



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

**BOARD OF DIRECTORS
EXECUTIVE COMMITTEE MEETING**

COMMITTEE MEMBERS

**SCOTT HAGGERTY – CHAIRPERSON
GAYLE UILKEMA – SECRETARY
JULIA MILLER
TIM SMITH**

**MARLAND TOWNSEND – VICE
CHAIRPERSON
MARK DeSAULNIER
DENA MOSSAR
BRAD WAGENKNECHT**

**WEDNESDAY
JANUARY 29, 2003
9:30 A.M.**

**FOURTH FLOOR
CONFERENCE ROOM**

AGENDA

1. **CALL TO ORDER – ROLL CALL**
2. **PUBLIC COMMENT PERIOD** *(Public Comment on Non-Agenda Items Pursuant to Government Code § 54954.3) Members of the public are afforded the opportunity to speak on any agenda item. All agendas for regular meetings are posted at District headquarters, 939 Ellis Street, San Francisco, CA, at least 72 hours in advance of a regular meeting. At the beginning of the regular meeting agenda, an opportunity is also provided for the public to speak on any subject within the Committee’s subject matter jurisdiction. Speakers will be limited to five (5) minutes each.*
3. **APPROVAL OF MINUTES OF OCTOBER 30, 2002**
4. **QUARTERLY REPORT OF THE HEARING BOARD** **T. Dailey/4965**
5. **REPORT OF THE ADVISORY COUNCIL** **W. Hanna/4965**
(a-j) Report of Council Meetings
(k) Request reappointment of six Advisory Council members to serve an additional two-year term.
6. **REVIEW 2004 OZONE PLAN DRAFT SCHEDULE** **T. Perardi/4667**
tperardi@baaqmd.gov
Review draft schedule for developing the 2004 ozone plan.
7. **RECOMMENDATION TO ENDORSE SMART GROWTH STRATEGY/REGIONAL LIVABILITY FOOTPRINT PROJECT POLICIES** **T. Perardi/4667**
tperardi@baaqmd.gov
Approve Preamble and Policies for the Smart Growth Strategy/Regional Livability Footprint project.
8. **RECOMMENDATION TO ENDORSE THE FINALIZED COMPACT FOR A SUSTAINABLE BAY AREA** **T. Perardi/4667**
tperardi@baaqmd.gov
Approve endorsement of final Compact for a Sustainable Bay Area developed by the Bay Area Alliance for Sustainable Communities that was “approved in principle” at the Executive Committee meeting of September 29, 1999 and taken to the Board of Directors at its October 6, 1999 meeting.

9. CONSIDERATION AND DISCUSSION OF COMBINING THE EXECUTIVE AND LEGISLATIVE COMMITTEES

W. Norton/5052

exec@baaqmd.gov

Consider combining the Executive and Legislative Committees of the Board. The Committee may direct staff to prepare amendments to the District's Administrative Code for the Board's consideration as a result of its decision.

10. COMMITTEE MEMBER COMMENTS/OTHER BUSINESS

Any member of the Committee, 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).

11. TIME AND PLACE OF NEXT MEETING: 9:30 a.m., APRIL 30, 2003, 939 ELLIS STREET, SAN FRANCISCO, CA

12. ADJOURNMENT

**Bay Area Air Quality Management District
939 ELLIS STREET
SAN FRANCISCO, CALIFORNIA 94109
(415) 771-6000**

DRAFT MINUTES

Summary of Board of Directors
Executive Committee Meeting
9:30 A.M., Wednesday, October 30, 2002

1. Call to Order - Roll Call: 9:30 a.m.

Present: Randy Attaway, Chair, Scott Haggerty, Julia Miller, Dena Mossar, Tim Smith, Marland Townsend, Gayle Uilkema, Brad Wagenknecht.

Absent: Mark DeSaulnier.

Also Present: Pam Torliatt (9:46 a.m.).

2. Public Comment Period: There were no public comments.

3. Approval of Minutes of July 31, 2002: Director Mossar moved approval of the minutes; seconded by Director Townsend; carried unanimously by acclamation.

