association, Inc.*

18. **CONFERENCE WITH LEGAL COUNSEL**

**ANTICIPATED LITIGATION (Government Code Section 54956.9(d)(2))**

*Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Section 54956.9: one potential case.*

19. **CONFERENCE WITH LEGAL COUNSEL**

**EXISTING LITIGATION (Government Code Section 54956.9(a))**

*Pursuant to Government Code Section 54956.9(a), a need exists to meet in closed session with legal counsel to consider the following case:*

**Valero Refining Company – California v. Bay Area AQMD, et al.**, San Francisco County Superior Court, Case No. CPF-15-514407 (Appeal of Hearing Board Decision on ERCs)

**OPEN SESSION**

## **PUBLIC COMMENT ON NON-AGENDA MATTERS**

### **20. 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**

21. *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**

22. Report of the Executive Officer/APCO: Update on Regulation 12, Rule 16: Petroleum Refining Facility-Wide Emissions and Regulation 11, Rule 18: Reduction of Risk from Air Toxic Emissions at Existing Facilities

23. Chairperson's Report

24. Time and Place of Next Meeting:

*Wednesday, December 7, 2016, 375 Beale Street, San Francisco, California 94105 at 9:45 a.m.*

25. Adjournment

*The Board meeting shall be adjourned by the Board Chair.*



## **CONTACT:**

**MANAGER, EXECUTIVE OPERATIONS**  
**375 BEALE STREET, SAN FRANCISCO, CA 94105**  
**mmartinez@baaqmd.gov**

**(415) 749-5016**  
**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. Please note that all correspondence must be addressed to the “Members of the Board of Directors” and received at least 24 hours prior, excluding weekends and holidays, in order to be presented at that Board meeting. Any correspondence received after that time will be presented to the Board at the following meeting.
- To request, in advance of the meeting, to be placed on the list to testify on an agenda item.
- 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 District’s offices at 375 Beale Street, Suite 600, San Francisco, CA 94105, at the time such writing is made available to all, or a majority of all, members of that body.

### **Accessibility and Non-Discrimination Policy**

The Bay Area Air Quality Management District (Air District) does not discriminate on the basis of race, national origin, ethnic group identification, ancestry, religion, age, sex, sexual orientation, gender identity, gender expression, color, genetic information, medical condition, or mental or physical disability, or any other attribute or belief protected by law.

It is the Air District’s policy to provide fair and equal access to the benefits of a program or activity administered by Air District. The Air District will not tolerate discrimination against any person(s) seeking to participate in, or receive the benefits of, any program or activity offered or conducted by the Air District. Members of the public who believe they or others were unlawfully denied full and equal access to an Air District program or activity may file a discrimination complaint under this policy. This non-discrimination policy also applies to other people or entities affiliated with Air District, including contractors or grantees that the Air District utilizes to provide benefits and services to members of the public.

Auxiliary aids and services including, for example, qualified interpreters and/or listening devices, to individuals who are deaf or hard of hearing, and to other individuals as necessary to ensure effective communication or an equal opportunity to participate fully in the benefits, activities, programs and services will be provided by the Air District in a timely manner and in such a way as to protect the privacy and independence of the individual. Please contact the Non-Discrimination Coordinator identified below at least three days in advance of a meeting so that arrangements can be made accordingly.

If you believe discrimination has occurred with respect to an Air District program or activity, you may contact the Non-Discrimination Coordinator identified below or visit our website at [www.baaqmd.gov/accessibility](http://www.baaqmd.gov/accessibility) to learn how and where to file a complaint of discrimination.

Questions regarding this Policy should be directed to the Air District's Non-Discrimination Coordinator, Rex Sanders, at (415) 749-4951 or by email at [rsanders@baaqmd.gov](mailto:rsanders@baaqmd.gov).

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**  
**375 BEALE STREET, SAN FRANCISCO, CALIFORNIA 94105**  
**FOR QUESTIONS PLEASE CALL (415) 749-5016 or (415) 749-4941**

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

**NOVEMBER 2016**

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
<b>Nominating Committee</b> <i>(At the Call of the Chair)</i>	Wednesday	16	9:00 a.m.	1 <sup>st</sup> Floor Board Room
<b>Board of Directors Ad Hoc Building Oversight Committee</b> <i>(At the Call of the Chair)</i>	Wednesday	16	9:30 a.m.	1 <sup>st</sup> Floor 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	16	9:45 a.m.	1 <sup>st</sup> Floor 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	17	9:30 a.m.	1 <sup>st</sup> Floor Board Room
<b>Board of Directors Executive Committee</b> <i>(Meets on the 3<sup>rd</sup> Monday of each Month)</i>	Monday	21	9:30 a.m.	1 <sup>st</sup> Floor Board Room
<b>Board of Directors Stationary Source Committee</b> <i>(Meets on the 3<sup>rd</sup> Monday of each Month)</i> - CANCELLED	Monday	21	10:30 a.m.	1 <sup>st</sup> Floor Board Room
<b>Board of Directors Budget &amp; Finance Committee</b> <i>(Meets on the 4<sup>th</sup> Wednesday of each Month)</i> - CANCELLED	Wednesday	23	9:30 a.m.	1 <sup>st</sup> Floor Board Room
<b>Board of Directors Mobile Source Committee</b> <i>(Meets on the 4<sup>th</sup> Thursday of each Month)</i> - CANCELLED	Thursday	24	9:30 a.m.	1 <sup>st</sup> Floor Board Room

**DECEMBER 2016**

<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	7	9:45 a.m.	1 <sup>st</sup> Floor Board Room
<b>Board of Directors Legislative Committee</b> <i>(At the Call of the Chair)</i>	Monday	12	9:30 a.m.	1 <sup>st</sup> Floor Board Room
<b>Board of Directors Mobile Source Committee</b> <i>(Meets on the 4<sup>th</sup> Thursday of each Month)</i>	Thursday	15	9:30 a.m.	1 <sup>st</sup> Floor Board Room
<b>Board of Directors Budget &amp; Finance Committee</b> <i>(Meets 4<sup>th</sup> Wednesday of Each Month)</i>	Friday	16	9:30 a.m.	1 <sup>st</sup> Floor Board Room
<b>Board of Directors Executive Committee</b> <i>(Meets on the 3<sup>rd</sup> Monday of each Month)</i> - CANCELLED	Monday	19	9:30 a.m.	1 <sup>st</sup> Floor Board Room
<b>Board of Directors Stationary Source Committee</b> <i>(Meets on the 3<sup>rd</sup> Monday of each Month)</i> - CANCELLED	Monday	19	10:30 a.m.	1 <sup>st</sup> Floor Board Room

## DECEMBER 2016

<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> - CANCELLED	Wednesday	21	9:45 a.m.	1 <sup>st</sup> Floor Board Room
<b>Board of Directors Mobile Source Committee</b> <i>(Meets on the 4<sup>th</sup> Thursday of each Month)</i> - CANCELLED	Thursday	22	9:30 a.m.	1 <sup>st</sup> Floor Board Room
<b>Board of Directors Budget &amp; Finance Committee</b> <i>(Meets on the 4<sup>th</sup> Wednesday of each Month)</i> - CANCELLED	Wednesday	28	9:30 a.m.	1 <sup>st</sup> Floor Board Room

## JANUARY 2017

<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.	1 <sup>st</sup> Floor Board Room
<b>Advisory Council Meeting</b> - <i>(At the Call of the Chair)</i> - CANCELLED	Thursday	5	10:00 a.m.	1 <sup>st</sup> Floor 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.	1 <sup>st</sup> Floor Board 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.	1 <sup>st</sup> Floor 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.	1 <sup>st</sup> Floor Board Room
<b>Board of Directors Climate Protection Committee</b> <i>(Meets 3<sup>rd</sup> Thursday of Every Other Month)</i>	Thursday	19	9:30 a.m.	1 <sup>st</sup> Floor 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.	1 <sup>st</sup> Floor Board Room
<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.	1 <sup>st</sup> Floor Board Room

HL – 11/14/16 (10:00 a.m.)

G/Board/Executive Office/Moncal

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**  
Memorandum

To: Chairperson Eric Mar and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/APCO

Date: November 2, 2016

Re: Minutes of the Board of Directors Regular Meeting of October 19, 2016

RECOMMENDED ACTION

Approve the attached draft minutes of the Board of Directors Regular Meeting of October 19, 2016.

DISCUSSION

Attached for your review and approval are the draft minutes of the Board of Directors Regular Meeting of October 19, 2016.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Marcy Hiratzka  
Reviewed by: Maricela Martinez

Attachment 3A: Draft Minutes of the Board of Directors Regular Meeting of October 19, 2016.

## AGENDA 3A – ATTACHMENT

Draft Minutes - Board of Directors Regular Meeting of October 19, 2016

Bay Area Air Quality Management District  
375 Beale Street, Suite 600  
San Francisco, CA 94105  
(415) 749-5073

Board of Directors Regular Meeting  
Wednesday, October 19, 2016

### **DRAFT MINUTES**

*Note: Audio recordings of the meeting are available on the website of the Bay Area Air Quality Management District at <http://www.baaqmd.gov/about-the-air-district/board-of-directors/resolutionsagendasminutes>*

#### **CALL TO ORDER:**

1. **Opening Comments:** Chairperson Eric Mar called the meeting to order at 9:51 a.m.

#### **Roll Call:**

Present: Chairperson Eric Mar; Vice-Chairperson Liz Kniss; Secretary David Hudson; and Directors John Avalos, Teresa Barrett, Tom Bates, John Gioia, Carole Groom, Tyrone Jue, Rebecca Kaplan, Nate Miley, Karen Mitchoff, Katie Rice, Mark Ross, Rod Sinks, Warren Slocum, Jim Spring, and Brad Wagenknecht.

Absent: Directors David J. Canepa, Cindy Chavez, Osby Davis, Scott Haggerty, Jan Pepper, and Shirlee Zane.

2. **PUBLIC COMMENT ON NON-AGENDA MATTERS**

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

Ricky Story, Tesoro, stated that he takes pride in keeping his coworkers and the environment safe while producing some of the cleanest fuel in the world and urged the Board not to shut down oil refineries.

Tracy Thompson, Chevron, stated that safety is Chevron's first priority and described her family, which she has been able to support from working at Chevron for eight years. Ms. Thompson urged the Board not to shut down refineries.

Brett Cooley, Chevron, stated that he takes pride in working for one of the cleanest, most environmentally friendly oil refineries in the world that has already taken significant strides to adopt Pace Setter Environment standards and is confident that the Bay Area's high air quality standards will continue to protect his young family, who have enjoyed living in the Bay Area since relocating. Mr. Cooley expressed his concerns about potential rules that would jeopardize the viability of refinery business in the Bay Area.

Louis Thelemaque, Chevron, addressed the Board regarding the integrity of Chevron employees and the safety precautions that are implemented by Chevron to protect the community.

Richard J. Quiroz, Chevron, said that capping refineries out of existence will impact the movement of goods and transportation of people, and that refinery regulations should be based on sound science, and not emotions.

Greg Karras, Communities for a Better Environment (CBE), addressed the Board regarding recent municipal decisions made in Benicia and San Luis Obispo, both of which involved the rejection of crude by rail projects, as well as developments of the Dakota Access Pipeline protest.

Cupertino resident, Rhoda Fry, expressed her opinion that the District is not protecting the public, but is instead pandering to polluters, specifically the Lehigh Southwest Cement plant in Cupertino. Ms. Fry described recent encounters with District staff in which she claims that violations were not given to Lehigh and the public's claims of pollution plume sightings were disputed because District staff did not witness the claims. She urged the Board to make the District relevant to the public's health.

Andre Carpiaux, CX Engineers, addressed the Board regarding various complaints of Bay Area Rapid Transit (BART) transfer and signage issues. Chair Mar suggested that Mr. Carpiaux relay these comments to the BART Board of Directors.

NOTED PRESENT: Director Miley and Vice Chair Kniss were noted present at 10:05 a.m.

**CLOSED SESSION** (commenced at 10:10 a.m.)

### **3. CONFERENCE WITH LEGAL COUNSEL**

#### **ANTICIPATED LITIGATION (Government Code Section 54956.9(d)(2))**

*Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Section 54956.9: one potential case.*

NOTED PRESENT: Director Avalos was noted present at 10:31 a.m.

**OPEN SESSION** (commenced at 11:04 a.m.)

Brian Bunger, District Counsel, stated that there was no reportable action for Item 3.

#### **CONSENT CALENDAR (ITEMS 4-10)**

- 4. Minutes of the Board of Directors Regular Meeting of September 21 2016**
- 5. Board Communications Received from September 21, 2016 to October 18, 2016**
- 6. Air District Personnel on Out-of-State Business Travel**
- 7. Notices of Violations Issued and Settlements in Excess of \$10,000 in the month of September 2016**
- 8. Consider Adopting Changes to the Air District's Administrative Code, Division I: Operating Policies and Procedures, Section 15: Non-Discrimination Policy and Complaint Policy**
- 9. Set Public Hearing for December 7, 2016 to Consider Proposed Amendments to Regulation 2: Permits, Rule 5: New Source Review of Toxic Air Contaminants and adoption of a Negative Declaration pursuant to the California Environmental Quality Act (CEQA)**

**10. Consider Authorizing the Execution of Purchase Orders in Excess of \$100,000 Pursuant to Administrative Code Division II Fiscal Policies and Procedures Section 4.3 Contract Limitations**

Public Comments:

No requests received.

Board Comments:

None.

Board Action:

Director Wagenknecht made a motion, seconded by Director Groom, to **approve** the Consent Calendar Items 4 through 10, inclusive; and the motion **carried** by the following vote of the Board:

AYES: Avalos, Barrett, Bates, Gioia, Groom, Hudson, Kaplan, Kniss, Jue, Mar, Miley, Mitchoff, Rice, Ross, Sinks, Slocum, Spering, and Wagenknecht.  
NOES: None.  
ABSTAIN: None.  
ABSENT: Canepa, Chavez, Davis, Haggerty, Pepper, and Zane.

**COMMITTEE REPORTS**

**11. Report of the Mobile Source Committee Meeting of September 22, 2016**

As Committee Chair Haggerty and Committee Vice Chair Canepa were both absent, Board Vice Chair Kniss read the following Chair Report:

*The Committee met on Thursday, September 22, 2016 and approved the minutes of June 30, 2016.*

*The Committee reviewed and discussed the staff presentation, Projects with Proposed Grant Awards over \$100,000. The Committee recommends the Board approve:*

- 1. Carl Moyer Program and Transportation Fund for Clean Air projects with proposed grant awards over \$100,000 as shown in Attachment 1; and*
- 2. Allocation up to \$1,500,000 in Mobile Source Incentive Funds for Compressed Natural Gas tank replacements on school buses; and*
- 3. Authorization for the Executive Officer/Air Pollution Control Officer (APCO) to enter into agreements with applicants for the recommended Carl Moyer Program and Transportation Fund for Clean Air projects, and Lower Emission School Bus Program projects.*

*The Committee then reviewed and discussed the staff presentation Update on the Shuttle and Rideshare Program. The Committee recommends the Board approve:*

- 1. \$406,000 in Transportation Fund for Clean Air monies be transferred to the Spare the Air Program fiscal year ending 2017 budget for the purposes of:*



- a. *Securing an advertising contract with the Livermore Amador Valley Transit Authority at a cost of \$322,000 for fiscal year ending 2017, and*
- b. *Paying approximately \$84,000 to cover the cost of wrapping seven Livermore Amador Valley Transit Authority transit operated shuttle buses with Spare the Air messaging.*
2. *Authorization for the Executive Officer/ APCO to execute all contracts and agreements with Livermore Amador Valley Transit Authority related to the wrapping and advertising rights; and*
3. *Authorization for the Executive Officer/ APCO to extend the advertising service contract with Livermore Amador Valley Transit Authority at a cost not to exceed \$322,000 annually for up to two additional years, at the Air District's discretion, based on contractor's performance.*

*The Committee finally reviewed and discussed the staff presentation Accept, Obligate, And Expend Funding from The Bay Area Clean Air Foundation. The Committee recommends the Board approve:*

1. *A Resolution authorizing the Bay Area Air Quality Management District to accept, oblige, and expend up to \$1,266,600, plus any interest accrued, from the Bay Area Clean Air Foundation for roadside air pollution monitoring projects; and*
2. *Authorization for the Executive Officer/ APCO to enter into all agreements necessary to accept and expend this funding.*

*The next meeting of the Committee is on Thursday, October 27, 2016, at 9:30 a.m., at 375 Beale Street, San Francisco, CA 94105.*

*I move that the Board approve the Mobile Source Committee recommendations.  
This concludes the Chair Report of the Mobile Source Committee.*

Public Comments:

No requests received.

Board Comments:

None.

Board Action:

Vice Chair Kniss made a motion, seconded by Director Kaplan, to **approve** the recommendations of the Mobile Source Committee; and the motion **carried** by the following vote of the Board:

AYES: Avalos, Barrett, Bates, Gioia, Groom, Hudson, Kaplan, Kniss, Jue, Mar, Miley, Mitchoff, Rice, Ross, Sinks, Slocum, Spering, and Wagenknecht.  
NOES: None.  
ABSTAIN: None.  
ABSENT: Canepa, Chavez, Davis, Haggerty, Pepper, and Zane.

## 12. Report of the Advisory Council Meeting of October 3, 2016

Advisory Council Ex-Officio Liaison Member Sinks read the following Chair Report:

*The Council met on Monday, October 3, 2016.*

*The Council members continued deliberation on the efficacy of greenhouse (GHG) gas caps for local refineries, considering information provided to date. The draft document, entitled Bay Area Air Quality Management District Advisory Council Efficacy of Greenhouse Gas Caps on Bay Area Refineries, will be revised to reflect the deliberations of October 3, 2016, and will be brought back to the Council for final approval at its next meeting.*

*Finally, the Council received the staff presentation Air District Clean Air Plan: Areas for Future Focus, including: Clean Air Plan/Regional Climate Protection Strategy, multi-pollutant, multi-sector control strategy; Bay Area in 2050, examples of a vision 2050; and potential areas of future focus. At the Air District's request, the Council discussed and considered various topics that may be appropriate for potential Air District rules, research, control measures, and strategies in the future.*

*The next meeting of the Council is at the call of the Chair.  
This concludes the Chair Report of the Advisory Council.*

### Public Comments:

Greg Karras, CBE, addressed the Board regarding average refinery emissions intensity from 2004 to 2008 in California, wishing to reiterate what he said the District's Advisory Council ignored, after the Council invited him to present at the April 25, 2016 Advisory Council meeting.

### Board Comments:

None.

### Board Action:

None; receive and file.

## PUBLIC HEARING

### 13. Public Hearing to Consider Adoption of Proposed Amendments to Regulation 9: Inorganic Pollutants, Rule 13: Nitrogen Oxides, Particulate Matter, and Toxic Air Contaminants for Portland Cement Manufacturing and Directing Staff to File a Notice of Exemption from the California Environmental Quality Act (CEQA)

Jean Roggenkamp, Deputy Executive Officer, introduced Robert Cave, Senior Air Quality Specialist, who gave the staff presentation *Proposed Amendments to Regulation 9: Inorganic Pollutants, Rule 13: Nitrogen Oxides, Particulate Matter (PM), and Toxic Air Contaminants from Portland Cement Manufacturing*, including: overview; regulatory background and purpose; technical issues of ammonia standard; ammonia standard solution; proposed rule amendments; outreach effort; continuing issues of concern; and staff recommendations. At the end of the presentation, Mr. Cave clarified that the District is *not* proposing a Negative Declaration, as stated in a previous version of the meeting agenda, because

the proposed amendments will not result in an increase in emissions or an expansion of capacity at the facility, and are exempt from CEQA.

Public Comments:

Greg Karras, CBE, questioned staff's response to a particular public comment that was captured in Appendix C (Public Comments and Staff Response) of the Final Staff Report released in September 2016 regarding the correlation between feedstock quality and ammonia emission levels. Mr. Karras recommended that staff add an amendment to Rule 9-13, which would direct staff to investigate whether or not emissions could be further reduced by adequate-quality feedstock.

Cupertino resident, Rhoda Fry, distributed a written statement to the Board, which indicated her desire for Rule 9-13 to require both cumulative and single-event maximum levels for ammonia, and require Lehigh to promise that ammonia odors will not be noticed by adjacent residents.

Board Comments:

The Board and staff discussed other ways to further reduce emissions at Lehigh and analyze the adequate quality of the feedstock; staff's commitment to work with stakeholders who have an interest in this rule; injecting ammonia into the kiln to control NOx levels; and the contrast between the large number of public comments regarding regulations for Lehigh made at previous agency meetings in the South Bay, and the two public comments that were given at this meeting, and how this difference may reflect the public's changing opinion of enforcement at Lehigh.

Board Action:

Director Sinks made a motion, seconded by Vice Chair Kniss, to **approve** staff's recommendations; and the motion **carried** by the following vote of the Board:

AYES: Avalos, Barrett, Bates, Gioia, Groom, Hudson, Kaplan, Kniss, Jue, Mar, Miley, Mitchoff, Rice, Ross, Sinks, Slocum, Spering, and Wagenknecht.  
NOES: None.  
ABSTAIN: None.  
ABSENT: Canepa, Chavez, Davis, Haggerty, Pepper, and Zane.

At this time, Chair Mar introduced Tyrone Jue, who was appointed as a Deputy Board Member by Board Member and San Francisco Mayor, Edwin Lee. Mr. Jue, Senior Advisor on the Environment to the Mayor, replaced Deborah Raphael, who served as an Interim Deputy Board Member until August 2016.

PRESENTATIONS

**14. Update on Regulation 12, Rule 16: Petroleum Refining Facility-Wide Emissions and Regulation 11, Rule 18; Reduction of Risk from Air Toxic Emissions at Existing Facilities (OUT OF ORDER, ITEM 15)**

Jack Broadbent, Executive Officer/APCO, suggested that because so many public speakers were queued to speak on proposed Rules 12-16 and 11-18, Item 15 be moved to come before Item 14. At the

consensus of the Board, Items 14 and 15 were reversed. Mr. Broadbent introduced Eric Stevenson, Director of Meteorology, Measurement and Rules, who gave the staff presentation *Status Update on Draft Rule 12-16: Refinery Caps & Rule 11-18: Toxic Risk Reductions*, including: overview; rule development history; Draft Rule 12-16; Draft Rule 11-18; and scheduled next steps.

Public Comments:

Michael Hoban, Shell, addressed the Board regarding his hope that the Board collaborates with the refineries on refinery rule development, as he said that hurried rules are often flawed and yield unintended negative consequences. Mr. Hoban expressed his fear that ceasing Bay Area refinery operations would create the need to outsource fuel from areas of the world that do not practice the same environmental considerations as Bay Area refineries.

Rich Wilkerson, Shell, addressed the Board regarding Shell's self-awareness of its carbon footprint and the ways in which Shell gives back to the community from funds generated by its recycling programs. Mr. Wilkerson urged the Board to consider that eliminating refinery Shell refinery jobs will have an impact on the recipients of these funds.

Pat Owens, Shell, addressed the Board regarding his appreciation for the data that the District has collected and encouraged the Board to remain objective when voting on regulations, especially since it can be difficult to interpret results of fence line monitoring systems.

Richard Morrison, Shell, shared his family's history of working in Bay Area refineries.

Shawn Lee, Chevron, distributed a guide on Health Risk Assessments (HRA) written by the Office of Environmental Health Hazard Assessment (OEHHA), and said that it is important for everyone to know how an HRA is determined and what the results mean. Having stated that it is important to make informed decisions with sound data and science, Mr. Lee also expressed his opinion that proposed Rule 11-18's risk action level of 10 per million is too stringent.

Walt Gill, Chevron, addressed the Board regarding his belief that while reducing GHG emissions is important, capping GHG emissions (proposed Rule 12-16) at refineries is not the correct approach because it undermines the State's AB 32 program. Regarding proposed Rule 11-18, Mr. Gill said that the District will be called upon to inform fence line communities of increased health risks and requested that the District does so with sensitivity.

Steven Yang, Chevron, explained that refinery workers' concern for their job security is derived from past and upcoming refinery rules, and comments from the Board and stakeholders about wanting to see refineries cease operations. Mr. Yang also said that proposed Rule 11-18 limits the maximum cancer risk contribution from the facility, which he believes is too stringent a rule, and urged the Board to consider whether stationary sources which are not the primary generators of diesel particulate matter should carry the burden of meeting such a low risk action level.

Laurie Mintzer, Chevron, addressed the Board regarding her concern that activists' requests are distracting District resources from making meaningful reductions. Ms. Mintzer said that crude slate changes do not drive refinery emissions, in response to the information that was included in Mr. Karras' public comment during Item 12. She urged the Board to direct staff to continue to developing regulations based on sound science rather than on emotional pressure.

Rodeo resident, Clover Mahn, addressed the Board regarding her hope that local caps are not imposed on refineries, as the closing of refineries would affect schools that benefit from refinery programs that promote education, mentoring, and development of social skills.

Jeff Ruzler, Phillips 66, addressed the Board regarding his concern that the intent of the proposed rules is to eliminate fossil fuel production in the United States, while this industry has been a major contributing factor to the economy. Mr. Ruzler said that the elimination will negatively impact future generations and that the District should compare what few benefits will be derived from these proposed rules with what implementing them will cost.

Janet Whittick, California Council for Environmental and Economic Balance, addressed the Board regarding her concern that proposed Rule 11-18 is too stringent in imposing a risk action level threshold of 10 in a million. Ms. Whittick requested that a technical assessment of the 25 in a million threshold be included in the Final Staff Report and EIR, and that the Toxic Best Available Retrofit Control Technology (TBARCT) be specifically defined in rulemaking, as she predicted that the many facilities that will be subject to TBARCT will not meet the 10 in a million threshold. Finally, Ms. Whittick requested a technical working group on proposed Rule 11-18.

Martinez resident, Tom Lewis, remarked that the Bay Area is a desirable place to live, in spite of refinery pollution, because of the District's efforts. Mr. Lewis said that he has full confidence that proposed Rule 12-16 can be achieved without impacting refinery operations.

Kathy Wheeler, Shell, questioned the sound science upon which proposed Rules 12-16 and 11-18 are based. Ms. Wheeler said that proposed Rule 11-18 sets an arbitrary risk reduction level that is over 30 times more stringent than the current level, and that this rule will require application of undefined control technology on an unspecified number of sources at an unknown cost to each facility. Regarding proposed Rule 12-16, Ms. Wheeler said that it disregards the scientific analyses that support the refineries' permitted emission levels.

Gordon Johnson, Shell, addressed the Board regarding Shell's historical collaboration with the District on rulemakings, which he claimed has been a successful partnership, and has been absent during the development of proposed Rules 12-16 and 11-18. Mr. Johnson expressed his concern that the amount of time the District has allotted for stakeholder meetings and community outreach regarding these rules is insufficient. He urged the Board to direct staff to slow down the EIR process and return to the refinery-collaboration process of rulemaking.

Valerie Bagala, Shell, urged the Board to view Shell as people and family members, rather than as a brand that is easy to blame, and advocated that Shell fosters its employees to be environmentally-conscious. Ms. Bagala said that progress towards environmental health is a main priority for Shell, but that too many costly and unrealistic restrictions will eventually push Shell out of existence.

Robert Peters, Shell, explained that Shell's discipline follows strict guidelines and that equipment is maintained at a high standard. Mr. Peters said that Shell goes to extreme levels to operate refineries safely, and that the notion to restrict refineries' production is not an economically sound decision.

Erric Castillo, Shell, sympathized with the Board for having to listen to both supporters and opponents of proposed Rules 12-16 and 11-18 and form decisions based on public comments. He urged the Board

to ensure that *quality* data is being considered so that that the Board may form decisions that will not hurt the economy or affect the livelihood of refinery workers.

Marc Ventura, Phillips 66, said that reducing emissions at refineries will not reduce demand for fuels, but will increase emission levels, because product will have to be outsourced, which will create more pollution.

Fred Clark, Shell, said that he was relocated to the Bay Area from his refinery job in Houston, Texas, where he never saw environmental controls like the ones that Shell Martinez practices. Mr. Clark advocated for refinery employees, whose families depend on their income, which will be compromised if emission caps are imposed at refineries.

Stacey Cuccaro-Gestler, Phillips 66, said that proposed Rule 12-16 lacks flexibility and will limit refineries from future projects or improvements under new federal or state fuel standards and future fuel demands.

Greg Karras, Communities for a Better Environment, thanked the Board for continuing to include proposed Rule 12-16 in the EIR, but said that he still recommends separating the EIR into two EIRs, one for each proposed rule. He praised the staff-proposed enforceable emissions limits on refinery-wide emissions, based on the District's initial study of proposed Rule 12-16, but also said that the analysis is skewed because it ignores the need, effectiveness, and reasonableness of proposed Rule 12-16.

Aimee Lohr, Phillips 66, described how CBE sued to block a propane and butane recovery project at the Phillips 66 Rodeo refinery which had been approved by the Contra Costa County Board of Supervisors, and which Phillips 66 maintained would have resulted in a 50% reduction in SO<sub>2</sub> emissions. Ms. Lohr urged the Board for rules that are fair, reasonable, and protect the environment without compromising refinery operations.

Suejung Shin, Phillips 66, said that she was discouraged that the Board has gone forward with developing an EIR that considers refinery caps, rather than waiting for the Advisory Council to create a policy recommendation, and urged the Board to heed the advice of the District's Advisory Council, which believes that facility-levels caps on Bay Area refinery GHG emissions would not be effective in mitigating climate change.

#### Board Comments:

The Board and staff discussed gratitude for those who offered public comment and continue to track both proposed rules; staff's intent to develop the recommended establishment of a Technical Implementation Committee, outreach plan for the hundreds of facilities that will be subject to HRAs, and a definition of TBARCT, regarding proposed Rule 11-18; the Initial Staff Report that is to be released next week, which will be made available on the website; when and where the dates, times, and locations of the six public workshops in November will be published; overlapping elements of both rules to which refineries would be subjected; and the types of PM that would be regulated under proposed Rule 11-18.

#### Board Action:

None; receive and file.

**15. California Refinery Overview and San Francisco Bay Area Crude Oil Slate, Gordon Schremp of the California Energy Commission (ITEM 14)**

Ms. Roggenkamp introduced Gordon Schremp, Senior Fuels Specialist with the California Energy Commission, who gave the presentation *California Refinery Overview and San Francisco Bay Area Crude Oil Slate*, including: presentation topics; California refineries; San Francisco Bay Area refineries; crude oil sources- San Francisco Bay Area refineries; San Francisco Bay Area refinery activity in 2015; refineries must maintain balance; crude oil variability poses challenges; crude oil properties; distillation profile- crude oil yields vary; crude oil properties 2006-2015; annual and monthly crude oil properties in 2015; variability of crude oil- west coast; refiners blend crude oil; importance of blending; Canadian crude oil imports - US and California; US crude by rail transportation; CA crude oil imports via rail tank cars; likelihood of increasing Canadian imports; 2015 Canada crude imports vs. annual; Exxon Mobil refinery explosion on February 18, 2016; California gasoline inventory levels; gasoline production - south and north; refinery capacity; California on-road transportation fuels; western states more isolated than rest of US; CA fuels market isolated; and west coast and California foreign gasoline imports.

Public Comments:

Greg Karras, CBE, gave comments in response to Mr. Schremp's presentation, including: the emissions from vessel transport are small compared to the differences in emissions from production and refining of different quality oil; crude quality hasn't changed much in the Bay Area due to community groups continuing to oppose dirty refinery projects; and exports and net movements of gasoline distillate and jet fuel from Bay Area and Los Angeles refineries.

Board Comments:

The Board and staff discussed trends in crude oil density of petroleum from 2006 to 2015; how west coast refineries use a large array of crude oil types; the prices of fracked oil and how it affects the import of crudes in to California; the speculated point at which Canadian production will cut back; the correlation between prices of crude oil and the prices of fuel; Mr. Schremp's opinion that, if Southern California experiences a shortfall of fuel production, it would be better to transport Bay Area fuel from the Bay Area, rather than import fuel from another country and increase vessel emissions; the differences between renewable diesel and biodiesel; the need to push the industries to reduce their GHG emissions while they meet the demands of the public; and the crude slate reporting requirements of Rule 12-15 (Miscellaneous Standards of Performance, Petroleum Refining Emissions Tracking) regarding feedstock and crude oil blends.

Board Action:

None; receive and file.

**PUBLIC COMMENT ON NON-AGENDA MATTERS**

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

No requests received.

## **BOARD MEMBERS' COMMENTS**

### **17. Board Members' Comments**

Chair Mar thanked and congratulated staff and Board members for the success of "Climate Forward Bay Area: A Leadership Forum." This conference was held on October 13 and 14 at the Mission Bay Conference Center in San Francisco.

## **OTHER BUSINESS**

### **18. Report of the Executive Officer/APCO: Update on Progress of Regulation 12, Rule 16 and Regulation 11, Rule 18**

Mr. Broadbent stated that staff's monthly update on the development of proposed Rules 12-16 and 11-18 through one EIR could be found on the last page of the Board packet; during the 2016 Spare the Air summer smog season, which runs from May through October, hot summer weather and wildfires caused 15 violations of the national eight-hour ambient air quality standards (NAAQS) in 2016, and that NAAQS were lowered from 0.075 to 0.070 ppm; and that he is appreciative of the Board and speakers for their participation at the Climate Forward conference, and of staff for planning and executing it.

#### **Public Comments:**

Bob Brown, Western States Petroleum Association (WSPA), addressed the Board regarding WSPA's support of staff recommendations to keep proposed Rules 12-16 and 11-18 together under one EIR.

### **19. Chairperson's Report**

Chair Mar announced that the Nominating Committee will be polled for dates to select the next Board Officer position of Secretary.

### **20. Time and Place of Next Meeting**

*Wednesday, November 16, 2016, 1<sup>st</sup> Floor Board Room, 375 Beale Street, San Francisco, California 94105 at 9:45 a.m.*

### **21. Adjournment**

The Board meeting adjourned at 1:17 p.m.

Marcy Hiratzka  
Clerk of the Boards



**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**  
Memorandum

To: Chairperson Eric Mar and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/APCO

Date: November 3, 2016

Re: Board Communications Received from October 19, 2016 through November 15, 2016

RECOMMENDED ACTION

None; receive and file.

DISCUSSION

Copies of communications directed to the Board of Directors received by the Air District from October 19, 2016, through November 15, 2016, if any, will be at each Board Member's place at the November 16, 2016, Board meeting.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Vanessa Johnson  
Reviewed by: Maricela Martinez

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

## Memorandum

To: Chairperson Eric Mar and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/APCO

Date: November 3, 2016

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

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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 of Air District personnel who have traveled on out-of-state business.

The report covers the out-of-state business travel for the month of October 2016. The monthly out-of-state business travel report is presented in the month following travel completion.

DISCUSSION

The following out-of-state business travel activities occurred in the month of October 2016:

- Jack Broadbent, Executive Officer/APCO, attended a Meeting with Researchers from the University of Edinburgh in Greenland, September 28, 2016 - September 30, 2016.
- Jack Broadbent, Executive Officer/APCO, attended the 2016 NACAA Fall Membership Meeting in Minneapolis Minnesota, October 16, 2016 - October 18, 2016.
- Su-Tzai Soong, Senior Atmospheric Modeler, attended US EPA's Community Modeling and Analysis System Conference in Chapel Hill, North Carolina, October 23, 2016 – October 27, 2016.
- Saffet Tanrikulu, Research & Modeling Manager, attended US EPA's Community Modeling and Analysis System Conference in Chapel Hill, North Carolina, October 23, 2016 – October 27, 2016.
- Judy Yu, Human Resources Manager, attended the Neogov Annual Training in Las Vegas, Nevada, October 12, 2016 - October 14, 2016.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Stephanie Osaze  
Reviewed by: Jeff McKay

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**  
Memorandum

To: Chairperson Eric Mar and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/APCO

Date: November 7, 2016

Re: Notices of Violations Issued and Settlements in Excess of \$10,000 October 2016

RECOMMENDED ACTION

None; receive and file.

DISCUSSION

In accordance with Resolution No. 2012-08, attached to this Memorandum is a listing of all Notices of Violations issued, and all settlements for amounts in excess of \$10,000 during the calendar month prior to this report.

BUDGET CONSIDERATION/FINANCIAL IMPACT

The amounts of civil penalties collected are included in the Air District's general fund budget.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Brian C. Bunger

Attachment: 6A: Notices of Violations for the Month of July 2016

AGENDA 6A - ATTACHMENT

**NOTICES OF VIOLATIONS ISSUED**

The following Notice(s) of Violations were issued in October 2016:

<b>Alameda</b>						
<b>Site Name</b>	<b>Site #</b>	<b>City</b>	<b>NOV #</b>	<b>Issuance Date</b>	<b>Regulation</b>	<b>Comments</b>
A & B Construction	W7536	Berkeley	A56012A	10/5/16	11-2-401.3	Failure to notify for demolition
American Technologies	L3951	Hayward	A55996A	10/24/16	11-2-303.1	Late notification of renovation
Compass Container Group Inc	E0606	Oakland	A56383A	10/20/16	2-1-302	No PO since 2/1/2016
Lawrence Livermore National Laboratory	A0255	Livermore	A56708A	10/6/16	2-1-307	Solvent limit exceeded (PC #15925-1)
Moz Designs	B6988	Oakland	A56380A	10/4/16	2-1-307	No usage records 8/7/15 to 7/10/16
True-Tech Corportation	E0197	Fremont	A55705A	10/26/16	2-1-307	Cond#24744.1. Exceeded acetone throughput limit

<b>Contra Costa</b>						
<b>Site Name</b>	<b>Site #</b>	<b>City</b>	<b>NOV #</b>	<b>Issuance Date</b>	<b>Regulation</b>	<b>Comments</b>
Criterion Catalysts Company LP	A0227	Pittsburg	A56381A	10/25/16	2-6-307	S#606, X3 Calciner over CO Limit
Criterion Catalysts Company LP	A0227	Pittsburg	A56382A	10/25/16	2-6-307	S#606, X3 Calciner over CO Limit
Mariposa Energy, LLC	B9730	Byron	A56384A	10/25/16	2-6-307	S#1, over Nox limit

AGENDA 6A - ATTACHMENT

Phillips 66 Company	A0061	Richmond	A56782A	10/19/16	8-33-304	CT #200066, failure to meet year round decay
Phillips 66 Company - San Francisco Refinery	A0016	Rodeo	A56355A	10/13/16	2-6-307	SO2 emissions in excess of permit condition 18269 part IX.F, deviation 4454
Phillips 66 Company - San Francisco Refinery	A0016	Rodeo	A56356A	10/13/16	2-6-307	SO2 emissions in excess of permit condition 18269 part IX.F, deviation 4455
Phillips 66 Company - San Francisco Refinery	A0016	Rodeo	A56357A	10/13/16	2-6-307	SO2 emissions in excess of permit condition 18269 part IX.F, deviation 4456
Phillips 66 Company - San Francisco Refinery	A0016	Rodeo	A56358A	10/19/16	9-1-307	SO2 emissions > regulatory limit, deviation 4644
Phillips 66 Company - San Francisco Refinery	A0016	Rodeo	A56405A	10/19/16	8-18-309	Open-ended line not capped
Phillips 66 Company - San Francisco Refinery	A0016	Rodeo	A56406A	10/19/16	8-18-307	Liquid leak at LDAR tag #11683
Shell Martinez Refinery	A0011	Martinez	A56184A	10/20/16	9-2-301	>60ppb/3 min H2S
Shell Martinez Refinery	A0011	Martinez	A56185A	10/20/16	8-5-322.3	Secondary seal gap > 5%
Shell Martinez Refinery	A0011	Martinez	A56185B	10/20/16	8-5-322.4	< 2 sealing surfaces
StoneMor California Subsidiary, Inc	A2634	Lafayette	A56241A	10/20/16	2-1-307	Failed to operate afterburner >1500 degrees F

AGENDA 6A - ATTACHMENT

<b>Napa</b>						
<b>Site Name</b>	<b>Site #</b>	<b>City</b>	<b>NOV #</b>	<b>Issuance Date</b>	<b>Regulation</b>	<b>Comments</b>
Valley Auto Body	A7412	Napa	A56109A	10/27/16	2-1-302	Failed to renew permit

<b>San Mateo</b>						
<b>Site Name</b>	<b>Site #</b>	<b>City</b>	<b>NOV #</b>	<b>Issuance Date</b>	<b>Regulation</b>	<b>Comments</b>
Gold Star Auto Body Shop, Inc	B8302	South San Francisco	A56582A	10/31/16	2-1-302	no permit to operate (failure to pay permit fees)
Harbor Auto Body	B6678	South San Francisco	A56581A	10/20/16	2-1-302	no permit to operate (failure to pay permit fees)
SFD	Y3204	Burlingame	A56013A	10/12/16	11-2-401.3	Failure to notify for demolition

<b>Santa Clara</b>						
<b>Site Name</b>	<b>Site #</b>	<b>City</b>	<b>NOV #</b>	<b>Issuance Date</b>	<b>Regulation</b>	<b>Comments</b>
ARCO Facility #06223	C4100	San Jose	A55887A	10/20/16	2-1-302	Permit Expired 9/1/16
Blossom Hill Gasoline	C8931	San Jose	A55886A	10/20/16	2-1-307	Failure to submit annual tests
Branham 76	C7575	San Jose	A55789A	10/24/16	2-1-307	Failure to submit source tests
Chevron #7075 - Auto Pride Car Wash	C3829	San Jose	A55888A	10/24/16	2-1-307	Failure to conduct & submit source tests

AGENDA 6A - ATTACHMENT

Isotech Environmental	P3703	San Jose	A55995A	10/11/16	11-2-401.3	No wetting during removal
Johnny's Custom Auto Body	B1806	Gilroy	A56654A	10/3/16	2-1-302	Expired permit to operate
Owens Corning Insulating Systems, LLC	A0041	Santa Clara	A55636A	10/7/16	2-6-307	P/C # 24873 - #9 (a); RCA # 07A14
The Ultimate Kitchen Finish Inc	B9055	Campbell	A56528A	10/31/16	2-1-302	Expired P/O for June 1 to Oct. 31 2016
Unocal #5954	C7732	San Jose	A55885A	10/19/16	2-1-307	Failure to submit annual tests

<b>Solano</b>						
<b>Site Name</b>	<b>Site #</b>	<b>City</b>	<b>NOV #</b>	<b>Issuance Date</b>	<b>Regulation</b>	<b>Comments</b>
Ramos Oil Co, Inc	A0809	Fairfield	A56054A	10/21/16	8-39-302	avg. NMOC emissions >1.55 lbs/1,000 gal. organic liquid loaded)
Ramos Oil Co, Inc	A0809	Fairfield	A56054B	10/21/16	8-39-308.2	gauge pressure at the cargo tank/vapor recovery hose interface averaged 18.7 inches H2O)
Ramos Oil Co, Inc	A0809	Fairfield	A56054C	10/21/16	8-39-308.3	(P/V valve emissions leak exceeded 744,000 ppm as C1).
Valero Refining Company	B2611	Benicia	A56456A	10/12/16	8-33-309	P/V valve leak on Vapor Recovery Unit > 3,000 ppm.
Valero Refining Company - California	B2626	Benicia	A56434A	10/20/16	8-18-309	5 open end lines
Valero Refining Company - California	B2626	Benicia	A56434B	10/20/16	8-18-401.2	2 valves not inspected quarterly



AGENDA 6A - ATTACHMENT

<b>Sonoma</b>						
<b>Site Name</b>	<b>Site #</b>	<b>City</b>	<b>NOV #</b>	<b>Issuance Date</b>	<b>Regulation</b>	<b>Comments</b>
Mountanos Brothers Coffee Company	E1613	Petaluma	A56108A	10/13/16	2-1-307	Various permit conditions

<b>District Wide</b>						
<b>Site Name</b>	<b>Site #</b>	<b>City</b>	<b>NOV #</b>	<b>Issuance Date</b>	<b>Regulation</b>	<b>Comments</b>
Flyers	X0866	Auburn	A56783A	10/19/16	8-33-304	CT# 28350, failure to meet year round decay

**SETTLEMENTS FOR \$10,000 OR MORE REACHED**

There were 2 settlement(s) for \$10,000 or more completed in October 2016.

