

Bay Area Air Quality Management District  
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**APPROVED MINUTES**

Summary of Board of Directors  
Technology Implementation Office Steering Committee Meeting  
Friday, October 4, 2019

**1. CALL TO ORDER – ROLL CALL**

Technology Implementation Office (TIO) Steering Committee (Committee) Chairperson Cindy Chavez called the meeting to order at 9:38 a.m.

Present: Committee Chairperson, Cindy Chavez; Ex-Officio Board of Directors (Board) Member, David Hudson; and Members Bud Beebe, Mark Cupta, Ahmad Ganji, Michael Montgomery, Janea Scott, and Jetta Wong.

Absent: Member Marilyn Waite.

Also Present: None.

**2. PUBLIC COMMENT ON AGENDA MATTERS**

No requests received.

**3. APPROVAL OF THE MINUTES OF MARCH 25, 2019**

Public Comments

No requests received.

Committee Comments

None.

Committee Action

Ex-Officio Board Member Hudson made a motion, seconded by Member Scott, to approve the Minutes of March 25, 2019; and the motion carried by the following vote of the Committee:

AYES: Beebe, Cupta, Hudson, Scott, Wong.  
NOES: None.  
ABSTAIN: None.  
ABSENT: Chavez, Ganji, Montgomery, Waite.

#### 4. CLIMATE TECH FINANCE PROGRAM UPDATE (OUT OF ORDER, ITEM 5)

Derrick Tang, Acting TIO Manager, introduced Dr. Chad White, Climate Tech Finance Program Lead, who gave the staff presentation *Climate Tech Finance: Accelerating Adoption of Lower-Carbon Technology*, including: identify technology; financial support; climate action; progress to date; progress examples; and feedback suggestions – outreach efficacy, financing attractiveness, and product strategy.

NOTED PRESENT: Professor Ganji was noted present at 9:42 a.m.

##### Public Comments

No requests received.

NOTED PRESENT: Mr. Montgomery was noted present at 10:01 a.m.

##### Committee Comments

The Committee and staff discussed whether bio-generated methane (versus natural methane) is a relevant emission that the program would deem eligible; the California Energy Commission's (CEC) Food Production Investment program; the importance of sector-specific outreach, timing of solicitation, and identifying matches between technologies and those who need them; the Air District's outreach methods to potential program participants, and how the Air District evaluates the success of those outreach methods; the suggestion that the Air District showcases a successful partnership resulting from this program at an upcoming Air & Waste Management Association (AWMA) conference; the levels of readiness of brewery and dairy equipment for the reduction of greenhouse gas (GHG) emissions; the possibility of an upcoming bond measure regarding water resilience that the Air District should monitor; the suggestion of offering prospective users (such as government entities) financial assistance to optimize their search for technical assistance regarding the reduction of GHG emissions; the suggestion of alerting technology vendors of matchmaking opportunities through this program; the suggestion of focusing more equally on the results of matchmaking efforts between technology vendors and users, and not solely on the financial aspect of this program; the suggestion of providing seed capital for feasibility studies at smaller operations that have less available funding; the suggestion of identifying and promoting a successful, replicable project example from this program to generate interest among prospective users; the suggestion of asking those who choose not to adopt emission reduction control measures from the Air District's 2017 Clean Air Plan to contribute to the Air District's Climate Tech Fund, or a fund which can be managed by the TIO to supplement this program; the suggestion of identifying users' needs and interests prior to researching different technologies that are available and conducting climate technology reviews for different markets; anticipated advantages of the program's proposed lease model; the need to establish longevity of a technology following pilot deployment; the observation that the Air District is still trying to determine the degree to which a technology satisfies a strong market demand; and the opportunities for multi-sector benefits that may be available due to water regulations driving wastewater system technology changeouts.

##### Committee Action

None; receive and file.