4. Quarterly Report of the Hearing Board: Hearing Board Chair Thomas Dailey, M.D., presented the *Hearing Board Quarterly Report – July 2002 – September 2002*. Dr. Dailey recognized Director Miller for her participation in the First Annual Asthma Walk for the American Lung Association of Santa Clara/San Benito County. Dr. Dailey highlighted the Hearing Board Rule amendment process, the Hearing Board's orientation/tour of the District and his attendance at the National Association of Hearing Officials conference in Alaska.

Committee Action: None; the Committee received and filed the report.

5. Report of the Advisory Council:

(a-h) Report of Council Meetings

Advisory Council Chair Robert Sawyer presented the *Report of the Advisory Council: July 11 – October 21, 2002*, which summarized the activities of the Council and its Standing Committees. Dr. Sawyer reviewed several issues before the Advisory Council, such as coordination with the Board and staff, new initiatives, and membership vacancies.

(i) Recommendation of the Advisory Council Ad Hoc Selection Committee to Appoint New Members

Stan Hayes, Chairperson, Advisory Council Applicant Selection Working Group, presented the recommendations on appointments to the Advisory Council as follows:

Mass Public Transportation	-	Harold Brazil
Conservation	-	Irvin Dawid and John Holtzclaw
Public Health	-	Linda Weiner

Committee Action: Director Miller moved to accept the recommendations of the Advisory Council Applicant Selection Working Group on appointments to the Advisory Council; seconded by Director Townsend; carried unanimously by acclamation.

6. Draft Final Report of the University of Riverside Study on the Air Quality Impacts of an Enhanced Smog Check Program in the Bay Area

Peter Hess, Deputy APCO, provided a status update and reviewed the exposure assessment and exposure results. Mr. Hess stated that Air District staff would be working with the Air Resources Board on ozone transport mitigation and additional reductions. The Modeling Advisory Committee will also be discussing these issues.

Committee Action: None; the Committee received and filed the report.

7. Consideration of Air Pollution Control Officer Designation – *The Committee considered appointment of Air Pollution Control Officer.*

Bill Norton, Chief Executive Officer, presented Ellen Garvey's letter of October 24, 2002 in which Ms. Garvey has indicated she is not seeking renewal of her employment contract. Chairperson Attaway, as well as other Committee members, thanked Ms. Garvey for her work at the Air District and expressed their appreciation for her years of service with the District.

Committee Action: Chairperson Attaway moved that Mr. Norton, in addition to being CEO, be appointed as the Air Pollution Control Officer, with modifications to his contract if necessary; seconded by Director Townsend; carried unanimously by acclamation.

8. Consideration of Amendments to the Administrative Code Division I, Section 2.1: Officers of the Board – *The Committee considered recommending to the Board of Directors that it amend the District's Administrative Code Division I, Section 2.1: Officers of the Board, to change the current two year term of office for Board Officers to a one year term.*

The Committee discussed the pros and cons of having a one-year term versus a two-year term as an Officer of the Board. During discussion it was noted that the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG) both have two-year terms for their officers. The Committee determined that the terms of office for Board Officers remain a two-year term at this time, and that this issue will be revisited in mid-2003.

Committee Action: Director Miller moved that the term of office for Board Officers remain a two-year term, but that the issue of changing the term of office back to one year will be revisited in mid-2003; seconded by Director Townsend; carried unanimously by acclamation.

9. **Consideration of Amendments to Administrative Code Division I, Sections 6.2(c) and 6.6: Division III, Sections 1, 2.3, 4.2, 6.4(a) Related to the Personnel Committee** – *The Committee considered recommending to the Board of Directors that it amend the District’s Administrative Code Division I, Section 6.2(c) and 6.6; Division II, Section 3.2; and Division III, Sections 1, 2, 3, 4.2, 6.4(a) related to the Personnel Committee.*

During discussion, the Committee determined the responsibilities of the Personnel Committee be reassigned to the Executive Committee of the Board and, where appropriate, to the Executive Officer. There was also discussion on forming a Stationary Source Committee at some future date.