- 1) On October 21, 2016, the District reached settlement with Valero Refining & Marketing Company for \$249,000, regarding the allegations contained in the following 29 Notices of Violation:

<b>NOV #</b>	<b>Issuance Date</b>	<b>Occurrence Date</b>	<b>Regulation</b>	<b>Comments from Enforcement</b>
A52712A	1/15/13	11/27/12	1-522.5	failure to perform daily analyzer calibration
A52713A	3/21/13	11/22/12	1-522.7	failure to submit excess LPFG report w/in 96hrs
A52714A	3/28/13	1/14/13	1-523.3	late reporting of parametric excess for F-801
A52715A	2/5/13	1/11/13	1-522.5	failure to perform daily calibration of CEM analyzer on F-4460
A52716A	3/20/13	12/31/12	10	Failure to maintain record of 4th Qtr 2012 Bwaste Inspection Recordkeeping
A52717A	3/20/13	1/30/13	8-18-401	8-18-401.2 4th Qtr 2012 Fugitives Deviation: 5 Undocumented Valves
A52717B	3/20/13	1/30/13	8-18-402	8-18-402.1 4th Qtr 2012 Fugitives Deviation: 5 Undocumented Valves

AGENDA 6A - ATTACHMENT

A52718A	3/20/13	1/30/13	8-18-401	8-18-401.2 Failure to inspect components on quarterly basis
A52718B	3/20/13	1/30/13	8-18-402	8-18-402.1 4th Qtr 2012 Refinery Fugitives valves misclassified, not documented
A52718C	3/20/13	1/30/13	10	Reg10 Subpart VV: 40CFR60.482-6 Standards: Open-ended valves or lines.
A52719A	4/9/13	1/14/13	8-5-404	Failure to submit tank seal inspection Report within 60 days
A52720A	4/30/13	3/10/13	12-11-502.3.1	Failure to collect flare gas samples on time
A52721A	6/25/13	4/17/13	8-5-320	8-5-320.3.1 landing of tank roof (unplanned)
A52721B	6/25/13	4/17/13	8-5-304	8-5-304.4 landing of tank roof (unplanned)
A52722A	6/5/13	1/4/13	2-6-307	excess H2S in refinery fuel gas (episode: 06J30)
A52723A	6/5/13	3/25/13	2-6-307	excess of 9ppm NOx limit permit condition (episode# 06J98)
A52724A	6/5/13	3/22/13	2-6-307	filterable particulate emissions >40lbs/hr (ST#OS-4545)
A52724B	6/5/13	3/22/13	6-1-311	filterable particulate emissions >40lbs/hr (ST#OS-4545)
A52725A	6/5/13	3/31/13	2-6-307	excess TRS in LPFG at cogeneration (06K02)
A52726A	7/25/13	4/10/13	8-18-307	mixer leaking >3 drips/minute
A52827A	7/18/13	4/30/13	8-18-401	8-18-401.2 components not inspected quarterly
A52827B	7/18/13	4/30/13	8-18-402	8-18-402.1 misclassified & undocumented components discovered during 1Q2013 fugitives evaluation
A52827C	7/18/13	4/30/13	10	40CFR60.482-6 1stQtr2013 fugitive deviation included discovery of open ended lines
A52828A	8/6/13	6/4/13	8-5-306	leaking P/V valve on tanks >500ppm
A52829A	9/23/13	5/29/13	9-2-301	Recorded H2S Excess on GLM#3 (8303)
A52830A	9/23/13	7/9/13	2-6-307	Excess NOX at furnace F-4460
A52831A	9/23/13	7/1/13	8-5-307	8-5-307.2 Cracked Tank Shell Resulting in Organic Vapor Lost To Atmosphere

## AGENDA 6A - ATTACHMENT

A52832A	9/23/13	9/12/13	8-18-301	Leaking Equipment >100 ppm on 72 In Line (Stormwater Bypass)
A52833A	9/23/13	5/27/10	8-5-402	8-5-402.1 Failure to perform full tank seal inspection on IFR w/in 10 years
A52834A	9/23/13	7/29/13	8-18-401	8-18-401.2 Misclassified and Undocumented components discovered during 2Q-13 Fugitives Evaluation
A52834B	9/23/13	7/29/13	8-18-402.1	Misclassified and Undocumented components discovered during 2Q-13 Fugitives Evaluation
A52835A	1/7/14	9/6/13	12-11-502.3.1	One missed flare gas sample
A52836A	1/21/14	8/21/13	8-5-328	Failure to degas tank before opening to atmosphere
A52839A	11/15/13	9/5/13	2-6-307	Excess CO mass rate & concentration @ DHU furnaces (06L89 & 06L90)
A52840A	11/15/13	9/5/13	2-6-307	S-5, 6, 1059, 1060 Excess CO emissions over 1 hr & 24 hr avg (06L84 & 06L85)
A52841A	11/15/13	9/22/13	2-6-307	S5, 6, 1059, 1060 Excess CO emissions over 1 hr & 24 avg (06L17 & 06M02)
A53805A	7/15/14	7/8/14	8-5-306	8-5-306.2 Tank not gas-tight; Patch on roof leak >100 ppm & P/V valve leak >500 ppm

- 2) On October 31, 2016, the District reached settlement with ST Shore Terminals LLC for \$22,000, regarding the allegations contained in the following 7 Notices of Violation:

<b>NOV #</b>	<b>Issuance Date</b>	<b>Occurrence Date</b>	<b>Regulation</b>	<b>Comments from Enforcement</b>
A52969A	2/25/14	1/17/11	8-33-309	Reg 8-33-309.8 - Missed weekly inspections at hose connector & PVV
A53233A	10/8/13	1/1/11	8-5-328.1	Degas contractors failed to comply with EPA method 21 calibration
A53240A	1/30/14	7/18/13	2-6-307	(Excess ID-06L21) = Hydrocarbon > 10,000 ppm
A53241A	1/30/14	10/10/13	8-5-320.5	8-5-320.5.2 Gauge Pole Float stuck and product was above float
A53828A	6/23/14	1/1/14	8-33-309	8-33-309.10: Dev 3888, missed annual correlation testing
A53835A	2/5/15	1/27/15	8-5-306	8-5-306.2 Pressure vacuum valve on T3001 not gas tight
A54432A	1/26/16	1/12/16	8-5-306	Pressure relief device was not gas tight

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

## Memorandum

To: Chairperson Eric Mar and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/APCO

Date: November 3, 2016

Re: Quarterly Report of the Executive Office and Division Activities for the Months of  
July 2016 – September 2016

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**EXECUTIVE AND ADMINISTRATIVE RESOURCES DIVISION  
R. SANDERS, DIRECTOR**

**Human Resources**

The Human Resources (HR) Office coordinated 11 recruitment exams including exams for Air Quality Specialist, Air Quality Technician (2), Assistant Counsel, Executive Secretary, High School Intern, Manager, Senior Advanced Projects Advisor, Senior Air Quality Engineer, and Staff Specialist (2). In addition, the HR Office offered 6 training sessions, including: CPR and First Aid Training, Situational Leadership, Time Management, Business Writing, Performance Evaluation, and Excel Training. The HR Office continues to administer payroll, benefits, safety, labor/employee relations, and wellness activities. There are currently 328 regular employees, 7 temporary employees and interns, and 15 vacant positions. There were 7 new employees, 6 promotions, and 9 separations from July to September 2016.

**Business Office**

The Business Office issued 378 purchase orders. Fleet services outsourced 9 vehicles for maintenance and/or body shop repairs. There were a total of 245 vehicle requests (13 from ABAG staff, 81 from MTC staff, and 151 from District staff). 216 pool vehicles were loaned out and 29 Enterprise car rentals were issued. There are currently 123 fleet vehicles: 1 electric, 1 hydrogen, 19 plug-in hybrids, 25 gas, 17 CNG, and 60 hybrids. The department executed 79 contracts and 3 leases.

**Strategic Facilities Planning Office**

The Air District headquarters operations is in its fifth month at 375 Beale Street.

Business team representatives from each agency meet weekly to support the shared services operations which include visitor management, front desk receptionist and daily meeting management; shared IT printing operations; fleet management; the pantry/coffee bar and the copy/ print mail rooms. The business team completed recycling training, and safety preparedness training for all agency emergency team representatives for a scheduled fire drill of the building.

Continued post-move activities over the last quarter included the installation of keyboard trays, anchoring of metro shelving in Richmond, Hayward and Santa Clara was completed; outstanding

furniture received and installed, completion of signage for workstations, office numbers and names; installation of privacy glazing for private office and the issuance of duplicate keys for offices and storage areas was completed.

**Major Construction Activities include:**

Temperature and humidity control room in the Air District’s laboratory.

HUB (Resource Center) and ADA’s Café located in the main lobby of the building will open late December/early January. Construction is complete. The HUB will provide resources for the three agencies; providing information on transportation, air quality permitting, asbestos, FastTrak customer service, vendor for Clipper cards, and bike sharing program. There is a real time transportation monitor/screen on the wall. The HUB and Ada’s Café operating hours are from 7:00 a.m. – 6:00 p.m. Monday – Friday and Saturday from 9:00 a.m. – 1:00 p.m. The hiring process for employee to staff the HUB is underway.

Rincon Place construction completion date is slated for December 2016/January 2017 timeframe.

**COMPLIANCE AND ENFORCEMENT DIVISION  
KINO, DIRECTOR**

**Enforcement Program**

Staff documented 156 air pollution violations that resulted in Notices of Violation and responded to 1,054 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:

- From July 1 – September 30, 2016, staff received and investigated more than 350 air pollution complaints that alleged odorous emissions in the greater Milpitas area (including portions of Fremont and San Jose). This was a 37% decrease in complaints from last year’s third quarter (2015). Most complainants alleged one of the operations at Newby Island Resource Recovery Park (landfill, materials recovery facility and composting operation) as the odor source; however, in most cases staff was not able to verify an odor source. There were other potential odor sources in the area including the San Jose –Santa Clara Waste Water Treatment Facility, the Milpitas pump station, and Zero Waste Energy Development Company (ZWED).
- On July 21, 2016, staff participated at the quarterly meeting of the South Bay Odor Stakeholders Group (SBOSG) to discuss Milpitas concerns and ongoing efforts to reduce odor impacts in the community. In addition, staff presented an overview of the Air District, its complaint system and regulatory authority over sources of air pollution in the solid waste industry.
- Staff audited 69 notified “Emergency” asbestos jobs to determine contractor compliance with the “Emergency” notification provisions in Regulation 11, Rule 2 (Asbestos Demolition, Renovation, and Manufacturing). The audit resulted in two notices of violation.
- On July 26, 2016, staff met with Veterans Association (VA) Hospital representatives to discuss non-compliant boilers at VA Hospital locations in Palo Alto, Menlo Park, and

Livermore. VA representatives projected a 5 to 15-year timeframe to retrofit the units for compliance, but proposed to operate compliant rental boilers in the interim. The parties moved forward with plans to negotiate compliance agreements for each of the facilities.

- On August 5, 2016, staff participated in Congressman Mike Honda's Environmental Protection Agency Waste Management Workshop in Milpitas. The workshop included a three-agency panel consisting of representatives from the Federal Environmental Protection Agency, California's Department of Resources Recycling and Recovery (CalRecycle), and Bay Area Air Quality Management District. Each of the panelists gave a brief presentation followed by a question and answer session for the community. The community raised concerns about odors from Newby Island landfill.
- Staff participated in monthly conference calls with representatives of Lehigh Southwest Cement, the District's only cement manufacturer located in Cupertino. Discussion points included renewal of Lehigh's Title V permit, amendments to Regulation 9, Rule 13 (NO<sub>x</sub>, PM, and Toxic Contaminants from Portland Cement Manufacturing), and impacts of proposed Regulation 11, Rule 18 (Toxic Risk Reduction).
- On September 7, 2016, staff met with Lehigh Southwest Cement Company community stakeholders to discuss the ammonia limit amendment to Regulation 9, Rule 13 (NO<sub>x</sub>, PM, and Toxic Contaminants from Portland Cement Manufacturing), inform them of the District's proposed Regulation 11, Rule 18 (Toxic Risk Reduction) effort, and to discuss condensable particulate matter emissions from Lehigh and when these emissions might be address through rule making.
- Staff participated in the monthly Bayview Hunters Point Environmental Justice Response Task Force Meeting in Bay View Hunters Point, San Francisco. During the September 15<sup>th</sup> meeting, staff answered community member questions concerning Golden Gate University Environmental Law and Justice Clinic's presentation on permitting, emissions issues and recent violation notices issued by the Air District to cement facilities located in the Bay View area. Staff also shared concepts of the Air District's upcoming rule making effort to reduce air toxics at existing facilities (Regulation 11, Rule 18).

### **Compliance Assurance Program**

Air District staff conducted over 2,973 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 approved Asbestos Dust Mitigation Plans (ADMPs) for the following projects: 1) RIN # 0130, San Jose Flea Market Parking Lot, San Jose. 2) RIN #0131, Genentech K6 RW Distribution Project, South San Francisco. 3) RIN# 0132, CarMax Project, San Jose. 4) RIN# 0133, Delmas Avenue Redevelopment, San Jose. All of these Naturally Occurring Asbestos (NOA) projects are required to perform asbestos ambient perimeter air monitoring and submit results to the District on a bi-weekly basis.
- On July 7, 2016, the Air District entered into a compliance and settlement agreement with Shell Chemical LP, a solid and liquid catalyst manufacturer for the petrochemical industry. The facility requested relief from permit conditions and portions of Regulation 8, Rule 5 (Storage of Organic Liquids), while abatement equipment to a number of

storage tanks would be offline during maintenance of its natural gas lines. The agreement includes stipulated penalties, excess emission fees and conditions that the facility must adhere to during the scheduled maintenance.

- On August 16, 2016, at approximately 7:15 AM, Dow Chemical reported a Level 1 (On site, possible offsite, no health impacts expected) incident on the Community Warning System (CWS) as a result of the release of organics through two of three pressure relief devices (PRD) associated with Source-302, Reactor/Dryer Train 1. The release occurred when an unexpected spike in pressure, exceeding the pressure set points of the above mentioned PRDs. Dow Chemical estimates that a total of 2,907 pounds of Dowicil® product, (Antimicrobial produced in industrial and food grades used to prevent bacterial growth and mold, in products such as paint, shampoo, cosmetics, etc.). Dow reported the event per the requirements of District Regulation 8, Rule 28, Section 401 (Reporting at Petroleum Refineries and Chemical Plants).
- In August 2016, California Air Resources Board (CARB) referred a concern about possible trichloroethylene (TCE) contamination at the Charter Schools on 12<sup>th</sup> Street in Oakland. The ground underneath the Schools contain TCE and other chemicals, vapors which are entering the indoor air of the Schools and are detectable in the ambient air outside the Schools. DTSC ordered the evacuation of the Downtown Charter Academy until the property owner reduces indoor air levels of TCE to 2 micrograms per cubic meter (ug/m<sup>3</sup>). The owners have applied for a permit to operate a sub slab depressurization system (SSDS) at the Schools. The SSDS will likely take about one week to reduce the TCE vapor levels sufficiently in the Schools to lift the DTSC evacuation order. The District and the property owners have entered into a Compliance and Enforcement Agreement to allow operation of the SSDS prior to issuance of a District permit. School resumed at this site for the high school students on Thursday, August 25. Vapor samples were collected at the site on August 23 and analyzed by a contract laboratory (Terraphase Engineering). The results of the air samples came back at 27,000 µg/m<sup>3</sup> TCE or approximately 5 ppm. EPA Commercial indoor urgent response action levels are set at 24 µg/m<sup>3</sup>. DTSC staff (Lead Agency) accompanied Air District inspection staff on September 8 for a site inspection of the sub-slab vapor extraction system to assure that Air District Enforcement Agreement conditions are being followed.
- On August 31, 2016, at approximately 2:30 pm, Tesoro Refinery reported a Community Warning System (CWS) Level-0 incident (easily contained and controlled by plant personnel, is informational only, on site only and no offsite consequences). Operators at the hydrocracker unit were experiencing motor imbalance issues with the 2<sup>nd</sup> Stage Recycled Gas Compressor due to malfunctioned motor brushes. Operators made the decision to shut down and depressurize the unit in order to avoid further damage. Tesoro started flaring at 2:36 pm and the flaring ended at approximately 4:30 pm; there were no visible emission violations. The quantity of flare gas exceeded 500,000 standard cubic feet, which requires reporting per Air District Regulation 12 Rule 12 (Flares at Petroleum Refineries). Staff did not receive any complaints.
- On September 3, 2016, the Taylor Cracking Denitrification (TKN) Unit at the Chevron Refinery lost a compressor (K-600) and began flaring gas at 7:09 am. Chevron notified the Contra Costa County Community Warning System of a Level-1 incident. The North Isomax area flare released heavy black smoke for several hours as the unit operators significantly reduced the feed to the TKN Unit and attempted to reduce the overall load on the flare gas recovery system. The flaring incident stopped at 10:36 am. Air District staff responded to the

incident and documented a violation of the visible emissions standard (Regulation 6 Rule 1 Section 301) and Public Nuisance (Regulation 1 Section 301). The Air District received five complaints of smoke and flaring during the incident and two additional complaints after the incident had ended. The Contra Costa County Office of Emergency Services received approximately 20 calls from the community during the incident.

**Compliance Assistance and Operations Program**

Air District staff received and evaluated over 1,811 plans, petitions, and notifications required by the asbestos, coatings, open burn, tank and flare regulations. Staff received and responded to over 65 compliance assistance inquiries and green business review requests. Additionally, highlighted compliance assistance activities for the quarter are as follows:

Staff conducted 103 inspections for the Strategic Incentives Division (SID).

Staff provided assistance in the implementation of the Air District’s Wood Smoke Reduction Incentive Program.

Staff attended and presented at the CAPCOA Enforcement Symposium that took place October 4-5 in Sacramento.

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

**ENGINEERING DIVISION  
J. WILLIAMS, DIRECTOR**

**Permit Activity Statistics**

The following table summarizes permit activity in the 3<sup>rd</sup> quarter:

<b>Permit Activity</b>			
New applications received	301	New facilities added	123
Authorities to Construct issued	153	Permit Exemptions (entire applications deemed exempt)	5
Permits to Operate issued (new and modified)	340	Annual update packages completed	1038
Registrations (new)	41		

**Health Risk Analysis (HRA):** 61 HRAs were completed during the reporting period.

**Energy Projects**

Air District staff continues to work with regulatory agencies and community groups to discuss permitting issues associated with proposed energy projects including Shell Greenhouse Gas Reduction, Shore Terminal/NuStar Biofuels project, and Phillips 66 Marine Terminal III project.



**Valero Crude by Rail Project:**

On September 20, 2016, the Benicia City Council unanimously denied a use permit for the Valero Crude-By-Rail project. The Council decision is the latest step in the project that proposed extending Union Pacific Railroad track into Valero Benicia Refinery land so that up to 70,000 barrels of oil could be brought in daily by train rather than by tanker ships. The Council has asked its staff to incorporate General Plan policies, issues raised by the state Attorney General, the BAAQMD and Caltrans. Review and approval of the resolution occurred at the City Council meeting on October 4, 2016. Valero Benicia Refinery will have 30 days after that to decide how to proceed.

The refinery originally applied for the use permit in late 2012. On February 11, 2016, the Planning Commission passed a resolution to deny both an environmental report on the project as well as the land use permit. On February 29, 2016, Valero submitted a letter appealing the decision of the Planning Commission. The City Council opened the hearing on the appeal on March 15, 2016 for staff and applicant presentations. On that date, the applicant requested that the item be continued so that they may petition the federal Surface Transportation Board for a decision on the issue of preemption. Public comment occurred on April 4th, 6th, and 18th. The City Council closed the public hearing on April 18, 2016. The applicant had rebuttal time on April 19th and the Council asked staff and the applicant questions. The hearing was continued on September 20, 2016 pending a response from the Surface Transportation Board.

**Shore Terminal/NuStar Biofuels Project (Crockett):** The proposed project will allow the facility to receive biodiesel, CARB diesel and other renewal fuels by marine vessels, rail and/or existing pipeline into its Selby Terminal and deliver out by truck. The goal of the project is to supply facilities with fuels that meet the lower carbon intensity fuel standard. The proposed project involves physical changes to the dock, rail unloading area, storage tanks, truck loading bay and installation of new pipeline under San Pablo Avenue. Shore Terminals submitted application on June 14, 2016 to obtain the necessary operating permits for this project, which is currently under review. The Contra Costa County Planning Commission is reviewing the project to determine CEQA requirements.

**Phillips 66 Marine Terminal III Project (Rodeo):** The facility is requesting an increase in the amount of crude oil/gas oil that may be unloaded at the marine terminal from 51,182 barrels per day to 130,000 barrels per day. The project does not require any physical modifications or construction. The Air District will be the lead agency for CEQA. Phillips submitted the application on August 2, 2013. Air District staff met with Phillips 66 to discuss the project on June 30, 2016. A previous permit application 22904 was approved on March 13, 2013 to increase the amount of crude oil/gas oil that may be unloaded at the marine terminal from 30,682 barrels per day to 51,182 barrels per day. The Air District acted as the lead agency for CEQA for the project. The current CEQA analysis will evaluate the increase in ship emissions from the activity level prior to application 22904 to 130,000 barrels per day to address any potential piece-mealing concerns. The Air District will act as the lead agency for CEQA for this project and has posted an RFP to hire a CEQA Consultant to conduct the CEQA review.

**Chevron Long Wharf Maintenance and Efficiency Project (Richmond):** Staff participated in the review of a CEQA Initial Study/Mitigated Negative Declaration prepared by the California State Lands Commission (CSLC) for the proposed project. The project would authorize Chevron Products Company to implement modifications to the Richmond Refinery Long Wharf to:

improve its reliability and efficiency, comply with Marine Oil Terminal Engineering and Maintenance Standards requirements, and enhance the safety of crews and operators. The Air District submitted written comments to the CSLC on September 12, 2016 during the public comment period. The CSLC plans to make revisions to the documents and recirculate them for comment.

### **CEQA Projects**

**Oakland Army Base/Coal Bulk Terminal (Oakland):** On August 26, 2016, Governor Brown signed SB1279, which bars the California Transportation Commission from allocating state funds for new coal-related projects.

**Vallejo Marine Terminal (VMT) and Orcem Project:** The proposed project consists of two main components: (1) The VMT component would reestablish industrial uses on the VMT site through the removal of the deteriorated timber wharf and construction of a modern deep-water terminal (2) The Orcem component would involve construction and operation of an industrial facility for the production of a high performance, less polluting alternative for traditional portland cement. Orcem would import most of the raw materials used in the manufacturing process via ships docking at the wharf proposed by VMT. Staff sent comments on the DEIR to the City of Vallejo, the CEQA Lead Agency, on November 2, 2015 and participated in a conference call with the project proponent to discuss them. The Air District has received a permit application for the Orcem project, but not for the VMT project. The City expects the Final EIR to be released late 2016.

**Syar Napa Quarry Project:** On November 18, 2015, the Napa County Planning Commission adopted a resolution with required CEQA and Surface Mining Permit (SMP) Findings to approve the Syar Napa Quarry Expansion Project to allow the following: a) An approximate 106-acre expansion of the current surface mining and reclamation plan for a 35 year term; b) An increase in production of aggregate materials from approximately 1 million tons per year to 1.3 million tons per year; c) To add Reclaimed Asphalt Pavement (RAP) handling equipment to the existing asphalt batch plant and an increase in asphalt production up to 300,000 tons per year. Both the Environmental Impact Report (EIR) certification and SMP decisions have been appealed to the Napa County Board of Supervisors. The Board of Supervisors conducted public hearings on February 9<sup>th</sup>, March 22<sup>nd</sup>, April 26<sup>th</sup>, May 10<sup>th</sup> and July 11<sup>th</sup>. At the July 11, 2016 hearing, Napa County supervisors tentatively decided in favor of the project. They voted unanimously to uphold the project's EIR and voted 4-1 to back the expansion. On October 18, 2016, the Board of Supervisors will consider adoption of a Resolution of Finding and Fact of Decision on the appeals to memorialize their decisions. A permit application for RAP handling equipment was submitted to the Air District on February 5, 2016 and is currently incomplete. No permit application has been received for the proposed aggregate production increase at this time. Syar met with Air District staff on August 23, 2016 to discuss potential modifications of grandfathered equipment. Staff worked with the legal division to prepare an incomplete letter to resolve remaining modified versus altered source determinations.

### **Permits and Projects**

**Gillig:** This facility is proposing to move their bus manufacturing operation from Hayward to Livermore. The Air District was ready to issue the Authority to Construct, when Gillig revised coating throughputs at the various spray booths. The HRA and Engineering Evaluation Report

are being revised for this change. Gillig is providing both banked offsets from the closure of the Hayward facility and purchased emission reduction credits to offset the POC increases at the new facility.

**Davis Street Organic Waste Separation and Composting Project (San Leandro):** Davis Street Transfer Station is proposing to install a state-of-the art organic waste separation operation in an enclosed and emission controlled building. A second project phase will include composting within a separately controlled building. At a July 7, 2016 meeting, the facility discussed their permit application plans and proposed fugitive emissions testing (scheduled for August 2016) for current transfer station stockpiles to help characterize current and potential organic emissions.

**C&C Property Management (Oakland):** On July 18, 2016, C&C submitted an application for a sub-slab depressurization system at 345 12<sup>th</sup> Street, Oakland. AMethod Middle School, and Oakland Charter High School are at the site. DTSC prohibited occupation of the site by the schools because concentrations of trichloroethylene in the school were above levels allowed by DTSC for occupation by the students and the staff. The school was not able to find another site that would be available before the start of the school year on August 24, 2016. Since there are two other schools in the area that must be notified, staff was not able to expedite a permit for the sub-slab depressurization system. Instead, Engineering staff assisted Legal Division staff in the preparation of an Enforcement Agreement. The permit application will be processed normally including public notification.

**Regulation 2 Permitting Rules:** Revisions to our New Source Review permitting rules were adopted by the Board of Directors in December 2012, but the revised rules did not become effective until EPA approved them for inclusion in the State Implementation Plan. On August 28, 2015, EPA published in the Federal Register a proposed limited approval and limited disapproval of our rules. Comments on EPA's proposed action were due Nov. 12, 2015. Staff provided comments to EPA on key areas of concern. The most significant issue is EPA's position that a facility must provide offsets more than once for the same emissions. On June 3, 2016, EPA Region 9 Acting Regional Administrator Alexis Strauss signed a Federal Register Notice, finalizing the limited approval/limited disapproval of revisions of the Air District's New Source Review (NSR) Program. Certain sections of the rule contain deficiencies that must be corrected within 18 months to avoid Clean Air Act sanctions. The EPA's Final Notice was published in the Federal Register on August 1 and the rule revisions became effective on August 31.

**Workshop and Training for New Source Review (NSR) Regulations:** A three-hour workshop and training on the permitting regulations (Regulation 2, Rules 1 and 2) were provided to Engineering and Legal Division staff on September 13th and 23rd. The same workshop and training were provided to the public on September 30th. Notification and outreach for the September 30th workshop were sent via email, regular mail and posted on the Air District website. Over fifty facility contacts and engineering consultants filled the Yerba Buena and Ohlone rooms. Training was facilitated by Alexander Crockett, Assistant Legal Counsel, who worked on the rule development with Engineering. He also developed a comprehensive NSR permitting manual, "Complex Permitting Handbook for BAAQMD New Source Review Permitting", that was provided to Engineering and Legal Staff as well as the public. The September 30th training was webcast live and will be available via archive. The Power Point presentation for the training and the handbook will be made available on the Air District website.

**NACAA Permitting and New Source Review Committee:** On August 18, 2016, staff participated in the conference call of the National Association of Clean Air Agencies. The first

part of the meeting included EPA representatives. The following items were discussed: EPA's draft guidance of significant impact levels for ozone and PM<sub>2.5</sub>; EPA's update to its Permit Rescissions Rule; EPA's proposed Title V Petitions Rulemaking; and EPA's Clean Air Act Compendium of Next Generation Compliance Examples. The proposed Title V Petitions Rulemaking could affect the Air District's Major Facility Review (Title V) permit process. NACAA and local air districts plan to further review the proposal and will likely submit written comments to EPA.

**Regulation 2, Rule 5, New Source Review (NSR) of Toxic Air Contaminants:** The draft amendments to Regulation 2, Rule 5, staff report, and associated documents, including a CEQA Initial Study and proposed Negative Declaration will be posted on the web site this week. Comments will be accepted from 10/28/16 through 11/28/16. The Board of Directors will consider adopting the proposed amendments to Rule 2-5 at the December 7, 2016 Board Hearing.

**HARP 2 Training (BAAQMD):** On September 13, 14, and 15 the Air Resources Board provided training to Air District staff on the use of the new "Hot Spots Analysis and Reporting Program" (HARP2) at BAAQMD headquarters. HARP2 is a powerful computer driven health risk assessment tool that incorporates the EPA AERMOD air dispersion model and 2015 OEHHA Risk Assessment Guidelines to estimate health risk impacts from toxic air contaminant emissions. Ten District staff members participated in this well-presented class.

**Bayview Hunters Point EJ Response Task Force (San Francisco):** Staff attended an evening meeting on September 15<sup>th</sup>. The task force works on environmental issues in this area. The group discussed illegal dumping, a concrete recycling plant with uncovered stockpiles, and possible radioactive compounds in dust caused by construction projects. The radioactive dust was discussed at length. The law students at Golden Gate University made a presentation on problems with the Air District's permitting of facilities at Pier 96 in San Francisco. Enforcement staff said the resolution of violation notices was ongoing. A presentation was made about a proposed housing project at India Basin. CARB made a presentation to encourage proposals for supplemental environmental projects. USEPA, DTSC and SF Public Health staff were also in attendance.

**Portable Engine ATCM and Statewide PERP Regulation:** On June 30, staff participated in a public workshop to discuss proposed amendments to the Airborne Toxic Control Measure (ATCM) for diesel PM from portable engines rated at 50 horsepower and greater and revisions to the Statewide Portable Equipment Registration Program (PERP) Regulation. The current ATCM requires subject fleets of engines to meet a series of fleet average emission standards for diesel PM. To improve the enforceability of future fleet requirements in the ATCM, ARB plans to revise the fleet average sizes and emission limits related to fleet averaging, create a "tier drop" approach that would phase out older equipment, update recordkeeping and reporting requirements, and other changes. ARB expects to hold public workshops in fall of 2016, release a staff report including proposed regulations in early 2017, and conduct a Board hearing in March 2017.

### **Engineering Projects**

**Production System Project:** Functionality to handle emergency diesel engine permitting and small combustion (boiler) registrations was transitioned into the Production System, about 1,200 facilities. Staff will be inviting existing customers to use the new system during the renewal process.

**New Inspector Training:** On August 23, 2016, staff provided training to a group of new inspectors on Permits. Training included the following topics: Air District, State and Federal Regulations, compliance status with state and federal ambient air quality standards, and description and purpose of different types of permits. A training exercise helped new inspectors identify rule requirements, emission calculations, Best Available Control Technology requirements, and permit conditions in permit applications and engineering evaluations.

<b>LEGAL DIVISION</b> <b>B. BUNGER, DISTRICT COUNSEL</b>
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The Air District Counsel’s Office received 181 violations reflected in Notices of Violation (NOVs) for processing.

Mutual Settlement Program staff initiated settlement discussions regarding civil penalties for 54 violations reflected in NOVs. In addition, 2 Final 30 Day Letters were sent regarding civil penalties for 2 violations reflected in NOVs. Finally, settlement negotiations resulted in collection of \$46,950 in civil penalties for 35 violations reflected in NOVs.

Counsel in the District Counsel’s Office initiated settlement discussions regarding civil penalties for 10 violations reflected in NOVs. Settlement negotiations by counsel resulted in collection of \$1,667,075 in civil penalties for 108 violations reflected in NOVs.

