

Bay Area Air Quality Management District  
939 Ellis Street  
San Francisco, CA 94109  
(415) 749-5000

## **APPROVED MINUTES**

Advisory Council Regular Meeting  
9:00 a.m., Wednesday, November 10, 2010

### **CALL TO ORDER**

**Opening Comment:** Chairperson Bramlett called the meeting to order at 9:00 a.m. without an initial quorum.

**Roll Call:** Chairperson Jeffrey Bramlett, M.S., Secretary Stan Hayes, and Council Members Jennifer Bard, Benjamin Bolles, Robert Bornstein, Ph.D., John Holtzclaw, Ph.D., Gary Lucks, JD, CPEA, REA I, Jane Martin, Dr.Ph.D., Jonathan Ruel and Dorothy Vura-Weis, M.D., M.P.H.

**Absent:** Vice Chairperson Ken Blonski, M.S., Council Members Louise Bedsworth, Ph.D., Harold Brazil, Alexandra Desautels, Robert Huang, Ph.D., Kraig Kurucz, Rosanna Lerma, P.E., Debbie Mytels, Kendall Oku, and Michael Sandler

**Also Present:** Board of Directors Chair Brad Wagenknecht

Chairperson Bramlett asked for interest in the upcoming Secretary appointment, and Dr. Bornstein voiced interest in being considered.

Jean Roggenkamp announced that Eric Stevenson, Director of Technical Services, will also be working with the Advisory Council.

### **DISCUSSION**

#### **1. Discussion of Draft Report on the Advisory Council's October 13, 2010 Meeting on California's 2050 GHG Emission Reduction Target of 80% Below 1990 Levels – Strategies and Technologies for the Transportation Sector**

The Advisory Council discussed and proposed amendments to the Draft Report, as follows:

### Discussion Meeting:

(Vura-Weis) Clarified that the Council did discuss how to incorporate and expand upon the May 13, 2009 meeting recommendations regarding the transportation sector, some of which focused on solutions and the 2050 goal, and a handout at today's meeting is a review of what the District is or will be doing based upon those recommendations.

### Key Points:

(Vura-Weis) Page 2: Asked to clarify which items were Advisory Council versus speaker recommendations, and asked for consistency throughout the report.

(Vura-Weis) Asked to explain what 8% means in terms of pricing, and the item was amended to read, "road use and parking pricing".

Chairperson Bramlett called for public comment.

### Public Comment Period:

Sam Altshuler discussed the opportunity to merge the concept of making parking available for electric and low-emission vehicles.

(Martin) Page 2, 6<sup>th</sup> bullet: Questioned the end of the bullet on page 3 which states, "...while evening out funding streams". Ms. Bard said the speaker was referring to the fact that transit funding is slashed, and if passes were paid for up-front, would provide transit agencies a better stream of revenue. Members suggested separating it out into its own bullet.

(Bornstein) Suggested that key points be broken out by speaker and questioned the policy on this. Mr. Kendall said while this has been done in the past, in this case there was a lot of specificity in each speaker discussion and each were discrete topics.

(Vura-Weis) Page 4, 2<sup>nd</sup> bullet, 2<sup>nd</sup> arrow: Questioned floor to area ratio (FAR)'s definition, and Dr. Holtzclaw clarified with members to add, "building floor space to lot area".

(Ruel) Page 4, 4<sup>th</sup> bullet: Questioned what is meant by, "Start easily". Ms. Bard and Mr. Kendall suggested amending this with, "Start with easy to implement policies, and use..."

### EMERGING ISSUES

(Bramlett) Number 1: Suggested replacing the word, "cycling" and not "biking" which are also reference throughout the document.

(Ruel) page 5, 2<sup>nd</sup> bullet under Dr. Simon Mui: "32% of business as usual" and he asked if it meant 32% less than business as usual. Dr. Holtzclaw thinks it is 32% VMT reduction from now, and members agreed it should be changed to "(is a 32% reduction from business as usual)".

(Vura-Weis) Page 5, 2<sup>nd</sup> bullet: “...save 1/4 the GHG emissions of mid-sized cars if using electricity derived from coal, 1/3 of electricity if derived from the present U.S. grid, and ½ if derived from renewable energy sources.”

(Holtzclaw) Page 7, Number 5: Suggested adding “2011” after January.

(Hayes) Page 5, 2<sup>nd</sup> bullet point under Dr. Mui, and said this bullet point will be the take-away and asked members if this was accurate. Ms. Roggenkamp said it is nicely put, but suggested it might be better said that it is the speaker’s perspective. Dr. Holtzclaw referred to Dr. Mui’s slide 5 and suggested further clarification to indicate that the speaker presented the data.

Members agreed to reference the link to the NRDC report and for it to be placed at the end of the second bullet point on page 5.

(Bramlett) Page 7: Thinks Numbers 2 and 4 were recommendations and suggested they be referenced as statements. Ms. Bard said an emerging issue is a need and problem, as well as a tool in development. She suggested amending them to say there are tools being developed including SFPHD and agreed the group could work on the rewording it. She said the recommendation could also be reworded.