Committee Action: Director Mossar moved approval of the recommendations regarding the Personnel Committee; seconded by Director Uilkema; carried unanimously by acclamation.

10. **Attendance of Board Members at Board and Committee Meetings** – *The Committee discussed ways to improve Board member attendance at meetings, including Legislative Committee meetings.*

The Committee discussed several issues including lack of quorums, arrangement of the agendas with action items on first, and the possibility of having an attendance policy whereby the appointing agency is notified if a Board or Committee member misses a certain number of meetings.

Committee Action: The Committee recommendation is to move the Legislative Committee meeting dates to dates separate from other Committee or regular meetings of the Board.

11. **Discussion Regarding Changing the Name of the District** – *The Public Outreach Committee requested that the Executive Committee review the issue of changing the name of the District.*

Teresa Lee, Director of Public Information, provided background on the establishment of the name of the agency. The Committee discussed the feasibility of changing the name of the District and the consensus was that the District’s name should not be changed. The Committee requested staff pursue a name identity campaign, including having a cross-reference listing in telephone books.

Committee Action: None, this report provided for information only.

12. **Committee Member Comments:** Director Mossar discussed her concerns about the Resource Team for East Palo Alto and the possibility of the District being embroiled in regional Politics. Director Miller reported she and Chairperson Attaway attended the Santa Clara County Resource Team meeting held the week of October 21st.

D R A F T (Draft Minutes of October 30, 2002 Executive Committee Meeting)

- 13. Time and Place of Next Meeting:** 9:30 a.m., Wednesday, January 29, 2003, 939 Ellis Street, San Francisco, CA 94109.
- 14. Adjournment.** The meeting was adjourned at 11:32 a.m.

Respectfully submitted,

Mary Romaidis
Clerk of the Boards

mr

BOARD EXECUTIVE COMMITTEE

Follow-up Items for Staff

October 30, 2002

1. Staff to pursue a name identity campaign, including having a cross-reference listing in telephone books.

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson Haggerty and Members of the Executive Committee
From: William Hanna, Chairperson, Advisory Council
Date: January 22, 2003
Re: Report of Advisory Council: October 17, 2002 – January 8, 2003

RECOMMENDED ACTION:

This report is provided for information only.

DISCUSSION:

Presented below are summaries of the key issues discussed at meetings of the Advisory Council and its Standing Committees during the above reporting period:

- (a) Public Health Committee Meeting – October 28, 2002. The Committee received a staff presentation on the District's state and federal emission offset programs, and discussed an initial set of recommendations regarding mitigation of particulate matter emissions. *(Minutes included in the December 4, 2002 Board of Directors Regular Meeting Agenda packet.)*
- (b) Air Quality Planning Committee Meeting – October 31, 2002. The Committee discussed initial recommendations on Vehicle I&M in light of previous information received from guest speakers and District staff. *(Minutes included in the December 4, 2002 Board of Directors Regular Meeting Agenda packet.)*
- (c) Executive Committee Meeting – November 13, 2002. The Committee discussed with District Counsel the inapplicability of the Brown Act to the Advisory Council Applicant Selection Working Group. It also discussed and adopted a procedure regarding the role of the Clerk's Office staff in taking and reviewing Advisory Council minutes. Preliminary discussion was held regarding a number of referrals from the Board of Directors and District staff for Council review in 2003. *(Minutes included in the January 15, 2003 Board of Directors Regular Meeting Agenda packet.)*
- (d) Regular Meeting – November 13, 2002. The Council received the reports of its Standing Committees, as well as the Applicant Selection Working Group. Executive Officer/APCO William C. Norton apprised the Council on current District activities, and Planning Division staff provided an update on the progress of the Council's recommendations on aircraft and airport air quality. *(Minutes included in the January 15, 2003 Board of Directors Regular Meeting Agenda packet.)*