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

**COMMUNICATIONS AND PUBLIC INFORMATION DIVISION  
L. FASANO**

**News Releases**

The Air District issued 24 press releases and/or media advisories during the last quarter:

- 07/12/2016 [Air District offers \\$11 million to reduce diesel engine pollution](#)
- 07/12/2016 [Air District issues Spare the Air Smog Alert](#)
- 7/28/2016 [Air District issues fifth consecutive Spare the Air Alert](#)
- 8/3/2016 [Air District settles case with Phillips 66](#)
- 08/10/2016 [Air District issues Spare the Air Smog Alert and Smoke Advisory](#)
  
- 08/11/2016 [Air District issues another Spare the Air Smog Alert and Smoke Advisory](#)
- 08/12/2016 [Air District issues third consecutive Spare the Air Smog Alert](#)
- 08/17/2016 [Air District issues Spare the Air Smog Alert](#)
- 08/18/2016 [Air District issues another Spare the Air Smog Alert](#)
- 8/25/2016 [Air District fines Value Plumbing](#)
- 8/26/2016 [South Bay may have smoke impacts from Soberanes Fire this weekend](#)
- 8/30/2016 [Open burning season for double crop stubble ends; seasons for fall marsh management and stubble and straw begin](#)
  
- 9/6/2016 [Air District issues Spare the Air Smog Alert](#)
- 9/7/2016 [Bay Area experiencing smoke impacts from Gap Fire](#)
- 9/16/2016 [Air District issues Spare the Air Smog Alert](#)
- 9/17/2016 [Air District issues another Spare the Air Smog Alert](#)
- 9/19/2019 [Air District issues Spare the Air Smog Alert for TODAY](#)
- 9/22/2016 [Pittsburg Unified School District Becomes First East Bay School District to Help Reduce Air Pollution with Idle Free Zones](#)
- 9/24/2016 [Air District issues Spare the Air Smog Alert](#)
- 9/25/2016 [Air District issues another Spare the Air Smog Alert](#)
- 9/26/2016 [Air District issues third consecutive Spare the Air Alert](#)
- 9/27/2016 [Governor and state legislature make the Bay Area Commuter Benefits Program permanent](#)
- 9/28/2016 [Permissive burn periods for crop replacement and flood debris fires open](#)
- 9/28/2016 [South Bay experiencing smoke impacts from Loma Fire](#)

## **Media Inquiries**

Air District staff responded to 178 media inquiries during this quarter. Topics included:

- Air District finances
- Air monitoring
- Air quality meteorology
- AWMA conference expenditures
- CEQA lawsuit
- Chevron flaring
- Chevron incident anniversary
- Chevron monitoring
- Commuter Benefits program
- Electric Vehicle adoption's impact on air quality
- Electric vehicle grant proposals
- Emeryville Fire
- Future air quality stories
- Landfill flaring
- Loma Fire smoke impacts
- New EPA ozone standard
- Newark Recycling Facility Fire
- Petaluma coffee roaster emissions
- Phillips 66 settlement
- Refinery flares
- Smoke
- Smoke advisory
- Smoke impacts from Soberanes wildfire
- Spare the Air
- Spare the Air alerts
- Spare the Air season
- Truck idling
- Weekend air quality forecast and Spare the Air
- Wildfire smoke impacts on Bay Area air quality
- Wood Stove and Fireplace Replacement Incentive Program

## **Media Highlights**

The Air District and/or Spare the Air was mentioned in approximately 704 print/online stories and 170 video clips in the last quarter. Below are the last quarter's media coverage highlights:

- [KQED.org: Local Air Regulators Investigating Three Separate Recent Refinery Problems](#)
- [NBCBayArea.com: 'I Thought We Got Bombed': Firefighters Contain Four-Alarm Fire at Newark Recycling Center](#)
- [ActionNewsNow.com: Fire scorching Northern California recycling center](#)
- [ABC7News.com: Investigation underway into massive fire at Newark recycling center](#)
- [ABC7News.com: No Spare the Air Alert in effect](#)
- [Los Altos Town Crier: Bill Almon: LAH resident led fight against quarry to the end](#)

- [East Bay Times: Commentary: Bay Area agency must step up and clear the air](#)
- [Davis Enterprise: Davis joins regional agencies in opposing Valero oil train petition](#)
- [NBCBayArea.com: 'I Thought We Got Bombed': Firefighters Contain Four-Alarm Fire at Newark Recycling Center](#)
- [ActionNewsNow.com: Fire scorching Northern California recycling center](#)
- [ABC7News.com: Investigation underway into massive fire at Newark recycling center](#)
- [East Bay Times: Commentary: Bay Area agency must step up and clear the air](#)
- [Davis Enterprise: Davis joins regional agencies in opposing Valero oil train petition](#)
- [Daily Republic: Hot, stagnant air prompts air quality alert](#)
- [SFGate.com: Bay Area to warm up before weekend cool down](#)
- [Napa Valley Register: Spare the Air alert called for Wednesday](#)
- [East Bay Times: Fifth Spare the Air alert in a row issued for Friday](#)
- [SFBay.ca: Spare the Air' declared for fifth-straight day](#)
- [ABC7news.com: Spare the Air Alert in effect through Friday](#)
- [Mountain View Voice: Fifth straight Spare the Air alert issued for Friday](#)
- [Patch.com: Air District issues fourth consecutive Spare the Air Smog Alert & Smoke Advisory](#)
- [Almanac News: Fifth straight Spare the Air alert issued for Friday](#)
- [Patch.com: San Ramon Residents Asked to Spare the Air, Again, As Heat Persists](#)
- [Pleasanton Weekly: 5th consecutive 'Spare the Air' day issued for today](#)
- [Daily Republic: Air clears across Solano after 5-day run of pollution alerts](#)
- [Marin Independent Journal: Bay Area air infused with soot from Monterey County wildfire](#)
- [Mercury News: Big Sur fire delivers smoke and haze to the Bay Area](#)
- [San Francisco Chronicle: US investigators slam safety record of East Bay Tesoro refinery](#)
- [San Francisco Chronicle: Rodeo refinery to pay nearly \\$800,000 over pollution violations](#)
- [Patch.com: Phillips 66 Settles with Air District Over Rodeo Refinery Violations](#)
- [Martinez Tribune: Air District settles case with Phillips 66](#)
- [ABC7News.com: Gas stations in Bay Area disappearing to make way for housing](#)
- [Patch.com: Air District issues another Spare the Air Smog Alert](#)
- [ABC7News.com: Smoke from nearby wildfires filtering into Bay Area](#)
- [Daily Republic: Air pollution alert in place for Fairfield, region](#)
- [Lexology: "CEQA-In-Reverse" Case on Remand: First District Holds BAAQMD's 2010 Air Pollutant Thresholds Not Facially Invalid, But Can't Be Used For Primarily Intended Purpose](#)
- [ABC 7: SPARE THE AIR ALERT IN EFFECT FRIDAY](#)
- [Patch.com: Air District Issues Air Quality Alert For Thursday](#)
- [Mercury News: Spare the Air alert called for Thursday](#)
- [Napa Valley Register: Bay Area air expected to be unhealthy Thursday](#)
- [Mercury News: Hot and smoggy weekend prompts third consecutive Spare the Air day](#)
- [San Francisco Chronicle: Central Coast fire blows smoke at Bay Area](#)
- [Patch.com: Excessive Smoke, Smog in Bay Area Prompts 'Spare The Air' Alert for San Ramon, East Bay](#)
- [Patch.com: 'Spare the Air Alert' Issued: Danville Residents Encouraged to Walk, Bike, Carpool](#)
- [East Bay Times: Spare the Air smog alert called for Friday](#)
- [San Jose Mercury News: Spare the Air alert called for Thursday](#)
- [Gilroy Dispatch: Gilroy Air is so Bad Right Now, You May Want to Stay Indoors](#)



- [East Bay Times: East Bay plumbing company fined for installing water heaters with lax fume controls](#)
- [Patch.com: Belmont Residents Invited to Apply for New Grants to Replace Wood-Burning Heating Devices](#)
- [Mercury News: Bay Area fireplace rebate applications to start Friday](#)
- [Patch: Soberanes Fire: Smoke Expected To Drift Over Weekend](#)
- [Patch: Regional Plumbing Company Fined For Installing Uncertified Water Heaters](#)
- [East Bay Times: Bay Area fireplace replacement rebates snapped up in a day](#)
- [SFGate.com: Temperatures in SF surpass 70 for the first time in 42 days](#)
- [KQED.org: Supervisor Pressures County to Get More Data on Chevron Refinery Flaring](#)
- [NBCBayArea.com: Air Quality District Issues Spare the Air Alert for Wednesday](#)
- [Patch.com: 'Unhealthy Air Quality' Likely for East Bay Wednesday](#)
- [East Bay Times: East Bay plumbing company fined for installing water heaters with lax fume controls](#)
- [Patch.com: Belmont Residents Invited to Apply for New Grants to Replace Wood-Burning Heating Devices](#)
- [Mercury News: Bay Area fireplace rebate applications to start Friday](#)
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- [KQED.org: Supervisor Pressures County to Get More Data on Chevron Refinery Flaring](#)
- [NBCBayArea.com: Air Quality District Issues Spare the Air Alert for Wednesday](#)
- [Patch.com: 'Unhealthy Air Quality' Likely for East Bay Wednesday](#)
- [Vallejo Times Herald: Update: Vallejo lifts shelter-in-place order, sheen found on water](#)
- [KQED.org: Officials Investigate Whether Phillips 66 Refinery Tied to San Pablo Bay Oil Spill](#)
- [East Bay Times: Coast Guard investigating Rodeo refinery tanker leak](#)
- [Los Angeles Times: Bay Area refinery shuts down operations after oil sheen is spotted in San Pablo Bay](#)
- [KRON4.com: Pittsburgh school district urges parents to turn off cars](#)
- [ABC7News.com: Spare the Air Alert in effect Monday](#)
- [Patch.com: Air District issues Spare the Air Smog Alert](#)
- [NBCBayArea.com: Unseasonably High Temperatures Set Records in Bay Area, Heat Advisory in Effect](#)
- [Napa Valley Register: Spare the Air alert, heat advisory called for Bay Area on Monday](#)
- [CaliforniaLandUseDevelopmentLaw.com: Bay Area Air Quality Management District's CEQA Guidelines on Pollution Impacts to Project Occupants and Users Are Invalid](#)
- [SFGate.com: Day 2 of Bay Area heat wave could topple more records](#)
- [East Bay Times: Spare the Air alert issued for Sunday](#)
- [East County Today: Pittsburg Unified School District Becomes First East Bay School District to Create "Idle Free Zones"](#)
- [San Francisco Chronicle: Fast-moving fire threatening homes in Santa Cruz Mountains](#)
- [Patch.com: Excessive Heat, Car Exhaust Prompts 'Spare the Air' Alert for East Bay](#)

- [SFGate.com: Day 2 of Bay Area heat wave could topple more records](#)
- [Marin Independent Journal: Marin feels 'toasty' temperatures, but no records](#)
- [Almanac News: Air quality district issues another Spare the Air alert for Tuesday](#)
- [San Francisco Chronicle: Loma Fire spreads in a remote community often visited by flames](#)
- [Pleasanton Weekly: Air district issues 3rd straight 'Spare the Air' alert for today](#)
- [Los Altos Town Crier: Heat wave exacerbates smog in Los Altos and beyond](#)
- [IndyBay.org: Milpitas Residents Say No to Urban Landfill Expansion](#)
- [Patch.com: Heat Wave Prompts Another 'Spare the Air' Alert in Redwood City](#)
- [San Francisco Chronicle: California leading nation, world, to a clean-energy economy](#)
- [NBCBayArea.com: Wildfire in Santa Cruz Mountains Prompts Evacuations, Threatens 300 Structures](#)
- [SFBay.ca: Evacuation orders lifted for Loma fire victims](#)
- [KRON4.com: Smoke Advisory for South Bay due to Loma Fire](#)
- [Santa Cruz Sentinel: UPDATE: Loma Fire stands 22 percent contained at 3,865 acres](#)
- [Patch: Loma Fire: Blaze Grows To 4,474 Acres With Containment at 66% \[LATEST\]](#)
- [NPR: After Record Heat, California Fires Burn Into The Fall](#)
- [PRNewswire.com: Annual youth conference encourages action for clean air](#)

### **Public Inquiries by Email**

Air District staff responded to the following phone calls and emails from the public:

Phone Calls                      306

### **Community Events**

Air District staff engaged with the public at 35 community events.

6/30 – 7/4/2016	Marin County Fair	San Rafael
7/9/2016	Bike for Breath	Woodside
7/10/2016	Sunday Streets, Tenderloin	San Francisco
7/29-7/31/2016	Sonoma County Fair	Santa Rosa
8/13-8/14/2016	20 <sup>th</sup> Annual Fiesta de Artes	Los Gatos
8/13/2016	East Palo Alto Blockfest	East Palo Alto
8/18/2016	NVIDIA Green Transportation Fair	San Jose
8/21/2016	Sunday Streets, Mission District	San Francisco
9/3-9/4/2016	Millbrae Art and Wine Festival	Millbrae
9/9 – 9/11/2016	South Bay Fall Home Show	Santa Clara
9/10 – 9/11/2016	Mountain View Art and Wine Festival	Mountain View
9/11/2016	Sunday Streets, Western Addition	San Francisco
9/15/2016	USOAC Healthy Living Fair	Oakland
9/17-9/18/2016	East Bay Fall home show	Point Richmond
9/21/2016	Lockheed Martin Go Green Fair	Sunnyvale
9/30-10/2/2016	San Mateo Fall Home Show	San Mateo

## **Publications**

### ***Air Currents***

Staff published the August 1 issue and distributed it electronically.

### ***Videos***

Work worked on the 25<sup>th</sup> Spare the Air Anniversary, Clean Air Plan and Vehicle Buy Back video this summer.

## **Campaigns**

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

Advertisements ran on Comcast, Hulu, Facebook, digital billboards, KKIQ and KQED, in addition to digital ads on Alcance and RTBiq, a Chinese-language ad in Singtao, and ads at gas stations.

Bike outreach was conducted at community events throughout the summer in Concord, Millbrae, Mountain View, Danville and Fairfield.

Over 56,000 unique users visited the STACommuteTips.org site during summer. In the same time period last year, 47,000 unique users visited the site. Similarly, over 3,100 unique users visited the SpareTheAirNow.org site this year, up from 2,300 unique users last season.

Staff attended radio station co-sponsored events throughout September that promoted alternative commute options. Staff interviewed casual carpool users and Caltrain riders while distributing giveaways and snacks.

### ***Employer Program***

Staff is working on an invitation for a San Carlos employer program on September 15. It will be hosted by Nater and two Novartis sites.

### ***Spare the Air Resource Teams***

Director Wagenknecht assisted the Napa Clean Air Coalition in conducting outreach to four schools to encourage idle-free drop offs and pickups.

The San Jose Resource Team hosted a “Commute Champions” webinar on engaging employees to promote commute alternatives. The webinar was posted to the Spare the Air YouTube channel.

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

Staff began developing infographics for the Winter Spare the Air season and reviewed surveys prepared by contractors for use during the Winter Spare the Air season.

Contractors sent the Winter Spare the Air media recommendations to staff for review and prepared a presentation outlining the Winter Spare the Air campaign for this season.

### ***Social Media***

Staff broadcast the first live video on Facebook this summer regarding the impacts of the wildfires on Bay Area air quality and coverage reached triple the follower count on Facebook. Staff have continued to use the live video feature to broadcast a KFOG co-sponsored casual

carpool event in late August and to provide meteorological insight on the decision to call the same-day Spare the Air alerts late in the season.

Staff prepared necessary equipment for Facebook live broadcasts for continued use in the future.

The Spare the Air twitter account was verified, notifying the public that the account is of public interest and authentic. The Twitter account gained more than 10,000 followers this summer and staff posted the daily and five-day forecast on social media accounts each day, which resulted in the doubling of our follower count on Facebook.

Staff circulated the social media plan for feedback and incorporated suggestions.

### ***Forum Planning***

Staff worked with contractors to plan the Climate Forward forum, including confirming various speakers' appearances like Mary Nichols, Dr. Chris Field, state Senator Fran Pavley and Green For All's Vien Truong.

Staff boosted the Facebook post about the Climate Forward Forum, which reached 910 users.

### ***Media Events***

Staff coordinated with the Pittsburg Unified School District for a media event on September 22 highlighting idle free school pickups and drop-offs. A Community Engagement manager spoke and a media public information officer fielded media interviews. The Spare the Air Facebook site did a live-streaming video from the event.

### ***Wood Smoke Incentive Rebate Program***

Staff created social media ads announcing the wood smoke incentive program, reaching 3,800 residents on Facebook. Additionally, door hangers announcing the wood smoke incentive program were distributed in the San Geronimo Valley and West Marin areas. Trafficked ads for print buy ran in late August.

Staff worked with grants staff to draft a frequently asked questions document to post to the website based on the questions asked by the public.

Staff assisted Grant's staff in returning phone calls from members of the public regarding inquiries about the wood smoke incentive rebate program.

**COMMUNITY ENGAGEMENT DIVISION  
J. ROGGENKAMP, DEPUTY EXECUTIVE OFFICER**

## OUTREACH AND ENGAGEMENT PROGRAMS

### *Spare the Air Youth*

- **Wednesday, September 28, 2016** – The Spare the Air Youth (STAY) committee held a meeting via conference call. The committee discussed the agenda for the next Technical Advisory Committee meeting scheduled for October 19 and reviewed planning logistics for the Spare the Air Youth Conference scheduled for Saturday, February 25, 2017.
- **Monday, September 26, 2016 – Campbell Youth Commission, Campbell** – Staff attended the City of Campbell’s Youth Commission meeting and talked about the 2017 YES Conference. 15 Commissioners representing different middle and high schools in Campbell and 3 parents attended the meeting.
- **Monday, September 26, 2016 - Student Advisory Committee, Conference Call** – YES Conference student planning committee met by phone and discussed sponsorship and promotion opportunities for the 2017 YES Conference.
- **Friday, September 16, 2016 – Meeting with Breathe CA of the Bay Area, Conference Call** – Staff met with Sandra Philpott of Breathe CA of the Bay Area in San Jose and talked about ways to partner on and promote the YES Conference.
- **Monday, September 19, 2016 – Meeting with La Clinica, Conference Call** – Staff met with Terry Minjares and Maria Reyes of La Clinica in Concord and talked about ways to partner on and promote the YES Conference.
- **Wednesday, September 14, 2016 – Silverado Middle School, Napa** – Staff attended the ACE Program at Silverado MS event and talked about the 2017 YES Conference. 10 students and 3 parents attended the meeting.
- **Tuesday, September 13, 2016 – Harvest Middle School, Napa** – Staff attended a student orientation event and talked about Napa Clean Air Coalition as well as the 2017 YES Conference. 20 students and parents stopped by the booth.
- **Tuesday, September 13, 2016 – Meeting with Hunter’s Point Family, Conference Call** – Staff met with Kenny Hill and Lena Miller of Hunter’s Point Family in Bay View Hunter’s Point in San Francisco and talked about ways to partner on and promote the YES Conference.
- **Tuesday, September 13, 2016 – Redwood Middle School, Napa** – Staff attended a student orientation event and talked about Napa Clean Air Coalition as well as the 2017 YES Conference. 50 students and parents stopped by the booth as well as the family liaison and assistance principal.
- **Monday, September 12, 2016 – REACH Youth Coalition Meeting, Fairfield** – Staff attended the Vacaville/Fairfield REACH Youth Coalition meeting and talked about the

2017 YES Conference. 16 students attended the meeting including a Solano County Board of Supervisor.

- **Monday, September 12 and 19, 2016 - Student Advisory Committee, Conference Calls** – YES Conference student planning committees and subcommittees met by phone and discussed sponsorship and promotion opportunities for the 2017 YES Conference.
- **Monday, September 12, 2016 – YES Conference Planning Partners** – YES Conference planning staff (MTC/Air District) met to discuss the program and rooms needed for the 2017 YES Conference as well as registration and calls for proposals content for the website.
- **Thursday, September 8, 2016 – Meeting with the Exploratorium, San Francisco** – Staff met with Meg Escude of the Exploratorium and talked about ways to partner on the YES Conference.
- **Thursday, September 8, 2016 – Meeting with the Sustainable Urban Design Academy (SUDA), Conference Call** – Staff met with Tim Bremner Pathway Coach and Academy Director at SUDA and talked about ways to partner on and promote the YES Conference.
- **Tuesday, September 6, 2016 – Meeting with the Earth Team, Conference Call** – Staff met with Manuel Alonso and Jessie Brown of Earth Team and talked about ways to partner on and promote the YES Conference.
- **Thursday, September 1, 2016 – Meeting with Office of Sustainable Programs, San Mateo** – Staff met with teachers and coordinators from the San Mateo County Office of Education who are involved with the Safe Routes to School Program and the Office of Sustainable Programs. Staff discussed general Air District programs including the YES Conference and teacher grants.
- **Wednesday, August 31, 2016 – Superintendent Reception, San Francisco** – Staff attended an event hosted by SF PTA that honored the work of departing Superintendent of SFUSD, Richard Carranza. Staff spoke about Air District youth partnerships, internships and programs with 30 attendees.
- **Tuesday, August 30, 2016 – River Middle School, Napa** – Staff attended a student orientation event and talked about Napa Clean Air Coalition as well as the 2017 YES Conference. 60 students and parents stopped by the booth as well as the Superintendent of Schools.
- **Tuesday, August 30, 2016 – Meeting with the Bay Area Science Festival, Conference Call** – Staff met with Kishore Hari, Executive Director of the Festival to talk about ways to partner on and promote the YES Conference, teacher grants and the Air District’s Community Science grants.

- **Monday, August 29, 2016 – Meeting with Golden Gate Electric Vehicle Association, Air District Offices** – Staff met with Dale Miller, Chair of the Golden Gate EV Association. Staff talked about ways to partner on the YES Conference.
- **Wednesday, September 7, 2016 – STAY TAC High School Programs Working Group, Air District Offices** - YES Conference planning staff (MTC/Air District/MTC STAY TAC Contractor, Alta Planning) met with members of the STAY TAC to discuss ongoing youth leadership programs in high schools around the Bay Area.
- **Monday, September 5 and 8, 2016 - Student Advisory Committee, Conference Calls** – YES Conference student planning committees and subcommittees met by phone and discussed sponsorship and promotion opportunities for the 2017 YES Conference.
- **Wednesday, August 31, 2016 – YES Conference Planning Partners** – YES Conference planning staff (MTC/Air District) met with YES Conference Logistics contractor, Do Good Events (DGE) to discuss the program and rooms needed for the 2017 YES Conference.
- **Saturday, August 20, 2016 – Second District PTA Meeting, San Francisco** – Staff attended a general assembly meeting of the San Francisco PTA to meet with the high school and middle school breakout of PTA leaders. 70 parents attended the meeting.
- **Thursday, August 18, 2016 – Willie Brown Middle School, San Francisco** – Staff attended a general parent orientation meeting at Willie Brown Middle School and discussed upcoming Community Science Grants and the YES Conference. 40 parents attended the meeting.
- **Wednesday, August 17, 2016 – YES Conference Planning Partners, Building Walkthrough** – YES Conference planning staff (MTC/Air District/MTC contractor, Alta Planning) met with YES Conference Logistics contractor, Do Good Events (DGE) and did a “walk through” of the space at the Bay Area Metro Center with Building Staff and Property Management. YES Conference Planning Partners then discussed the logistics and timeline and budget of the 2017 YES Conference.
- **Monday, August 15 and 22, 2016 - Student Advisory Committee, Conference Calls** – YES Conference student planning committees and subcommittees met by phone and discussed sponsorship and promotion opportunities for the 2017 YES Conference.
- **Thursday, August 11, 2016 – Greenaction/Literacy for Environmental Justice** – Staff attended and presented to Greenaction/LEG Youth Leadership Academy on anti-diesel idling campaign and general Air District activities in BVHP.
- **Wednesday, August 10, 2016 – Alhambra High School Public Health Class** – Staff met with a teacher at Alhambra High School in Martinez to identify potential collaboration on developing a curriculum to address air quality and public health.

- **Tuesday, August 9, 2016 – Green Ninja Project Advisory Board Meeting, San Jose** – Staff attended the Green Ninja Advisory Board Meeting at San Jose State University to learn about next year’s program and ways to engage middle and high school students in Santa Clara County. 15 people attended the meeting.
- **Wednesday, August 10, 2016 – Do Good Events, Conference Call** – YES Conference planning staff met with YES Conference Logistics contractor, Do Good Events (DGE) and discussed the logistics and timeline of the 2017 YES Conference.
- **Wednesday, August 3, 2016 – Second District PTA Meeting, San Francisco** – Staff attended a meeting of the San Francisco PTA board to learn about ongoing youth activities and parent meetings in the County. 10 parents attended the meeting.
- **Tuesday, August 2, 2016 – Hilltop YMCA Presentation, Richmond** – Staff presented to students in the “Movin’ On” and “Adventure” program of the Hilltop YMCA about general district activities and the YES Conference. 90 students were engaged in the presentation.
- **Monday, August 1<sup>st</sup>, 8<sup>th</sup> and Thursday, August 11, 2016** - Student Advisory Committee, Conference Calls – YES Conference student planning committees and subcommittees met by phone and discussed sponsorship and promotion opportunities for the 2017 YES Conference.
- **The YES Conference Student Advisory Committee met by phone on July 25, 2016** and discussed ways to promote the 2017 YES Conference. Six students from all over the Bay Area participated in the call, including one who FaceTimed/called in from Germany.
- **Wednesday, July 20, 2016 – Science Math Honors Scholars (SMASH) Academy, Berkeley** – Staff met with 90 students in the SMASH Academy a STEM-Intensive Summer Education program held at UC Berkeley. Community Engagement staff invited and brought staff from other Air District divisions to discuss STEM college and career pathways. Staff also brought drinks and snacks for the networking event.
- **The Spare the Air Youth Committee met by phone on July 19, 2016** and discussed the logistics and timeline of the 2017 YES Conference.

## COMMUNITY ENGAGEMENT ACTIVITIES

### *Resource Team Meetings*

- **Thursday, September 22, 2016 – Pittsburg Unified School District’s Idle Free News Conference, Pittsburg** – Pittsburg USD is the first school district in the East Bay to adopt a district-wide “Idle Free” policy. The effort aims to reduce harmful vehicle emissions around schools by asking parents and staff to turn off their engines when stopped. The idea for this policy came out of the Air District’s Contra Costa Spare the Air Resource Team. Staff collaborated with the School District and the City of Pittsburg on the effort and spoke at the news conference. Approximately 200 students, teachers and parents attended the media event and distributed “Idle Free” program information to idling vehicles around the school.



- **Friday, September 16, 2016 – Napa Clean Air Coalition Meeting, Napa** – Staff attended the Napa meeting and provided the Air District update. The team discussed the outreach around Idle Free and alternative transit promotion at Napa Valley College.
- **Wednesday, September 14, 2016 – Idle Free Pre-Press Event, Conference Call** – Staff attended a conference call with Pittsburg Unified School District and City of Pittsburg staff to finalize the Idle Free Program launch/press event on September 22.
- **Tuesday, September 13, 2016 – Santa Clara County Spare the Air Resource Team Meeting, Sunnyvale** – Staff attended the Santa Clara County Resource Team Meeting and provided the Air District update. The meeting was a joint meeting between the Resource Team and the Moffett Park Business Transportation Group. The team discussed an update on the Rideshare at Moffett Park project, brainstormed project developments and discussed upcoming collaborative activities.
- **Thursday, September 8, 2016 – Contra Costa County Spare the Air Resource Team Meeting, Walnut Creek** – Staff attended the Contra Costa County Resource Team Meeting and provided the Air District update. The team discussed the Idle Free media event scheduled for Thursday, September 22, discussed the Transit and Trails Senior Hiking Club project and began discussing new project ideas.
- **Thursday, September 1, 2016 – Sonoma County RT, Conference Call** – Staff attended a conference call with members of the Sonoma County Resource Team about content updates to the Go Sonoma website.
- **Wednesday, August 31, 2016 – Sonoma County RT, Conference Call** – Staff attended a conference call with members of the Sonoma County Resource Team about social media related to team’s website Go Sonoma.
- **Tuesday, August 23, 2016 – Idle Free Pre-Press Event, Conference Call** – Staff attended a conference call with Pittsburg Unified School District and City of Pittsburg staff to discuss an Idle Free Program launch/press event on September 22, 2016.
- **Monday, August 14, 2016 – Santa Clara County Spare the Air Resource Team Meeting, Conference Call** – Staff attended a conference call and provided an Air District update. The Team discussed the R@MP Project, scheduled a joint meeting with the Moffet Park Business Transportation Group and reviewed the team’s budget.
- **Tuesday, August 16, 2016 – Meeting with O’Rorke Inc., Air District Offices** – Staff met with Tracy Keough, with O’Rorke Inc., to discuss the Contra Costa Resource Team’s Idle Free press event.
- **Tuesday, August 9, 2016 – Napa Clean Air Coalition, Conference Call** – Staff attended a call with members of the Napa Clean Air Coalition preparing for a Napa Valley College Club Rush event where they will reach out to students about alternative transportation.

- **Friday, August 5, 2016 – Sonoma County Resource Team Meeting, Santa Rosa** – Staff attended the Sonoma County Spare the Air Resource Team meeting and discussed the GoSonoma website and Facebook page. 6 members attended.
- **Friday, August 5, 2016 – Sonoma County Public Library, Santa Rosa** – Staff participated in a meeting with the Sonoma County Public Library to discuss joining and partnering with the Sonoma County Spare the Air Resource Team. 6 library staff attended the meeting.
- **Monday, August 1, 2016 – Idle Free Pre-Press Event, Conference Call** – Staff attended a conference call with Pittsburg Unified School District and City of Pittsburg staff to discuss an Idle Free Program launch/press event on September 22. A school site and event logistics still need to be finalized.
- **Thursday, July 28, 2016 – San Jose Green Commute Champions Recognition Event** – Staff attended an event to recognize over 50 City of San Jose employees who became “Green Commute Champions” thanks to their efforts to promote clean commute alternatives. Staff presented Air District certificates of recognition to each champion, and made brief remarks during a ceremony.
- **Thursday, July 21, 2016 – San Mateo County Resource Team Meeting, Conference Call** – Staff participated on the San Mateo County Resource Team conference call and provided an Air District update. Team members discussed their Active Trips Incentive project, discussed the Silicon Valley Bicycle Coalition project proposal and reviewed new budget allocations.
- **Thursday, July 21, 2016 – Contra Costa Resource Team Meeting, Walnut Creek** – Staff attended the Contra Costa Resource Team meeting and provided an Air District update and overview of the 2016 Clean Air Plan on Open Air Forum. The team discussed the upcoming district-wide Idle Free program at Pittsburg Unified School District and brainstormed for new project ideas.
- **Thursday, July 14, 2016 – San Jose Green Vision Resource Team Meeting, San Jose** – Staff attended the San Jose Green Vision Resource Team meeting and provided an Air District update. Team members discussed their Stop Junk Mail San Jose project, discussed event details for their Green Commute Champions event scheduled for Thursday, July 28 and discussed a “transportation solutions” project collaboration with San Jose State University.
- **Friday, July 8, 2016 – Napa Clean Air Coalition, Napa** – Staff attended the Napa Clean Air Coalition meeting and provided an Air District update. Team members discussed their most recent outreach activities and discussed event details for their Napa Valley College event scheduled for early August.

### ***Community Meetings***

- **Friday, September 30, 2016 – New Source Review Technical Workshop and Training Session, Air District Offices** – Staff helped Engineering and Legal Divisions coordinate the Technical Workshop and Training Session on Revised BAAQMD New Source Review Permitting. Industry Stakeholder Meeting on Proposed Rule 11-18. There were 80 in person attendees and at least 20 more participated remotely.
- **Thursday, September 29, 2016 – Pacific Steel Casting Prep Meeting, Air District Offices** – Staff met with Engineering Management about organizing and facilitating a community meeting with West Berkeley Alliance about the permitting process for Pacific Steel Casting in late October.
- **Thursday, September 29, 2016 – Industry Stakeholder Meeting on Proposed Rule 11-18, Air District Offices** – Staff organized and facilitated the Industry Stakeholder Meeting on Proposed Rule 11-18. Staff provided an overview of the rule and timeline and answered general questions about the rule. Approximately twenty-five attendees participated remotely in the meeting and ten industry representatives attended in person.
- **September 7 – 8, 2016 – California Adaptation Forum** – Staff attended the second annual California Adaptation Forum in Long Beach. The Air District, as a sponsor of the event, hosted a display table with information about our Regional Climate Protection Strategy.
- **Tuesday, September 20, 2016** – Staff held a **Cumulative Impact Forum** along with the Bay Area Environmental Health Collaborative. Approximately 75 people including Air District staff attended to hear expert panelists and participate in discussions on cumulative impact in regards to air permitting and associated regulations and policies.
- **Thursday, September 15, 2016 – Meeting with 350 Bay Area, Air District Offices** – Staff in Community Engagement and Planning had a very positive meeting with representatives from 350 Bay Area to discuss the status of the Regional Climate Protection Strategy and identify potential ways to collaborate on implementation of the plan.
- **Thursday, September 15, 2016 – Meeting with the Level Playing Field Institute, Oakland** – Staff attended the “Building the Next Generation of STEM Professionals” meeting to talk about ways LPFI and tech businesses could partner on and promote the YES Conference, teacher grants, space for public workshops, high school internships and the Air District’s Community Science grants. 30 people attended the event.
- **Wednesday, September 14, 2016 – Meeting with City of Richmond and UC Berkeley, City of Richmond** – Staff meet with City of Richmond Sustainability Staff and Jason Corburn from UC Berkeley Environmental Design to discuss local air quality concerns and opportunities for collaboration with the Air District’s upcoming community grant cycle. Staff also met with representatives of the Richmond Building Healthy City Hub.

- **Wednesday, September 14, 2016 – Meeting with Kearns & West, Air District Offices** – Staff met with Ben Gettleman, with Kearns & West, to discuss internal staff training opportunities and facilitation needs for the upcoming Resource Team Advisory Group meeting.
- **Friday, September 9, 2016 – Rule 12-16 Stakeholder Meeting** – Staff helped organize and facilitate a meeting between Air District technical staff and Communities for a Better Environment and the Sierra Club to discuss the project description for Rule 12-16.
- **Friday, September 9, 2016 – Meeting with CBE, Oakland** – Staff met with resident leaders of Communities for a Better Environment and discussed the BANRS project as well as the Community Science Grant program.
- **Thursday, September 8, 2016 – East Oakland Field Meeting** - Staff met with representatives from ARB and UC Davis to conduct a siting tour of potential sensor locations for a proposed East Oakland Air Study.
- **Wednesday, September 7, 2016 – Lehigh Stakeholder Meeting** – Staff from Community Engagement, Rules and Enforcement met with Director Sinks and other community stakeholders to review the status of Rule 9-13 and the upcoming Rule 11-18 and discussed general public participation ideas.
- **Thursday, September 1, 2016 – San Carlos Rotary Club Presentation, San Carlos** - Staff presented Spare the Air and general Air District information to the San Carlos Rotary Club. Staff also answered questions on the Woodsmoke Incentive Program. Approximately 35 rotary club members attended the presentation.
- **Thursday, August 25, 2016 – Meeting with the GENIE Program, Conference Call** – Staff met with staff of the GENIE Program and talked about ways to partner on the YES Conference, school curriculum as well as the upcoming Community Science Grants.
- **Monday, August 22, 2016 – Phillips 66 Community Advisory Panel presentation** – Staff presented an update about Community Engagement activities, along with information about the upcoming Community Grant cycle and the Wood Smoke Reduction Incentive Program.
- **Thursday, August 18, 2016 – Meeting with AmeriCorps Sustainability Fellows, Conference Call** – Staff met with Drew Harrington and Megan Waters, AmeriCorps Sustainability Fellows, to discuss career opportunities at the Air District. Staff answered questions about the role of the Air District, the Spare the Air program and the Clean Air Plan.
- **Tuesday, August 16, 2016 – Petaluma Junior High School, Petaluma** – Staff attended a student orientation event and talked about Sonoma County Spare the Air Resource Team as well as the 2017 YES Conference. 50 students and parents stopped by the booth.

- **Tuesday, August 9, 2016 – Brookfield Elementary School/EPA Vegetative Buffer Project Meeting** – Staff met with representatives from Brookfield School and project sponsors to plan installation of buffer and air monitoring schedule per EPA guidelines.
- **Thursday, August 4, 2016 – Meeting with Sustainable Silicon Valley, Conference Call** – Staff met with Phu Nguyen from Sustainable Silicon Valley via conference call to discuss event logistics for the East Palo Alto Blockfest on Saturday, August 13 in East Palo Alto.
- **Thursday, August 4, 2016 – West Contra Costa Unified School District Asthma Meeting** – Staff had a phone meeting with representatives from WCCUSD, EPA, and UCSF to identify potential avenues for collaboration to address high rates of absenteeism due to asthma.
- **Wednesday, August 3, 2016 – Consultation on Outreach to Environmental Justice Communities for California High Speed Rail Authority** – Staff had a phone consultation to advise the Authority on ways to reach and engage environmental justice communities along the proposed path of the high speed train in the Peninsula.
- **Thursday, July 21, 2016 – Meeting with Community Focus, Air District Office** – Staff met with Stephanie Anderson, Executive Director with Community Focus, to brainstorm Spare the Air Resource Team projects related to the Air District’s Clean Air Plan and discuss Resource Team members who would be best to participate on a “Resource Team Advisory Working Group.”
- **Thursday, July 21, 2016 – Bay Area Near Roadway Sensor Study, Oakland** – Staff met with Edmund Seto, Professor, University of Washington, School of Public Health, Jose Lopez and five East Oakland resident leaders with Communities for a Better Environment (CBE) to install air quality sensors at their homes.
- **Tuesday, July 19, 2016 – Air Resources Board Environmental Justice Advisory Council (EJAC) Workshop** – Staff attended the Oakland workshop of ARB’s EJAC. A diverse group of Environmental Justice organizations from the Bay Area attended the meeting and heard an update about the State’s Scoping Plan Update.
- **Tuesday, July 12, 2016 – Meeting with Sustainable Silicon Valley, Conference Call** – Staff met with representatives from Sustainable Silicon Valley via conference call to discuss their second quarter progress report for Grant Contract #2015.224 – Net Positive Communities, East Palo Alto Project.
- **Monday, July 11 – Tuesday, July 12, 2016 - Bay Area Near Roadway Sensor Study, Oakland** – Staff met with Edmund Seto, Professor, University of Washington, School of Public Health, Brian Beveridge and Margaret Gordon, co-directors, West Oakland Environmental Indicators Project, and residents in West Oakland to install air quality sensors at their homes.

- **Thursday, July 7, 2016 – Meeting with Community Focus, Air District Office** – Staff met with Stephanie Anderson, Executive Director with Community Focus, to brainstorm Spare the Air Resource Team projects related to the Air District’s Clean Air Plan and discuss scheduling listening sessions around the region.

### *Outreach & Tours*

- **Wednesday, September 14, 2016 – CORO Fellow Welcome** – Staff welcomed a CORO Fellow who will spend a month at the Air District during her government rotation. She will help plan some of the outreach for Rule 11-18.
- **Monday, August 29, 2016 – Spare the Air 25<sup>th</sup> Anniversary Video Shoot, Air District Offices** – Staff worked with members of the Communications team to film takes for the Spare the Air 25<sup>th</sup> Anniversary video.
- **Wednesday, August 3, 2016 – Air Monitoring Tour and Site Visit, San Pablo/Richmond** – Staff worked with Measurement, Monitoring and Rules as well as Compliance and Enforcement Division staff to understand the ambient air monitoring system used by the Air District and how it impacts disadvantaged communities in the Bay Area. Staff also toured the City of Richmond’s Waste Water Treatment Plant.
- **Monday, August 1, 2016 – Wood Smoke PSA shoot, Larkspur** – Staff participated in video shoot for the Wood Smoke Reduction Incentive Program. Filming took place in a neighborhood in Marin.
- **Wednesday, July 27, 2016 – Climate Change, Health and Equity Brown Bag, Air District Office** – Staff invited California Department of Public Health’s Office of Health Equity staff to present on climate change, health and equity for a brown bag lunch event held at the Air District. Staff partnered with the Planning Division staff to plan and execute the event. Over 40 people from various agencies around the Bay Area were in attendance.
- **Tuesday, July 26, 2016 – Tour of the Air District, Air District Office** – Staff held a tour of the Air District’s new lab and meteorology departments for a team of five student interns and adult chaperones from San Leandro High School and the company Magnitude.io.
- **Friday, July 8, 2016 – Open House Venue Visits, Napa** – Staff toured potential locations in Napa for the Clean Air Plan Open Houses scheduled for September.

### *Events*

- **Thursday, September 29, 2016 – Pacifica High School Fair, Pacifica** – Staff attended the Pacifica High School Fair hosted by the Pacifica Youth Advisory Board. Staff promoted the YES Conference, high school internships and the Air District’s Community Science grants. 300 families and high school staff/faculty attended the event.

- **Thursday, September 22, 2016 – Silicon Valley Bicycle Coalition’s Ninth Annual Dinner, San Jose** – Staff attended the Silicon Valley Bicycle Coalition’s Ninth Annual Dinner in San Jose. Approximately 200 guests attended the dinner.
- **Sunday, September 11, 2016 – Sunday Streets, San Francisco**– Staff attended the Sunday Streets event in the Western Addition neighborhood of San Francisco and passed out general Air District information and answered questions from the public. Over 100 people stopped by the booth.
- **Saturday, September 3, 2016 – Millbrae Art & Wine Festival, Millbrae** – Staff attended the Millbrae Art & Wine Festival and answered woodsmoke incentive program, Spare the Air and Air District questions. Over 200 people visited the booth.
- **Wednesday, August 31, 2016 – Hot August Nite Yard Party, Oakland** – Staff attended an event hosted by West Oakland Environmental Indicators Project and talked about Community Science Grants, the Bay Area Near Roadway Study (BANRS), and the YES Conference. 30 residents and members of local community organizations visited the Air District table.
- **Sunday, August 21, 2016 – Sunday Streets, San Francisco**– Staff attended the Sunday Streets event in the Mission District of San Francisco and passed out general Air District information and answered questions from the public. Over 100 people stopped by the booth.
- **Saturday, August 13, 2016 – East Palo’s Blockfest, East Palo Alto** – Staff attended the East Palo Alto Blockfest, hosted by Ecumenical Hunger Program. Staff provided informational materials and answered questions about the Air District and Spare the Air program.
- **Wednesday, August 24, 2016 – Napa Valley College, Napa** – Staff attended a club rush event at Napa Valley College and talked about the Napa Clean Air Coalition as well as internship opportunities at the Air District. 100 students stopped by the booth.
- **Saturday, August 20, 2016 – Santa Rosa Junior College, Santa Rosa** – Staff attended a student orientation event at Santa Rosa Junior College and talked about Sonoma County Spare the Air Resource Team as well as internship opportunities at the Air District. 50 students stopped by the booth.
- **Saturday, August 13, 2016 – Fiesta de Artes, Los Gatos** – Staff attended the Fiesta de Artes in Los Gatos, hosted by Kiwanis Club of Los Gatos. Staff provided informational materials and answered questions about the Air District and Spare the Air program.
- **Thursday, August 11, 2016 – Greenlining Institute Fellowship Graduation** – Staff attended this year’s Fellowship Graduation event and used the opportunity to network with Greenlining staff and other attendees.

- **Saturday, August 6, 2016 – New Voices Are Rising Youth Graduation Event** – Staff attended New Voices are Rising summer graduation event and discussed on-going community grant program.
- **Friday and Saturday, August 5-6, 2016 – Sonoma County Fair, Santa Rosa** – Staff attended the last weekend of the Sonoma County Fair, passed out general Air District information and answered questions from the public. Over 100 people stopped by the booth.
- **Sunday, July 17, 2016 – Rails to Trails/Rich City Rides, Richmond** – Staff participated in a community bike education and ride with Community Grantees and partners: Rails-to-Trails Conservancy, AC Transit, BART, and Rich City Rides. The event engaged over 25 youth and families along a ride that spanned Richmond BART, El Cerrito Plaza, and the Ohlone Trail with stops at community centers such as the Albany library.
- **Sunday, July 10, 2016 – Sunday Streets, San Francisco** – Staff participated in the Tenderloin Sunday Streets community event. Over 100 residents visited the booth to talk about the Air District and the Spare the Air program.
- **Saturday, July 9, 2016 – Bike 4 Breath, Atherton** – Staff attended the Bike 4 Breath event hosted by Breathe California. Over 200 riders participated in the ride and visited the booth to talk about the Air District and the Spare the Air program.
- **Saturday, July 4, 2016 – Alameda County Fair, Pleasanton** – Staff attended the last day of the Alameda County Fair. About 100 people visited the booth to talk about the Air District and the Spare the Air program.
- **Friday - Saturday, July 1 - 2, 2016 – Marin County Fair, San Rafael** – Staff attended the last weekend of the Marin County Fair. Over 100 residents visited the booth to talk about the Air District and the Spare the Air program.



**PLANNING AND CLIMATE PROTECTION DIVISION  
H. HILKEN, DIRECTOR**

### **Air Quality Planning**

Staff continued to prepare the Draft 2017 Clean Air Plan/Regional Climate Protection Strategy (CAP/RCPS), and revised draft control measures in response to public comments. Staff prepared a Notice of Preparation/Initial Study (NOP) and held a scoping meeting to solicit comment on the Draft Programmatic Environmental Impact Report for the CAP/RCPS. Staff provided a CEQA comment letter to: the City of Santa Clara on the Draft Environmental Impact Report for the Lawrence Station Area Plan and to the California State Lands Commission on the Draft Mitigated Negative Declaration for the Chevron Long Wharf Maintenance and Efficiency Project. Staff submitted a letter to the San Francisco Planning Commission in support of the proposed TDM ordinance. Staff submitted a Letter of Assurance to the San Francisco International Airport to seek grant funding for emission reduction credits from the Voluntary Airport Low Emission (VALE) program for the purchase and installation of remote pre-conditioned air and 400Hz ground power. Staff continued to work on updating the 2010 CEQA Guidelines by conducting research on potential methodologies for a post 2020 greenhouse gas threshold. Staff presented at the Association of Environmental Professionals conference in Sacramento on potential updates to the Air District's CEQA thresholds. Staff participated in the monthly CAPCOA Planning Manager's meeting.

### **Research and Modeling Program**

Air District staff worked with staff at U.S. EPA and CARB to implement daily upper air ozone measurements via ozonesondes (balloon-borne instruments) at Half Moon Bay and via aircraft between coastal locations and the San Joaquin Valley as part of the California Baseline Ozone Transport Study (CABOTS). Staff participated in conference calls to plan and prepare for a collaborative effort on analysis of data collected during CABOTS. Staff developed a project with San Jose State University Research Foundation to continue monitoring upper air ozone in the Bay Area via ozonesondes on high ozone days in September and October, 2016 and on high particulate matter (PM) days in December 2016 and January 2017. Staff continued work on estimating contributions of stationary source sulfur dioxide emissions and sea salt emissions to ambient PM in the Bay Area. Staff provided technical support to Engineering Division on sampling refinery components to quantify leak rates at Bay Area refineries. Staff documented data analysis and modeling work conducted in the Bay Area and model improvements achieved over the last three years. Staff continued work to migrate the District's air quality modeling to the latest version of the U.S. EPA's Community Multiscale Air Quality (CMAQ) model. Staff continued work on updating estimates of fine and ultrafine PM public health impacts in the Bay Area.