## 5. PROGRAMS TO ACCELERATE ELECTRIC VEHICLE (EV) ADOPTION (ITEM 6)

Mr. Tang introduced Staff Specialists, Rebecca Fisher and Tin Le, who gave the staff presentation *Programs to Accelerate Electric Vehicle Adoption*, including: Bay Area EV trends and goals; Bay Area EV Acceleration Plan timeline; EV market research study; Acceleration Plan outline and in 2020; Clean Cars for All (CCFA) program; benefits from equity; clean transportation and vehicle options; status of CCFA program; examples of vehicle cost; CCFA grant recipient testimonial; and questions for the Steering Committee.

### Public Comments

No requests received.

### Committee Comments

The Committee and staff discussed the suggestion that the Acceleration Plan encompasses the increased rate of EV adoption that has occurred in the Bay Area since the Air District's projections from 2013; the need to equip multi-family dwellings with EV charging infrastructure to help meet projected adoption goals; the need for electric bus fleets and the challenges of charging them; the need for DC chargers, rather than Level 2, to be made available to the public; how range-anxiety and a lack of charging infrastructure deters potential EV owners, and the anticipation of more affordable EV prices in the future; the types of people that attend the Air District's CCFA events and changes Air District staff is making to the program based on participants' feedback and interaction; charging options for those who work at crowded facilities, and the request that the Board receives a list of employers that have received funding from the Air District's Charge! Program to install EV charging infrastructure, as well as the locations of those installations, and the impact that those employers have noticed based on that available technology; the need for a variety of best practices regarding EV charging infrastructure to be included in regional plans, as one solution may not apply to all needs; whether the Air District should set an infrastructure goal, as it has been establishing EV goals; whether the charging level for portable chargers is the same as Level 2 charging rates; the anticipation of a high volume of future EV charging infrastructure needs, how those can be seen as challenges and opportunities for electric/gas utility and petroleum companies, and how the CEC and California Public Utilities Commission are considering grid changes that may be needed; how community choice aggregation agencies can get involved with promoting EV charging infrastructure; the request that the Board discusses the future of federal EV rebates at an upcoming Board meeting; the suggestion that the future of the Bay Area's energy supply (and financial situations of utility companies) be discussed by the Air District; and the suggestion that the Air District talks to the Metropolitan Transportation Commission about electrifying paratransit vehicles.

### Committee Action

None; receive and file.

## 6. TECHNOLOGY IMPLEMENTATION OFFICE OVERVIEW (ITEM 4)

Mr. Tang gave the staff presentation *TIO Overview*, including: TIO target; Bay Area Greenhouse Gas (GHG); and TIO Steering Committee members, structure, mission, incentive programs, and outreach and partnerships.

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed the percentage of total GHG emissions in the Bay Area due to refineries; the fact that transportation generates more than half of the GHG emissions in the Bay Area; and the suggestion of identifying a well-known spokesperson to promote the Air District's CCFA program at large public events (such as sporting events) and on social media.

Committee Action

None; receive and file.

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

No requests received.

**8. COMMITTEE MEMBER COMMENTS**

Ex-Officio Board Member Hudson suggested that bus manufacturers and transportation authorities be invited to future Air and Waste Management Association conferences to discuss bus electrification solutions. He also suggested that owners of multi-family dwellings intentionally prepare for make-ready EV charging infrastructure installations to demonstrate shared charging equipment and encourage residents to purchase EVs.

Mr. Montgomery said that passenger ferry infrastructure is waiting to be built and eventually expanded to serve more areas and that the Air District's assistance in identifying GHG emissions technology would be appreciated.

**9. TIME AND PLACE OF NEXT MEETING**

At the conclusion of the meeting, it was announced that the next meeting would be at the Call of the Chair, but after the meeting adjourned, the next meeting was scheduled for May 15, 2020, at 1:00 p.m.

**10. ADJOURNMENT**

The meeting adjourned at 11:48 a.m.

*/s/ Marcy Hiratzka*  
Marcy Hiratzka  
Clerk of the Boards