(Hayes) Page 7, Number 4, the last sentence also mirrors the recommendation in Number 5 and he asked to move that part of it in the recommendation.

Ms. Roggenkamp said her recollection is that an emerging issue may not be developed fully to make a recommendation for doing something and it is identified and tracked. Ms. Bard thinks they are worthy of being identified both under emerging issues and recommendations.

(Bornstein) Page 7, Number 4, the last sentence: Does not follow and is not linked well with “as well as...” and suggested amendment.

## RECOMMENDATIONS

(Holtzclaw) Page 8, Number 2: Suggested putting a period after “Brinkerhoff.” He questioned the sentence “A range of impacts...” and asked that it be linked to the previous sentence. Dr. Bornstein suggested it read, “Modeling does not now include impacts of induced demand or increase of housing at suburban fringe, but should include a range of impacts.”

(Bramlett) Page 8, Number 2, amend last sentence: “Additionally, the Air District should request that net revenues from HOT lanes be used for expanded non-highway transit and transit choices, rather than expansion of highway system.”

(Vura-Weis) Entire set of recommendations: Suggested consistently using in the entire section “The Air District should”.

(Vura-Weis) Page 8, Number 5: Asked to say CMAs should manage congestion by means to also reduce GHG’s rather than increasing road construction. Ms. Bard said the recommendation is primarily to seek legislation to focus on GHG rather than congestion management.

Ms. Roggenkamp said if there were legislation, the title and the mandate could be changed, as well as the mission. She suggested leaving number 5 mostly the way it is and indicate what the Council would want instead of worrying about their names. Ms. Bard suggested "...to change the focus of these agencies to reducing GHGs rather than primarily congestion management." Ms. Roggenkamp said CMAs do many programs that are good for GHGs and not about expanding roads or capacity for cars and she did not think it should be phrased as an either/or. Chairperson Bramlett suggested adding in health. Secretary Hayes agreed and suggested amending number 5 to read, "...requiring CMAs to expand their mission statement from primarily congestion management to include a major emphasis on GHG reduction and health."

(Holtzclaw) Page 8, Number 5: remove quotation marks around "congestion management" and "greenhouse gas reduction".

(Lucks) Page 8, Number 8 and 9: He said he has spent time reviewing bills and legislation relative to 8 and 9. SB535 (Yee) becomes effective January 1, 2011 and is relevant to Number 8 where it is giving special treatment for the list of fuel efficient vehicles where they can use the HOV lane from 2012 to 2015. He suggested studying SB 535 which may weigh into Number 8's recommendation, which says the Air District should support strong statement ZEV mandate. He noted the hybrids' use of HOV lanes will sunset in 2011. The second bill effective January 1, 2011 is SB1340 (Keyhoe) dealing with providing the infrastructure incentives for financing electric vehicle charging stations, expanding the PACE program so one can float a bond to finance home stations.

Mr. Luck said Number 9 states that the Air District should coordinate regional efforts to accelerate EV charging infrastructure and the State is taking the lead to make it happen. He suggested studying this bill to see if it ties in with the recommendation.

Ms. Roggenkamp added that the Air District Board of Directors approved \$5 million for assistance with EV infrastructure and charging for home stations. There are local city and county representatives developing best management practices on permitting installations. Mr. Lucks offered to provide assistance with bill analyses.

In response to Dr. Bornstein, Ms. Roggenkamp noted the District is working with regional partners to coordinate the EV vehicle and infrastructure deployment across the region and Number 9 is supportive of this. She suggested using the word "collaborate" instead of "coordinate" as no one is yet leading the charge but is rather working together. Secretary Hayes and Ms. Bard suggested revision to state, "The Air District should continue to work and collaborate regionally on efforts to accelerate EV charging infrastructure and streamline residential charging station installation and permitting."

(Bornstein) Page 8, Number 10, asked to revise to say, "The Air District should promote expansion of toll pricing..." Ms. Roggenkamp noted the Clean Air Plan addresses transportation pricing and she recognized timing as important. Secretary Hayes supported the recommendation and questioned if the legislative authority exists for other bridge districts or transportation agencies to do this. Ms. Roggenkamp said all bridges in the region are under Caltrans except for the Golden Gate Bridge Highway and Transportation District, and MTC has some amount of authority.

(Holtzclaw) Page 8, Number 10: Suggested changing “toll pricing” to “congestion pricing”, and members agreed.

(Vura-Weis) Said she was interested in how Proposition 26 has an impact on recommendations, including the idea that fees from one source be used to support programs that are not related to administration of that particular activity. Mr. Bunger noted this will be sorted out by the courts, but Proposition 26 will make it more difficult to adopt a number of the recommendations because they will be defined as taxes and will require a 2/3 vote of the people.

(Bornstein) Page 8, Number 10: change “other bridges” to “all bridges”.

(Hayes) Page 9, Number 12: Pointed out that VMT fee will also be subject to a 2/3 vote, and Mr. Bunger briefly reviewed those items categorized as a tax and requiring a 2/3 majority vote.