- (e) Technical Committee Meeting – December 3, 2002. The Committee endorsed staff's proposal to amend the District's Transportation Fund for Clean Air policy regarding heavy-duty diesel engines. Klaus Scott of the California Air Resources Board, and Jim Wilkinson of Alpine Geophysics, addressed the Committee on the measurement and estimation biogenic emissions from a 900-acre grove of eucalyptus trees near Livermore. The Committee is endeavoring to assess whether emissions from the highly reactive compound isoprene have a measurable impact on ozone concentrations downwind. Initial evaluation suggests that these isoprene emissions are not significant; additional data are being reviewed by staff to independently confirm and validate these findings. *(Minutes included in the January 29, 2003 Board of Directors Executive Committee Agenda packet.)*
- (f) Air Quality Planning Committee Meeting - December 9, 2002. The Committee endorsed staff's proposal to amend the District's Transportation Fund for Clean Air policy regarding heavy-duty diesel engines. The Committee received a presentation from Don Brady of Networkcar regarding remote emissions monitoring of vehicles through use of a device that transmits on-board diagnostic emissions data via a cellular network. He also reported on his findings on frequency of emissions control system problems based on the on-board diagnostic systems of taxis in Southern California. *(Minutes included in the January 15, 2003 Board of Directors Regular Meeting Agenda packet.)*
- (g) Public Health Committee – December 9, 2002. The Committee discussed and finalized its recommendations on particulate matter abatement. *(Minutes included in the January 15, 2003 Board of Directors Regular Meeting Agenda packet.)*
- (h) Air Quality Planning Committee Meeting – January 6, 2003. The Committee continued to prepare and refine its recommendations on vehicle inspection and maintenance. *(Minutes to be included in a future Board of Directors Regular Meeting Agenda packet.)*
- (i) Executive Committee Meeting – January 8, 2003. The Committee completed its assignment of Board and Staff referrals to the Standing Committees and reviewed its work plan in light of the District's regulatory adoption schedule for 2003. *(Minutes included in the January 29, 2003 Board of Directors Executive Committee Agenda packet.)*
- (j) Regular Meeting – January 8, 2003. The Council held a combined Regular Meeting and Annual Retreat. It received the reports of its Standing Committees and heard from District staff on the 2004 Ozone Attainment Plan and a proposal by the Sonoma County Greenhouse Gas Protection Group on a regional emission inventory for greenhouse gases. It endorsed the proposal in concept and referred it to committee for further discussion.

The Council also discussed proposed new TFCA Policy No. 27 regarding heavy-duty diesel engines and forwarded a summary of the comments, and relevant portions of Committee minutes, to the Mobile Source Committee for its review. Two members of the Advisory Council voiced concern that the proposed changes could lead to a significant decline in funding for alternative fueled vehicles as well as a significant increase in funds allocated to diesel engine re-powering. A proposal to limit or cap the amounts of funds available for re-powering at 20% was discussed but no consensus was reached. *(Minutes to be included in a future Board of Directors Regular Meeting Agenda packet.)*

Respectfully submitted,

William Hanna
Advisory Council Chairperson

Prepared by: James N. Corazza

FORWARDED BY: _____

Bay Area Air Quality Management District
939 Ellis Street
San Francisco, California 94109

DRAFT MINUTES

Advisory Council Technical Committee Meeting
10:00 a.m., Tuesday, December 3, 2002

1. **Call to Order – Roll Call.** 10:03 a.m. Quorum Present: Sam Altshuler, P.E., Chairperson, Bill Hanna, Rob Harley, Ph.D., Stan Hayes. Absent: Norman Lapera, Robert F. Sawyer, Ph.D., P.E.
2. **Public Comment Period.** There were no public comments.
3. **Approval of Minutes of October 8, 2002.** Chairperson Altshuler requested the addition of the following sentence after the first sentence in paragraph four on page four: “Organic carbon is associated with lube oil and elemental carbon is associated with the combustion process.” Mr. Hanna requested “on” be changed to “of” on page two, line five, last paragraph, and the replacement of “Oakbay” with “Oak-Bay” on third line of paragraph two of page seven. Dr. Harley requested that “to two tons” be added after “one” on the final line of the last paragraph of page six, and that “0.1-0.2 tpd” replace “0.01-0.02 tpd” on the first line of paragraph one of page seven. Dr. Harley moved adoption of the minutes as corrected; seconded by Mr. Hayes; carried.
4. **Presentations on Biogenic Emission Inventories**