### **Community Air Risk Evaluation (CARE)**

Staff participated in the Cumulative Impacts Forum, hosted by the Air District and the Bay Area Environmental Health Collaborative (BAEHC), and presented a brief overview of the CARE program's activities. Staff participated in meetings with the Environmental Defense Fund (EDF) and the West Oakland Environmental Indicators Project (WOEIP) to discuss progress and updates on the Oakland mobile monitoring project, which is collecting on-road measurements of nitrogen oxides and black carbon. Staff participated in discussions with researchers at UC Berkeley on

expanding the Berkeley CO2 Atmospheric Observation Network (BEACON) to identify locations for five additional BEACON monitoring sites in the Bay Area. Staff participated in a conference call with the Lawrence Berkeley National Laboratory and the San Francisco Department of Public Health on implementation of Phase II of an Indoor Air Quality Monitoring Study. Staff worked with contractor Sonoma Technology, Inc. on updating estimates of toxic emissions from mobile and area sources for the Bay Area region. Staff received address-level mortality data for California (2009 to 2011) from the California Department of Public Health, data that will be used to assess possible links in mortality and Bay Area air pollution levels in the recent past. Staff worked with MTC staff and community members to evaluate CalEPA's revised screening tool to identify impacted communities, CalEnviroScreen version 3. Staff mapped disadvantaged communities from the revised tool and compared these to disadvantaged communities identified by the previous version, to CARE impacted communities, and to the Metropolitan Transportation Commission's (MTC's) communities of concern. Staff also participated in CalEPA's public workshop on CalEnviroScreen.

### **Emissions Inventories**

Staff analyzed the California Air Resources Board's (ARB's) models of short-term (2015–2020) and long-term (post-2020) projected greenhouse gas (GHG) emissions, discussed the content of the models with ARB staff, and produced updated figures and tables, reflecting revised GHG emission estimates, for inclusion in the 2017 Clean Air Plan/Regional Climate Protection Strategy. Staff submitted draft 2015 emissions estimates from permitted stationary sources—criteria pollutants, toxics, and GHGs—to ARB. Staff participated in a CEC, CPUC, and ARB workshop on the 2030 Target Scoping Plan and forthcoming initiatives that contribute to greenhouse gas emissions reductions in the electricity, energy efficiency, and natural gas sectors. Staff produced several web-based tables with flexible views of emissions data for reviewing and sharing emissions information. Staff responded to a ARB data request for aircraft emission information for airports in Solano, Alameda, San Mateo, and Santa Clara Counties, including all commercial airports, county airports, and air force bases in these counties. Staff hosted two presentations: one from the NASA DEVELOP team, who have been working the District to analyze existing methane observations collected from the Alpha Jet Atmospheric eXperiment (AJAX) Project over the Bay Area, and a second from San Jose State University researchers on GHG measurements and modeling.

### **Climate Protection Program**

Staff continued to develop the draft of the 2017 Clean Air Plan/Regional Climate Protection Strategy (2017 Plan). Staff briefed the Climate Protection Committee and the Advisory Council on the 2017 Plan. Staff met with various stakeholder groups to discuss the 2017 Plan and its implementation (CCEEB, 350 Bay Area, Silicon Valley Leadership Group, BayREN). Staff continue to lead work on a rule that will limit greenhouse gases, particularly methane, from Natural Gas and Crude Oil Processing Facilities (amendments to Air District Rule 8-37). Staff worked with Measurement, Meteorology and Rules Division staff on fabricating and installing monitoring equipment into the GHG emission research van. Staff launched a study with UC Davis to conduct airborne “curtain flights” over Bay Area methane sources; the flight strategy was developed for flights to occur in October. Staff began working with ABAG's Bay Area Regional Energy Network program (BayREN), Bay Area Regional Collaborative (BARC) and staff from the California Energy Commission to launch a collaboration to develop and promote a model solar ordinance for Bay Area local governments. Staff attended the CAPCOA Planning Managers Annual Symposium in Santa Rosa, and facilitated a session at the Symposium of ARB

staff to discuss the development of the upcoming AB 32 Scoping Plan Update. Staff participated in workshops and webcasts of various ARB working groups involved in developing ARB's Scoping Plan Update.

**STRATEGICS INCENTIVES DIVISION  
K. SCHKOLNICK, ACTING DIRECTOR**

**Carl Moyer Program (CMP)**

- Staff opened the CMP Year 18 application cycle, 7/11.
- Staff sent out postcards to ~1500 CMP stakeholders, 7/14.
- Staff conducted outreach meetings and site visits with five vendors in Sonoma County, 8/4.
- Staff completed the testing and update of the online grants application system, 7/1.
- Staff participated in the following ARB meetings:
  - CMP guideline discussions: 7/12, 7/14, 7/19, 7/21, 7/26, 8/18
  - ARB CARL database webinar, 7/14
  - ARB Off-road guideline discussion, 7/20.
  - ARB CMP public workshop on 2017 guidelines, 7/27
  - CAPCOA Grants Committee Symposium: 8/2 and 8/3.
- Staff submitted the 2016 Yearly report on the status of the Bay Area CMP to ARB, 8/19.
- Staff completed an equipment pre-inspection for Jet-Blue as part of their project to replace diesel-powered cargo handling equipment with electric equipment, 8/31.
- Staff visited several equipment vendors in Napa, Solano, and Contra Costa counties to provide updated CMP funding opportunities information, 9/1.

**Goods Movement Program (GMP)**

- Staff participated in the following meetings:
  - Conference call with the SMAQMD and representatives from Bar None about potential collaboration for a GMP truck reuse program (in association with CAPCOA), 7/7 & 7/29.
  - GMP Local Agency call with ARB and other air districts, 7/26 & 8/17.
  - CALSTART California Legislative Briefing (statewide conference call), 8/4.
  - Technical working group with staff from ARB and the Port of Oakland, 8/11 & 8/25.
  - ARB workshop about Transportation Refrigeration Units, 8/31.
- Staff completed and posted the GMP 2<sup>nd</sup> solicitation truck project rank list, 7/1.
- Staff completed the pre-inspection of two locomotives for the Richmond Pacific Railroad Corporation, 7/7.
- Staff submitted GMP quarterly reports for all active awards to ARB, 7/14.
- GMP, CMP, and LESBP staff attended an open-house at Motiv Power's electric vehicle manufacturing facility in Foster City, 8/18.
- Staff worked with ARB to finalize contract language for GMP Year 5 locomotive projects, 9/6.
- As of July-August, staff were working with about 40% of the YR5 truck projects to complete inspection and contracting so projects can be completed by December 31, 2016.

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

- Staff participated in a ARB Zero Emission School Bus webinar, 7/20.
- Staff made payments for the following projects:
  - \$39,998 to replace CNG tanks for 2 MY 2003 public school buses, Sunnyvale School District (Santa Clara County).

- \$1,122,080 to replace 7 MY 1994-95 public school buses, San Jose Unified School District (Santa Clara County).
- \$165,000 to replace 1 MY 1991 public school bus, Campbell Union High School District (Santa Clara County).
- Staff completed inspections for 61 retrofit projects for First Student, 7/12, 8/3, 9/1-2, and inspection for one bus replacement project for Gilroy Unified School District, 8/19.
- Staff processed an application for CNG tank replacement on three MY2002-03 buses for San Mateo Union High School District (San Mateo County), 8/10.

### **Grant Development**

- Staff worked with Air District planning staff to submit a comment letter on the ARB Sustainable Freight Plan, 7/5.
- Staff participated in the West Coast Collaborative Steering Committee conference call, 7/26.
- Staff was interviewed by LA Times reporter regarding the Goodwill Industries project funded by ARB and District's Transportation Fund for Clean Air Program, 8/3.
- Staff met with a Stantec representative, who is working on behalf of the SFCTA, to discuss funding options for transportation at the Treasure Island developments, 8/10.
- Proposals:
  - Staff submitted a concept paper to the U.S. DOE for a project to demonstrate five, Class 7, hydrogen-powered fuel cell yard trucks moving freight containers at a terminal at the Port of Oakland, 7/6.
  - Staff contacted local Indian tribes to inform them of EPA's Clean Diesel Tribal Grants Solicitation, 8/5.
- CEC Hydrogen Stations:
  - Staff drafted two letters of support for FirstElements's proposal to the CEC to develop, own, and operate hydrogen fueling stations in the Bay Area, including one general letter of support and one letter specifically for the proposed station at 210 The Embarcadero, San Francisco, 8/12.
  - Staff drafted a letter of support for Shell's proposal to the CEC to upgrade eight existing Shell fuel station locations with hydrogen fueling capabilities in the cities of Berkeley, Mountain View, San Francisco (3), San Jose, Sunnyvale, and Walnut Creek, 8/12.
  - Staff drafted a letter of support for ITM Power's proposal to the CEC to install a hydrogen fueling station located at 16400 San Pablo Ave, San Pablo, 8/16.
  - Staff drafted a letter of support for Air Liquide Advanced Technologies US to install five stations in the Bay Area (Berkeley, San Francisco, Santa Clara, Dublin, and Walnut Creek), 8/16.
  - Staff drafted a letter of support for StratosFuel's proposal to the CEC to install a hydrogen station at Pier 54 in San Francisco, 8/17.
- **Commercial Lawn & Garden Exchange Program:**
  - Staff held an equipment demonstration for the second round of funding of the Commercial Lawn & Garden Equipment Exchange program for interested public agency staff on the UC Berkeley campus, 8/4.
  - Staff sent Commercial Lawn & Garden Equipment Exchange program grantees a survey to evaluate the performance of the equipment they received through the program, 9/1.

- **EPA-DERA Locomotive Project:**
  - EPA notified staff that they are increasing the initial \$1 million award for the locomotive replacement project to the original requested amount of \$1,420,263, 7/15.
  - Staff submitted additional documents to the EPA to complete its DERA proposal to deploy three Tier 4 locomotives at the Ports of Richmond and San Francisco, 8/31.

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

- **TFCA County Program Manager:**
  - Staff held a 3rd and 4th workgroup meeting with the nine congestion management agencies to discuss proposed updates to the FYE 2018 TFCA CPM policies, 7/27 & 8/1.
  - Staff issued draft Proposed FYE 2018 TFCA County Program Manager policies for public comments, 8/12, with comments due by 9/14.
  - Staff attended the July Congestion Management Agency (CMA) Bay Area Director's monthly meeting in Millbrae, 7/29.
  - Staff met with representatives from the Solano Transportation Authority to coordinate and discuss funding opportunities, 7/7.
  - Staff presented an overview of the Air Districts' grant funding opportunities at the Municipal Equipment Maintenance Association (MEMA) NorCal Event, Sonoma Raceway, 7/12.
- **TFCA Regional Fund Program:**
  - **FYE2016 Plug-in Electric Vehicle (PEV) Programs:**
    - **Charge! Programs:** This program closed on 6/22. 60 projects were recommended for more than \$4.2 M in awards. Of these, 29 have executed contracts, and 31 have contracts that are awaiting signature. This program awarded funding for the deployment of 1300 chargers in FYE 2016, 9/6.
    - **Heavy-Duty Zero-Emission Vehicle Program:** This program closed on 6/22 and nine applications were received by the deadline for funding 50 transit buses 11 heavy-duty trucks. Of these, four projects have been approved for awards totaling nearly \$1.6 million to deploy 27 zero-emissions transit buses and 11 zero-emissions heavy-duty delivery trucks. Two additional projects are currently recommended for board approval of \$609,000 million in awards, two are still under review, and one was rejected for not meeting program requirements, 9/30.
    - **PEV Rebate Program:** This program closed on 6/22 and eight applications were received by the deadline: seven applicants have been awarded funds totaling of \$115,000, and one application was withdrawn, 9/6.
    - Staff met with Kearns and West, Inc. to plan for the second EV Council Meeting this year, 7/5 & 7/19.
    - Staff met with representatives from Kearns and West and MTC to prepare for the 2nd and 3rd EV Coordinating Council this year, 8/2, 8/16 & 8/30.
    - Staff met with representatives from C/CAG to discuss partnering on an application to the DOE for EV and infrastructure deployment, 8/8.
    - Staff participated in an interview with a visiting researcher in the Transportation Sustainability Research Center at UC Berkeley to discuss EV adoption in the Bay Area, 8/9.
    - Staff met with representatives from MTC to discuss feedback on the State of California's effort to nominate zero-emission and alternative fuel corridors in response to the U.S. DOT's request under the FAST Act, 8/16.

- Staff submitted Air District and MTC’s joint feedback and statement of support on State of California’s nominations of zero-emission and alternative fuel corridors under the FAST Act to Office of Governor Edmund G. Brown Jr., 8/17.
- Staff participated on a RFP review panel for Monterey Bay Unified Air Pollution Control District’s electric vehicle infrastructure deployment project, 8/26.
- **FYE 2016 Bicycle Programs:**
  - Bike Rack Vouchers: This program closed on 6/22 and 23 applications were received by the deadline: 21 applicants have been awarded funds totaling \$96,670 and two projects were subsequently cancelled, 9/6.
  - Electronic Bike Lockers: This program closed on 6/22 and five applications were received by the deadline: four applicants have been awarded funds totaling \$360,000, and one application was withdrawn, 9/6.
  - Staff attended Caltrain’s Bike Parking Management Plan Meeting, 7/1.
- **FYE 2017 Trip Reduction Program:**
  - Existing Shuttle and Ridesharing Program: The FYE 2017 cycle opened on 7/21/16, and closed on 9/1. Seven applications requesting \$4.3 million in funding were received and are currently under review, 9/6.
  - Staff held three application webinars on the shuttles and rideshare program, 7/28, 8/8, & 8/25
  - Staff attended the EasyMile - Shared Autonomous Vehicle - project kick-off monthly meeting with Contra Costa Transportation Authority, BART, Bishop Ranch, and Santec, Walnut Creek, 7/12 & 8/25.
  - Staff met with CCTA and Stantec representatives to discuss the EZ Mile Project, 8/17 & 8/31.
  - Staff met with LAVTA representatives to discuss opportunities for funding a shared autonomous vehicle project in Alameda County, 7/25, 8/17 & 8/23.
  - Staff attended the MTC’s Transportation Demand Management workgroup meeting, 7/21.
  - Staff met with MTC representatives to discuss the 511 Ridesharing Program, 8/15.

### **Wood Smoke Reduction Incentive Program:**

- The Program launched and began accepting applications on 8/26 at 10AM. As of 9/6, approximately 3,000 applications have either been received (submitted) or are in process. Of these, 1,003 are currently under review and 1100+ have been waitlisted. Also, more than 2,000 phone calls have been answered/returned since the program launched, 9/6.
- Staff provided an informational update to the more than 300 interested parties on the mailing list, and invited them to provide feedback on the program, 7/19.
- Staff met with the District’s Internal WSRIP Working Group, which includes staff from SID, Outreach, and Enforcement, to discuss the status of program development, program requirements, and outreach strategies, 8/3.
- Staff met with representatives from Trinity to discuss and review progress of the online application and grant management system that is being developed 7/7, 7/12, 7/21, 7/22, 8/3, 8/11, & 8/17.
- Staff held meetings with Trinity to discuss pre-launch and post-launch online system performance, 8/24, 8/25, & 9/6.

**METEOROLOGY, MEASUREMENT & RULES DIVISION**  
**E. STEVENSON, DIRECTOR**

### **Air Quality**

During the 3<sup>rd</sup> quarter of 2016, there were nine exceedances of the 70 ppb national 8-hour ozone standard. A total of 20 Spare the Air Alerts were called during the third quarter and were called on all days in which exceedances occurred except as noted below. The first two exceedances occurred on July 14<sup>th</sup> and 15<sup>th</sup>. On both days, inland temperatures were in the mid- to upper-90s, and winds were light. Spare the Air Alerts were called on July 13<sup>th</sup>, 14<sup>th</sup>, and 15<sup>th</sup>. The third, fourth, and fifth exceedances occurred on July 25<sup>th</sup>, 26<sup>th</sup>, and 27<sup>th</sup>, 2016. All three exceedances occurred when temperatures were in the upper-90s to above 100°F, and winds were light. In addition, smoke from the Soberanes fire near Monterey may have contributed to the higher ozone levels. Spare the Air Alerts were called for July 25<sup>th</sup>, through July 29<sup>th</sup>. Two more exceedances were recorded August 12<sup>th</sup> and 13<sup>th</sup>, when temperatures were in the mid- to upper-90s with light winds. Smoke from the Soberanes fire may also have contributed to these exceedances. Spare the Air Alerts were called for August 11<sup>th</sup>, 12<sup>th</sup>, and 13<sup>th</sup>. The eighth exceedance was recorded on August 17<sup>th</sup>. A Spare the Air Alert was not called for that day as inland temperatures were predicted to be much lower with more wind. In addition, smoke from the Soberanes fire may have also contributed to this exceedance. Had weather forecasts been closer to actual conditions, it would have resulted in a Spare the Air being called. The ninth exceedance occurred on September 26, 2016 when winds were offshore and temperatures exceeded 100°F. Spare the Air Alerts were called for September 25<sup>th</sup>, 26<sup>th</sup>, and 27, 2016.

### **Air Monitoring**

32 air monitoring sites were operational from July through September 2016. The Berkeley Near Roadway site came online on July 1, 2016, measuring ozone, oxides of nitrogen, carbon monoxide, black carbon, ultra-fine particulate matter, PM<sub>2.5</sub>, and toxics.

Work continued on the I-580 Near Roadway site to be located in Pleasanton. We expect construction at the site to be completed in the 4<sup>th</sup> quarter of 2016, allowing Air Monitoring staff to begin installation of the trailer and instrumentation.

The Air Monitoring Section collaborated on a few special projects, which included installing and operating ozone monitoring instrumentation in support of the California Baseline Ozone Transport study. Air Monitoring also continued a project with UC Berkeley involving the collocation of small black carbon sensors with Air District-run black carbon samplers at the Laney College and West Oakland sites. A collaboration with UC Davis investigating the speciation of ultra-fine particulate matter was completed in July. The Air Monitoring Section also completed the Greenhouse Gas Monitoring van setup, including a retrofit of the power system and installation of new instrumentation.

A recruitment for an Air Quality Instrument Specialist was begun in June and will continue into the 4<sup>th</sup> quarter of 2016. This recruitment is to fill a vacancy due to retirement.

### **Performance Evaluation**

The Performance Evaluation Group conducted EPA-mandated performance audits at 5 Air District air monitoring stations, verifying 16 separate parameters during the 3<sup>rd</sup> Quarter of 2016. The National Air Quality System Database was updated with all audit results.

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 the Chevron refinery. Audits were performed at 3 monitoring locations with 6 gas analyzers being tested. All of the GLM locations tested met Air District performance criteria.

Modifications to the Through-the-Probe (TTP) van are now complete. A new, ultra-stable carbon monoxide (CO) analyzer and newly designed sampling system have been installed. In-house evaluation of the van is complete and field auditing has been successfully completed at several sites. This van will use a new standard, more thorough auditing procedure by which all Air District air monitoring stations will be tested.

The EPA promulgated new quality assessment auditing guidance in April 2016. The new guidance is being reviewed to determine if changes to Air District auditing procedures are required or necessary.

### **Laboratory**

During the third quarter, the laboratory resumed the majority of its regular operations.

Multiple analyses which had been put on hold to accommodate the facility move resumed during the third quarter. California Air Resources Board continues to assist by performing PM<sub>2.5</sub> and low-volume PM<sub>10</sub> filter weighing to ensure no gaps occur in these critical program areas required by the EPA.

In addition to routine, ongoing analyses, the laboratory performed 46 microscopy analyses in support of Compliance and Enforcement and analyzed eight toxics canisters for South Coast Air Quality Management District while their instrumentation was undergoing maintenance.

### **Rule Development Program**

#### **Regulation 12, Rule 16: Petroleum Refining Facility-Wide Emissions Limits (Rule 12-16):**

At the July 20, 2016 meeting, the Board of Directors directed staff to develop regulatory language that represents a proposal by CBE to limit emissions from petroleum refining facilities and three support facilities using specific numeric limits on GHG, particulate matter (PM), oxides of nitrogen (NO<sub>x</sub>) and sulfur dioxide (SO<sub>2</sub>) at defined historic levels. Staff have been working closely with CBE to define their proposal and develop appropriately representative language. Staff will continue to work with CBE to develop representative regulatory language to be evaluated in the CEQA Environmental Impact Report (EIR) and the staff's analysis of the legal defensibility and economic impact of the rule.

#### **Regulation 11, Rule 18: Reduction of Risk from Air Toxic Emissions at Existing Facilities (Rule 11-18):**



Staff is also developing a rule that would significantly reduce toxic emissions from sources such as refineries, metal melting facilities, and stationary diesel generators. Rule 11-18 would apply to all facilities whose emissions of toxic air contaminants may result in a significant risk to nearby residents and workers. The purpose of Rule 11-18 is to set toxic air contaminant caps for those facilities causing the highest health impacts across the Bay Area, including refineries, and to require these facilities to reduce that health risk. At the direction of the Board, Rule 11-18 and Rule 12-16 are being reviewed in a combined EIR.

Key milestone during this quarter:

- August 19, 2016: Publication of draft Project Description for Notice of Preparation/Initial Study (NOP/IS) for the EIR.

#### Greenhouse Gas Rulemaking Efforts:

Staff continues to work on rules to reduce emissions of methane, a powerful greenhouse gas. Staff is working with the Air Resources Board (ARB) and the California Public Utility Commission to limit methane leaks from PG&E natural gas distribution network. Staff is also working with ARB on a rule to reduce methane (and toxic and ozone precursor) emissions from oil and gas production wells and underground storage. In addition, staff is evaluating additional opportunities to reduce emissions from other methane sources such as landfills, composting facilities and capped oil and gas wells.

#### Clean Air Plan:

Staff continues to refine control measures for the Clean Air Plan, including working with stakeholders to get their input and assisting with developing of the socioeconomic and environmental analyses of the plan.

#### Source Test

The Source Test Section continued participation in the Air District's Rule Development efforts on revisions to Regulation 6 and Regulation 12, Rule 15 (Refinery Emissions Tracking); as well as providing support formulating new methodology for evaluation of Heavy Liquid Service survey leaks.

Thirteen Regulation 9, Rule 10 CO source tests were done by the Air District's CEM group: one at Phillips 66, eight at Chevron, and four at Tesoro.

Evaluation of EPA's Method 201A and revisions to Method 202 for particulate particle size sampling continues. Evaluation of condensable emission profiles from all source categories is ongoing and continues.

Source Test staff continued development of sampling methodologies to quantify emissions of Heavy Liquid Fuels from refinery component leaks. Several sampling media and extraction components were evaluated and the final methodology is being finalized.

The Source Test Section is assisting the Compliance and Enforcement and Engineering Divisions in establishing analytical criteria for evaluating CEM data of the mercury monitor at Lehigh; as well as evaluating performance specification tests performed at this site's new exhaust stack.

Source Test staff provided detailed input to revisions proposed by Rule Development for the Districts Manual of Procedures, Volume IV and Regulation 1 Rule 1.

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 Phillips 66 Rodeo Refinery's open path monitor monthly reports for June, July, and August were reviewed.

**STATISTICS**

**Administrative Services:**

**Accounting/Purchasing/Comm.**

General Checks Issued	1,241
Purchase Orders Issued	378
Checks/Credit Cards Processed	4,182
Contracts Completed	79
RFP's	0

**Executive Office:**

Meetings Attended	143
Board Meetings Held	2
Committee Meetings Held	5
Advisory Council Meetings Held	1
Hearing Board Meetings Held	2
Variances Received	0

**Information Systems**

New Installation Completed	11
PC Upgrades Completed	1
Service Calls Completed	1,035

**Human Resources**

Manager/Employee Consultation (Hrs.)	350
Management Projects (Hrs.)	400
Employee/Benefit Transaction	600
Training Sessions Conducted	6
Applications Processed	647
Exams Conducted	11
New Hires	7
Promotions	6
Payroll Administration (Hrs.)	600
Safety Administration	150
Inquiries	4000

**Facility/Vehicle**

Request for Facility Service	246
Vehicle Request(s)/Maintenance	345

**Compliance Assistance and Operations Program**

Asbestos Plans Received	1,754
Coating and other Petitions Evaluated	7
Open Burn Notifications Received	28
Prescribed Burn Plans Evaluate	0
Tank/Soil Removal Notifications Received	22
Compliance Assistance Inquiries Received	61
Green Business Reviews	4
Refinery Flare Notifications	2

**Compliance Assurance Program**

Industrial Inspections Conducted	1,755
Gas Station Inspections Conducted	157
Asbestos Inspections Conducted	612
Open Burning Inspections Conducted	7
PERP Inspections Conducted	90
Mobile Source Inspections	352
Grants Inspections Conducted	103

**Engineering Division:**

Annual Update Packages Completed	1,038
New Applications Received	301
Authorities to Construct Issued	153
Permits to Operate Issued	340
Exemptions	5
New Facilities Added	123
Registrations (new)	41

**Communications and Public Information:**

Responses to Media Inquiries	178
Events staffed with Air District Booth	16

**Community Engagement:**

Presentations Made	8
Visitors and Air District Tours	10

<b>STATISTICS (CONTINUED)</b>
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**Compliance and Enforcement Division:****Enforcement Program**

Violations Resulting in Notices of Violations	156
Violations Resulting in Notice to Comply	29
New Hearing Board Cases Reviewed	1
Reportable Compliance Activity Investigated	75
General Complaints Investigated	1,054
Smoking Vehicle Complaints Received	0
Woodsmoke Complaints Received	342
Mobile Source Violations	44

**Meteorology Measurements & Rules:****3<sup>rd</sup> Quarter 2016 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
Days Exceeding the Nat'l 8-hour Ozone Std.	9
Days Exceeding the State 1-hour Ozone Std.	3
Days Exceeding the State 8-hour Ozone Std.	9

**Ozone Totals, Year to Date 2016**

Days Exceeding State 1-hour Ozone Std.	5
Days Exceeding Nat'l 8-hour Ozone Std.	15
Days Exceeding State 8-hour Ozone Std.	15

**Particulate Totals, Year to Date 2016**

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

**PM<sub>2.5</sub> Winter Season Totals for 2016-2017**

Days Exceeding Nat'l 24-hour PM <sub>2.5</sub> Std.	0
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**3<sup>rd</sup> Quarter 2016 Agricultural Burn Days**

July-Sept. Permissive Burn Days – North	36
July-Sept. No-Burn Days – North	56
July-Sept. Permissive Burn Days – South	31
July-Sept. No-Burn Days – South	61
July-Sept. Permissive Burn Days – Coastal	25
July-Sept. No Burn Days – Coastal	67

**Laboratory**

Sample Analyze	872
Inter- Laboratory Analyses	1

**Technical Library**

Titles Indexed/Cataloged	
Periodicals Received/Routed	

**Source Test**

Cargo Tank Tests Performed	60
Total Source Tests	93
Pending Source Tests	3
Violation Notices Recommended	16
Contractor Source Tests reviewed	4,156
Outside Test Observed	7
Violation Notices Recommended After Review	14

**Continuous Emissions Monitoring (CEM)**

Indicated Excess Emission Report Eval	22
Monthly CEM Reports Reviewed	120
Indicated Excesses from CEM	22

**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	2

**These facilities have received one or more Notices of Violations**  
**Report period: July 1, 2016 – September 30, 2016**

**Alameda**

Site Name	Site #	City	Penalty Amount	# of Violations Closed
All American Oil	V6721	Hayward	\$6,500	1
All-Pro Reconditioning	Y1163	Dublin	\$500	1
Environmental Remedies	Q5007	Pleasanton	\$1,000	2
Kraft Heinz Foods Company	A0167	San Leandro	\$30,000	2
Mission Shell Gasoline	Y1350	Union City	\$3,500	1
P. W. Stephens Environmental, Inc.	L6230	Fremont	\$2,500	1
P.W. Stephens Environmental Inc.	V8868	Hayward	\$250	1
Piedmont Gardens	X4870	Oakland	\$500	1
Russell City Energy Co, LLC	B8136	Hayward	\$130,000	3
SB Gas & Wash Management, Inc.	Y1713	Union City	\$1,000	1
SB Gas & Wash Management, Inc.	Y1348	Fremont	\$3,000	2
SSA Terminals-Oakland LLC	X7460	Oakland	\$1,000	1
Vasco Valero Inc.	Y2326	Livermore	\$1,000	1

**Total # of Violations Closed: 18**

**These facilities have received one or more Notices of Violations  
Report period: July 1, 2016 – September 30, 2016  
(continued)**

**Contra Costa**

Site Name	Site #	City	Penalty Amount	# of Violations Closed
Air Liquide Large Industries US LP	B7419	Rodeo	\$538,780	1
Cencom	B9185	Martinez	\$450	1
City of Hercules-(Aquatics Center)	B9105	Hercules	\$750	2
Phillips 66 Carbon Plant	A0022	Rodeo	\$49,000	5
Phillips 66 Company	A0061	Richmond	\$11,000	3
Phillips 66 Company - San Francisco Refinery	A0016	Rodeo	\$716,250	76
Shell Martinez Refinery	A0011	Martinez	\$55,000	6
Value Plumbing Co. Inc.	Y2493	Byron	\$100,000	1

**Total # of Violations Closed: 95**

**Marin**

Site Name	Site #	City	Penalty Amount	# of Violations Closed
GMP Cars LLC	Y1169	Novato	\$500	1

**Total # of Violations Closed: 1**

**These facilities have received one or more Notices of Violations**  
**Report period: July 1, 2016 – September 30, 2016**  
**(continued)**

**San Francisco**

Site Name	Site #	City	Penalty Amount	# of Violations Closed
EC Auto Body	A9841	San Francisco	\$1,500	3
Ideal Restoration Inc.	U5715	San Francisco	\$2,500	1
SB Gas & Wash Management, Inc.	Y1349	San Francisco	\$1,000	1

**Total # of Violations Closed: 5**

**Santa Clara**

Site Name	Site #	City	Penalty Amount	# of Violations Closed
AMI Petroleum	Y2311	San Jose	\$1,500	1
Belgcars	X8948	Santa Clara	\$500	2
Classic Autobody and Paint Five Star	Y0520	San Jose	\$1,000	1
Gas Recovery Systems, Inc	B1670	San Jose	\$3,000	1
Mission Power Coating, Inc	A1524	Gilroy	\$1,500	2
Rebuild Green	V0408	Palo Alto	\$7,000	1
Sunnyvale Car Wash - Bayside Chevron	Y2312	Sunnyvale	\$3,750	1
Thompson & Harvey	V8359	Morgan Hill	\$1,500	2
West Valley Community College	A8998	Saratoga	\$750	2

**Total # of Violations Closed: 13**

**These facilities have received one or more Notices of Violations**  
**Report period: July 1, 2016 – September 30, 2016**  
**(continued)**

**Solano**

Site Name	Site #	City	Penalty Amount	# of Violations Closed
City of Vallejo Water Division	E1454	Vallejo	\$10,045	2
SB Gas & Wash Management, Inc.	Y1347	Vallejo	\$2,000	1

**Total # of Violations Closed: 3**

**Sonoma**

Site Name	Site #	City	Penalty Amount	# of Violations Closed
America Truck	X5648	Santa Rosa	\$3,000	2
Graphic Enterprises, Inc dba: Chromagraphics	B6047	Santa Rosa	\$500	1
John's AutoBody	X9834	Santa Rosa	\$500	1
Tom Mazzuchi	P2382	Santa Rosa	\$1,500	1

**Total # of Violations Closed: 5**

**District Wide**

Site Name	Site #	City	Penalty Amount	# of Violations Closed
Conocol Phillips	Q1452	Tracy	\$12,000	1
GB Tank Line Inc.	Y0585	Watsonville	\$1,500	1

**Total # of Violations Closed: 2**



## Closed Notice of Violations with Penalties by County July 1, 2016 – September, 2016

### **Alameda County**

<b>Status</b>	<b>Date</b>	<b>Site #</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
	8/12/2016	W4694	US Rentals	Oakland	Containment Requirement
	8/12/2016	W4694	US Rentals	Oakland	Waste Disposal
	7/5/2016	Y0889	SFD	Oakland	Demolition, Renovation and Removal
	7/5/2016	Y0889	SFD	Oakland	Waste Disposal
	7/7/2016	Y2727	MFD	Oakland	Asbestos Operation Fee
	7/7/2016	Y2727	MFD	Oakland	Administrative Requirements Fees
	7/18/2016	Y1358	Rockridge HOA	Oakland	Reporting, Demolition and Renovation
	7/29/2016	Y1550	Fremont Unified School District	Fremont	Reporting, Demolition and Renovation
	8/10/2016	Y3088	CND	San Leandro	Administrative Requirements Fees
	8/10/2016	Y3088	CND	San Leandro	Asbestos Operation Fee
	8/10/2016	Y3088	CND	San Leandro	Reporting, Demolition and Renovation
	8/17/2016	Y2985	CND	San Leandro	Demolition, Renovation and Removal
	9/9/2016	A5469	Berkeley Auto Body Inc.	Berkeley	Permit to Operate
	7/21/2016	A3925	Oldcastle Precast (Pleasanton)	Pleasanton	Permit to Operate

### **Contra Costa County**

<b>Status</b>	<b>Date</b>	<b>Site #</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
	8/29/2016	Y2493	Value Plumbing Co. Inc.	Byron	Certification of Boilers and Water Heaters
	7/7/2016	Y2678	Walnut Creek Gasoline	Walnut Creek	Permit to Operate
	8/23/2016	Y2365	Fuel & Go	Antioch	Permit to Operate
	7/18/2016	Y0777	SFD	Walnut Creek	Waste Shipment Records
	7/6/2016	A0011	Shell Martinez Refinery	Martinez	Limitations on Hydrogen Sulfide
	8/12/2016	B2870	Shell Chemical LP	Martinez	Failure to Meet Permit Conditions
	9/8/2016	B2758	Tesoro Refining Company LLC	Martinez	Non-compliance, Major Facility Review
	9/8/2016	B2758	Tesoro Refining Company LLC	Martinez	Requirements for External Floating Roof Tanks
	7/12/2016	B0883	Clean Harbors Industrial Services, Inc	Martinez	Requirements for Approved Emission Control Systems
	8/1/2016	Y2712	F.T.G. Construction Inc.	Antioch	Ringelmann No. 1 Limitation
	8/12/2016	A7034	Plains Products Terminals LLC	Martinez	Requirements for Approved Emission Control Systems
	8/12/2016	A7034	Plains Products Terminals LLC	Martinez	Requirements for Approved Emission Control Systems
	8/3/2016	A7034	Plains Products Terminals LLC	Martinez	Requirements for Approved Emission Control Systems
	8/3/2016	A7034	Plains Products Terminals LLC	Martinez	Requirements for Approved Emission Control Systems
	8/3/2016	A7034	Plains Products Terminals LLC	Martinez	Requirements for Approved Emission Control Systems

**Closed Notice of Violations with Penalties by County**  
**July 1, 2016 – September 30, 2016**  
**(continued)**

**Contra Costa County**

<b>Status</b>	<b>Date</b>	<b>Site #</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
	9/15/2016	A1464	Acme Fill Corporation	Martinez	Landfill Gas Collection and Emission Control System Requirements
	7/21/2016	A0016	Phillips 66 Company - San Francisco Refinery	Rodeo	Non-compliance, Major Facility Review
	7/21/2016	A0031	Dow Chemical Company	Pittsburg	Non-compliance, Major Facility Review
	8/11/2016	A0016	Phillips 66 Company - San Francisco Refinery	Rodeo	Equipment Leaks Connections
	7/12/2016	A1840	West Contra Costa County Landfill	Richmond	Failure to Meet Permit Conditions
	7/14/2016	A0010	Chevron Products Company	Richmond	Non-compliance, Major Facility Review
	7/14/2016	A0010	Chevron Products Company	Richmond	Non-compliance, Major Facility Review
	7/14/2016	A0010	Chevron Products Company	Richmond	Non-compliance, Major Facility Review
	7/14/2016	A0010	Chevron Products Company	Richmond	Non-compliance, Major Facility Review
	7/14/2016	A0010	Chevron Products Company	Richmond	Parametric Monitoring and Recordkeeping Procedures
	7/14/2016	A0010	Chevron Products Company	Richmond	Vent Gas Composition Monitoring
	7/14/2016	A0010	Chevron Products Company	Richmond	Vent Gas Composition Monitoring
	7/14/2016	A0010	Chevron Products Company	Richmond	Standards of Perf for New Stationary Sources
	7/14/2016	A0010	Chevron Products Company	Richmond	Standards of Perf for New Stationary Sources
	8/3/2016	A0010	Chevron Products Company	Richmond	Non-compliance, Major Facility Review
	8/3/2016	A0010	Chevron Products Company	Richmond	Standards of Perf for New Stationary Sources
	8/3/2016	A0010	Chevron Products Company	Richmond	Public Nuisance
	8/3/2016	A0010	Chevron Products Company	Richmond	Limitations on Hydrogen Sulfide

**Closed Notice of Violations with Penalties by County  
July 1, 2016 – September 30, 2016  
(continued)**

**Contra Costa County**

<b>Status Date</b>	<b>Site #</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
9/22/2016	A0010	Chevron Products Company	Richmond	Monitoring and Records
9/22/2016	A0010	Chevron Products Company	Richmond	Alternate Inspection Schedule

**Marin County**

<b>Status Date</b>	<b>Site #</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
8/11/2016	B8998	George Auto Body	San Rafael	Permit to Operate
9/6/2016	A1729	Wardrobe Cleaners	Novato	Administrative Requirements Registration

**Napa County**

<b>Status Date</b>	<b>Site #</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
8/25/2016	A1634	Napa State Hospital	Napa	Inorganic Gaseous Pollutants Compliance Schedule
8/25/2016	A1634	Napa State Hospital	Napa	Periodic Testing; Inorganic Gaseous Pollutants
8/25/2016	A1634	Napa State Hospital	Napa	Inorganic Gaseous Pollutants Compliance Schedule
8/25/2016	A1634	Napa State Hospital	Napa	No comments
8/25/2016	A1634	Napa State Hospital	Napa	Inorganic Gaseous Pollutants Compliance Schedule
8/25/2016	A1634	Napa State Hospital	Napa	Periodic Testing; Inorganic Gaseous Pollutants
8/29/2016	A1634	Napa State Hospital	Napa	Annual Demonstration of Compliance
8/29/2016	A1634	Napa State Hospital	Napa	Annual Demonstration of Compliance

**San Francisco County**

<b>Status Date</b>	<b>Site #</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
8/4/2016	B3250	A & G Auto Body	San Francisco	Permit to Operate
8/17/2016	A5199	Union Street Coffee Roastery, Inc.	San Francisco	Failure to Meet Permit Conditions
8/22/2016	A6496	Golden Gate Bridge, Highway & Transportation District	San Francisco	Failure to Meet Permit Conditions

**Closed Notice of Violations with Penalties by County**  
**July 1, 2016 – September 30, 2016**  
**(continued)**

**San Mateo County**

<b>Status Date</b>	<b>Site #</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
7/29/2016	Y2984	A & A Gas Mart	Burlingame	Failure to Meet Permit Conditions
7/11/2016	A9905	Shell Oil Company	Half Moon Bay	Gasoline Dispensing Facilities Phase I Requirements
7/11/2016	A9905	Shell Oil Company	Half Moon Bay	Gasoline Dispensing Facilities Phase II Requirements
7/11/2016	A9905	Shell Oil Company	Half Moon Bay	Gasoline Dispensing Facilities Phase II Requirements
7/28/2016	C3150	Auto Pride Wash	San Carlos	Gasoline Dispensing Facilities Phase I Requirements
7/28/2016	C3150	Auto Pride Wash	San Carlos	Gasoline Dispensing Facilities Phase II Requirements
7/18/2016	Y3084	MFD	Palo Alto	Reporting, Demolition and Renovation
7/20/2016	Y3537	SFO	San Mateo	Demolition, Renovation and Removal
7/20/2016	Y3537	SFO	San Mateo	Waste Disposal
7/28/2016	Y1540	SFD	Redwood City	Reporting, Demolition and Renovation

**Santa Clara County**

<b>Status Date</b>	<b>Site #</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
7/1/2016	B1531	Z-Best Composting Facility	Gilroy	Failure to Meet Permit Conditions
7/29/2016	B1467	Vivid Inc.	Santa Clara	Failure to Meet Permit Conditions
7/29/2016	B1467	Vivid Inc.	Santa Clara	Organic Compounds Monitoring and Records
8/29/2016	A9013	International Disposal Corp of CA	Milpitas	Landfill Surface Requirements
8/29/2016	A9013	International Disposal Corp of CA	Milpitas	Wellhead Requirements
8/29/2016	A9013	International Disposal Corp of CA	Milpitas	No comments
9/13/2016	A0064	Equilon Enterprises LLC-San Jose Terminal	San Jose	Secondary Seal Requirements
9/6/2016	B8907	AXIS HOA	San Jose	Permit to Operate
7/29/2016	A8578	MASS Precision, Inc.	San Jose	Solvent Evaporative Loss Minimization
7/11/2016	Y2675	American Gas & Oil Corporation	San Jose	Operating Practices
7/14/2016	B5397	Santa Clara University	Santa Clara	Reporting, Demolition and Renovation
8/31/2016	B6778	Owl Energy Resources Inc.	San Jose	Permit to Operate
8/31/2016	B6778	Owl Energy Resources Inc.	San Jose	Failure to Meet Permit Conditions

**Closed Notice of Violations with Penalties by County  
July 1, 2016 – September 30, 2016  
(continued)**

***Solano County***

<b>Status</b>	<b>Date</b>	<b>Site #</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
	9/12/2016	Y3497	Silcon Valley Shell	Vallejo	Gasoline Dispensing Facilities Phase I Requirements
	7/6/2016	V2630	Fast & Easy Mart	Benicia	Failure to Meet Permit Conditions
	7/28/2016	A5791	Fairmont Memorial Park	Fairfield	Failure to Meet Permit Conditions
	7/5/2016	B2626	Valero Refining Company	Benicia	Non-compliance, Major Facility Review

***Sonoma County***

<b>Status</b>	<b>Date</b>	<b>Site #</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
	8/12/2016	Y3090	West Coast Auto Craft	Windsor	Authority to Construct
	8/12/2016	Y3090	West Coast Auto Craft	Windsor	Permit to Operate

***Out of Area Counties***

<b>Status</b>	<b>Date</b>	<b>Site #</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
	N/A	N/A	N/A	N/A	N/A

**Bay Area Air Quality Management District  
Board of Directors**

**LIST OF ACRONYMS**

AA	Annual Average
AAMP	Ambient Air Monitoring 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
CaO	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 <sup>-</sup>	Chloride(s)
CI	Confidence Interval
CMAQ	Community Model Air Quality (system)
CMC	Criteria Maximum Concentration
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
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
Leq	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
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
QEWG	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

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
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 Eric Mar and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/APCO

Date: November 10, 2016

Re: Extension of Contract for Website Development and Maintenance

RECOMMENDED ACTION

Recommend the Board of Directors authorize the Executive Officer/APCO to execute contract amendments with the following vendor in the amounts listed below:

<b>Vendor</b>	<b>Amount</b>	<b>Service Description</b>
Cylogy, Inc	\$372,646	Backend website content management system integration, customization and infrastructure support.
<b>TOTAL</b>	<b>\$372,646</b>	

BACKGROUND

Air District staff is recommending semi-annual contract amendments for vendors assisting with Website Development and Maintenance in order to meet the fiscal year end (FYE) 2017 goals.