(Holtzclaw) Page 7, Number 2: Questioned if another recommendation should be derived from Number 2 to expand more tools as a Recommendation Number 13. Ms. Bard said this is Number 3, which will be expanded upon by the group.

Chairperson Bramlett questioned and confirmed there was no quorum and, therefore, the Draft Report could not be approved at this meeting. The Advisory Council discussed whether there was need for a December meeting, and consensus was that the next meeting would occur in January.

## **2. Discussion, Recommendation and Selection of Slate of Officers for 2011**

Chairperson Bramlett reported that Ken Blonski would normally rotate to serve as Chair, Stan Hayes would serve as Vice Chair, and said Dr. Bornstein has voiced an interest in being appointed as Secretary. He confirmed no other interest by members for the Secretary position. Due to a lack of a quorum, the vote on the entire Slate of Officers for 2011 will need to occur at the January 12, 2011 meeting.

### **Consent Calendar:**

- 1. Approval of Minutes of the October 13, 2010 Advisory Council Meeting -** Deferred to January 12, 2011 due to a lack of a quorum.

### **OTHER BUSINESS**

- 4. Chairperson’s Report** – Chairperson Bramlett and Ms. Roggenkamp reported that Advisory Council Member Michael Sandler gave an excellent presentation of Advisory Council Report and Recommendations from the June 9, 2010 Meeting on California’s 2050 GHG Emission Reduction Target – Control Technologies and Strategies for the Industrial and Electric Power Sectors to the Board of Directors on November 3, 2010.

Chairperson Bramlett announced that Michael Sandler will no longer be able to continue in serving on the Advisory Council due to work commitments as well as Dr. Huang, who will both be sorely missed. The Clerk reported the recruitment for open positions closed October

29, 2010 and interviews should occur shortly, with the recommendation forwarded to the Board of Directors.

Chairperson Bramlett discussed and supported the new format of the Advisory Council and he thanked group leaders and staff for their work and participation.

## **5. Council Member Comments/Other Business**

Ms. Bard announced that November is Chronic Obstructive Pulmonary Disease (COPD) Awareness Month which is the fourth leading cause of death, and one in six cases are due to environmental exposures.

Dr. Vura-Weis noted that California E.P.A. had a webinar dealing with Cool Communities, Cool Pavements and Surfaces, and it was very impressive and relevant to what the District is doing. Interestingly, a new cool pavement grabs nitrous oxides, converts them into other forms of nitrogen that wash away through the pavement, thereby decreasing heat and nitrous oxides for a beneficial effect.

In response to Mr. Lucks, Chairperson Bramlett and Ms. Roggenkamp noted that the 2011 schedule will be set in January and the District looks at futuristic issues and topics. Such topics that staff may suggest for review may include ultra-fine particulate matter and other ideas around that. Mr. Lucks offered ideas to consider and reviewed his work with state and federal environmental work.

Ms. Bard said the U.S. E.P.A. is talking about setting a standard for roadway sources, and Mr. Stevenson said they are reviewing a number of the National Ambient Air Quality Standards. They regulate NO<sub>2</sub> and are moving toward a more near roadway model and requiring monitoring beginning in 2013 to occur at roadways within 50 meters. With SO<sub>2</sub>, the latest revision also had direction toward sources, which is new for E.P.A. and therefore focusing more on specific rather than general exposures. He said in the past, the desire was to be away from sources to get a better idea of the regional effect of air pollution. However, now the E.P.A. is focusing in on areas where there are higher concentrations.

Ms. Bard questioned if Napa is one of the highest sources of PM<sub>2.5</sub> in the winter-time, and Mr. Stevenson said monitors indicate that Napa does meet the national standard.

Dr. Bornstein questioned and confirmed that the CARE program does not yet focus on ultra-fine particulates. He also noted he was at a conference in Germany and discussed their focus on concentrating on wood burning controls and Ms. Roggenkamp agreed to forward information to him.

Mr. Hayes thanked staff for the Update on Advisory Council Recommendations for Transportation and GHGs which outlined previous recommendations and what staff is doing relevant to them.

Dr. Martin questioned if CARE communities would be prioritized for monitoring, given the limited resources. Mr. Stevenson noted regulations are specific about where roadway monitoring is to occur. It is based on VMT, vehicle mix and population. Some of the CARE

communities are near freeways and in those instances it matches the District with EPA's goal.

Ms. Bard said she attended a meeting on Performance Target Study Committee. The group looks at what the targets will be for development of the Sustainable Communities Strategy (SCS). The four regional agencies have arrived at ten targets that will be performance indicators as far as how the plan will get to those targets.

**6. Time and Place of Next Meeting**

*9:00 a.m., Wednesday, January 12, 2011, 939 Ellis Street San Francisco, California 94109.*

**7. Adjournment:** The meeting adjourned at 10:50 a.m.

*LS/ Lisa Harper*

Lisa Harper  
Clerk of the Boards