(A) Development of Biogenic VOC Emission Inventories Using a Geographic Information System (GIS). Development of Biogenic VOC Emission Inventories Using a Geographic Information System (GIS). Klaus Scott, Planning & Technical Support Division, California Air Resources Board (CARB) stated that CARB’s biogenic modeling for the Central California Ozone Study (CCOS) addresses three categories of volatile organic compounds (VOCs): monoterpenes, isoprene and other VOCs (OVOCs) among which methylbutenol is the most important. Foliar emissions of isoprene depend on solar radiation and temperature, while monoterpene emissions are a function of temperature. A number of models indicate that OVOCs comprise between 8-73% of the biogenic VOC emissions in some landscapes. Not all plant species emit these compounds and those that do emit them at various rates and in varying quantities and orders of magnitude.

Modeling efforts attempt to ascertain which plant species dominate a landscape and then evaluate emissions from a variety of adjacent landscapes. Land-use/land-cover databases describe the predominant growth within a modeled domain to obtain biogenic parameters. In addition to the CCOS database, CARB uses a database from the US Geological Survey Biological Resources Division (“GAP layer”) for descriptions of rural canopy cover, and a crop GIS database from the Department of Water Resources that is resolved down to the field level. Few crops emit significant biogenic emissions and those that do emit monoterpenes,

which are half as reactive as isoprene. CARB also uses the satellite-derived Leaf Area Index (LAI) database, which provides one square kilometer resolution for the global monthly production of leaf area. California geography is excerpted from the database for use in various state modeling domains.

Using the Mesoscale Modeling System (MM5) to generate temperature and solar radiation fields at 1-km² resolution, the calculation of emissions for the CCOS domain employs emission algorithms within a GIS-based model that account for hourly varying temperature and solar radiation. Species emission factors are provided by Benjamin et al. (1996) and Harley et. al. (1998). Specific leaf weight factors (biomass) are provided by Nowak (USDA Forest Service, Northeast Research Station, Syracuse, New York, 2000). Specific leaf weight factors and leaf area indices are used to calculate leaf mass density in a given area. In his Ph.D. dissertation, Nowak used vegetation surveys to develop profiles of species found in Bay Area urban land uses, which CARB uses. Emission modeling for landscapes is conducted either by assigning emission factors to a variety of predominant plant species and then aggregating them or by applying a generic emission factor to a landscape or ecosystem type. The emission factor is modified by time of day variation in temperature and sunlight. The isoprene emission algorithm adjusts for both of these variables.

Data from the GIS modeling run for the July 29, 2000 ozone episode shows biogenic emissions increasing with temperature and solar radiation as the day progresses and ceasing at dusk. The GAP layer data is applied through detailed area polygons with three wildlife habitat resource or plant assemblages, each of which contains three predominant plant species. The GAP land use/land cover database was generated through vegetation surveys, although some uncertainty remains in the registration of species per polygon.

Species canopy cover, specific leaf weight factors, LAI data and plant species emission factors are used to calculate landscape emission factors at reference conditions (30 °C and 1000 $\mu\text{moles m}^{-2} \text{s}^{-1}$ solar radiation in the photosynthetically active radiation wavelengths) which are diurnally modified using emission algorithms. Isoprene emissions are encoded in the GAP-layered model for such urban land-use contexts as commercial, residential, industrial, transportation and utilities, mixed urban and other urban. Uncertainty exists in the definition of species within a GAP layer. Differences also exist between the “branch enclosure” and “leaf cuvette” methods of measuring biogenic emissions because the latter are two to five times greater than the former. Emission factors are also assigned to some plant species without measurements (based upon taxonomic relationships), while some OVOCs lack emission factors and algorithms.