DISCUSSION

The Website Development and Maintenance Program team is dedicated to the effective management of the District’s publically facing website ([www.baaqmd.gov](http://www.baaqmd.gov)).

Since the move to the new building in May 2016, the web team has been focused on the production rollout of the following items:

- Fleet management website for the Bay Area Headquarters Authority;
- Continuous language translation for website content (Spanish, Mandarin, Tagalog and Vietnamese);
- Table, calendar events and webcasting improvements;
- Greenhouse gas monitoring program section including access to data available for download; and
- Backend improvements to facilitate maintenance and support (i.e. video streaming, publishing workflow, site editor roles, tag management and comment forms).

Key improvements planned for the remainder of the FYE 2017 include:

- Revised rule development sections to improve public access;
- Daily permit application status updates;
- ExactTarget integration to allow website users to sign up for push notifications of website updates;
- Spare the Air alerts map integration;
- SiteCore web content management system upgrade; and
- Cloud hosting migration plan.

In order to continue progress on the Website enhancement portion of the Website Development and Maintenance program, staff is recommending the continued use of proven vendors' familiar with Air District systems for the second half of FYE 2017.

The Air District has worked with Cylogy, Inc. since FYE 2008. The latest contract resulted from a request for proposal (RFP) bid in FYE 2014 for backend website content management system integration, customization and infrastructure support services.

Contracts for the Website Development and Maintenance program are currently reviewed in six-month increments, and request board authorizations for extensions as needed. These requests typically are accompanied with a Website Development and Maintenance status update to the Executive Committee and/or full Board. We anticipate a request for additional authorizations in approximately six months, which will be accompanied with another status update.

BUDGET CONSIDERATION/FINANCIAL IMPACT

Funding for the vendor contract recommendations is included in the FYE 2017 budget.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Jaime A. Williams  
Reviewed by: Damian Breen



**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

## Memorandum

To: Chairperson Eric Mar and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/APCO

Date: November 1, 2016

Re: New Administrative Grant Program Revenue and Authorization to Add Two New Full-Time Positions in the Strategic Incentives Division

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**RECOMMENDATIONS**

Recommend the Board of Directors:

1. Amend the Fiscal Year Ending 2017 budget for both the Transportation Fund for Clean Air and Mobile Source Incentive Fund to accept approximately \$390,000 in additional administrative monies; and
2. Authorize the creation of two additional full time positions in the Strategic Incentives Division: one Air Quality Technician and one Staff Specialist position.

**BACKGROUND**

The Bay Area Air Quality Management District (Air District) invests approximately \$70 million in grant funding annually as part of its efforts to reduce emissions from mobile sources. Approximately half of this funding comes from three renewable funding sources: the Carl Moyer Program (CMP), the Transportation Fund for Clean Air (TFCA), and the Mobile Source Incentive Fund (MSIF).

**Carl Moyer Program and Senate Bill 513:** The Air District has participated in the 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. In October 2015, the California State legislature adopted Senate Bill 513, which authorized numerous updates to the CMP including an increase in allowable administrative costs.

**Transportation Fund for Clean Air:** In 1991, the California State Legislature authorized the 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 within the Air District's jurisdiction. The statutory authority for the TFCA and requirements of the program are set forth in California Health and Safety Code (HSC) Sections 44241 and 44242.

**Mobile Source Incentive Fund:** Assembly Bill 923 (AB 923 - Firebaugh), enacted in 2004 (codified as H&SC 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 MSIF program which may be used for projects eligible under the CMP.

## DISCUSSION

Since the inception of the TFCA, MSIF, and CMP programs, the administrative costs limit has been capped at 5% of the revenues received annually. This amount was increased to 6.25% with the adoption of Senate Bill 513. This Bill also amended H&SC Section 44233, which authorized the increase to the allowable administrative costs for both the TFCA and MSIF programs.

TFCA and MSIF revenue are received on a monthly basis as a pass-through from the Department of Motor Vehicles. Staff is requesting Board approval to allow the Air District to recognize the additional funding that is being received in its FYE 2017 budget. Going forward, this additional revenue will be recognized on an annual basis as part of the regular annual updates to the Air District's budget. The increase to the limit of allowable administrative costs for CMP has already been reflected in the current year budget. That funding is awarded through grant agreements that are executed annually between the ARB and the Air District.

The Air District's grant funding is administered by the Strategic Incentives Division (SID), which consists of 19 permanent full time employees (FTE). SID staff's duties and responsibilities include: drafting proposed funding policies, grant program requirements, and guidance; soliciting and evaluating applications for funding from public agencies and private entities; developing funding agreements; tracking project progress by reviewing project sponsor's reports; processing payment requests; assisting audits; applying for additional grant revenue from federal, state, and other sources; participating in collaborative workgroups and technical studies; and conducting public education and outreach.

Over time, the expectations and requirements for the Air District's grant programs have expanded. Requests for public education and outreach have increased, the scope of audits has grown, and the Air District receives more requests for advice and support from both public agencies and private entities. Therefore, additional staffing is being requested to meet these increasing program requirements based on the availability of this new administrative funding.

## BUDGET CONSIDERATION / FINANCIAL IMPACT

None. Administrative costs for these programs are provided by each funding source. The additional revenue is anticipated to cover the cost of the additional two new FTEs.

Respectfully submitted,

Jack P. Broadbent  
Executive Director/APCO

Prepared by: Chengfeng Wang  
Reviewed by: Karen Schkolnick

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

## Memorandum

To: Chairperson Eric Mar and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/APCO

Date: November 7, 2016

Re: Consider Authorizing a California Environmental Quality Act (CEQA) Review  
Consultant Services Contract for the Phillips 66 Marine Terminal III Project

**RECOMMENDED ACTION**

The Board of Directors will consider authorizing the Executive Officer/APCO to enter into a contract with Aspen Environmental Group in an amount not to exceed \$196,000 for California Environmental Quality Act (CEQA) review consultant services for the Phillips 66 San Francisco Refinery's Marine Terminal III Project (Air District Application No. 25608).

**BACKGROUND**

This contract includes services for developing and preparing Initial Studies, Negative Declarations, Environmental Impact Reports, or other CEQA-related documents as specified by Air District staff. Aspen Environmental Group will need to work with the Air District to establish appropriate baselines for analysis of the project and will also need to analyze the potential impacts of ARB fuel sulfur standards for marine vessels adopted on January 1, 2014.

Phillips 66 San Francisco Refinery submitted a permit application for its Marine Terminal III Project (Air District Application No. 25608). Phillips 66 is seeking to increase allowed quantities of crude and gas oil delivered to its Marine Terminal to a total of 130,000 barrels per day. The project involves a change in a permit condition that limits the total amount of crude and gas oil that may be delivered to the terminal. The project does not involve any physical changes to the terminal or to any associated equipment at the refinery. This project also does not involve any change in the overall amount of crude and gas oil that the refinery will process. Phillips 66 intends to offset the proposed NOx emissions increase associated with the proposed additional marine vessel deliveries.

The Air District will have the role of CEQA lead agency for this project.

**DISCUSSION**

The Air District issued a Request for Proposal (RFP) for CEQA Review Consultant Services on October 4, 2016. The RFP was directly sent to approximately 40 consulting firms who are known to have expertise in the specific technical areas and posted on the Air District's website. During

the three-week period that the RFP was open, the Air District responded to written questions from two consulting firms and posted these responses on the Air District’s website. Upon closing, seven proposals were received.

The Aspen Environmental Group proposal was evaluated under the Air District’s RFP evaluation procedures, and received the highest average score (91 on a 100-point scale).

<b>Consultant</b>	<b>Technical Expertise</b>	<b>Past Experience</b>	<b>Responsiveness</b>	<b>Cost</b>	<b>References</b>	<b>Total*</b>
<b>AES</b>	23	20	11	2	3	<b>58</b>
<b>Aspen Environmental Group</b>	32	29	19	8	3	<b>91</b>
<b>Environmental Audit</b>	30	26	15	8	3	<b>82</b>
<b>ESA</b>	31	26	17	5	3	<b>82</b>
<b>Loewke Planning Associates</b>	25	23	12	2	3	<b>65</b>
<b>Marine Research Specialists</b>	30	29	16	5	3	<b>83</b>
<b>Raney Planning</b>	21	15	9	10	2	<b>57</b>

\* Represents the sum of average scores from three evaluators

**BUDGET CONSIDERATION/FINANCIAL IMPACT**

None. The Air District will seek full reimbursement from Phillips 66 for the costs associated with this project.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Jaime Williams  
Review by: Damian Breen

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**  
Memorandum

To: Chairperson Eric Mar and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/APCO

Date: November 9, 2016

Re: Draft Resolution to Refrain from Initiating any Business with Wells Fargo Bank for a  
Period of Two Years

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RECOMMENDED ACTION

The Board of Directors will consider adopting a resolution to refrain from initiating any business with Wells Fargo for a period of two years.

SUMMARY

Wells Fargo Bank recently admitted creating over two million fake bank and credit card accounts to collect fees.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Maricela Martinez  
Reviewed by: Jeff McKay

Attachment A: A Draft Resolution to Refrain from Initiating any Business with Wells Fargo for a Period of Two Years

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

**RESOLUTION NO. 2016-\_\_\_\_\_**

**A Resolution of the  
Board of Directors of the Bay Area Air Quality Management District directing staff  
to refrain from initiating any business with Wells Fargo for a period of two years.**

WHEREAS, Wells Fargo Bank recently admitted creating over two million fake bank and credit card accounts to collect fees.

WHEREAS, as a result, thousands of Wells Fargo customers paid unwarranted fees on accounts that they didn't even know they had.

WHEREAS, many customers have been unable to get their money back and were completely unaware of their fraudulent accounts.

WHEREAS, in consequence, the U.S. Consumer Financial Protection Bureau recently fined Wells Fargo \$185 million for opening these accounts without authorization, and the bank has fired thousands of its employees.

WHEREAS, on September 28, 2016, the State of California suspended activity with Wells Fargo from underwriting state debt investment transactions.

WHEREAS, the State of Illinois, City of Chicago, City of Sacramento, County of Santa Cruz, and County of Santa Clara have joined the State of California in an immediate refrain from new business with Wells Fargo.

NOW, THEREFORE, BE IT RESOLVED that the Air District's Board of Directors directs staff to refrain from initiating any business with Wells Fargo for a period of two years.

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 \_\_\_\_\_, 2016 by the following vote of the Board:

AYES:

NOES:

ABSTAIN:

ABSENT:

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Eric Mar  
Chair of the Board of Directors

ATTEST:

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David E. Hudson  
Secretary of the Board of Directors

DRAFT



**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Eric Mar and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/APCO

Date: November 2, 2016

Re: Report of the Public Engagement Committee Meeting of October 20, 2016

RECOMMENDED ACTION

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

BACKGROUND

The Committee met on Thursday, October 20, 2016, and received the following reports:

- A) 2016 Spare the Air Campaign
- B) 2016-2017 Winter Spare the Air Campaign; and
- C) Overview of the 2017 Youth for the Environment and Sustainability (YES) Conference

Chairperson Mark Ross will provide an oral report of the Committee meeting.

BUDGET CONSIDERATION/FINANCIAL IMPACT

- A) Funding for the campaign was included in the Fiscal Year Ending (FYE) 2016 and FYE 2017 budgets. The campaign is funded primarily through the Congestion Mitigation Air Quality program, supplemented by the Transportation Fund for Clean Air
- B) Funding for the outreach program is included in the Fiscal Year End 2017 budget; and
- C) Air District funding for this program is included in the Fiscal Year Ending (FYE) 2017 budget.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Marcy Hiratzka  
Reviewed by: Maricela Martinez

Attachment 12A: 10/20/16 – Public Engagement Committee Meeting Agenda #4  
Attachment 12B: 10/20/16 – Public Engagement Committee Meeting Agenda #5  
Attachment 12C: 10/20/16 – Public Engagement Committee Meeting Agenda #6

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

## Memorandum

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

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 11, 2016

Re: 2016 Spare the Air Campaign

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**RECOMMENDED ACTION**

None; receive and file.

**BACKGROUND**

This year marks the 25<sup>th</sup> anniversary of the Spare the Air campaign. Throughout the years, the Spare the Air campaign has encouraged the public to adopt long-term behaviors to reduce air pollution and protect air quality. Past Spare the Air campaigns have targeted the general population, household decision-makers, young adults and solo drivers.

**DISCUSSION**

The 2016 Spare the Air campaign featured a URL-based advertising campaign that focused on alternatives to driving alone to work. The campaign was refreshed this season and targeted commuters region-wide, including non-English speakers.

The 2016 Spare the Air campaign's commuter focused messaging and advertising complemented outreach efforts for the Commuter Benefits Program, signed into law by Governor Brown last month. Results from the summer campaign will be provided.

**BUDGET CONSIDERATION/FINANCIAL IMPACT**

Funding for the campaign was included in the Fiscal Year Ending (FYE) 2016 and FYE 2017 budgets. The campaign is funded primarily through the Congestion Mitigation Air Quality program, supplemented by the Transportation Fund for Clean Air.

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 Engagement Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 11, 2016

Re: 2016-2017 Winter Spare the Air Campaign

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RECOMMENDED ACTION

None; receive and file.

BACKGROUND

In July 2008, the Board of Directors adopted Regulation 6; Rule 3: Wood Burning Devices. The Board passed amendments to the rule in October 2015. Since the rule and amendments were passed, efforts have focused on both information about rule changes and notification of the new enforcement standards. The upcoming wood smoke regulatory season will run from November 1, 2016 through February 28, 2017.

DISCUSSION

The 2016-2017 Winter Spare the Air campaign features the same strong message from last season and links the serious health impacts from wood smoke to those of cigarette smoke. Advertising that clearly illustrates this link and has resonated so well with the public will be refreshed for the upcoming winter season.

The Winter Spare the Air campaign will highlight changes to the wood burning rule, publicize the benefits of changing out old fireplaces and continue to focus on the localized health impacts from wood smoke. 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 Fiscal Year End 2017 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 Engagement Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 11, 2016

Re: Overview of the 2017 Youth for the Environment and Sustainability (YES)  
Conference

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RECOMMENDED ACTION

None; receive and file.

BACKGROUND

The YES conference is an annual Spare the Air Youth program jointly sponsored by the Metropolitan Transportation Commission and the Air District. The conference provides middle and high school students the opportunity to present on and discuss active transit, clean air and climate change issues with their peers from around the Bay Area. The program includes youth keynote speakers, interactive presentations and various breakout sessions.

DISCUSSION

The 2017 YES Conference will take place on Saturday, February 25, 2017 at the Bay Area Metro Center from 10:00 am - 3:00 pm. Staff from MTC, the Air District and organizations from the Spare the Air Youth Technical Advisory Committee are targeting 500 high school students from throughout the nine counties of the San Francisco Bay Area. As in previous years, to accommodate transit ridership to the conference, the Air District is arranging for shuttles from counties without easy access to BART to the event or a nearby BART station.

Staff is focused on outreach and developing the final program for the event. We sent out a call for proposals, conference information and registration links to a list of 1200 school environmental science teachers, youth-serving groups, Youth Commissions, and past attendees. To incentivize and attract attention to this year's event, we are entering Safe Routes to School Providers that register 25 students by October 30, 2016 into a drawing for a chance to win 50 bike helmets for their program. For middle and high school teachers who register 25 students by October 30, 2016, we are entering their names into a drawing for a \$250 gift card for their classroom STEM activities.

As we did last year, we would like to formally recognize the youth who help plan the conference and those who receive awards for their presentations by inviting them to come to a future Public Engagement Committee meeting in Spring of 2017.

BUDGET CONSIDERATION/FINANCIAL IMPACT

Air District funding for this program is included in the Fiscal Year Ending (FYE) 2017 budget.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Yvonna Cazares

Reviewed by: David Ralston

Attachment A: 2017 Youth for the Environment and Sustainability conference flyer and outreach toolkit.





# YES Conference

2017



Youth for the  
Environment  
and Sustainability

February 25, 2017

375 Beale Street, San Francisco, CA 94105

Join Hundreds of Student Leaders like **YOU!**  
Last year's conference filled up.

**REGISTER NOW!** Go to:  
<http://bit.ly/2cEYWkh>

*Be a Presenter! Win Great Prizes! Enjoy Free Food!*

Open to high-school and middle-school students from the nine Bay Area counties.  
Teachers and parents are welcome.

**BE A PRESENTER!**

Email [ycazares@baaqmd.gov](mailto:ycazares@baaqmd.gov) or text 415-271-8410

Go to: <http://bit.ly/2dhuevv>

Deadline: January 3, 2017



METROPOLITAN  
TRANSPORTATION  
COMMISSION



**Don't miss the premier student-led environmental conference in the SF Bay Area!**

The YES Conference is sponsored by the Bay Area Air Quality Management District (Air District) and the Metropolitan Transportation Commission (MTC). The Spare the Air Youth Program is a joint-initiative of the Air District and MTC.

# 2017 Outreach Toolkit

Note: The electronic version of the toolkit includes fliers, graphics, photos and video and is available at: <http://bit.ly/1RraPnl>

## Sample Tweets (to be used up to January 8, 2017)

Are you passionate about fighting climate change? Have you enacted change in your own community or want to learn how? Register to attend or present at the 2017 YES Conference: <http://bit.ly/1M8Hdae> #YESconf17

Does your school successfully encourage biking/walking/carpooling? Present how at the 2017YESConference: <http://bit.ly/1M8Hdae> #YESconf17

Together, we all must begin to evolve the systems that govern us, discouraging our unsustainable consumption of material goods, industrial agricultural food products, carbon-intensive transportation, and backwards lifestyles. Learn how: register to attend at the 2017 YES Conference: <http://bit.ly/1M8Hdae> #YESconf17

Become a change-maker and learn how others are creating change. Attend or present the Youth for the Environment and Sustainability (YES) Conference: <http://bit.ly/1M8Hdae> #YESconf17

## Sample Tweets (to be used up to January 30, 2017)

The air we breathe, the water we drink, the beauty we see, and the life we live is being threatened by our own human activities. Attend the FREE YES Conference February 25, 2017. Register at <http://bit.ly/1M8Hdae> #YESconf17

Say YES to livable communities and transportation options! Attend the FREE YES Conference Feb 25, 2017. Register at <http://bit.ly/1M8Hdae>. #YESconf17

Tired of feeling like your voice isn't heard by adults? Say YES to youth-led climate solutions! Attend the YES Conference Feb 25, 2017. It's FREE. Register at <http://bit.ly/1M8Hdae>. #YESconf17

## Sample Facebook Posts (to be used up to January 8, 2017)

Are you worried about climate change but witnessed success implementing a policy, club, or program at your school or in your community? Share your idea!! Sign up to present at the next YES Conference on February 25th! Register to lead a panel session, individual presentation or an interactive activity and showcase your AWESOME work to other students from around the SF Bay! #YESconf17

<http://www.sparetheairyouth.org/call-presentationssession-proposals>

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The award-winning Youth for the Environment and Sustainability (YES) Conference brings students together to discuss youth-led solutions to climate change and air pollution. Register to lead a panel session, individual presentation or an interactive activity and showcase your IMPACTFUL work to other students from around the SF Bay! #YESconf17

<http://www.sparetheairyouth.org/call-presentationssession-proposals>

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How can we make walking, biking, and carpooling to school the norm? Have ideas? Share your perspective with students from all over the SF Bay Area. Register to lead a panel session, individual presentation or an interactive activity at the 2017 Youth for the Environment and Sustainability (YES) Conference #YESconf17

<http://www.sparetheairyouth.org/call-presentationssession-proposals>

## Sample Facebook Posts (to be used up to January 30, 2017)

The next YES Conference is scheduled for February 25, 2017 at the Bay Area Metro Center. The conference is FREE and open to students from all over the SF Bay. Get all the info here:

<http://www.sparetheairyouth.org/2017-yes-conference/> #YESConf2017

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Join students from around the San Francisco Bay Area to discuss transportation issues, learn how your decisions can impact climate change and share ways of encouraging others to walk, bike, take transit or carpool to school.

Upload image of flyer or use this link: <http://www.sparetheairyouth.org/2017-yes-conference/>  
#YESconf17

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Attention SF Bay students! Do enjoy being faced with difficult problems? If you want to help solve the largest problem facing human kind, register for the 2017 YES Conference. Join your peers at this award-winning conference:

Upload image of flyer or use this link: <http://www.sparetheairyouth.org/2017-yes-conference/>

---

Join students from around the San Francisco Bay Area to discuss transportation issues, learn how your decisions can impact climate change and share ways of encouraging others to walk, bike, take transit or carpool to school. #YESconf17. Check out a recap of the inaugural conference:

[https://youtu.be/nODEbbmcYNI?list=PLKctWCO0ug4h\\_7-Mum5rdcjR0hnk5w-yP](https://youtu.be/nODEbbmcYNI?list=PLKctWCO0ug4h_7-Mum5rdcjR0hnk5w-yP)

## Newsletter Announcement

**Note about photographs:** If using photographs included in the electronic toolkit, please credit photos to the appropriate author (which is noted in the folder name).

### **2017 YES Conference Date Announced**

On Saturday, February 25, 2017, young climate leaders will have the opportunity to exchange ideas, participate in workshops, and formulate strategies to encourage clean transportation and healthy living in their communities. Students are strongly encouraged to present and showcase their work at the conference by registering to become a presenter.

The 2017 YES Conference will be held at the Bay Area Metro Center in San Francisco. The conference is free and open to students from all nine San Francisco Bay Area counties. Breakfast and lunch will be provided and free shuttles are available from the North and South Bays. For complete conference information and to register, visit <http://www.sparetheyouth.org/2017-yes-conference/>.

### **Students Invited to Attend Award-Winning Sustainability Conference**

Students from throughout the nine Bay Area counties will come together to discuss transportation, clean air, climate change and a healthy San Francisco Bay Area at the second Youth for the Environment and Sustainability (YES) Conference, scheduled for February 25, 2017 at the Bay Area Metro Center in San Francisco. The free day-long regional conference will bring together middle- and high-school students who are passionate about alternative transportation and are spearheading efforts in their communities to reduce pollution and congestion.

Conference organizers are encouraging students to [register for the event](#) as well as to get involved with development of content by signing up to present their own school or community efforts. Students, teen leaders, teachers and youth advisors can [submit proposals](#) to make a presentation, lead or participate in a panel discussion or guide an interactive session.

The 2017 gathering builds on the 2013 and 2015 conferences, which [received the 2014 Breathe California Award](#) in the Public Awareness category.

At the upcoming February 25<sup>th</sup> conference, students will have the opportunity to exchange ideas, participate in workshops, and share stories from their schools and communities about how youth can lead the way in promoting safe and healthy communities. Participants will learn how they can take advantage of alternatives like bicycling, walking, public transit and neighborhood carpooling to promote stronger communities and a cleaner planet.

There is no cost to attend the conference and breakfast and lunch will be provided. Parents and teachers are welcome. Students must have their parents' permission to attend. For complete conference details and to register, visit <http://www.sparetheyouth.org/2017-yes-conference/>. Conference updates and related sustainability opportunities and resources are being posted to the [Youth for the Environment and Sustainability Facebook page](#).

The YES Conference is part of the Spare the Air Youth program and is sponsored by the [Metropolitan Transportation Commission](#) (MTC) and the [Bay Area Air Quality Management District](#) (BAAQMD). MTC is the Bay Area's regional transportation planning, coordinating and financing agency. BAAQMD is the agency responsible for protecting air quality in the nine-county Bay Area.

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### **Youth Conference to Promote Student Leadership in Sustainability**

Our youth's potential is vastly untapped, their voices unheard, and stake ignored. However, on Saturday, February 25, 2017, young leaders will have the opportunity to be heard, demonstrate leadership at the Youth for the Environment and Sustainability Conference. Dubbed the "YES Conference," this day-long program will promote sustainable transportation options, as well as climate change solutions developed by the youth themselves. Middle and high school students from across the nine-county San Francisco Bay Area will join teachers, parents and community leaders to discuss how students can help lead local efforts to reduce pollution, decrease congestion and improve street safety.

Transportation is the culprit of ~39% of the Bay Area's carbon footprint. The Metropolitan Transportation Commission (MTC) and the Bay Area Air Quality Management District (BAAQMD) created the YES Conference as an extension of the Spare the Air Youth Program, recognizing the potential to slash CO<sub>2</sub> by cultivating clean transportation habits among youth – now and into the future. A culture of clean transportation will emerge as more individuals adopt biking, walking, and carpooling.

However, the YES Conference is special – unlike others, it specifically intends to allow students from communities of diverse backgrounds, socioeconomic status, and life experience to collaborate and take the wheel. Through youth engagement and advocacy, youth voices are welcomed into the decisions that society is making, with or without them.

YES Conference participants will discuss the link between transportation and climate change, exchange community engagement and safety strategies, and learn practical skills like bike mechanics. Youth will also get to experience all the elements of a professional conference including poster sessions, keynote speakers, a choice of break-out sessions and complimentary breakfast and lunch with their peers, all at the Bay Area Metro Center.

Students are encouraged to find take transit that minimizes their carbon footprint to the conference. Participants from the North Bay and the South Bay are encouraged to catch a ride on one of the free YES Conference shuttle buses.

Detailed shuttle bus information for the YES Conference is available at:

<http://www.sparetheairyouth.org/2017-yes-conference/>.

Participants under 18 years of age must have parent/guardian permission to attend.



## E-mail Blast Invitation

### **Subject: Students Are Invited to Join Their Peers at Award-Winning Youth Conference**

Do you walk, bike, bus or carpool to school? Are you interested in improving the environment? Do you want to make a difference in your community? If your answer is **YES**, join the 2017 YES Conference! The Bay Area Air Quality Management District and the Metropolitan Transportation Commission invite you to the award-winning:

### **Youth for the Environment and Sustainability Conference, YES!**

Students interested in transportation and climate change issues, clean air and a healthy environment are invited to the 2017 YES Conference. [Click here to register.](#)

**Who?** Students from throughout the nine counties of the San Francisco Bay Area

**What?** Attend the Youth for the Environment and Sustainability Conference, YES!

**When?** Saturday, February 25<sup>th</sup>, 2017

**Where?** Bay Area Metro Center in San Francisco

**Why?** Well, the scary truth is that the planet doesn't need us, the planet will adapt; we may not. Because of this, climate change is also a cataclysmic opportunity to change our world for the better.

On Saturday, February 25th, 2017, middle- and high-school students from around the nine-county Bay Area will gather to exchange ideas, participate in workshops and share stories from their schools and communities about how youth can lead the way in promoting safe and healthy communities.

**Breakfast and lunch will be provided. Free shuttles available from BART, the North Bay and the South Bay. There will be games, raffle prizes, giveaways and fun!**

Learn how you can take advantage of alternatives like bicycling, walking, public transit and neighborhood carpooling to promote stronger communities and a cleaner planet. The YES Conference will educate, inspire and empower students to change transportation habits to reduce driving and promote clean air and physical activity. With a mix of poster sessions, games, workshops and inspiring speakers of all ages, students will have the opportunity to:

- ☑ Hear about innovative school projects other students have worked on;
- ☑ Learn how to make a difference in their local communities; and
- ☑ Have fun!

Parents and teachers are welcome! For more information and to register, visit:

<http://www.sparetheairyouth.org/2017-yes-conference/>. Students must have their parents' permission to attend.

The YES Conference is part of the Spare the Air Youth program and is sponsored by MTC and BAAQMD. MTC is the Bay Area's regional transportation planning, coordinating and financing agency. BAAQMD is the agency responsible for protecting air quality in the nine-county Bay Area.

## Important Links

**Conference Web Page:** <http://www.sparetheairyouth.org/2017-yes-conference/>

**Registration to Attend:** <https://www.eventbrite.com/e/youth-for-the-environment-and-sustainability-yes-conference-tickets-18945957877>

**Registration to Present:** <http://www.sparetheairyouth.org/call-presentationssession-proposals>

**Facebook Page:** <https://www.facebook.com/YouthfortheEnvironmentandSustainability>

**Instagram:** <https://instagram.com/yesconference/> ; @yesconference

**Conference Hashtag:** #YESconf17

**Snapchat:** yes.conference

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Eric Mar and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/APCO

Date: November 2, 2016

Re: Report of the Mobile Source Committee Meeting of October 27, 2016

RECOMMENDED ACTION

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

- A) Projects and Contracts with Proposed Grant Awards over \$100,000
  - 1) Approve Carl Moyer Program (CMP) and Transportation Fund for Clean Air (TFCA) projects with proposed grant awards over \$100,000 as shown in Attachment 1;
  - 2) Authorize the Executive Officer/APCO to enter into agreements with applicants for the recommended CMP and TFCA projects; and
  - 3) Authorize a resolution to accept, obligate, and expend Low Carbon Transportation Greenhouse Gas Emission Reduction Funds awarded by the California Air Resources Board.
- B) Consideration of Fiscal Year Ending (FYE) 2017 Transportation Fund for Clean Air (TFCA) Shuttle and Regional Rideshare Projects
  - 1) Approve the proposed awards for the six projects listed in Attachment A; and
  - 2) Authorize the Executive Officer/APCO to enter into agreements for the recommended TFCA projects in Attachment A.
- C) Transportation Fund for Clean Air (TFCA) County Program Manager (CPM) Fund Policies for Fiscal Year Ending (FYE) 2018, a Modification to FYE 2017 TFCA CPM Fund Policies, and Request for a Waiver from Alameda County Transportation Commission (ACTC)
  - 1) Approve the proposed FYE 2018 TFCA CPM Fund Policies;
  - 2) Approve a proposed change to FYE 2017 TFCA CPM Fund Policy #16 to increase the administrative costs limit to 6.25% to align it with recent amendment to California Health and Safety Code Section 44233; and

- 3) Approve a policy waiver to allow Alameda County Transportation Commission (ACTC) to use FYE 2017 TFCA CPM Funds for a shuttle project.

## BACKGROUND

The Committee met on Thursday, October 27, 2016, and received the following reports and recommendations:

- A) Projects and Contracts with Proposed Grant Awards over \$100,000;
- B) Consideration of Fiscal Year Ending (FYE) 2017 Transportation Fund for Clean Air (TFCA) Shuttle and Regional Rideshare Projects; and
- C) Transportation Fund for Clean Air (TFCA) County Program Manager (CPM) Fund Policies for Fiscal Year Ending (FYE) 2018, a Modification to FYE 2017 TFCA CPM Fund Policies, and Request for a Waiver from Alameda County Transportation Commission (ACTC)

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

## BUDGET CONSIDERATION/FINANCIAL IMPACT

- A) 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 these programs are provided by each funding source
- B) None. The Air District distributes program monies as “pass-through” funds on a reimbursement basis. Administrative costs for project staffing are provided by the Air District’s TFCA; and
- C) None. The recommended policy changes have no impact on the Air District’s budget.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Marcy Hiratzka  
Reviewed by: Maricela Martinez

Attachment 13A: 10/27/16 – Mobile Source Committee Meeting Agenda #4  
Attachment 13B: 10/27/16 – Mobile Source Committee Meeting Agenda #5  
Attachment 13C: 10/27/16 – Mobile Source Committee Meeting Agenda #6

**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 12, 2016

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

RECOMMENDATIONS

Recommend Board of Directors:

1. Approve Carl Moyer Program (CMP) and Transportation Fund for Clean Air (TFCA) projects with proposed grant awards over \$100,000 as shown in Attachment 1;
2. Authorize the Executive Officer/APCO to enter into agreements with applicants for the recommended CMP and TFCA projects; and
3. Authorize a resolution to accept, obligate, and expend Low Carbon Transportation Greenhouse Gas Emission Reduction Funds awarded by the California Air Resources Board.

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, and stationary agricultural pump engines.

**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 under the CMP.

On March 16, 2016, the Board of Directors (Board) authorized Air District participation in Year 18 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.

In 1991, the California State Legislature authorized the 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 within the Air District's jurisdiction. The statutory authority for the Transportation Fund for Clean Air (TFCA) and requirements of the program are set forth in California HSC Sections 44241 and 44242. Sixty percent of TFCA funds are awarded by the Air District to eligible projects and programs implemented directly by the Air District (e.g., Spare the Air, Plug-in Electric Vehicle Program) and to a program referred to as the TFCA Regional Fund. Each year, the Board allocates funding and adopts policies and evaluation criteria that govern the expenditure of TFCA funding.

On May 6, 2015, the Board authorized the allocation of \$13.77 million in new TFCA revenue for Fiscal Year Ending (FYE) 2016 and authorized the Executive Officer/APCO to execute Grant Agreements and amendments for projects funded with TFCA revenues with individual grant award amounts up to \$100,000.

CMP and TFCA projects with grant award amounts over \$100,000 are brought to the Mobile Source 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 Board.

## DISCUSSION

### **Carl Moyer Program:**

The Air District started accepting project applications for the CMP Year 18 funding cycle on July 11, 2016. The Air District had approximately \$11 million available for CMP projects from a combination of MSIF and CMP funds for the Year 18 cycle. Project applications are accepted and evaluated on a first-come, first-served basis.

As of October 7, 2016, the Air District had received 19 project applications for the CMP Year 18 cycle. Of the applications that have been evaluated between August 30, 2016 and October 7, 2016, one eligible project has a proposed individual grant awards over \$100,000. This project will replace two diesel tractors and one diesel loader. This project will reduce over 0.43 tons of NO<sub>x</sub>, ROG and PM per year. Staff recommends the allocation of \$117,165 for this project from a combination of CMP funds and MSIF revenues. Attachment 1, Table 1, provides additional information on this project.

Attachment 2, lists all of the eligible projects that have been received by the Air District as of October 7, 2016, and summarizes the allocation of funding by equipment category, and county. This list also includes the Voucher Incentive Program (VIP) on-road replacement projects awarded since the last Committee update. Approximately 32% 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 VBB funding since 2009 (more than \$125 million awarded to 758 projects).

## **Transportation Fund for Clean Air:**

On May 6, 2015, the Board allocated \$24.47 million in TFCA funding, of which \$13.77 million are new funds for eligible projects in FYE 2016 and authorized cost-effectiveness limits and evaluation criteria for Air District-sponsored FYE 2016 programs. On July 29, 2015, the Board adopted policies and evaluation criteria for the FYE 2016 TFCA Regional Fund program.

As of October 7, 2016, the Air District had received 139 applications for FYE 2016 funding. Of these, staff has evaluated 137 applications, of which 111 projects were approved or recommended for funding; 20 projects were not recommended; and six applications were withdrawn. Of the applications that were evaluated between August 30, 2016 and October 7, 2016, one eligible project has proposed an individual grant award over \$100,000. This project will deploy five zero-emission battery electric 40-foot buses, which will reduce more than 0.18 tons of NO<sub>x</sub>, ROG, and PM per year. Staff recommends the allocation of \$228,170 in TFCA funds to this project. Attachment 1, Table 2, provides additional information on this project.

Attachment 4 lists the 111 eligible FYE 2016 TFCA projects that were evaluated by the Air District as of October 7, 2016. In total, these projects represent approximately \$12.7 million in funding awards, which include TFCA funds, \$450,000 in Reformulated Gasoline (RFG) Settlement funds, and \$239,850 in California Energy Commission (CEC) funds. These projects will reduce approximately 61.4 tons of NO<sub>x</sub>, ROG, and PM, and about 31,370 tons of tailpipe greenhouse gas emissions per year. Approximately 48.7% of the funds awarded have been awarded to projects that reduce emissions in highly impacted Bay Area communities. Attachment 5 summarizes the allocation of funding by project category (Figure 1), and county (Figure 2).

In addition to the FYE 2016 TFCA funding, on March 16, 2015, the Board allocated \$21.7 million in TFCA funding for 2017, of which \$13.65 million are new funds for eligible projects in FYE 2017, and authorized cost-effectiveness limits and evaluation criteria for Air District-sponsored FYE 2017 programs. On July 20, 2016, the Board adopted policies and evaluation criteria for the FYE 2017 TFCA Regional Fund program. To date, the Air District has opened a solicitation for existing shuttle and rideshare projects, which closed on September 1, 2016. In response to that solicitation, seven applications for FYE 2017 funding for shuttle and regional rideshare projects were received by the deadline and the results of the solicitation are discussed in a separate staff report to the Mobile Source Committee. Solicitations for other eligible project categories are scheduled to open beginning in November 2016.

## **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 these programs are provided by each funding source.

Respectfully submitted,

Jack P. Broadbent  
Executive Director/APCO

Prepared by: Anthony Fournier and Chengfeng Wang  
Reviewed by: Karen Schkolnick

- Attachment 1: Projects with grant awards greater than \$100,000 (evaluated 8/30/16 – 10/7/16)
- Attachment 2: Summary of all CMP/ MSIF and VIP approved and eligible projects (evaluated 11/20/15 – 10/7/16)
- Attachment 3: Summary of program distribution by county and equipment category for CMP, MSIF, VBB, and VIP funding since 2009.
- Attachment 4: Summary of all TFCA approved and eligible projects (evaluated 7/1/2015 - 10/7/16)
- Attachment 5: Summary of distribution of TFCA funds by county and project category (evaluated 7/1/15 - 10/7/16)



**AGENDA 4 - ATTACHMENT 1**

**Table 1 - Summary of Carl Moyer Program/ Mobile Source Incentive Fund projects with grant awards greater than \$100k (Evaluated between 8/30/16 and 10/7/16)**

Project #	Applicant name	Equipment category	Project description	Proposed contract award	Total project cost	Emission Reductions (Tons per year)			County
						NOx	ROG	PM	
18MOY10	Pina Vineyard Management, LLC.	Ag/ off-road	Replacement of two diesel tractors and one diesel loader.	\$ 117,165.00	\$ 180,709.44	0.361	0.049	0.021	Napa
<b>1 Projects</b>				<b>\$ 117,165.00</b>		<b>0.361</b>	<b>0.049</b>	<b>0.021</b>	

**Table 2 - Summary of Transportation Fund for Clean Air projects with grant awards greater than \$100k (Evaluated between 8/30/16 and 10/7/16)**

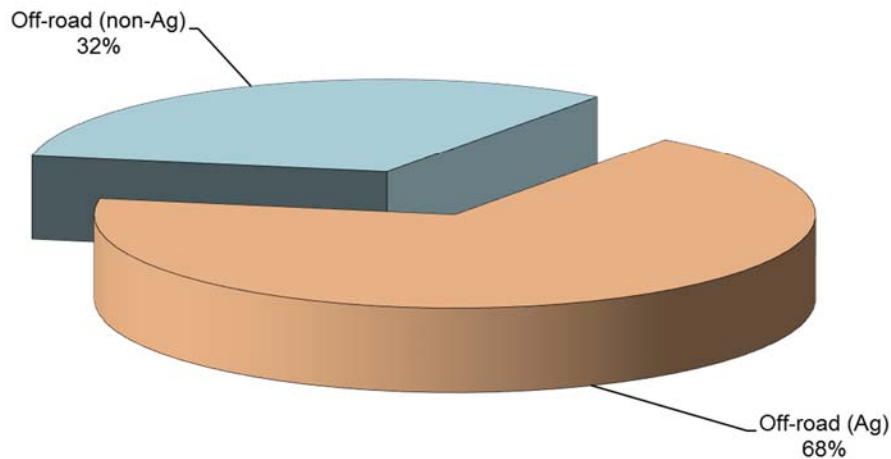
Project #	Project Sponsor	Project Category	Project Description	City	Est. C/E	Proposed Contract Award	Emission Reductions (Tons per year)			County
							NOx	ROG	PM	
16HDZ004	Santa Clara Valley Transportation Authority (VTA)	Zero-Emission Heavy-Duty Trucks & Buses	Purchase 5 40' zero-emission battery electric buses	Regional	\$249,995	\$228,170	0.163	0.009	0.007	Santa Clara
<b>1 Projects</b>						<b>\$228,170</b>	<b>0.163</b>	<b>0.009</b>	<b>0.007</b>	

## AGENDA 4 - ATTACHMENT 2

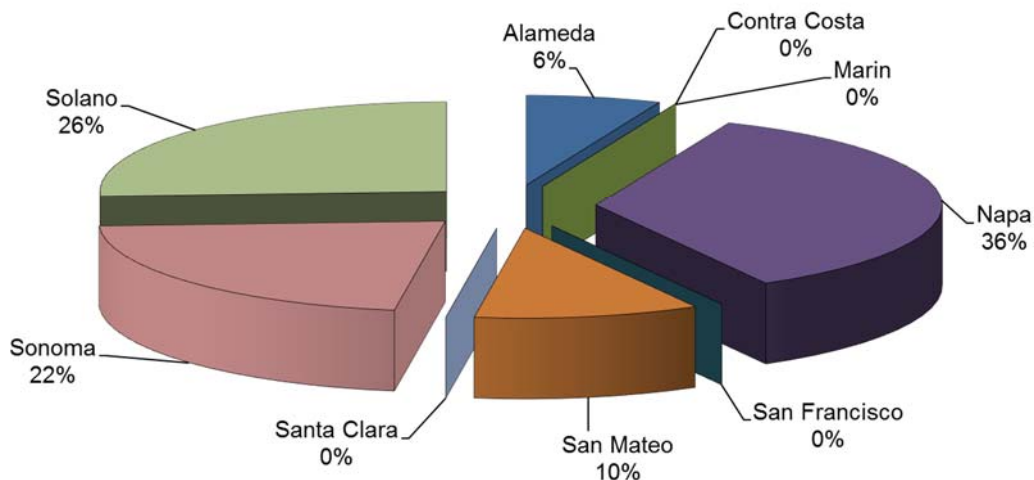
*Summary of all CMP, MSIF and VIP approved/ eligible projects (between 8/30/16 and 10/7/16)*

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
						NOx	ROG	PM		
18MOY10	Ag/ off-road	Equipment replacement	3	\$ 117,165.00	Pina Vineyard Management , LLC.	0.361	0.049	0.021	TBD	Napa
18MOY7	Ag/ off-road	Equipment replacement	1	\$ 71,800.00	Walter Hansel Winery & Vineyards LLC	0.174	0.031	0.015	APCO	Sonoma
18MOY5	Ag/ off-road	Equipment replacement	1	\$ 34,550.00	Corey J Coggins (Farmer)	0.103	0.018	0.004	APCO	San Mateo
18MOY9	Off-road	Equipment replacement	1	\$ 20,700.00	Silicon Roadways, Inc.	0.086	0.016	0.007	APCO	Alameda
18MOY15	Off-road	Equipment replacement	1	\$ 85,200.00	Keith J. Gale General Engineering, Inc.	0.545	0.056	0.020	APCO	Solano
<b>5 Projects</b>			<b>7</b>	<b>\$ 329,415.00</b>		<b>1.268</b>	<b>0.170</b>	<b>0.067</b>		

**Figure 1: CMP/ MSIF Funding Distribution by Equipment Category as of 10/7/16**

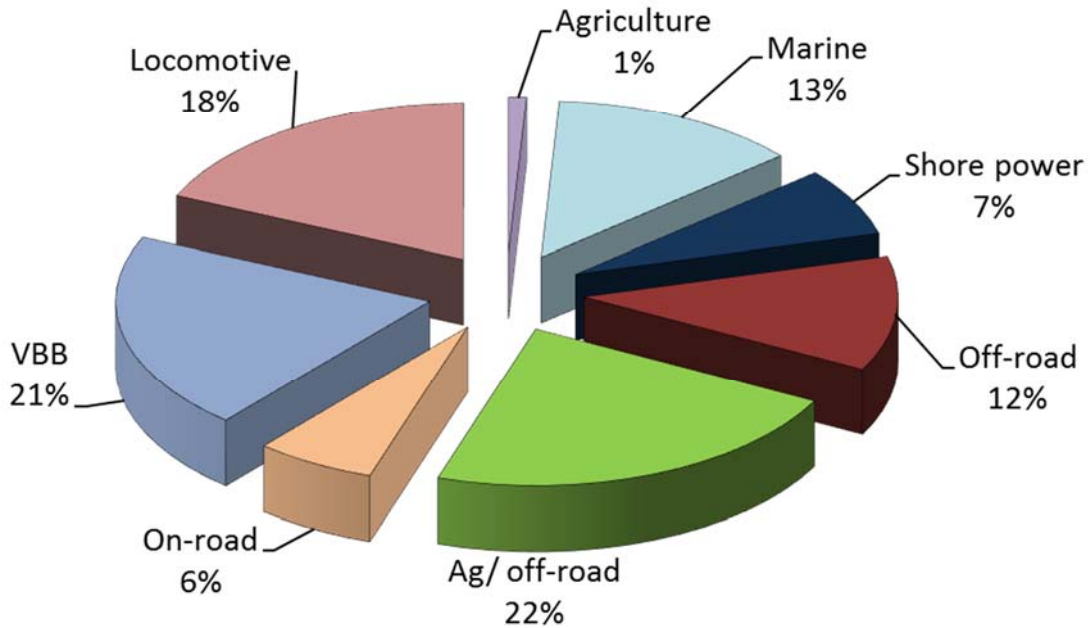


**Figure 2: CMP/ MSIF Funding Distribution by County as of 10/7/16**

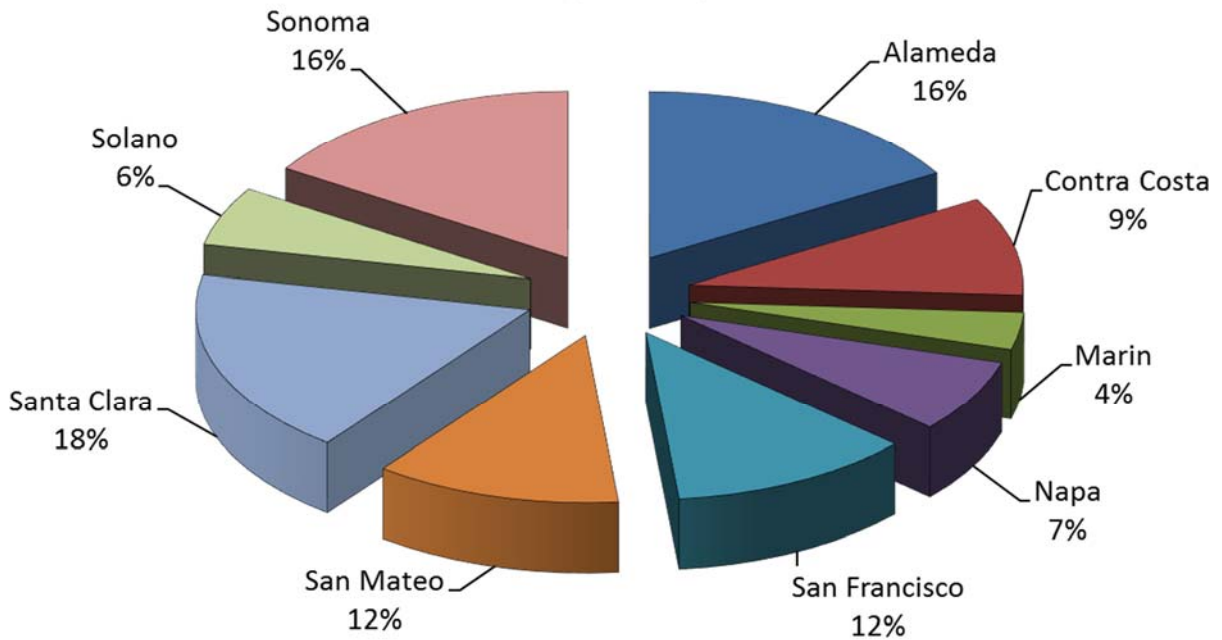


# AGENDA 4 - ATTACHMENT 3

**Figure 3: CMP, MSIF, VBB and VIP funding since 2009 by equipment category**



**Figure 4: CMP, MSIF, VBB and VIP funding since 2009 by county**



## AGENDA 4 - ATTACHMENT 4

*Summary of all TFCAs approved and eligible projects (evaluated between 7/1/2015 and 10/7/2016)*

Project #	Project Category	Project Description	Award Amount	Applicant Name	Emission Reductions (Tons per year)			Board Approval Date	CARE Area	County
					NO <sub>x</sub>	ROG	PM			
16EV001	Plug-in Electric Vehicles (PEV)	Install 10 single-port Level 2 charging stations in San Jose	\$30,000	Car Charging, Inc.	0.008	0.010	0.001	10/5/15	Yes	Santa Clara
16EV003	PEV	Install 39 single-port Level 2 charging stations (with solar) in San Francisco	\$234,000	Powertree Services Inc.	0.030	0.039	0.004	11/18/15	Yes	San Francisco
16EV004	PEV	Install 2 dual-port Level 2 charging stations in Dublin	\$12,000	S & V, LLC	0.003	0.004	0.000	10/5/15	Yes	Alameda
16EV005	PEV	Install 3 single-port DC charging stations (with solar) in Campbell	\$22,500	DTTC Properties, LLC	0.003	0.004	0.000	12/18/15	No	Santa Clara
16EV006	PEV	Install 7 dual-port Level 2 and 2 DC fast EV charging stations (with solar) in Rohnert Park	\$184,000	Sonoma Mountain Village, LLC	0.024	0.031	0.003	2/17/16	No	Sonoma
16EV009	PEV	Install 6 single-port Level 2 charging stations in Petaluma	\$18,000	Clear Blue Commercial	0.005	0.006	0.001	12/22/15	No	Sonoma
16EV010	PEV	Install 24 single-port DC charging stations (with solar) in Palo Alto	\$120,000	Palo Alto Research Center Incorporated	0.016	0.020	0.002	2/17/16	No	Santa Clara
16EV012	PEV	Install 98 dual-port Level 2 charging stations in Santa Clara	\$338,546	Santa Clara Campus Owners' Association	0.088	0.113	0.013	12/16/15	No	Santa Clara
16EV013	PEV	Install 24 single-port DC charging stations (with solar) in Mountain View	\$116,190	Intuit Inc.	0.015	0.019	0.002	2/17/15	No	Santa Clara
16EV015	PEV	Install 8 dual-port Level 2 charging stations in Santa Rosa and Petaluma	\$48,000	Sonoma County Junior College District	0.012	0.016	0.002	2/18/16	No	Sonoma
16EV016	PEV	Install 20 single-port Level 2 charging stations in Vallejo	\$60,000	City of Vallejo	0.016	0.020	0.002	2/18/16	Yes	Solano
16EV017	PEV	Install 2 dual-port and 5 single-port Level 2 charging stations in Martinez	\$21,000	Contra Costa County	0.005	0.007	0.001	7/18/16	No	Contra Costa
16EV018	PEV	Install 3 single-port Level 2 charging stations (with wind) in San Francisco	\$10,925	Oceanview Village HOA	0.002	0.003	0.000	6/14/16	No	San Francisco
16EV019	PEV	Install 2 dual-port Level 2 charging stations in Hayward	\$12,000	California State University, East Bay	0.003	0.004	0.000	12/30/15	No	Alameda
16EV021	PEV	Install 1 DC fast and 8 dual-port Level 2 charging stations in Richmond	\$73,000	Ford Point LLC	0.019	0.024	0.003	12/31/15	Yes	Contra Costa
16EV022	PEV	Install 3 dual-port & 1 single-port Level 2 charging stations (w/solar) in Napa	\$25,500	Napa Creek Village, LLC.	0.003	0.004	0.001	4/19/16	No	Napa
16EV023	PEV	Install 2 dual-port Level 2 charging stations in Livermore	\$12,000	Ferrotec (USA) Corporation	0.003	0.004	0.000	4/26/16	Yes	Alameda
16EV024	PEV	Install 20 dual-port Level 2 charging stations in Palo Alto	\$240,000	City of Palo Alto	0.031	0.040	0.004	5/18/16	No	Santa Clara
16EV025	PEV	Install 12 dual-port Level 2 charging stations in San Mateo	\$72,000	San Mateo County Community College District	0.019	0.024	0.003	2/23/16	No	San Mateo
16EV026	PEV	Install 4 single-port Level 2 charging stations in Petaluma and Marshall	\$11,040	Straus Family Creamery	0.029	0.004	0.000	2/11/16	No	Regional
16EV027	PEV	Install 21 dual-port Level 2 charging stations (with solar) in San Jose	\$223,777	VF/UTC Service, Inc.	0.029	0.037	0.004	3/16/16	Yes	Santa Clara
16EV028	PEV	Install 4 single port Level 2 charging stations (w/ solar) in Palo Alto	\$24,000	Unitarian Universalist Church of Palo Alto	0.003	0.004	0.000	4/28/16	No	Santa Clara
16EV030	PEV	Install 4 single-port Level 2 charging stations (with solar) in Danville	\$24,000	Crow Canyon Medical Center, L.P.	0.003	0.004	0.000	3/11/16	No	Contra Costa
16EV031	PEV	Install 6 single-port DC and 3 dual-port Level 2 charging stations in San Leandro	\$48,000	Infinite Velocity Automotive Inc.	0.013	0.016	0.002	2/18/16	Yes	Alameda
16EV032	PEV	Install 9 dual-port Level 2 charging stations (with solar) in Palo Alto	\$108,000	Komuna Energy, LLC	0.014	0.018	0.002	5/18/16	No	Santa Clara
16EV034	PEV	Install 5 dual-port Level 2 charging stations in San Mateo County	\$15,000	County of San Mateo	0.004	0.050	0.001	4/7/16	No	San Mateo
16EV035	PEV	Install 4 dual-port Level 2 charging stations in Atherton and Menlo Park Schools	\$24,000	Menlo Park City School District	0.006	0.008	0.001	5/2/16	No	San Mateo
16EV036	PEV	Install 6 dual-port Level 2 charging stations in San Jose	\$30,177	Good Samaritan Hospital	0.008	0.010	0.001	4/12/16	No	Santa Clara
16EV037	PEV	Install 2 dual-port Level 2 charging stations in Suisun City	\$12,000	City of Suisun City	0.003	0.004	0.000	6/15/16	No	Solano
16EV038	PEV	Install 2 dual-port Level 2 charging stations in Santa Rosa	\$24,000	Artemedica	0.003	0.004	0.000	2/26/16	No	Sonoma
16EV039	PEV	Install 2 single-port Level 2 and 1 dual-port Level 2 charging stations in Lafayette	\$12,000	City of Lafayette	0.003	0.004	0.000	4/28/16	No	Contra Costa

## AGENDA 4 - ATTACHMENT 4

*Summary of all TFCAs approved and eligible projects (evaluated between 7/1/2015 and 10/7/2016)*

Project #	Project Category	Project Description	Award Amount	Applicant Name	Emission Reductions (Tons per year)			Board Approval Date	CARE Area	County
					NO <sub>x</sub>	ROG	PM			
16EV040	PEV	Install 4 dual-connector Level 2 charging stations in Rohnert Park	\$14,000	Sonoma State University	0.004	0.005	0.001	4/13/16	No	Sonoma
16EV041	PEV	Install 1 dual-connector Level 2 and 2 Low kW DC fast single-port charging stations in Novato	\$13,500	Velocity Prime Automotive Inc.	0.004	0.005	0.001	4/13/16	No	Marin
16EV043	PEV	Install 1 quad-port and 1 dual-port Level 2 charging stations in San Carlos	\$10,364	Peninsula Components Inc.	0.003	0.004	0.000	3/17/16	No	San Mateo
16EV044	PEV	Install 4 single-port Level 2 charging stations in Berkeley	\$10,000	Siemens Molecular Diagnostics	0.003	0.004	0.000	4/13/16	Yes	Alameda
16EV045	PEV	Install 3 single-port Level 2 charging stations (with solar) in Sunnyvale	\$18,000	Executive Inn, Inc.	0.002	0.003	0.000	4/6/16	No	Santa Clara
16EV046	PEV	Install 5 dual-port Level 2 charging stations in San Jose	\$30,000	3901 North First, LLC	0.008	0.010	0.001	4/13/16	No	Santa Clara
16EV048	PEV	Install 4 single-port Level 2 charging stations (with solar) in Palo Alto	\$24,000	Kehilat Etz Chayim	0.003	0.004	0.000	4/13/16	No	Santa Clara
16EV049	PEV	Install 4 single-port Level 2 charging stations in San Francisco	\$10,319	One Hawthorne Owners Association	0.003	0.003	0.000	4/13/16	Yes	San Francisco
16EV051	PEV	Install 4 single-port Level 2 charging stations in San Francisco	\$12,000	8 Octavia Boulevard Owners' Assoc	0.003	0.004	0.000	4/18/16	Yes	San Francisco
16EV052	PEV	Install 4 single-port Level 2 charging stations in Oakland	\$12,000	Belmont-Staten Condo Association	0.003	0.004	0.000	4/19/16	Yes	Alameda
16EV053	PEV	Install 3 single-port and 4 dual-port Level 2 charging stations in Oakland	\$23,000	UCSF Benioff Children's Hospital Oakland	0.006	0.008	0.001	4/18/16	Yes	Alameda
16EV054	PEV	Install 350 EV Level 2 charging stations in Cupertino	\$250,000	Apple Inc.	0.065	0.084	0.009	3/16/16	No	Santa Clara
16EV055	PEV	Purchase & install 5 dual-port Level 2 charging stations (w/Solar) in San Rafael	\$60,000	Marin Clean Energy	0.008	0.010	0.001	6/1/16	Yes	Marin
16EV056	PEV	Install 32 dual-port Level 2 and 5 dual-connector DC charging stations in San Francisco	\$295,182	Bay Area Headquarters Authority	0.076	0.098	0.011	3/16/16	Yes	San Francisco
16EV057	PEV	Install 2 dual-port Level 2 charging stations in Atherton	\$12,000	Town of Atherton	0.003	0.004	0.000	2/11/16	No	San Mateo
16EV058	PEV	Install 4 dual-connector DC fast and 24 dual-port Level 2 charging stations in Oakland	\$244,000	City of Oakland	0.063	0.081	0.009	5/18/16	Yes	Alameda
16EV059	PEV	Install 3 dual-port Level 2 charging stations in San Jose	\$16,583	Sikh Gurdwara - San Jose	0.004	0.006	0.001	4/19/16	Yes	Santa Clara
16EV060	PEV	Install 2 dual-port Level 2 charging stations in Napa	\$12,000	Verasa Napa Condominium Owners Association, Inc.	0.003	0.004	0.000	4/13/16	No	Napa
16EV061	PEV	Install 3 dual connector Level 2 charging stations in Petaluma	\$10,500	Amy's Kitchen	0.003	0.004	0.000	4/20/16	No	Sonoma
16EV062	PEV	Install 5 single-port Level 2 charging stations in San Jose	\$15,000	Carrara at Tuscany Hills Owners' Association	0.004	0.005	0.001	7/26/16	Yes	Santa Clara
16RFG01*	PEV	Install 12 dual-port Level 2 EV charging stations in Livermore and Hayward	\$65,112	Chabot Las Positas Community College District	0.019	0.024	0.003	2/17/16	Yes	Alameda
16RFG02*	PEV	Install 9 dual-port Level 2 EV charging stations in Fremont	\$81,486	City of Fremont	0.014	0.018	0.002	2/17/16	No	Alameda
16RFG08*	PEV	Install 8 dual-port Level 2 EV charging stations in Millbrae	\$78,000	City of Millbrae	0.012	0.016	0.002	2/17/16	No	San Mateo
16RFG09*	PEV	Install 1 DC fast, and 5 dual-port Level 2 EV charging stations in Oakland	\$41,000	City of Oakland	0.007	0.009	0.001	2/17/16	Yes	Alameda
16RFG11*	PEV	Install 8 DC fast EV charging stations in Moffett Field	\$307,569	The NASA Ames Exchange	0.052	0.067	0.007	2/17/16	No	Santa Clara
16RFG15*	PEV	Install 11 dual- and 2 single-port Level 2, and 3 single port Level 1 EV charging stations in Palo Alto	\$121,945	City of Palo Alto	0.020	0.026	0.003	2/17/16	No	Santa Clara
16RFG17*	PEV	Install 1 DC fast and 1 single-port Level 2 EV charging station in Richmond	\$47,511	City of Richmond	0.007	0.009	0.001	2/17/16	Yes	Contra Costa
16RFG18*	PEV	Install 18 dual- and 5 single-port Level 2 EV charging stations in Fremont	\$250,000	San Francisco Bay Area Rapid Transit District (BART)	0.032	0.041	0.005	2/17/16	No	Alameda

## AGENDA 4 - ATTACHMENT 4

*Summary of all TFCAs approved and eligible projects (evaluated between 7/1/2015 and 10/7/2016)*

Project #	Project Category	Project Description	Award Amount	Applicant Name	Emission Reductions (Tons per year)			Board Approval Date	CARE Area	County
					NO <sub>x</sub>	ROG	PM			
16RFG19*	PEV	Install 1 DC fast, and 7 dual-port Level 2 EV charging stations in Oakland and Hayward	\$149,610	County of Alameda	0.017	0.022	0.002	2/17/16	Yes	Alameda
16DCFC01**	PEV	Install 1 DC fast - single unit w/dual connectors charging station in Saratoga	\$35,000	City of Saratoga	0.007	0.008	0.001	5/18/16	No	Santa Clara
16DCFC02**	PEV	Install 1 DC fast - single unit w/dual connectors and 1 Level 2 charging station in Colma	\$43,000	Town of Colma	0.007	0.009	0.001	5/18/16	No	San Mateo
16DCFC03**	PEV	Install 1 dual-connector DC fast - charging station in Brisbane	\$40,000	City of Brisbane	0.007	0.008	0.001	5/18/16	No	San Mateo
16DCFC04**	PEV	Install 8 DC fast - single unit w/ dual connectors and 48 single-port Level 2 charging stations (with solar) in 8 cities in 4 counties	\$699,950	Clean Fuel Connection	0.089	0.115	0.013	5/18/16	Yes	Regional
16DCFC05**	PEV	Install 7 DC fast - single units w/dual connectors and 6 single-port Level 2 charging stations in 7 cities in 5 counties	\$292,900	NRG EV Services	0.050	0.064	0.007	5/18/16	No	Regional
16PEV002	PEV	Purchase one zero emissions motorcycle (ZEM)	\$2,500	Town of Colma Police Department	0.000	0.007	0.000	10/20/15	No	San Mateo
16PEV003	PEV	Purchase one ZEM	\$2,500	Pittsburg Police Department	0.000	0.007	0.000	12/23/15	No	Contra Costa
16PEV004	PEV	Purchase 15 battery electric vehicles (BEV)	\$37,500	County of Alameda	0.006	0.007	0.001	4/19/16	Yes	Alameda
16PEV005	PEV	Purchase 10 BEVs	\$25,000	City of Oakland	0.004	0.005	0.001	6/3/16	Yes	Alameda
16PEV006	PEV	PEV rebate for 7 BEVs	\$17,500	City of San Jose	0.003	0.004	0.000	8/17/16	Yes	Santa Clara
16PEV007	PEV	PEV rebate for 2 ZEMs	\$5,000	City of Berkeley	0.000	0.014	0.000	7/28/16	Yes	Alameda
16PEV008	PEV	PEV rebate for 10 BEVs for City of Oakland	\$25,000	City of Oakland	0.004	0.005	0.001	8/4/16	Yes	Alameda
16HDZ001	Zero-Emission Heavy-Duty Trucks & Buses	Purchase 15 30' zero-emission battery electric buses	\$334,549	UC Regents	0.268	0.033	0.007	7/20/16	Yes	San Francisco
16HDZ002	Zero-Emission Heavy-Duty Trucks & Buses	Purchase 2 40' zero-emission battery electric buses and scrap 1 model year 2001 bus	\$96,190	Solano County Transit	0.409	0.279	0.002	8/10/16	Yes	Solano
16HDZ004	Zero-Emission Heavy-Duty Trucks & Buses	Purchase 5 40' zero-emission battery electric buses	\$228,170	Santa Clara Valley Transportation Authority (VTA)	0.163	0.009	0.007	Pending	Yes	Santa Clara
16HDZ005	Zero-Emission Heavy-Duty Trucks & Buses	Purchase 10 40' zero-emission battery electric buses and scrap 10 model year 2003 buses	\$473,990	San Mateo County Transit District	1.435	0.100	0.005	Pending	No	San Mateo
16HDZ007	Zero-Emission Heavy-Duty Trucks & Buses	Purchase 2 35' zero-emission battery electric buses	\$135,022	Marin County Transit District	0.097	0.005	0.004	Pending	No	Marin
16HDG001	Zero-Emission Heavy-Duty Trucks & Buses	Purchase 11 zero-emission battery-electric trucks and scrap one model year 2004 truck	\$151,430	Goodwill Industries	0.296	0.016	0.003	7/20/16	Yes	San Francisco
16HDG002	Zero-Emission Heavy-Duty Trucks & Buses	Purchase 10 zero-emission, hydrogen fuel-cell transit buses and scrap 10 model year 2002 buses	\$1,000,000	Alameda-Contra Costa Transit District	3.690	1.548	0.007	7/20/16	Yes	Alameda/ Contra Costa
16R11	Shuttle & Rideshare	511 regional carpool program	\$1,000,000	Metropolitan Transportation Commission	7.780	7.290	6.860	11/18/15	Yes	Regional
16R12	Shuttle & Rideshare	SJSU ridesharing & trip reduction	\$140,000	Associated Students, San Jose State University	1.830	1.780	1.580	11/18/15	Yes	Regional
16R15	Shuttle & Rideshare	Ace shuttle 53 & 54	\$80,000	San Joaquin Regional Rail Commission	0.260	0.460	0.450	11/18/15	Yes	Alameda
16R17	Shuttle & Rideshare	PresidioGo shuttle	\$100,000	Presidio Trust	0.380	0.380	0.350	11/18/15	Yes	San Francisco
16R18	Shuttle & Rideshare	Broadway shuttle	\$186,500	City of Oakland	0.230	0.350	0.350	11/18/15	Yes	Alameda
16R19	Shuttle & Rideshare	Caltrain shuttle program	\$767,100	Peninsula Corridor Joint Powers Board	2.380	2.450	2.160	11/18/15	No	San Mateo
16R20	Shuttle & Rideshare	ACE shuttle bus program	\$960,000	Santa Clara Valley Transportation Authority	3.760	3.350	3.430	11/18/15	No	Santa Clara

## AGENDA 4 - ATTACHMENT 4

Summary of all TFCAs approved and eligible projects (evaluated between 7/1/2015 and 10/7/2016)

Project #	Project Category	Project Description	Award Amount	Applicant Name	Emission Reductions (Tons per year)			Board Approval Date	CARE Area	County
					NO <sub>x</sub>	ROG	PM			
16R30	Pilot Trip Reduction	Bishop Ranch Business Park shared autonomous vehicle shuttle pilot	\$1,000,000	Contra Costa Transportation Authority	0.580	0.629	0.295	5/18/16	Yes	Contra Costa
16R22	Bicycle Lockers	Purchase and install 1 eLocker quad and 2 eLocker doubles in Campbell	\$20,000	City of Campbell	0.011	0.012	0.012	3/9/16	Yes	Santa Clara
16R23	Bicycle Lockers	Purchase and install 20 eLocker quads in Berkeley, Dublin/Pleasanton, Millbrae, San Leandro, and Union City	\$200,000	Bay Area Rapid Transit District	0.112	0.115	0.116	7/20/16	Yes	Alameda/ San Mateo
16R24	Bicycle Lockers	Purchase and install 4 eLocker quads in Emeryville and Santa Clara	\$40,000	Capitol Corridor Joint Powers Authority	0.022	0.023	0.023	4/13/16	Yes	Alameda/ Santa Clara
16BR001	Bicycle Racks	Purchase and install 5 bike racks in San Carlos	\$3,000	San Carlos School District	0.006	0.009	0.004	12/21/15	No	San Mateo
16BR003	Bicycle Racks	Purchase and install 8 bike racks in Los Altos	\$3,840	Mountain View Los Altos Union High School District	0.008	0.011	0.005	12/31/15	No	Santa Clara
16BR004	Bicycle Racks	Purchase and install 15 bike racks in Dublin	\$1,800	Dublin Unified School District	0.004	0.005	0.002	1/26/16	Yes	Alameda
16BR005	Bicycle Racks	Purchase and install 72 bike racks in Richmond	\$11,160	City of Richmond	0.024	0.033	0.015	1/21/16	Yes	Contra Costa
16BR007	Bicycle Racks	Purchase and install 6 bike racks for in Livermore	\$2,880	Granada High School	0.006	0.009	0.004	3/23/16	Yes	Alameda
16BR008	Bicycle Racks	Purchase and install 23 bike racks in Los Gatos	\$9,000	Los Gatos Unified School District	0.019	0.027	0.012	3/22/16	No	Santa Clara
16BR009	Bicycle Racks	Purchase and install 9 bicycle racks in Los Gatos	\$4,260	Los Gatos High School	0.009	0.013	0.006	3/23/16	No	Santa Clara
16BR010	Bicycle Racks	Purchase and install 125 bicycle racks in Mountain View	\$15,000	Mountain View Whisman School District	0.032	0.044	0.020	3/15/16	No	Santa Clara
16BR011	Bicycle Racks	Purchase and install 70 bike racks in Palo Alto	\$8,400	Palo Alto Unified School District	0.018	0.025	0.011	3/23/16	No	Santa Clara
16BR012	Bicycle Racks	Purchase and install 11 bike racks in Burlingame	\$3,960	Burlingame School District	0.008	0.012	0.005	3/23/16	No	San Mateo
16BR013	Bicycle Racks	Purchase and install 12 bike racks in Napa	\$1,342	Napa County	0.003	0.004	0.002	4/8/16	No	Napa
16BR014	Bicycle Racks	Purchase and install 4 bicycle racks for San Carlos School District (24 capacity)	\$2,880	San Carlos School District	0.006	0.009	0.004	7/28/16	No	San Mateo
16BR015	Bicycle Racks	Purchase and install 33 bicycle racks for City of Fremont (66 capacity)	\$3,960	City of Fremont	0.008	0.012	0.005	7/19/16	No	Alameda
16BR016	Bicycle Racks	Purchase and install 5 bicycle racks for City of Saint Helena (10 capacity)	\$600	City of Saint Helena	0.001	0.002	0.001	7/19/16	No	Napa
16BR017	Bicycle Racks	Purchase and install 4 bike racks for Napa County Office of Education (8 capacity)	\$480	Napa County Office of Education	0.001	0.001	0.001	7/28/16	No	Napa
16BR018	Bicycle Racks	Purchase and install 30 bike racks for City of Menlo Park (60 capacity)	\$3,600	City of Menlo Park	0.008	0.011	0.005	8/8/16	No	San Mateo
16BR019	Bicycle Racks	Purchase and install 25 bike racks for City of Morgan Hill (50 capacity)	\$3,000	City of Morgan Hill	0.006	0.009	0.004	8/4/16	No	Santa Clara
16BR020	Bicycle Racks	Purchase and install 10 bike racks for City of Napa (200 capacity)	\$1,200	Napa Valley Transportation Authority	0.003	0.004	0.002	8/8/16	No	Napa
16BR021	Bicycle Racks	Purchase and install 28 bike racks for City of Richmond (60 capacity)	\$3,600	City of Richmond	0.008	0.011	0.005	8/4/16	Yes	Contra Costa
16BR022	Bicycle Racks	Purchase and install 100 bike racks for Gunn High School (200 capacity)	\$10,548	Gunn High School	0.025	0.035	0.016	8/8/16	No	Santa Clara
16BR023	Bicycle Racks	Purchase and install 3 bike racks for City of Cupertino (36 capacity)	\$2,160	City of Cupertino	0.005	0.006	0.003	8/22/16	No	Santa Clara
<b>111 Projects</b>			<b>\$12,675,806</b>		<b>24.96</b>	<b>20.51</b>	<b>15.93</b>			

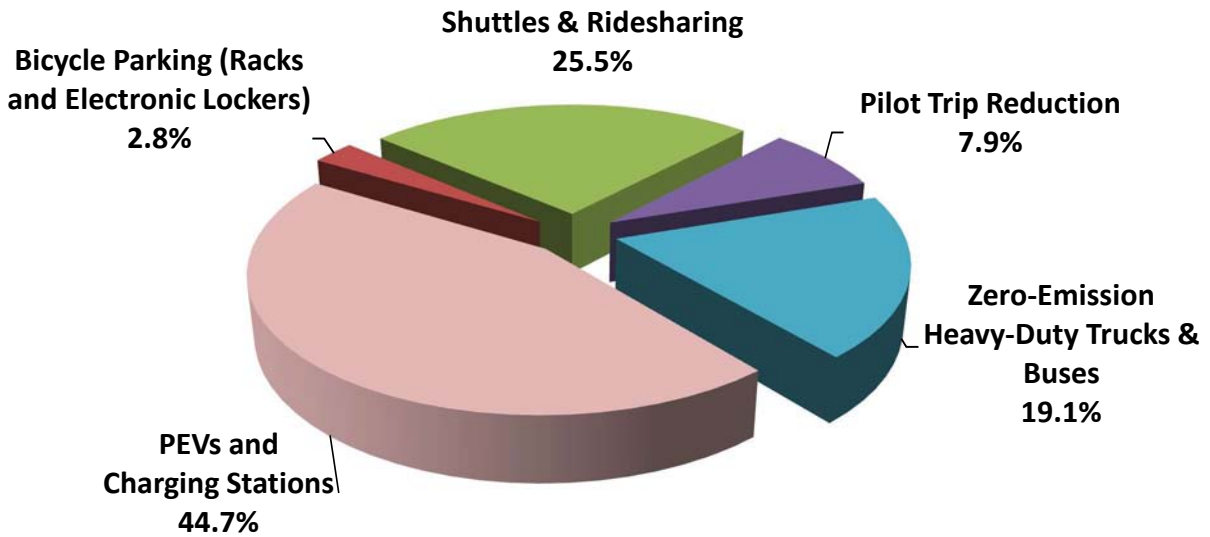
\* Award amount for these nine projects includes a total of \$450,000 in Reformulated Gas (RFG) Settlement funds.

\*\* Award amount for these projects include \$239,850 in California Energy Commission (CEC) funds, pending CEC approval.

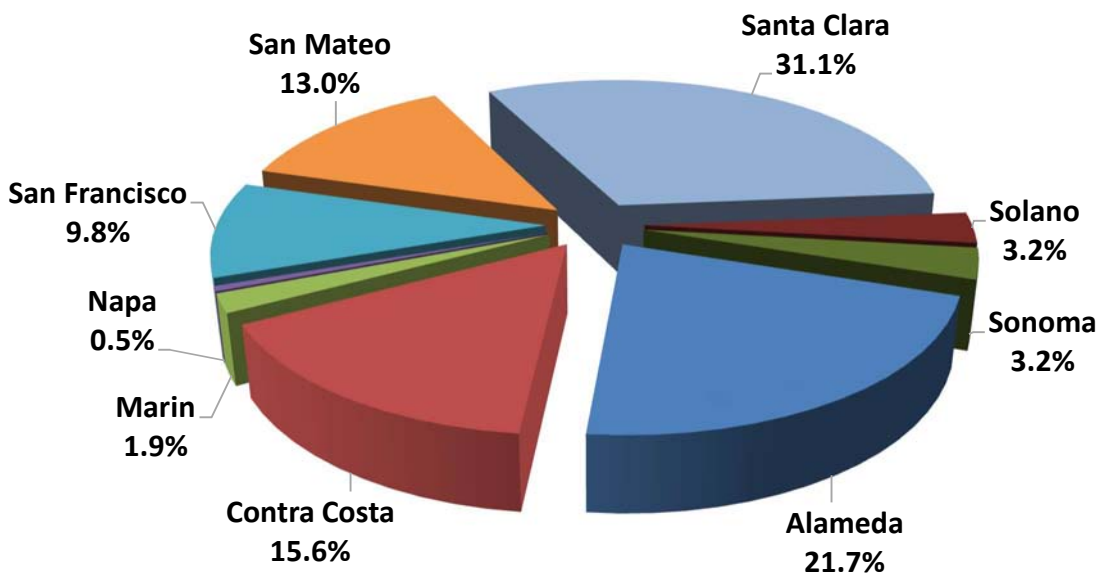
## AGENDA 4 - ATTACHMENT 5

Summary of FYE 2016 TFCA funds distributed by county and project category, as of 10/7/16

**Figure 1: TFCA Projects Awarded in FYE2016**  
Distributed by Project Category



**Figure 2: TFCA Projects Awarded in FYE2016**  
Distributed by County





**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 12, 2016

Re: Consideration of Fiscal Year Ending (FYE) 2017 Transportation Fund for Clean Air  
(TFCA) Shuttle and Regional Rideshare Projects

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RECOMMENDATIONS

Recommend Board of Directors:

1. Approve the proposed awards for the six projects listed in Attachment A; and
2. Authorize the Executive Officer/APCO to enter into agreements for the recommended TFCA projects 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. Since 1992, the Air District has allocated these funds to its 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 (HSC) Sections 44241 and 44242.

Sixty percent of TFCA funds are awarded by the Air District to eligible programs and projects implemented directly by the Air District (e.g., the Smoking Vehicle, Enhanced Mobile Source Enforcement, Spare the Air, and Bicycle Facility Programs) and through a grant program known as the Regional Fund. On March 16, 2016, the Air District's Board of Directors (Board) allocated up to \$4.05 million for the TFCA FYE 2017 Trip Reduction Program, which included funding for shuttle, regional rideshare, and pilot trip reduction projects. Later, on July 20, 2016, the Board approved the Regional Fund Policies and Evaluation Criteria for the FYE 2017 cycle.

Staff will present an overview of the FYE 2017 TFCA Regional Fund Shuttle/Feeder Bus Service, and Regional Rideshare Projects policies and evaluation criteria, project evaluation results, and recommendations for grant awards for eligible FYE 2017 shuttle and rideshare projects.

## DISCUSSION

Staff opened a call for the Shuttle and Regional Rideshare Programs on July 22, 2016, and held grant application workshops via webinar on July 28, August 8, and August 25, 2016. Six applications for FYE 2017 funding were received by the September 1, 2016 deadline, and one application was received after the deadline, on September 7, 2016. Of the seven applications received, five applications were for shuttle projects (totaling 33 routes) and two were for regional ridesharing projects. All projects were evaluated for conformance with Board-approved Policies and Evaluation Criteria and staff worked with all applicants over the review phase to ensure that all information received was accurate and complete.

Based on a cost-effectiveness threshold of \$150,000/ton of emissions reduced for ridesharing projects, \$250,000/ton of emissions reduced for shuttle projects in highly impacted communities, and \$200,000/ton of emissions reduced for all other shuttle projects, four projects are recommended for award at the full requested amount. Two other projects, the Associated Students, San Jose State University's Ridesharing and Trip Reduction project and portions of the Peninsula Corridor Joint Powers Board's (PC-JPB) Caltrain Shuttle Program, are recommended at a reduced award amount in order to meet the Board-approved cost-effectiveness criteria. Staff recommends awarding \$2,809,400 in FYE 2017 TFCA Regional Funds to these six projects, leaving a balance of approximately \$1.24 million available for the Pilot Trip Reduction Program. In total, the recommended projects will result in the combined reduction of approximately 30 tons of criteria pollutants (ROG, NOx, and PM), and 13,400 tons of greenhouse gases.