Approximately 1.3 milligrams of isoprene per square meter per hour are emitted at reference conditions from the polygon upwind of Livermore, which is dominated by Eucalyptus and Coast Live Oak woodlands. This estimate of isoprene emissions occurs prior to environmental adjustment by the isoprene emission algorithm. While Oak, Bay Laurel and Eucalyptus have similar isoprene emission factors, their woodland leaf mass densities significantly differ. While the thinning of the Eucalyptus near Livermore therefore offers diminishing air quality benefits over time, the fire hazard posed by Eucalyptus alone justifies the thinning out of the grove. Chairperson Altshuler suggested it would be helpful to ascertain whether high ozone levels and biogenic levels correlate on weekdays and weekends.

(B) Emissions from a Eucalyptus Forest. Jim Wilkinson, Senior Engineer, Alpine Geophysics, stated that biogenic emissions models account for methane, non-methane VOCs (monoterpenes, isoprene and OVOCs) carbon monoxide (CO) and nitric oxide (NOx). On a global scale, biogenic emissions of methane far exceed those from anthropogenic sources. Biogenic VOC's exceed those from anthropogenic sources by factor 1.5, while biogenic CO is about one quarter of the anthropo-genic CO. Biogenic and anthropogenic emissions of NOx are equivalent. Monoterpenes, isoprene and OVOCs are associated with plant biochemistry and modeled, whereas methane and CO are currently omitted. The plant emission factor is multiplied by an environmental correction factor. This result is in turn multiplied by the geographical area. For isoprene, temperature and light correction factors are also used, while "parameterized equations" (i.e., which fit empirical observation) are used for OVOCs, monoterpenes and NO. Unlike the isoprene temperature correction factor, the correction factors for OVOCs and monoterpenes show a continuous emission increases with temperature. However, the potential is high for leaf death at very high temperatures. From a 900-acre Eucalyptus grove approximately 200,000 grams per hour of isoprene (about two tons per day) would be emitted at peak capacity (cloudless sky on a summer day with temperatures peaking at 40°C (105°F) and 12 hours of daylight). Since the uncertainty factor for isoprene is two orders of magnitude, emissions would range from 0.2 tons to four tons per day. The uncertainty factor is three orders of magnitude for monoterpenes and OVOCs although smaller quantities are emitted. For OVOC and monoterpenes, about 0.1 tons per day would be emitted. It would be hard to pinpoint a signal in a modeling run of the elimination of two tons per day peak emitting capacity from the grove near Livermore. Native Oak and Eucalyptus emit equivalent levels of isoprene. Chairperson Altshuler opined that replacing the Eucalyptus with California Redwood might result in considerably fewer emissions of isoprene.

Chairperson Altshuler inquired if measurements could validate some of these summer estimates. Dr. Harley indicated these detailed calculations establish a maximum range and suggest that 10 tons per day of isoprene will not be eliminated. Also, the eventual replacement over time of a Eucalyptus grove with another tree species that also emits isoprene is of note for future scenarios. How this control measure compares with the total emissions in the Bay Area is less important than how it compares to other ozone precursor reduction measures. Even an interim reduction of two tons of highly reactive organic compounds near an ozone hot spot is desirable.

Chairperson Altshuler suggested that measurements be made to better assess the ozone photo-chemistry in the Livermore region. Dr. Harley suggested that data from the research site in Sunol that is upwind of Livermore would help in ascertaining to what extent isoprene and oxidation products appear in the samples. Mr. Hess indicated that he would provide that information to the Committee. Mr. Souten suggested adding trajectory analyses to the analysis of the empirical data.

- 5. TFCA Transportation Fund for Clean Air (TFCA) Policy Regarding Heavy-Duty Diesel Engines .** Liz Berdugo, TFCA Supervisor, reviewed the history of the TFCA and noted its goal is to cost-effectively reduce vehicular emissions of ozone precursors and particulate matter (PM). Policies governing funding allocation were developed for the Board of Directors in 1992 and are reviewed annually. Presently, an owner of a heavy-duty diesel (HDD) can purchase a new vehicle or re-power it with a new engine with TFCA funds but in both cases only in an alternate fuel mode. Proposed new policy No. 27 would permit vehicle

or engine replacement with diesel if it meets CARB standards. Retrofit devices may be installed in conjunction with the use of ultra low sulfur diesel. However, the low sulfur fuel itself will not be eligible for TFCA funding.