The Board-approved Policies also require that 60% of funding be reserved for projects that are located in Highly Impacted Communities (HIC), as defined by the Air District's Community Air Risk Evaluation (CARE) program and in Priority Development Areas (PDA). Over 69% (\$1,951,210) of the funds being recommended for award are for projects that reduce emissions in these highly impacted Bay Area communities.

One project and portions of the PC-JPB's Caltrain Shuttle Program are not recommended for award because they are not cost-effective at any funding amount based on their low ridership numbers. These project sponsors were notified by the Air District of this determination. A listing of the projects that are not recommended for funding is included in Attachment B.

## BUDGET CONSIDERATION / FINANCIAL IMPACT

None. The Air District distributes program monies as "pass-through" funds on a reimbursement basis. Administrative costs for project staffing are provided by the Air District's TFCA.

Respectfully submitted,

Jack P. Broadbent  
Executive Director/APCO

Prepared by: Linda Hui and Ken Mak  
Reviewed by: Chengfeng Wang and Karen Schkolnick

Attachment A: Projects Recommended for Award – FYE 2017 Regional Fund TFCA Shuttle and Ridesharing

Attachment B: Projects Not Recommended for Award – FYE 2017 Regional Fund TFCA Shuttle and Ridesharing

**ATTACHMENT A: Projects Recommended for Award - FYE 2017 Regional Fund TFCA Shuttle and Ridesharing**

FYE 2017 Shuttle and Ridesharing Applications, Projects Recommended for Funding											
Project #	Project Sponsor	Project Title	Recommended Award (total project)	Est C-E (total project)	Total Project Cost	Route	Recommended Award (route)	Est C-E (route)	Criteria Pollutants (tons)	CO2 (tons)	CARE Area or PDA
<b>Regional Ridesharing Applications</b>											
17R11	Metropolitan Transportation Commission	511 Regional Carpool Program	\$870,000	\$133,349	\$1,200,000	-	-	-	8.08	703.20	
17R12	Associated Students, San Jose State University	SJSU Ridesharing and Trip Reduction	\$139,500	\$149,893	\$164,706	-	-	-	0.86	505.69	YES
<b>Shuttle / Feeder Bus Applications</b>											
17R14	Peninsula Corridor Joint Powers Board	Caltrain Shuttle Program	\$639,900	See Individual Routes	\$1,965,000	Bayshore West - Mtn View	\$14,700	\$249,560	0.08	24.45	YES
						Bayside – Burlingame	\$46,500	\$199,936	0.24	86.75	
						Bowers / Walsh - Sunnyvale	\$24,100	\$249,657	0.10	40.80	YES
						Duane Avenue - Mtn View	\$41,900	\$249,607	0.16	93.38	YES
						Lincoln Centre - Foster City	\$65,000	\$198,010	0.31	167.10	
						Marguerite – Stanford Combined	\$195,000	\$28,765	6.31	3,616.78	
						Marsh Road - Menlo Park	\$39,000	\$195,354	0.19	109.61	
						Mission College – Sunnyvale	\$86,100	\$249,914	0.33	175.81	YES
						Pacific Shores - Redwood City	\$74,100	\$199,868	0.35	183.31	
						Sierra Point (Millbrae) – Brisbane	\$36,600	\$199,931	0.18	82.73	
17R15	San Joaquin Regional Rail Commission	ACE Shuttle 53 and 54	\$100,000	See Individual Routes	\$320,988	53	\$50,000	\$47,498	0.99	657.87	YES
						54	\$50,000	\$151,181	0.31	276.43	YES
17R16	Santa Clara Valley Transportation Authority	ACE Shuttle Bus Program	\$960,000	See Individual Routes	\$1,381,411	Brown	\$95,274	\$71,914	1.24	754.87	YES
						Gray	\$160,507	\$77,161	1.94	1,181.04	YES
						Green	\$93,042	\$141,324	0.62	374.08	
						Orange	\$88,790	\$125,808	0.66	397.98	YES
						Purple	\$96,991	\$76,791	1.18	719.16	YES
						Red	\$162,406	\$92,741	1.64	989.94	
						Violet	\$101,797	\$98,079	0.97	586.23	YES
Yellow	\$161,193	\$93,295	1.61	980.21	YES						
17R17	Presidio Trust	PresidiGo Shuttle	\$100,000	\$71,244	\$492,028	PresidiGo	\$100,000	\$71,244	1.33	664.70	YES
<b>TOTALS:</b>			<b>\$2,809,400</b>		<b>\$5,524,133</b>	<b>22 Shuttle Routes; 2 Ridesharing</b>			<b>29.77</b>	<b>13,419</b>	<b>69%</b>

**ATTACHMENT B: Projects Not Recommended for Award - FYE 2017 Regional Fund TFCA Shuttle and Ridesharing**

FYE 2017 Shuttle and Ridesharing Applications, Projects Not Recommended for Funding								
Project #	Project Sponsor	Project Title	Total Project Cost	Route	Requested Amount	Criteria Pollutants (tons)	CO2 (tons)	Reason for Rejection
17R13	Golden Gate Bridge, Highway & Transportation District	"The Wave"	\$930,000	"The Wave"	\$760,000	-1.74	-5104.27	Not Cost-effective at any dollar amount
17R14	Peninsula Corridor Joint Powers Board	Caltrain Shuttle Program	\$1,525,000	Bayshore/Brisbane-Commute	\$25,000	0.03	10.53	
				Bayshore East - Mtn View	\$90,000	0.03	-46.40	
				Campus Drive - San Mateo (Hillsdale)	\$50,000	0.10	55.03	
				Clipper - RW Shores	\$50,000	0.08	41.21	
				Electronic Arts - Redwood Shores	\$75,000	0.03	9.38	
				Embarcadero - Palo Alto	\$100,000	0.00	-33.20	
				Mariners Island - San Mateo	\$50,000	0.05	6.23	
				Norfolk (Hillsdale) - San Mateo	\$20,000	0.05	26.58	
				Oracle - Redwood Shores	\$50,000	-0.02	-32.03	
		Twin Dolphin - RW Shores	\$25,000	0.04	16.73			
<b>TOTALS:</b>			<b>\$2,455,000</b>	<b>11 Shuttle Routes</b>	<b>\$1,295,000</b>	<b>-1.37</b>	<b>-5050.20</b>	

**Note: negative emissions indicates that emissions increased due to the implementations of the project**

**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 12, 2016

Re: Transportation Fund for Clean Air (TFCA) County Program Manager (CPM) Fund  
Policies for Fiscal Year Ending (FYE) 2018, a Modification to FYE 2017 TFCA CPM  
Fund Policies, and Request for a Waiver from Alameda County Transportation  
Commission (ACTC)

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RECOMMENDATIONS

Recommend the Board of Directors:

1. Approve the proposed FYE 2018 TFCA CPM Fund Policies;
2. Approve a proposed change to FYE 2017 TFCA CPM Fund Policy #16 to increase the administrative costs limit to 6.25% to align it with recent amendment to California Health and Safety Code Section 44233; and
3. Approve a policy waiver to allow Alameda County Transportation Commission (ACTC) to use FYE 2017 TFCA CPM Funds for a shuttle project.

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 San Francisco Bay Area to fund projects that reduce on-road motor vehicle emissions. The Air District has allocated these funds through its 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 (HSC) Sections 44241 and 44242.

By law, forty percent of these revenues are distributed to designated CPMs in each of the nine counties within the Air District's jurisdiction. Each year the Air District Board of Directors (Board) is required to adopt policies to allocate these funds to maximize emissions reductions and public health benefits. During the Committee meeting, staff will present an overview of the proposed changes to the TFCA CPM Fund Policies for FYE 2018 and the public input process.

## DISCUSSION

The proposed FYE 2018 TFCA CPM Fund Policies are based on revisions to the prior year's Policies to ensure consistency with California Health and Safety Code requirements and to reflect input received over the last year from the Board, CPM representatives, and members of the public.

On August 12, 2016, staff issued a request for comments on the draft proposed FYE 2018 Policies to the nine Bay Area CPMs. Four workgroup meetings were held with CPM representatives to discuss the proposed policy updates (on May 18th, June 29th, July 27th, and August 1st of 2016). By the September 14, 2016 deadline, comments were received from three of the nine CPMs. Based on the feedback and comments received during the past year and during the public comment period, staff updated the Policies to include the following changes:

- Streamlined and improved wording to clarify and to ensure adherence to state statute;
- Increased the cost-effectiveness limit for shuttle projects to align it with the Board-adopted FYE 2017 TFCA Regional Fund Policies;
- Revised policy language for Alternative Fuel Light-Duty Vehicles and Alternative Fuel Heavy-Duty Vehicles and Buses to align with the Board-adopted FYE 2017 TFCA Regional Fund Policies;
- Added On-Road Goods Movement Truck Replacements as an eligible category for the replacements of diesel-power trucks that are used for goods movement;
- Allowed upgrades to an existing bicycle facility when converting from a Class-2 or Class-3 to a Class-1 or Class-4 bike facility; and
- Clarified requirements for bike share projects.

Attachment A contains the proposed FYE 2018 Policies, Attachment B shows the changes between the proposed Policies and the previous year's Policies, and Attachment C contains a listing of the comments received and the responses from staff.

Staff is also recommending a change to FYE 2017 TFCA CPM Fund Policy #16 to retroactively increase the administrative costs limit from 5% to 6.25% to align it with recent amendment to HSC Section 44233. The FYE 2017 policies were adopted in 2015, well before this change to the legislation.

### ***Request for Policy Waiver***

TFCA CPM Fund Policy #3 allows CPMs to seek Air District Board of Directors' approval on a case-by-case basis for projects that are authorized by the HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness but do not meet all of the Board-adopted policies. Table 1 lists a project that requires Board approval because it does not conform to the FYE 2017 TFCA CPM Fund Policies.

Alameda CTC submitted a request to the Air District by the August 18, 2016 deadline, seeking a policy waiver for the Oakland Broadway B Shuttle. Air District staff has reviewed the request and

determined that this project does not meet Board-adopted Policy #28D, which requires funds be used for only shuttle services to locations that are under-served, and Policy #28E, which prevents funding beyond January 1, 2017 for services that do not meet Policy #28D. Staff determined that this project does conform to the provisions of HSC section 44241 and Board-adopted TFCA cost-effectiveness. The waiver that is being requested would allow the Alameda CTC to continue to support non-peak hour service, which is not funded by either the Air District’s Regional Fund or Spare the Air Program. Therefore, staff is requesting that the Board consider Alameda CTC’s request, as allowed by Policy #3.

**Table 1: FYE 2017 Project Requiring Case-by-Case Approval**

Project Name	Description	TFCA Funds	CPM	Est. Total Project Cost
Alameda CTC-Oakland Broadway B Shuttle	Operate free shuttle from BART, San Francisco Bay Ferry, Amtrak and Capitol Corridor to downtown Oakland during off-peak hours in FYE 2017 - 2018.	\$367,000		\$1,144,265

BUDGET CONSIDERATION / FINANCIAL IMPACT

None. The recommended policy changes have no impact on the Air District’s budget.

Respectfully submitted,

Jack P. Broadbent  
Executive Director/APCO

Prepared by: Linda Hui  
Reviewed by: Chengfeng Wang and Karen Schkolnick

- Attachment A: Proposed TFCA County Program Manager Fund Policies for FYE 2018
- Attachment B: Proposed TFCA County Program Manager Fund Policies for FYE 2018 Policies as a redlined version of Board-approved TFCA County Program Manager Fund Policies for FYE 2017 Policies
- Attachment C: Comments Received from County Program Managers on Proposed Policies and Air District Staff Responses.



The following Policies apply to the Bay Area Air Quality Management District’s (Air District) Transportation Fund for Clean Air (TFCA) County Program Manager Fund for fiscal year ending (FYE) 2018.

**BASIC ELIGIBILITY**

1. **Reduction of Emissions:** 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 these Air District Board of Directors adopted TFCA County Program Manager Fund Policies for FYE 2018.

Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, ordinances, contracts, and other legally binding obligations at the time of the execution of a grant agreement between the County Program Manager and the grantee. Projects must also achieve surplus emission reductions at the time of an amendment to a grant agreement if the amendment modifies the project scope or extends the project completion deadline.

2. **TFCA Cost-Effectiveness:** Projects must not exceed the maximum cost-effectiveness (C-E) limit noted in Table 1. Cost-effectiveness (\$/weighted ton) is based on the ratio of TFCA funds awarded divided by the sum of surplus emissions reduced of reactive organic gases (ROG), nitrogen oxides (NOx), and weighted PM10 (particulate matter 10 microns in diameter and smaller) over a project’s useful life. All TFCA-generated funds (e.g., reprogrammed TFCA funds) that are awarded or applied to a project must be included in the evaluation. For projects that involve more than one independent component (e.g., more than one vehicle purchased, more than one shuttle route), each component must achieve this cost-effectiveness requirement.

County Program Manager administrative costs are excluded from the calculation of a project’s TFCA cost-effectiveness.

**Table 1: Maximum Cost-Effectiveness for FYE 2018 County Program Manager Fund Projects**

Policy No.	Project Category	Maximum C-E (\$/weighted ton)
22	Alternative Fuel Light-Duty Vehicles	250,000
23	Reserved	Reserved
24	Alternative Fuel Heavy-Duty Vehicles and Buses	250,000
25	On-Road Goods Movement Truck Replacements	90,000
26	Alternative Fuel Infrastructure	250,000
27	Ridesharing Projects	150,000

28.a.-h.	Shuttle/Feeder Bus Service – Existing	200,000; 250,000 for services in CARE Areas or PDAs
28.i.	Shuttle/Feeder Bus Service - Pilot	Year 1 - 250,000 Year 2 - see Policy #28.a.-h.
28.i	Shuttle/Feeder Bus Service – Pilot in CARE Areas or PDAs	Years 1 & 2 - 500,000 Year 3 - see Policy #28.a.-h.
29	Bicycle Projects	250,000
30	Bike Share	500,000
31	Arterial Management	175,000
32	Smart Growth/Traffic Calming	175,000

3. **Eligible Projects and Case-by-Case Approval:** Eligible projects are those that conform to the provisions of the HSC section 44241, Air District Board-adopted policies, and Air District guidance. On a case-by-case basis, County Program Managers must receive approval by the Air District for projects that are authorized by the HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness but do not fully meet other Board-adopted Policies.
4. **Consistent with Existing Plans and Programs:** All projects must comply with the Transportation Control and Mobile Source Control measures included in the Air District's most recently approved strategies for achieving and maintaining State and national ozone standards, those plans and programs established pursuant to HSC sections 40233, 40717, and 40919; and, when specified, other adopted federal, State, regional, and local plans and programs.
5. **Eligible Recipients:** 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 #8-10).
  - a. **Public agencies** are eligible to apply for all project categories.
  - b. **Non-public entities** are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle and infrastructure projects, and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7).
6. **Readiness:** Projects must commence by the end of calendar year 2018. For purposes of this policy, “commence” means a tangible action taken in connection with the project’s operation or implementation, for which the grantee can provide documentation of the commencement date and action performed. “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.
7. **Maximum Two Years Operating Costs:** Unless otherwise specified in policies #22 through #32, TFCA County Program Manager Funds may be used to support up to two years of operating costs for service-based projects (e.g., ridesharing, shuttle and feeder bus service).

Grant applicants that seek TFCA funds for additional years must reapply for funding in the subsequent funding cycles.

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

8. **Independent Air District Audit Findings and Determinations:** Grantees who have failed either the fiscal audit or the performance audit for a prior TFCA-funded project awarded by either County Program Managers or the Air District are excluded from receiving an award of any TFCA funds for three (3) years from the date of the Air District's final audit determination in accordance with HSC section 44242 or for a duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed fiscal audit means a final audit report that includes an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance audit means that the program or project was not implemented in accordance with the applicable Funding Agreement or grant agreement.

A failed fiscal or performance audit of the County Program Manager or its grantee may subject the County Program Manager to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC section 44242(c)(3).

9. **Authorization for County Program Manager to Proceed:** Only a fully executed Funding Agreement (i.e., signed by both the Air District and the County Program Manager) constitutes the Air District's award of County Program Manager Funds. County Program Managers may incur costs (i.e., contractually obligate itself to allocate County Program Manager Funds) only after the Funding Agreement with the Air District has been executed.
10. **Maintain Appropriate Insurance:** Both the County Program Manager and each grantee must obtain and maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with required coverage amounts provided in Air District guidance and final amounts specified in the respective grant agreements.

#### **INELIGIBLE PROJECTS**

11. **Duplication:** Duplicative projects are not eligible. Projects that propose to expand and achieve additional emission reductions of existing projects are eligible (e.g., shuttle service or route expansion, previously-funded project that has completed its Project Useful Life).
12. **Planning Activities:** A grantee may not use any TFCA funds for planning related activities unless they are directly related to the implementation of a project or program that result in emission reductions.
13. **Employee Subsidies:** Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively to the grantee's employees are not eligible.
14. **Cost of Developing Proposals:** Grantees may not use any TFCA funds to cover the costs of developing grant applications.

#### **USE OF TFCA FUNDS**

15. **Combined Funds:** Unless otherwise specified in policies #22 through #32, TFCA County Program Manager Funds may not be combined with TFCA Regional Funds to fund a County Program Manager Fund project. Projects that are funded by the TFCA County Program

Manager Fund are not eligible for additional funding from other funding sources that claim emissions credits. For example, County Program Manager-funded projects may be combined with Congestion Mitigation and Air Quality (CMAQ) funds because CMAQ does not require emissions reductions for funding eligibility.

16. **Administrative Costs:** The County Program Manager may not expend more than 6.25 percent of its County Program Manager Funds for its administrative costs. The County Program Manager's costs to prepare and execute its Funding Agreement with the Air District are eligible administrative costs. Interest earned on County Program Manager Funds shall not be included in the calculation of the administrative costs. To be eligible for reimbursement, administrative costs must be clearly identified in the expenditure plan application and in the Funding Agreement, and must be reported to the Air District.
17. **Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year, unless a County Program Manager has made the determination based on an application for funding that the eligible project will take longer than two years to implement. Additionally, a County Program Manager may, if it finds that significant progress has been made on a project, approve no more than two one-year schedule extensions for a project. Any subsequent schedule extensions for projects can only be given on a case-by-case basis, if the Air District finds that significant progress has been made on a project, and the Funding Agreement is amended to reflect the revised schedule.
18. **Unallocated Funds:** Pursuant to HSC 44241(f), any County Program Manager Funds that are not allocated to a project within six months of the Air District Board of Directors approval of the County Program Manager's Expenditure Plan may be allocated to eligible projects by the Air District. The Air District shall make reasonable effort to award these funds to eligible projects in the Air District within the same county from which the funds originated.
19. **Reserved.**
20. **Reserved.**
21. **Reserved.**

#### **ELIGIBLE PROJECT CATEGORIES**

##### **22. Alternative Fuel Light-Duty Vehicles:**

These projects are intended to accelerate the deployment of qualifying alternative fuel vehicles that operate within the Air District's jurisdiction. All of the following conditions must be met for a project to be eligible for TFCA funds:

- a. Vehicles purchased and/or leased have a gross vehicle weight rating (GVWR) of 14,000 lbs. or lighter.
- b. Vehicles are 2017 model year or newer
  - i) hybrid-electric, electric, fuel cell, and CNG/LNG vehicles that are certified by the California Air Resources Board (CARB) as meeting established super ultra-low emission vehicle (SULEV), partial zero emission vehicle (PZEV), advanced technology-partial zero emission vehicle (AT-PZEV), or zero emission vehicle (ZEV) standards; or

- ii) electric neighborhood vehicles (NEV) as defined in the California Vehicle Code.
- c. Vehicles must be maintained and operated within the Air District's jurisdiction.
- d. The amount of TFCA funds awarded may not exceed 90% of the vehicle's cost after all other grants and applicable manufacturer and local/state/federal rebates and discounts are applied.

Gasoline and diesel (non-hybrid) vehicles are not eligible for TFCA funds. Funds are not available for non-fuel system upgrades, such as transmission and exhaust systems, and should not be included in the cost of the project.

Grantees may request authorization of up to 50% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle.

**23. Reserved.**

**24. Alternative Fuel Heavy-Duty Vehicles and Buses:**

These projects are intended to accelerate the deployment of qualifying alternative fuel vehicles that operate within the Air District's jurisdiction. All of the following conditions must be met for a project to be eligible for TFCA Funds:

- a. Vehicles purchased and/or leased either have a GVWR greater than 14,000 lbs or are classified as urban buses.
- b. Vehicles are 2017 model year or newer hybrid-electric, electric, CNG/LNG, and hydrogen fuel cell vehicles approved by the CARB.
- c. Vehicles must be maintained and operated within the Air District's jurisdiction.
- d. The amount of TFCA funds awarded may not exceed 90% of the vehicle's cost after all other grants and applicable manufacturer and local/state/federal rebates and discounts are applied.
- e. **Scrapping Requirements:** Grantees with a fleet that includes model year 1998 or older heavy-duty diesel vehicles must scrap one model year 1998 or older heavy-duty diesel vehicle for each new vehicle purchased or leased under this grant. Costs related to the scrapping of heavy-duty vehicles are not eligible for reimbursement with TFCA funds.

TFCA funds may not be used to pay for non-fuel system upgrades such as transmission and exhaust systems.

Grantees may request authorization of up to 50% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle.

Projects that seek to replace a vehicle in the same weight-class as the proposed new vehicle, may qualify for additional TFCA funding. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds.

- 25. On-Road Goods Movement Truck Replacements:** The project will replace Class 6, Class 7, or Class 8 diesel-powered trucks that have a gross vehicle weight rating (GVWR) of 19,501 lbs. or greater (per vehicle weight classification definition used by Federal Highway Administration (FHWA) with new or used trucks that have an engine certified to the 2010 CARB emissions standards or cleaner. Eligible vehicles are those that are used for goods

movement as defined by CARB. The existing trucks must be registered with the California Department of Motor Vehicles (DMV) to an address within the Air District's jurisdiction, and must be scrapped after replacement.

**26. Alternative Fuel Infrastructure:**

**Eligibility:** Eligible refueling infrastructure projects include new dispensing and charging facilities, or additional equipment or upgrades and improvements that expand access to existing alternative fuel fueling/charging sites (e.g., electric vehicle, CNG, hydrogen). This includes upgrading or modifying private fueling/charging sites or stations to allow public and/or shared fleet access. TFCA funds may be used to cover the cost of equipment and installation. TFCA funds may also be used to upgrade infrastructure projects previously funded with TFCA funds as long as the equipment was maintained and has exceeded the duration of its useful life after being placed into service.

TFCA-funded infrastructure projects must be available to and accessible by the public. Equipment and infrastructure must be designed, installed, and maintained as required by the existing recognized codes and standards and as approved by the local/state authority.

TFCA funds may not be used to pay for fuel, electricity, operation, and maintenance costs.

**27. Ridesharing Projects:** Eligible ridesharing projects provide carpool, vanpool or other rideshare services. Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible under this category.

**28. Shuttle/Feeder Bus Service:**

These projects are intended to reduce single-occupancy vehicle trips by providing short-distance connections. All of the following conditions must be met for a project to be eligible for TFCA funds:

- a. The service must provide direct connections between a mass transit hub (e.g., a rail or Bus Rapid Transit (BRT) station, ferry or bus terminal or airport) and a distinct commercial or employment location.
- b. The service's schedule must be coordinated to have a timely connection with corresponding mass transit service.
- c. The service must be available for use by all members of the public.
- d. TFCA funds may be used to fund only shuttle services to locations that are under-served and lack other comparable service. For the purposes of this policy, "comparable service" means that there exists, either currently or within the last three years, a direct, timed, and publicly accessible service that brings passengers to within one-third (1/3) mile of the proposed commercial or employment location from a mass transit hub. A proposed service will not be deemed "comparable" to an existing service if the passengers' proposed travel time will be at least 15 minutes shorter and at least 33% shorter than the existing service's travel time to the proposed destination;
- e. Reserved.
- f. Grantees 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.

- g. Applicants must submit a letter of concurrence from the transit district or transit agency that provides service in the area of the proposed route, certifying that the service does not conflict with existing service.
- h. Each route must meet the cost-effectiveness requirement in Policy #2. Projects that would operate in Highly Impacted Communities or Episodic Areas as defined in the Air District Community Air Risk Evaluation (CARE) Program, or in Priority Development Areas (PDAs), may qualify for funding at a higher cost-effectiveness limit (see Policy #2).
- i. **Pilot Shuttle/Feeder Bus Service** projects are defined as routes that are at least 70% unique and where no other service was provided within the past three years. In addition to meeting the conditions listed in Policy #28.a.-h. for shuttle/feeder bus service, pilot shuttle/feeder bus service, project applicants must also comply with the following application criteria and agree to comply with the project implementation requirements:
  - i) Provide data and other evidence demonstrating the public's need for the service, including a demand assessment survey and letters of support from potential users. Project applicants must agree to conduct a passenger survey for each year of operation.
  - ii) Provide written documentation of plans for financing the service in the future;
  - iii) Provide a letter from the local transit agency denying service to the project's proposed service area, which includes the basis for denial of service to the proposed areas. The applicant must demonstrate that the project applicant has attempted to coordinate service with the local service provider and has provided the results of the demand assessment survey to the local transit agency. The applicant must provide the transit service provider's evaluation of the need for the shuttle service to the proposed area.
  - iv) Pilot projects located in Highly Impacted Communities as defined in the Air District CARE Program and/or a Planned or Potential PDA may receive a maximum of three years of TFCA Funds under the Pilot designation. For these projects, the project applicants understand and must agree that such projects will be evaluated every year, and continued funding will be contingent upon the projects meeting the following requirements:
    - (1) During the first year and by the end of the second year of operation, projects must not exceed a cost-effectiveness of \$500,000/ton, and
    - (2) By the end of the third year of operation, projects must meet all of the requirements, including cost-effectiveness limit, of Policy #28.a.-h. (existing shuttles).
  - v) Projects located outside of CARE areas and PDAs may receive a maximum of two years of TFCA Funds under this designation. For these projects, the project applicants understand and must agree that such projects will be evaluated every year, and continued funding will be contingent upon the projects meeting the following requirements:
    - (1) By the end of the first year of operation, projects shall meet a cost-effectiveness of \$250,000/ton, and

- (2) By the end of the second year of operation, projects shall meet all of the requirements, including cost-effectiveness limit, of Policy #28.a-h. (existing shuttles).

## 29. Bicycle Projects:

New bicycle facility projects or upgrades to an existing bicycle facility that are included in an adopted countywide bicycle plan, Congestion Management Program (CMP), countywide transportation plan (CTP), city plan, or the Metropolitan Transportation Commission's (MTC) Regional Bicycle Plan are eligible to receive TFCA funds. Projects that are included in an adopted city general plan or area-specific plan must specify that the purpose of the bicycle facility is to reduce motor vehicle emissions or traffic congestion. A project that proposes to upgrade an existing bicycle facility is eligible only if that project involves converting an existing Class-2 or Class-3 facility to a Class-1 or Class-4 facility.

Eligible projects are limited to the following types of bicycle facilities for public use that result in motor vehicle emission reductions:

- a. New Class-1 bicycle paths;
- b. New Class-2 bicycle lanes;
- c. New Class-3 bicycle routes;
- d. New Class-4 cycle tracks or separated bikeways;
- e. Upgraded Class-1 or Class-4 bicycle facilities;
- f. Bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels;
- g. Electronic bicycle lockers;
- h. Capital costs for attended bicycle storage facilities; and
- i. Purchase of two-wheeled or three-wheeled vehicles (self-propelled or electric), plus mounted equipment required for the intended service and helmets.
- j. Reserved.

All bicycle facility projects must, where applicable, be consistent with design standards published in the California Highway Design Manual, or conform to the provisions of the Protected Bikeway Act of 2014.

## 30. Bike Share:

Projects that make bicycles available to individuals for shared use for completing first- and last-mile trips in conjunction with regional transit and stand-alone short distance trips are eligible for TFCA funds, subject to all of the following conditions:

- a. Projects must either increase the fleet size of existing service areas or expand existing service areas to include new Bay Area communities.
- b. Projects must have a completed and approved environmental plan and a suitability study demonstrating the viability of bicycle sharing.
- c. Projects must have shared membership and/or be interoperable with the Bay Area Bike Share (BABS) project when they are placed into service, in order to streamline transit for end users by reducing the number of separate operators that would comprise bike trips.



Projects that meet one or more of the following conditions are exempt from this requirement:

- i) Projects that do not require membership or any fees for use, or
- ii) Projects that were provided funding under MTC's Bike Share Capital Program to start a new or expand an existing bike share program; or.
- iii) Projects that attempted to coordinate with, but were refused by, the current BABS operator to have shared membership or be interoperable with BABS. Applicants must provide documentation showing proof of refusal.

Projects may be awarded FYE 2018 TFCA funds to pay for up to five years of operations.

### **31. Arterial Management:**

Arterial management grant applications must identify a specific arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Projects that provide routine maintenance (e.g., responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funds. Incident management projects on arterials are eligible to receive TFCA funds. Transit improvement projects include, but are not limited to, bus rapid transit and transit priority projects. Signal timing projects are eligible to receive TFCA funds. Each arterial segment must meet the cost-effectiveness requirement in Policy #2.

### **32. Smart Growth/Traffic Calming:**

Physical improvements that support development projects and/or calm traffic, resulting in motor vehicle emission reductions, are eligible for TFCA funds, subject to the following conditions:

- a. The development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, pedestrian plan, traffic-calming plan, or other similar plan.
- b. The project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District plan for State and national ambient air quality standards. Pedestrian projects are eligible to receive TFCA funds.
- c. The project must have a completed and approved environmental plan. If a project is exempt from preparing an environmental plan as determined by the public agency or lead agency, then that project has met this requirement.

Traffic calming projects are limited to physical improvements that reduce vehicular speed by design and improve safety conditions for pedestrians, bicyclists or transit riders in residential retail, and employment areas.

The following Policies apply only to the Bay Area Air Quality Management District’s (Air District) Transportation Fund for Clean Air (TFCA) County Program Manager Fund for fiscal year ending (FYE) 2018.

**BASIC ELIGIBILITY**

1. **Reduction of Emissions:** 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 these Air District Board of Directors adopted TFCA County Program Manager Fund Policies for FYE 201~~7~~8.

Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, ordinances, contracts, and other legally binding obligations at the time of the execution of a grant agreement between the County Program Manager and the grantee. Projects must also achieve surplus emission reductions at the time of an amendment to a grant agreement if the amendment modifies the project scope or extends the project completion deadline.

2. **TFCA Cost-Effectiveness:** Projects must not exceed the maximum cost-effectiveness (C-E) limit noted in Table 1. Cost-effectiveness (\$/weighted ton) is based on the ratio of TFCA funds awarded divided by the sum of surplus emissions reduced of reactive organic gases (ROG), nitrogen oxides (NOx), and weighted PM10 (particulate matter 10 microns in diameter and smaller) over a project’s useful life. All TFCA-generated funds (e.g., reprogrammed TFCA funds) that are awarded or applied to a project must be included in the evaluation. For projects that involve more than one independent component (e.g., more than one vehicle purchased, more than one shuttle route), each component must achieve this cost-effectiveness requirement.

County Program Manager administrative costs are excluded from the calculation of a project’s TFCA cost-effectiveness.

**Table 1: Maximum Cost-Effectiveness for FYE 201~~7~~8 County Program Manager Fund Projects**

Policy No.	Project Category	Maximum C-E (\$/weighted ton)
22	Alternative Fuel Light-Duty Vehicles	250,000
23	Reserved	Reserved
24	Alternative Fuel Heavy-Duty Vehicles and Buses	250,000
25	<del>Alternative Fuel Bus Replacement</del> <u>On-Road Goods Movement Truck Replacements</u>	<del>250,000</del> <u>90,000</u>
26	Alternative Fuel Infrastructure	250,000
27	Ridesharing Projects	150,000

28.a.-h.	Shuttle/Feeder Bus Service – Existing	200,000; 250,000 for services in CARE Areas or PDAs
28.i.	Shuttle/Feeder Bus Service - Pilot	Year 1 - <del>250,000</del> Year 2 -- <u>see Policy #28.a-h.175,000</u>
28.i	Shuttle/Feeder Bus Service – Pilot in CARE Areas or PDAs	Years <u>1 &amp; 2</u> - 500,000 <del>Year 2 – 200,000</del> Year 3 - <u>see Policy #28.a-h.175,000</u>
29	Bicycle Projects	250,000
30	<del>Bay Area</del> Bike Share	500,000
31	Arterial Management	175,000
32	Smart Growth/Traffic Calming	175,000

3. **Eligible Projects and Case-by-Case Approval:** Eligible projects are those that conform to the provisions of the HSC section 44241, Air District Board--adopted policies, and Air District guidance. On a case-by-case basis, County Program Managers must receive approval by the Air District for projects that are authorized by the HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness but do not fully meet other Board-adopted Policies.
4. **Consistent with Existing Plans and Programs:** All projects must comply with the Transportation Control measures and Mobile Source Control measures included in the Air District's most recently approved strategies plan for achieving and maintaining State and national ambient air quality zone standards, those plans and programs established which are adopted pursuant to HSC sections 40233, 40717, and 40919; and, when specified, ~~with~~ other adopted federal, State, regional, and local plans and programs.
5. **Eligible Recipients:** 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 #8-10).
  - a. **Public agencies** are eligible to apply for all project categories.
  - b. **Non-public entities** are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle and infrastructure projects, and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7).
6. **Readiness:** Projects must commence by the end of calendar year 20178. For purposes of this policy, “commence” means includes a tangibly preparatory actions taken in connection with the project’s operation or implementation, for which the grantee can provide documentation of the commencement date and action performed. ~~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.

7. **Maximum Two Years Operating Costs:** ~~Unless otherwise specified in policies #22 through #32, TFCA County Program Manager Funds may be used to support up to two years of operating costs for Projects that provide a service-based projects (e.g., such as ridesharing, programs and shuttle and feeder bus service projects), are eligible to apply for a period of up to two (2) years, except for bike share projects, which are eligible to apply for a period of up to five (5) years.~~ Grant applicants that seek TFCA funds for additional years must reapply for funding in the subsequent funding cycles.

#### APPLICANT IN GOOD STANDING

8. **Independent Air District Audit Findings and Determinations:** Grantees who have failed either the fiscal audit or the performance audit for a prior TFCA-funded project awarded by either County Program Managers or the Air District are excluded from receiving an award of any TFCA funds for three (3) years from the date of the Air District's final audit determination in accordance with HSC section 44242, or for a duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed fiscal audit means a final audit report that includes an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance audit means that the program or project was not implemented in accordance with the applicable Funding Agreement or grant agreement.

A failed fiscal or performance audit of the County Program Manager or its grantee may subject the County Program Manager to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC section 44242(c)(3).

9. **Authorization for County Program Manager to Proceed:** Only a fully executed Funding Agreement (i.e., signed by both the Air District and the County Program Manager) constitutes the Air District's award of County Program Manager Funds. County Program Managers may only incur costs (i.e., contractually obligate itself to allocate County Program Manager Funds) only after the Funding Agreement with the Air District has been executed.
10. **Maintain Appropriate Insurance:** Both the County Program Manager and each grantee must obtain and maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with required coverage amounts provided in Air District guidance and final amounts specified in the respective grant agreements.

#### INELIGIBLE PROJECTS

11. **Duplication:** Duplicative projects are not eligible. Projects that propose to expand and achieve additional emission reductions of existing projects are eligible (e.g., shuttle service or route expansion, previously-funded project that has completed its Project Useful Life).
12. **Planning Activities:** A grantee may not use any TFCA funds for planning related activities unless they are directly related to the implementation of a project or program that result in emission reductions.
13. **Employee Subsidies:** Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively to the grantee's employees are not eligible.
14. **Cost of Developing Proposals:** Grantees may not use any TFCA funds to cover the costs of developing grant applications ~~for TFCA funds.~~

## USE OF TFCA FUNDS

15. **Combined Funds:** Unless otherwise specified in policies #22 through #32, TFCA County Program Manager Funds may not be combined with TFCA Regional Funds to fund a County Program Manager Fund project. Projects that are funded by the TFCA County Program Manager Fund are not eligible for additional funding from other funding sources that claim emissions credits. ~~(For example, County Program Manager-funded projects are eligible for may be combined with~~ Congestion Mitigation and Air Quality (CMAQ) funds because CMAQ does not require emissions reductions for funding eligibility.)
16. **Administrative Costs:** The County Program Manager may not expend more than ~~five~~<sup>6.25</sup> percent ~~(5%)~~ of its County Program Manager Funds for its administrative costs. The County Program Manager's costs to prepare and execute its Funding Agreement with the Air District are eligible administrative costs. Interest earned on County Program Manager Funds shall not be included in the calculation of the administrative costs. To be eligible for reimbursement, administrative costs must be clearly identified in the expenditure plan application and in the Funding Agreement, and must be reported to the Air District.
17. **Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year, unless a County Program Manager has made the determination based on an application for funding that the eligible project will take longer than two years to implement. Additionally, a County Program Manager may, if it finds that significant progress has been made on a project, approve no more than two one-year schedule extensions for a project. Any subsequent schedule extensions for projects can only be given on a case-by-case basis, if the Air District finds that significant progress has been made on a project, and the Funding Agreement is amended to reflect the revised schedule.
18. **Unallocated Funds:** Pursuant to HSC 44241(f), any County Program Manager Funds that are not allocated to a project within six months of the Air District Board of Directors approval of the County Program Manager's Expenditure Plan may be allocated to eligible projects by the Air District. The Air District shall make reasonable effort to award these funds to eligible projects in the Air District within the same county from which the funds originated.
19. ~~**Reserved. Incremental Cost (for the purchase or lease of new vehicles): For new vehicles, TFCA funds awarded may not exceed the incremental cost of a vehicle after all rebates, credits, and other incentives are applied. Such financial incentives include manufacturer and local/state/federal rebates, tax credits, and cash equivalent incentives. Incremental cost is the difference in cost between the purchase or lease price of the new vehicle, and the price of its new conventional vehicle counterpart that meets, but does not exceed, the most current emissions standards at the time that the project is evaluated.**~~
20. **Reserved.**
21. **Reserved.**

## ELIGIBLE PROJECT CATEGORIES

22. **Alternative Fuel Light-Duty Vehicles:**

**Eligibility:** ~~These projects are intended to accelerate the deployment of qualifying alternative fuel vehicles that operate within the Air District's jurisdiction. All of the following conditions must be met for a project to be eligible for TFCA funds: For TFCA purposes, light-duty vehicles are those with a gross vehicle weight rating (GVWR) of 14,000 lbs. or lighter. Eligible alternative light-duty vehicle types and equipment eligible for funding are:~~

~~a. Vehicles purchased and/or leased have a gross vehicle weight rating (GVWR) of 14,000 lbs. or lighter.~~

~~b. Purchase or lease of Vehicles are 2017 model year or newer~~

~~→ hybrid-electric, electric, fuel cell, and CNG/LNG vehicles that are certified by the California Air Resources Board (CARB) as meeting established super ultra-low emission vehicle (SULEV), partial zero emission vehicle (PZEV), advanced technology-partial zero emission vehicle (AT-PZEV), or zero emission vehicle (ZEV) standards; or:~~

~~i)~~

~~ii) Purchase or lease of new electric neighborhood vehicles (NEV) as defined in the California Vehicle Code.~~

~~c. For TFCA purposes, light-duty vehicles are those with a gross vehicle weight rating (GVWR) of 14,000 lbs. or lighter. Vehicles must be maintained and operated within the Air District's jurisdiction.~~

~~a. The amount of TFCA funds awarded may not exceed 90% of the vehicle's cost after all other grants and applicable manufacturer and local/state/federal rebates and discounts are applied.~~

~~d.~~

Gasoline and diesel (non-hybrid) vehicles are not eligible for TFCA funds. Funds are not available for non-fuel system upgrades, such as transmission and exhaust systems, and should not be included in the ~~incremental~~ cost of the project.

Grantees may request authorization of up to 50% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle.

## 23. Reserved.

## 24. Alternative Fuel Heavy-Duty Vehicles and Buses:

**Eligibility:** These projects are intended to accelerate the deployment of qualifying alternative fuel vehicles that operate within the Air District's jurisdiction. All of the following ~~additional~~ conditions must be met for a project to be eligible for TFCA Funds:

a. Vehicles purchased and/or leased either have a GVWR greater than 14,000 lbs or are classified as urban buses; ~~and~~

~~b. Vehicles are~~ 2017~~5~~ model year or newer hybrid-electric, electric, CNG/LNG, and hydrogen fuel cell vehicles ~~approved~~certified by the CARB.

~~b.~~

c. Vehicles must be maintained and operated within the Air District's jurisdiction.



d. The amount of TFCA funds awarded may not exceed 90% of the vehicle's cost after all other grants and applicable manufacturer and local/state/federal rebates and discounts are applied.

e. **Scrapping Requirements:** Grantees with a fleet that includes model year 1998 or older heavy-duty diesel vehicles must scrap one model year 1998 or older heavy-duty diesel vehicle for each new vehicle purchased or leased under this grant. Costs related to the scrapping of heavy-duty vehicles are not eligible for reimbursement with TFCA funds.

TFCA funds may not be used to pay for non-fuel system upgrades such as transmission and exhaust systems.

Grantees may request authorization of up to 50% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle.

Projects that seek to replace a vehicle in the same weight-class as the proposed new vehicle, may qualify for additional TFCA funding. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds.

~~25.1. TFCA funds may not be used to pay for non-fuel system upgrades such as transmission and exhaust systems.~~

~~26.1. **Scrapping Requirements:** Grantees with a fleet that includes model year 1998 or older heavy-duty diesel vehicles must scrap one model year 1998 or older heavy-duty diesel vehicle for each new vehicle purchased or leased under this grant. Costs related to the scrapping of heavy-duty vehicles are not eligible for reimbursement with TFCA funds.~~

~~27.~~

~~28. **Alternative Fuel Bus Replacement:**~~

~~29:25. **On-Road Goods Movement Truck Replacements:** The project will replace Class 6, Class 7, or Class 8 diesel-powered trucks that have a gross vehicle weight rating (GVWR) of 19,501 lbs. or greater (per vehicle weight classification definition used by Federal Highway Administration (FHWA)) with new or used trucks that have an engine certified to the 2010 CARB emissions standards or cleaner. Eligible vehicles are those that are used for goods movement as defined by CARB. The existing trucks must be registered with the California Department of Motor Vehicles (DMV) to an address within the Air District's jurisdiction, and must be scrapped after replacement. **Eligibility: For purposes of transit and school bus replacement projects, a bus is any vehicle designed, used, or maintained for carrying more than 15 persons, including the driver. A vehicle designed, used, or maintained for carrying more than 10 persons, including the driver, which is used to transport persons for compensation or profit, or is used by any nonprofit organization or group, is also a bus. A vanpool vehicle is not considered a bus. Buses are subject to the same eligibility requirements and the same scrapping requirements listed in Policy #24.**~~

~~30:26. **Alternative Fuel Infrastructure:**~~

~~**Eligibility:** Eligible refueling infrastructure projects include new dispensing and charging facilities, or additional equipment or upgrades and improvements that expand access to existing alternative fuel fueling/charging sites (e.g., electric vehicle, CNG, hydrogen). This includes upgrading or modifying private fueling/charging sites or stations to allow public~~

and/or shared fleet access. TFCA funds may be used to cover the cost of equipment and installation. TFCA funds may also be used to upgrade infrastructure projects previously funded with TFCA-generated funds as long as the equipment was maintained and has exceeded the duration of its useful lifeyears-of-effectiveness after being placed into service.

TFCA-funded infrastructure projects must be available to and accessible by the public. Equipment and infrastructure must be designed, installed, and maintained as required by the existing recognized codes and standards and as approved by the local/state authority.

TFCA funds may not be used to pay for fuel, electricity, operation, and maintenance costs.

**31.27. Ridesharing Projects:** Eligible ridesharing projects provide carpool, vanpool or other rideshare services. Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible under this category.

**32.28. Shuttle/Feeder Bus Service:**

These projects are intended to reduce single-occupancy vehicle trips by providing short-distance connections. All of the following conditions must be met for a project to be eligible for TFCA funds:

- a. The service must provide direct connections between a mass transit hub (e.g., a rail or Bus Rapid Transit (BRT) station, ferry or bus terminal or airport) and a distinct commercial or employment location.
- b. The service's schedule must be coordinated to have a timely connection with corresponding mass transit service.
- c. The service must be available for use by all members of the public.
- d. TFCA funds may be used to fund only shuttle services to locations that are under-served and lack other comparable service. For the purposes of this policy, "comparable service" means that there exists, either currently or within the last three years, a direct, timed, and publicly accessible service that brings passengers to within one-third (1/3) mile of the proposed commercial or employment location from a mass transit hub. A proposed service will not be deemed "comparable" to an existing service ~~that brings passengers from a mass transit hub to within 1/3 mile of the employment location or commercial hub~~ if the passengers' proposed travel time will be at least 15 minutes ~~less than shorter~~ and ~~will be~~ at least 33% shorter than the existing service's travel time to the proposed destination;:-
- e. ~~Reserved. Project applicants that were awarded FYE 2014 or FYE 2015 or FYE 2016 TFCA Funds that propose identical routes in FYE 2015 or in FYE 2016 or in FYE 2017 may request an exemption from the requirements of Policy 28.D. provided they meet the following requirements: 1) No further TFCA project funding as of January 1, 2017; 2) The proposed service must serve the identical transit hub and commercial or employment locations as the previously funded project; and 3) Submission of a plan to achieve financial self-sufficiency from TFCA funds by January 1, 2017, or a plan to come into compliance with Policy 28.D. and all other eligibility criteria.~~
- f. ~~Shuttle/feeder bus service applicants~~Grantees 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.



- g. ~~A Shuttle/feeder bus service~~ applicants must submit a letter of concurrence from the transit district or transit agency that provides service in the area of the proposed route, certifying that the service does not conflict with existing service.
- h. ~~Existing projects~~ Each route must meet ~~thea~~ cost-effectiveness requirement in Policy #2 of \$200,000 per ton of emissions reduced. Projects that would operate in Highly Impacted Communities or Episodic Areas as defined in the Air District Community Air Risk Evaluation (CARE) Program, or in Priority Development Areas (PDAs), may qualify for funding at a higher cost-effectiveness limit (see Policy #2) of \$250,000 per ton of emissions reduced.
- i. **Pilot Shuttle/Feeder Bus Service:** ~~Pilot shuttle/feeder bus service~~ projects are defined as routes that are at least 70% unique and where no other service was provided within the past three years. In addition to meeting the conditions listed in Policy #28.a.-h. for shuttle/feeder bus service, pilot shuttle/feeder bus service, project applicants must also comply with the following application criteria and agree to comply with the project implementation requirements:
  - i) Provide data and other evidence demonstrating the public's need for the service, including a demand assessment survey and letters of support from potential users. Project applicants must agree to conduct a passenger survey for each year of operation.
  - ii) Provide written documentation of plans for financing the service in the future;
  - iii) Provide a letter from the local transit agency denying service to the project's proposed service area, which includes the basis for denial of service to the proposed areas. The applicant must demonstrate that the project applicant has attempted to coordinate service with the local service provider and has provided the results of the demand assessment survey to the local transit agency. The applicant must provide the transit service provider's evaluation of the need for the shuttle service to the proposed area.
  - iv) Pilot projects located in Highly Impacted Communities as defined in the Air District ~~Community Air Risk Evaluation (CARE)~~ Program and/or a Planned or Potential ~~Priority Development Area (PDA)~~ may receive a maximum of three years of TFCA Funds under the Pilot designation. For these projects, the project applicants understand and must agree that such projects will be evaluated every year, and continued funding will be contingent upon the projects meeting the following requirements:
    - (1) During the first year and by the end of the second year of operation, projects must not exceed a cost-effectiveness of \$500,000/ton, and
    - ~~(2) By the end of the second year of operation, projects must not exceed a cost-effectiveness of \$200,000/ton, and~~
    - ~~(3)~~(2) By the end of the third year of operation, projects must ~~not exceed a cost-effectiveness of \$175,000/ton and~~ meet all of the requirements, including- cost-effectiveness limit, of Policy #28.a.-h. (existing shuttles).
  - v) Projects located outside of CARE areas and PDAs may receive a maximum of two years of TFCA Funds under this designation. For these projects, the project applicants understand and must agree that such projects will be evaluated every year,

and continued funding will be contingent upon the projects meeting the following requirements:

- (1) By the end of the first year of operation, projects shall meet a cost-effectiveness of \$~~250~~0,000/ton, and
- (2) By the end of the second year of operation, projects ~~shall cost \$175,000 or less per ton (cost-effectiveness rating) and~~ shall meet all of the requirements, including cost-effectiveness limit, of Policy #28.a-h. (existing shuttles).

### 33.29. Bicycle Projects:

New bicycle facility projects or upgrades to an existing bicycle facility that are included in an adopted countywide bicycle plan, ~~or~~ Congestion Management Program (CMP), countywide transportation plan (CTP), city plan, or the Metropolitan Transportation Commission's (MTC) Regional Bicycle Plan are eligible to receive TFCA funds. Projects that are included in an adopted city general plan or area-specific plan must specify that the purpose of the bicycle facility is to reduce motor vehicle emissions or traffic congestion. A project that proposes to upgrade an existing bicycle facility is eligible only if that project involves converting an existing Class-2 or Class-3 facility to a Class-1 or Class-4 facility.

Eligible projects are limited to the following types of bicycle facilities for public use that result in motor vehicle emission reductions:

- a. New Class-1 bicycle paths;
- b. New Class-2 bicycle lanes;
- c. New Class-3 bicycle routes;
- d. New Class-4 cycle tracks or separated bikeways;
- e. Upgraded Class-1 or Class-4 bicycle facilities;~~Reserved.~~
- f. Bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels;
- g. Electronic bicycle lockers;
- h. Capital costs for attended bicycle storage facilities; and
- i. Purchase of two-wheeled or three-wheeled vehicles (self-propelled or electric), plus mounted equipment required for the intended service and helmets.
- j. Reserved.

All bicycle facility projects must, where applicable, be consistent with design standards published in the California Highway Design Manual, or conform to the provisions of the Protected Bikeway Act of 2014.

### 34.30. Bay Area Bike Share:

~~P~~These projects that make bicycles available to individuals for shared use for completing first- and last-mile trips in conjunction with regional transit and stand-alone short distance trips ~~are.~~ To be eligible for TFCA funds, subject to all of the following conditions:

- a. ~~, bicycle share projects must work in unison with the existing Bay Area Bike Share Project~~Projects must by either increasing the fleet size of ~~within the initial~~

~~participating existing~~ service areas or ~~expanding the~~ existing service areas to include ~~additional new~~ Bay Area communities.

- b. Projects must have a completed and approved environmental plan and a suitability study demonstrating the viability of bicycle sharing.
- c. Projects must have shared membership -and/or be interoperable with the Bay Area Bike Share (BABS) project when they are placed into service, in order to streamline transit for maximize benefits to the end users byby- reducing the number of separate independent operaoperators that would comprise bike trips. Projects that meet one or more of the following conditions are exempt from this requirement:
  - i) Projects that do not require membership or any fees for use, or
  - ii) Projects that were provided funding under MTC's Bike Share Capital Program to start a new or expand an existing bike share program; or.
  - iii) Projects that attempted to coordinate with, but were refused by, the current BABS operator to have shared membership or be interoperable with BABS. Applicants must provide documentation showing proof of refusal.

Projects may be awarded FYE 2018 TFCA funds to pay for up to five years of operations.~~Projects must have a completed and approved environmental plan and a suitability study demonstrating the viability of bicycle sharing. Projects may be awarded TFCA funds to pay for up to five years of operations.~~

### **35.31. Arterial Management:**

Arterial management grant applications must identify a specific arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Projects that provide routine maintenance (e.g., responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funds. Incident management projects on arterials are eligible to receive TFCA funds. Transit improvement projects include, but are not limited to, bus rapid transit and transit priority projects. Signal timing projects are eligible to receive TFCA funds. Each arterial segment must meet the cost-effectiveness requirement in Policy #2.

### **36.32. Smart Growth/Traffic Calming:**

Physical improvements that support development projects and/or calm traffic, resulting in motor vehicle emission reductions, are eligible for TFCA funds, subject to the following conditions:

- a. The development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, pedestrian plan, traffic-calming plan, or other similar plan.~~;~~and
- b. The project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District plan for State and national ambient air quality standards. Pedestrian projects are eligible to receive TFCA funds.

- c. The project must have a completed and approved environmental plan. If a project is exempt from preparing an environmental plan as determined by the public agency or lead agency, then that project has met this requirement.

Traffic calming projects are limited to physical improvements that reduce vehicular speed by design and improve safety conditions for pedestrians, bicyclists or transit riders in residential retail, and employment areas.

Committer and Organization	Comments received from County Program Managers (CPMs) between August 12 - September 14, 2016	Air District Staff's Responses
<p>Lauren Ledbetter <i>Santa Clara Valley Transportation Authority</i></p>	<p><b>Policy 29. Bicycle Projects:</b> Upgrades from existing class 2 or class 3 to class 1 or class 4 are eligible for funding – I agree with this.</p>	<p>Noted.</p>
	<p>Bicycle use also goes up when you upgrade from a class 3 (bike route) to a class 2 (bike lane). As currently written, these upgrades are not eligible. I suggest Air District consider revising language to include Class 3 to class 2 upgrades as eligible projects.</p>	<p>Staff will look at this for future consideration. Currently, surplus emission reductions resulting from these types of upgrades are uncertain.</p>
	<p><b>Policy 30. Bike Share:</b> Requirement to have “shared membership” with Bay Area Bike Share  Is Motivate willing to work with cities to provide “shared membership” if the cities don’t use the Motivate system? If not, does the “shared membership” requirement act to push cities to joining Motivate?</p>	<p>Staff has since revised the proposed policy to provide several options for exemption to this requirement. The purpose of this policy is to facilitate and support an integrated, unified regional bike share system and to maximize benefits to the end users by minimizing the number of different independent operators.</p>
	<p>I understand that the Air District desires to see regional coordination with bike share. However, I would argue that there may be more cost-effective ways of providing bike share than through the Motivate model, particularly in suburban communities.</p>	<p>See response above.</p>
<p>Jacki Taylor <i>Alameda County Transportation Commission</i></p>	<p><b>Policy 2. TFCA Cost-Effectiveness (Table 1):</b>  Staff requests revising the cost-effectiveness maximum for 2nd year pilot shuttles and 3rd year pilot shuttles within PDAs/CARE areas to be consistent with the maximum set for existing shuttles. Table 1 identifies the maximum cost-effectiveness for the various project types and for pilot shuttles and pilot shuttles within PDAs, different maximums are listed for the 1st, 2nd and 3rd years of operation. It appears as though by the 2nd year of operation for pilots and the 3rd year for pilots within PDAs that the maximum CE limitation is only \$175K TFCA/ton, which is lower than the maximum of \$200K TFCA/ton for existing shuttles and \$250K TFCA/ton for existing shuttles within PDAs/CARE areas.</p>	<p>Noted. Staff has revised the cost-effectiveness limits so that pilot shuttles, by the end of the second year, and pilot shuttles within CARE or PDAs, by the end of the third year, would need to meet the cost-effectiveness limits set for existing shuttles (Policy 28.a.-h.)</p>

Committer and Organization	Comments received from County Program Managers (CPMs) between August 12 - September 14, 2016	Air District Staff's Responses
	<p><b>Policy 16. Administrative Costs:</b></p> <p>Staff supports increasing the allowable program administrative costs from 5% to 6.25%. Can Air District staff provide some clarification as to how the revised 6.25% maximum was determined, e.g., why 6.25% was chosen instead of 6% or 7%? Regarding the proposed increase, will the administration limitation for the FYE17 program also be revised to this higher limit, as initially indicated, or is the Air District waiting until FYE 18 to implement this change?</p>	<p>The increase in allowable administrative costs is written in the legislation (HSC section 44233) in 2016. As part of this agenda item, staff is also recommending to retroactively increase the allowable administrative costs in the FYE 2017 TFCA County Program Manager Fund Policies.</p>
	<p><b>Policy 17. Expend Funds within Two Years:</b></p> <p>Although not explicitly stated under Policy 17, starting in FYE16, the Air District's TFCA Guidance document distributed to the County Program Managers (CPMs) contains language related to Policy 17 that states the Air District will not approve any additional time extensions for bike projects over the two, one-year extensions allowed in under Policy 17. For all other project types, the Air District may consider additional (3rd and subsequent) extension requests on a case-by-case basis. Staff requests the Air District to reconsider its position and give bike projects the same consideration as other project types regarding requests for 3rd and subsequent extensions. During FYE17 the Alameda CTC will be developing its federal OBAG 2 program and with the Air District limiting the TFCA expenditure period for bike projects it constrains our ability to program local TFCA funds to bike projects that are also recommended for federal OBAG 2 funding. Additionally, Air District staff's recommendation to CPMs to deprogram TFCA funds from bike projects that need a 3rd extension is unrealistic, especially if a project has started and costs have been incurred.</p>	<p>Staff spoke to Jacki Taylor, Alameda CTC on 10/3/2016, explaining the following:</p> <p>Expending funds within two years is required by legislation (HSC section 44242).</p> <p>CPMs struggled most significantly with completing bike projects within two years. For that reason, CPMs are encouraged to wait until a project received environmental clearance before allocating funds to that project.</p> <p>Staff will also help CPMs facilitate projects that best uses TFCA funds as matching funds.</p> <p>If a project will take a longer time to implement, CPMs are encouraged to seek a policy waiver (Policy #3).</p>
	<p><b>Policy 19. RESERVED (formerly Incremental Cost):</b></p> <p>Staff supports the removal of Policy 19, which had limited TFCA eligible expenditures for vehicle purchases to the incremental cost of a vehicle.</p>	<p>Noted.</p>

Committer and Organization	Comments received from County Program Managers (CPMs) between August 12 - September 14, 2016	Air District Staff's Responses
	<p><b>Policy 28.g. Shuttle/Feeder Bus Service (Concurrence):</b></p> <p>Policy 28.g. continues the requirement added last year for existing shuttles to obtain concurrence from the transit agency that provides service in the area of the "proposed route". As the language indicates, previously, this requirement for transit agency concurrence had only been required for pilot/new shuttle services. Staff requests that the required concurrence from a transit agency be removed from Policy 28G for existing service and moved back to where it used to be under to Policy 28I, the section for new/pilot shuttles.</p>	<p>The purpose of this policy is to ensure coordination with transit agencies. Since routes do change over time, a letter of concurrence ensures coordination for that year.</p> <p>The letter of concurrence is a requirement for both existing and pilot shuttle/feeder bus service.</p>
	<p><b>Policy 28.i. Pilot Shuttle/Feeder Bus Service:</b></p> <p>Under Policy 28.i. iv., it appears as though the cost-effectiveness limitation/maximum needs to be updated so that the maximum for the last year of a shuttle project's pilot designation is consistent with the current maximum for existing shuttle/feeder bus service. Currently, the maximum for pilots is shown as \$175K TFCA/ton, whereas it's \$200K TFCA/ton for existing service, and \$250K TFCA/ton for existing service in PDAs and CARE areas.</p>	<p>Staff has revised the cost-effectiveness limits for these types of projects.</p>
	<p><b>Policy 29. Bicycle Projects:</b></p> <p>Staff supports the revision to Policy 29 to allow upgrades of existing Class 2 and 3 facilities to Class 1 and 4 facilities.</p>	<p>Noted.</p>
<p>Mike Pickford San Francisco County Transportation Authority</p>	<p><b>Policy 29. Bicycle Projects:</b></p> <p>We are very supportive of staff's proposal to recognize the significant positive impact bicycle facility upgrades have on encouraging bicycle use and the resulting vehicle emission reductions. In urban areas such as San Francisco, which have used more than a decade's worth of TFCA funds to build an impressive network of bicycle facilities, we continue to not just expand our network but also upgrade the existing facilities where safety and/or circulation improvements are calculated to significantly increase the use of the system. The proposed policy change recognizes what data has shown, which is that</p>	<p>Noted.</p>

Committer and Organization	Comments received from County Program Managers (CPMs) between August 12 - September 14, 2016	Air District Staff's Responses
	<p>bicycle use isn't just about quantity of facilities provided, it's also about the quality of those facilities.</p>	
	<p>The addition of local and regional plans as sources for projects in the most recent August, 2016 Draft CPM Policies is also a reasonable change, however, we are concerned about the added sentence in this latest draft stating that "Projects that are included in an adopted city general plan or area-specific plan must specify that the purpose of the bike facility is to reduce motor vehicle emissions or traffic congestion." We feel that the proposed language is unnecessary given that the intent of all bike facility improvements is inherently and by definition to increase bike usage. Further, for any bike project seeking TFCA funds, increased bike usage must be demonstrated through the cost effectiveness worksheet that the sponsor submits and Air District staff reviews prior to the approval of TFCA funds.</p> <p>While we concur with the idea of focusing on bike projects that are intended to encourage bicycling (and therefore reduce motor vehicle emissions and/or traffic congestion), our review of existing bike plans shows that this is assumed as the basis for the plan it is not usually explicitly stated, which would inadvertently disqualify projects that could otherwise clearly demonstrate their cost-effectiveness during the application process.</p>	<p>Legislation (HSC section 44241) limits eligible bicycle facility projects to those that are included in an adopted countywide bicycle plan, congestion management program, or countywide transportation plan.</p> <p>For this reason, in order for bicycle projects in other plans to be eligible, staff requires that plans explicitly contain this language to ensure that emission reductions will be achieved through the projects.</p>
	<p>Making bicycle facility upgrades eligible to receive TFCA funds will be a major improvement to the TFCA program, but we ask that you not add the additional proposed requirement that plans specify the specific "purpose" of the bike facility since by their nature bike facilities are intended to increase bike use and therefore reduce motor vehicle emissions.</p>	<p>See response above.</p>



**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Eric Mar and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/APCO

Date: November 7, 2016

Re: Report of the Nominating Committee Meeting of November 16, 2016

RECOMMENDED ACTION

The Nominating Committee (Committee) may recommend Board of Directors' (Board) approval of Board Officers for:

- Chairperson;
- Vice Chairperson; and
- Secretary.

BACKGROUND

The Committee will meet on Wednesday, November 16, 2016 and consider the slate of Board Officers for the 2017 Term of Office.

Chairperson Eric Mar will give an oral report of the meeting.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Marcy Hiratzka  
Reviewed by: Maricela Martinez

Attachment: 14A: 11/16/16 – Nominating Committee Meeting Agenda #4

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Eric Mar and Members  
of the Nominating Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: November 2, 2016

Re: Consideration and Nomination of Board Officers for the Term of Office  
Commencing 2017

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RECOMMENDED ACTION

Consider recommending Board of Directors' approval of Board Officers for:

- Chairperson;
- Vice Chairperson; and
- Secretary

DISCUSSION

Air District Counsel, Brian Bunger has provided a memorandum addressed to Chairperson Eric Mar that is attached for discussion. The memorandum includes pertinent provisions from the Air District's Administrative Code and the Board of Directors' Operating Policies and Procedures. The memorandum also discusses the role of the Nominating Committee.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Vanessa Johnson  
Reviewed by: Maricela Martinez

Attachment 1: Criteria for Recommendation of Officers of the Board of Directors  
Attachment 2: Administrative Code – Selected Provisions Section 2 Board of Directors,  
Officers - Duties

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

**OFFICE OF DISTRICT COUNSEL**

**MEMORANDUM**

**DATE:** November 2, 2016

**TO:** Eric Mar, Chairperson  
and Members of the Nominating Committee of the Board of Directors

**FROM:** Brian C. Bunger  
District Counsel

**SUBJECT:** Criteria for Recommendation of Officers of the Board of Directors

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The function of the Nominating Committee is “to recommend to the Board the officers for each calendar year.” Bay Area Air Quality Management District Administrative Code (“Admin. Code”), Division I, Section 6.8. In order to assist with this function, this Memorandum discusses the criteria to be applied by the Nominating Committee in making its recommendations for officers to the Board.

The Administrative Code contains certain criteria that the Nominating Committee must follow in making its recommendation for officers of the Board.

First, “the Committee shall not be bound by a recommendation of a previous Nominating Committee.” Admin. Code, Div. I, § 6.8.

Second, “[t]he Committee need not follow a strict rule of rotation between supervisor and city members but may take into account their proportionate membership on the Board of Directors.” Admin Code, Div. I, § 6.8.

Third, Section 6.8 further requires that “the Committee shall take into account the provisions of Section I-2.7.” Admin. Code, Div. I, § 6.8.

Section 2.7 of Division I of the Administrative Code sets forth a policy of the Board to rotate the positions of the Chairperson, Vice Chairperson and Board Secretary among the members of the Board “in a manner to assure participation in the affairs of the District from a wide representation of the membership.” Admin. Code, Div. I § 2.7. In this regard, Section 2.7 provides that “[I]n making its recommendations, the Nominating Committee shall take into account such factors as representation by those members appointed by Boards of Supervisors, those members appointed by City selection committees, those members from large counties, and those from small counties.” Admin. Code, Div. I § 2.7.

## AGENDA 4 – ATTACHMENT 1

Thus, the Board has expressed a policy of rotating officer positions in order to ensure broad participation by all Board members in the affairs of the District. However, the Nominating Committee is not required to follow a strict rule of rotation between supervisor and city members. Nor is the Committee to be bound by the actions of any prior Nominating Committee. Finally, the Nominating Committee must take into account such factors as representation of supervisor and city members on the Board and the representation of members from large and small counties.

For your convenience, attached are copies of the pertinent sections of the District's Administrative Code.

**ADMINISTRATIVE CODE – SELECTED PROVISIONS**

**SECTION 2 BOARD OF DIRECTORS, OFFICERS - DUTIES**

**2.1 OFFICERS OF THE BOARD. (Revised 1/21/04)**

The presiding officer of the Board is the Chairperson of the Board of Directors. The Chairperson, Vice Chairperson and Secretary shall, no later than the first meeting in December of each year, be elected by the Board of Directors and assume office January 1, (effective January 1, 2005). The Chairperson shall preserve order and decorum at regular and special meetings of the Board. The Chairperson shall state each question, shall announce the decision, shall decide all questions of order subject to an appeal to the Board. The Chairperson shall vote on all questions, last in order of the roll, and shall sign all ordinances and resolutions adopted by the District Board while the Chairperson presides. (see Section II-4.3)

In the event that the Chairperson is unable, for whatever reason, to fulfill his or her one-year term of office, the Vice-Chairperson shall succeed the Chairperson and the Secretary shall succeed the Vice-Chairperson. Section 2.3 below shall determine the filling of the Secretary vacancy. In any event, no Board Officer shall serve more than three (3) years in any one Board office (Chairperson, Vice-Chairperson, or Secretary).

**2.2 CHAIRPERSON. (Revised 1/14/09)**

The Chairperson shall take the chair at the hour appointed for the meeting and call the District Board to order. In the absence of the Chairperson, the Vice-Chairperson shall call the Board to order and serve as temporary Chairperson. Upon arrival of the Chairperson, the Vice-Chairperson shall relinquish the chair upon the conclusion of the business then pending before the Board. In the absence, or self-determined inability to act, of the Chairperson, or the Vice-Chairperson when the Chairperson is absent, the Board Secretary shall call the Board to order and serve as temporary Chairperson. Upon arrival of the Chairperson or Vice-Chairperson, the Secretary shall relinquish the Chair upon the conclusion of the business then pending before the Board. In the absence, or self-determined inability to act, of the Chairperson, Vice Chairperson or Secretary, members of the Board of Directors shall, by an order on the Minutes, select one of their members to act as temporary Chairperson. Upon the arrival or resumption of ability to act, the Chairperson or Vice-Chairperson shall resume the Chair, upon the conclusion of the business then pending before the Board. It shall be the duty of the Chairperson to attend all meetings of the Bay Area Air Quality Management District Advisory Council.

**2.3 VICE CHAIRPERSON.**

If, for any reason, the Chairperson ceases to be a member of the Board, the Vice-Chairperson shall automatically assume the office of Chairperson and the Board Secretary shall automatically assume the office of Vice-Chairperson. If, for any reason, the Vice-Chairperson ceases to be a member of the Board, the Board Secretary shall automatically assume the office of Vice-Chairperson. In either eventuality, the Board Nominating Committee shall, upon the request of the Chairperson, make a recommendation at the Board meeting following such request to fill the office of Board Secretary. An election will then immediately be held for that purpose.

**2.4 BOARD SECRETARY.**

The Board Secretary shall be official custodian of the Seal of the District and of the official records of the District and shall perform such secretarial duties as may require execution by the Board of Directors. The Board Secretary may delegate any of these duties to the APCO, or to the Clerk of the Boards.

**2.5 MEETING ROLL CALL.**

Before proceeding with the business of the Board, the Clerk of the Boards shall call the roll of the members, and the names of those present shall be entered in the Minutes. The names of members who arrive after the initial roll call shall be noted in the Minutes at that stage of the Minutes.

**2.6 QUORUM.**

A majority of the members of the Board constitutes a quorum for the transaction of business, and may act for the Board.

**2.7 OFFICER ROTATION.**

It is intended that the positions of Chairperson, Vice Chairperson, and Board Secretary be rotated among the members in a manner to assure participation in the affairs of the District from a wide representation of the membership. In making its recommendations, the Nominating Committee shall take into account such factors as representation by those members appointed by Boards of Supervisors, those members appointed by City selection committees, those members from large counties, and those from small counties.

**SECTION 6 BOARD OF DIRECTORS, COMMITTEES**

**6.8 NOMINATING COMMITTEE. (Revised 10/4/95)**

The Nominating Committee will consist of the Chairperson of the Board, the past Chairperson of the Board and three (3) appointees of the Chairperson of the Board, or in the event the past Chairperson of the Board is no longer serving on the Board, four (4) appointees of the Chairperson of the Board. The Nominating Committee shall be appointed no later than the second Board Meeting in November of each year and shall serve until the appointment of a new Committee. It is the function of the Nominating Committee to recommend to the Board the officers for each calendar year. In making its recommendation, the Committee shall not be bound by a recommendation of a previous Nominating Committee. The Committee need not follow a strict rule of rotation between supervisor and city members but may take into account their proportionate membership on the Board of Directors. Additionally, the Committee shall take into account the provisions of Section I-2.7.

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Eric Mar and Members  
of the Board of Directors

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

Date: November 2, 2016

Re: Report of the Ad Hoc Building Oversight Committee Meeting of November 16, 2016

RECOMMENDED ACTION

The Ad Hoc Building Oversight Committee (Committee) will receive only informational items and will not be making any recommendations of approval by the Board of Directors (Board).

BACKGROUND

The Committee will meet on Wednesday, November 16, 2016, and receive the following reports:

- A) Bay Area Metro Center (375 Beale Street) Project Status Report – November, 2016; and
- B) 375 Beale Street Acquisition Update

Chairperson Eric Mar will provide an oral report of the Committee meeting.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Marcy Hiratzka  
Reviewed by: Maricela Martinez

Attachment 15A: 11/16/16 – Ad Hoc Building Oversight Committee Meeting Agenda #4  
Attachment 15B: 11/16/16 – Ad Hoc Building Oversight Committee Meeting Agenda #5

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Eric Mar and Members  
of the Ad Hoc Building Oversight Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: November 8, 2016

Re: Bay Area Metro Center (375 Beale Street) Report – November, 2016

RECOMMENDED ACTION

None, receive and file.

BACKGROUND

The Air District began operations at its new headquarters building at 375 Beale Street in San Francisco on May 31, 2016. The Laboratory, Meteorology, and Field Communications/Dispatch sections, moved to the new headquarters on May 23, 2016 with the remainder of the Air District moving on Thursday, May 26, 2016.

The business operations team consisting of representatives from each agency continue to meet weekly to support the shared services operations which include: visitor management, front desk receptionist and daily meeting management; shared IT printing operations; fleet management; the pantry/coffee bar and the copy/print mailrooms.

DISCUSSION

**Construction Update**

Punch list items for all furniture have been completed. Hogue and Associates, completed furniture delivery for all offices, workstations, conference rooms and other ancillary areas. Hogue is developing the furniture inventory for fixed asset tracking and plans to provide staff training on making minor adjustments to accommodate staff needs.

The Bay Area Headquarters Authority's (BAHA) staff is working on the punch list for construction items and project close out.

**EV Charging Update**

BAHA is seeking a vendor to supply, install at the point of embarkation to building electrical infrastructure, operate, and maintain a state-of-the-art electric vehicle charging system for its new headquarters building located at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA



94105. The system must deploy the most technologically advanced Electric Vehicle Supply Equipment (EVSE) and Auxiliary Equipment (collectively “EVSE System”) that employs charging session management and power consumption controls and at a low operating cost.

A Request for Proposals has closed to add 21 Level 2 (240V) dual port and one DC Fast (440v) EV Charging Stations in the Beale and Harrison Street parking garages for use by staff, building occupants and the public. Approval to award the contract is expected in December. Once the vendor is selected, a separate procurement will be initiated to select a contractor to install the electrical infrastructure necessary to support the selected system. The desire is to have the entire EV system fully operational by early Spring 2017.

The RFP evaluation panel met November 9, 2016 to review proposals and discuss next steps. There were 6 proposals received.

### **Ada’s Café and Resource Center (“The Hub”)**

Construction work was completed in September and installation of furniture, fixtures and audiovisual, technology and food service equipment is underway for the combined spaces. The operators for both spaces are in the process of hiring, training and orienting staff for their official grand opening currently planned for January 11, 2017.

The Air District will utilize The Hub as a Resource Center and has assigned staff from its various divisions to assist with the operator training.

### **The San Francisco Bay Conservation and Development Commission (BCDC) Relocation**

BAHA staff is working with the Department of General Services (DGS) to finalize the approvals needed to relocate BCDC to 375 Beale Street. BAHA expects a move in date of first quarter 2017.

### **BUDGET CONSIDERATIONS/FINANCIAL IMPACTS**

None.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Mary Ann Okpalaugo  
Approved by: Rex Sanders

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Eric Mar and Members  
of the Ad Hoc Building Oversight Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: November 3, 2016

Re: 375 Beale Street Acquisition Update

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RECOMMENDED ACTION

None, receive and file.

BACKGROUND

The Bay Area Air Quality Management District (Air District) currently inhabits 375 Beale Street under the terms of a Lease with an Option to Purchase.

DISCUSSION

The Air District and BAHA structured the terms of the Air District's acquisition to provide flexible timing for the purchase. Therefore, the Air District is currently able to occupy the building as a lease while waiting to complete the purchase.

Financing is already in place, however to complete the purchase, both the condominium map and the Declaration of Covenants, Conditions, and Restrictions (CC&Rs) must be recorded by BAHA. Staff will discuss the status of the condominium map and of the CC&Rs.

In addition, the Air District may have an opportunity to purchase a larger portion of the Facility than was originally contemplated. If this purchase is approved, it would occur as a second transaction, subsequent to the initial purchase. This second transaction is expected to be a cash transaction as opposed to a financed transaction.

BUDGET CONSIDERATIONS/FINANCIAL IMPACTS

None. Any financial impacts are already approved (initial building purchase) or will be the subject of a future request for approval.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Jeff McKay

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

## Memorandum

To: Chairperson Eric Mar and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/APCO

Date: November 2, 2016

Re: Regulation 6; Rule 3: Wood Burning Devices and Winter Spare the Air Messaging  
Program

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**RECOMMENDED ACTION**

None; receive and file.

**BACKGROUND**

In July 2008, the Board of Directors adopted Regulation 6; Rule 3: Wood Burning Devices. Since the rule was passed, efforts have focused on both outreach and enforcement. The rule was amended by the Board on October 21, 2015 to further protect Bay Area residents from the public health impacts of fine particulates generated from burning wood or solid fuels as a source of primary or supplemental heat, or for ambiance. All amendments that become effective this winter were designed to strengthen provisions and improve enforceability. The upcoming wood smoke regulatory season will run from November 1, 2016, through February 28, 2017.

Wood-burning devices include fireplaces, fire pits, wood stoves, pellet stoves, and any other wood-fired heating device. There are an estimated 1.4 million fireplaces and wood-burning devices in the Bay Area; and in the winter, more than 30% of PM<sub>2.5</sub> air pollution is attributed to wood-burning. Although Rule 6-3 has successfully reduced wintertime PM<sub>2.5</sub> emissions regionally by about 2,660 tons per year (tpy), wood smoke continues to cause unhealthy air, to exceed the PM<sub>2.5</sub> federal health standard, and negatively impact local air quality.

In addition to the adopted rule changes, on September 2, 2015, the Board allocated \$3 million from the Air District's reserves to fund an incentive program to aid Bay Area homeowners and landlords to change to cleaner heating devices.

The 2016-2017 Winter Spare the Air campaign features the same strong message from last season and links the serious health impacts from wood smoke to those of cigarette smoke. Advertising that clearly illustrates this link and has resonated so well with the public will be refreshed for the upcoming winter season.

## DISCUSSION

The amendments to Regulation 6, Rule 3 are scheduled to go into effect on November 1, 2016.

The Wood Smoke Reduction Incentive Program was developed to improve local air quality and reduce wintertime particulate matter pollution by helping Bay Area homeowners and landlords replace their wood-burning heating devices with cleaner options.

Program funds were reserved to ensure that 40% of the monies available were prioritized for Highly Impacted Residents (HIR), which include low-income residents, residents located in areas highly affected by wood smoke, and households whose wood-burning device is their sole source of heat.

The Program began accepting applications on Friday, August 26, 2016.

The Winter Spare the Air campaign will highlight changes to the wood burning rule, publicize the benefits of changing out old fireplaces and continue to focus on the localized health impacts from wood smoke. Staff will present an overview of this year's materials and campaign strategy.

## BUDGET CONSIDERATIONS/FINANCIAL IMPACTS

Funding for the Regulation 6; Rule 3 Wood Burning Devices enforcement, advertising and incentives is included in the Fiscal Year 2016-2017 budget.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Lisa Fasano  
Reviewed by: Wayne Kino

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

## Memorandum

To: Chairperson Eric Mar and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/APCO

Date: November 8, 2016

Re: Update on Regulation 12, Rule 16: Petroleum Refining Facility-Wide Emissions and  
Regulation 11, Rule 18: Reduction of Risk from Air Toxic Emissions at Existing  
Facilities

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**RECOMMENDED ACTION**

None; receive and file.

**BACKGROUND**

At the July 20, 2016 Board of Directors meeting, the Board of Directors directed staff to conduct a full regulatory analysis of two options in one Environmental Impact Report (EIR) to address concerns about the impact of emissions from refineries: a proposal by staff to significantly reduce toxic risk from refineries and hundreds of other sources throughout the Bay Area (draft Regulation 11, Rule 18 or “Rule 11-18”) and a proposal by Communities for a Better Environment (CBE) and associated organizations to limit greenhouse gas (GHG) and specific criteria pollutant emissions from refineries (draft Regulation 12, Rule 16 or “Rule 12-16”). Staff presented a timeline for this effort culminating in Board consideration of the rules in May 2017.

Staff is fully developing both rules and is on track to bring them to the Board for consideration by May of 2017. The draft rules, Notice of Preparation/Initial Study for the EIR were released for public review and comment on October 14, 2016. A draft staff report was released on October 27, 2016. Staff will conduct Open Houses on Rule 11-18 across the Bay Area November 9, 2016 through November 17, 2016 and will continue to meet with key stakeholders throughout the rule development process regarding both draft rules. A brief description of the draft rules is provided below.

**Regulation 12, Rule 16: Petroleum Refining Facility-Wide Emissions Limits:**

At the July 20, 2016 meeting, the Board of Directors directed staff to develop regulatory language that represents a proposal by CBE and associated organizations to limit specific emissions from petroleum refining facilities and three support facilities using numeric limits on GHG, particulate matter (PM), oxides of nitrogen (NOx) and sulfur dioxide (SO<sub>2</sub>) at defined historic levels. Staff continues to work with CBE to make sure that the regulatory language accurately reflects their

policy proposal. Staff has identified a number of issues regarding this draft rule and discussed these issues with CBE.

### Regulation 11, Rule 18: Reduction of Risk from Air Toxic Emissions at Existing Facilities:

In order to address concerns regarding health impacts for communities located near refineries and other facilities, staff is developing a rule that would significantly reduce toxic emissions from sources such as refineries, metal melting facilities, and stationary diesel generators. Rule 11-18 would apply to all facilities whose emissions of toxic air contaminants may result in a significant risk to nearby residents and workers. Rule 11-18 would achieve significant reductions of toxic air contaminants by setting a cap on the allowable risk for all facilities across the Bay Area. Air District staff would perform Health Risk Assessments (HRAs) to identify risk levels at facilities with potential to exceed the cap and then require appropriate measures to reduce risk to acceptable levels.

### DISCUSSION

Staff is on schedule to bring these rules to the Board for consideration in May 2017. Recent and upcoming milestones are as follows:

- August 19, 2016: Project description for EIR posted for public review and comment.
- October 14, 2016: Publication of draft rules, and Initial Study for the EIR
- October 19, 2016: Update to the Board of Directors
- October 27, 2016: Publication of draft staff report
- November 9, 2016: Rule 11-18 Open House in Richmond
- November 10, 2016: Rule 11-18 Open House in Oakland
- November 14, 2016 (afternoon): Rule 11-18/Rule 12-16 EIR Scoping Meeting in San Francisco
- November 14, 2016 (evening): Rule 11-18 Open House in San Francisco
- November 15, 2016: Rule 11-18 Open House in San Jose
- November 16, 2016 (afternoon): Rule 11-18/Rule 12-16 EIR Scoping Meeting in Martinez
- November 16, 2016 (evening): Rule 11-18 Open House in Martinez
- November 17, 2016: Rule 11-18 Open House in Fremont
- March 3, 2017: Publication of rules, staff analysis, socioeconomic analysis, EIR
- May 17, 2017: Board Hearing

### BUDGET CONSIDERATIONS/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Eric Stevenson  
Reviewed by: Jean Roggenkamp