This policy will lead to cost-effective emission reductions from engines that would otherwise have continued to pollute. Such TFCA applicants as San Francisco Municipal Railway (MUNI) and the Metropolitan Transportation Commission (MTC) have advocated for PM filters and clean fuels. A new and positive attitude toward diesel has emerged in the environmental field. CARB Chair Alan Lloyd has stated it provides another way to reduce global climate change as well as dependence on foreign petroleum products. "Clean diesel" is now considered feasible with the use of retrofitted particulate filters and oxidation catalysts. The policy will provide the District with another mobile source emissions reduction tool, thereby increasing the robustness of the TFCA program.

Chairperson Altshuler urged the quantification of all environmental factors in ranking the TFCA projects. Ms. Berdugo replied that emission calculation remains the same for NOx, PM10 and ROG for all proposed projects. Whether these are alternate fuel, diesel or biodiesel, they will be scored according to the same criteria and will have to meet the same cost-effectiveness threshold.

Mr. Shanahan opined that the revision allows the District to significantly reduce NOx and PM from current engines for the remainder of their operating life. TFCA customers may thus pursue a short-term emissions reduction approach and still aim in the long-term to purchase newer and cleaner vehicles. CNG is also becoming much more feasible for heavier duty vehicle applications.

Dr. Harley inquired if, along with re-powering an existing diesel or purchasing a new alternative fuel vehicle, an applicant can purchase a new, clean diesel vehicle that meets the 2007 emission standards. This would be consistent from an emissions standpoint. Ms. Berdugo replied that Policy No. 24 would not permit this. Mr. Perardi noted that "clean diesel" was previously not considered viable, and so TFCA policies were aimed at promoting alternate fuels. However, the purchase of an entirely new diesel vehicle is also much more costly than re-powering or retrofitting several vehicles. Dr. Harley replied that the new policy allows for funding the purchase of an entirely new alternate fuel vehicle that would also find difficulty in competing with retrofits. Mr. Perardi replied that the District could pay for a fraction of the cost of a new diesel vehicle if the overall cost-effectiveness of that project overall was competitive. This option may be worth further consideration. Mr. Hayes observed that re-powering will invariably achieve greater cost-effectiveness than new vehicle purchases and will lead to more engine re-powering projects.

Chairperson Altshuler opined that TFCA dollars would be better spent on hardware, engines and retrofit devices than on fuel additives, emulsions or biodiesel. The former have longer-term emission reduction implications and should be weighted accordingly. Ms. Berdugo replied that for ranking a project for cost-effectiveness, an applicant must provide an estimate of the lifetime of the equipment. A fuel additive program may last for only one year and the cost is spread out over that period. A retrofit device will last longer, and the benefits are spread out over that time period.

Chairperson Altshuler called for public comment:

Dave Souten
Environ International Corporation

suggested staff discuss this proposed policy revision with the Sacramento Emergency Clean Air and Transportation (SECAT) Program staff. He added that the restriction of TFCA funds to public sector projects excludes the private sector emission reductions. Mr. Shanahan noted that in every other air District, TFCA funding application is across the board. Mr. Hess responded that the District is treated differently from the rest of the state under the TFCA legislation and is even prohibited from using TFCA emission reductions for purposes of air quality planning.

Mr. Hayes inquired if one consequence of the proposed revision in the minds of some observers would be to perpetuate diesel through re-powering and thus continue some level of diesel PM emissions, which have been estimated by some studies to constitute 70% of the air toxics risk in the state. Mr. Shanahan responded that the new policy is an interim strategy to apply clean diesel and aftertreatment between now and 2007 by using available funds to accelerate emission reductions on engines that would otherwise operate without controls. Major air quality benefits will result.

Mr. Hanna moved the Technical Committee endorse the staff proposal to add Policy No. 27 to the TFCA; seconded by Dr. Harley.

Chairperson Altshuler called for public comment:

Jim Larson
PG&E Clean Fuels Program

expressed concern that transit agencies that have opted for the CNG path may lose TFCA financial support unless there is a cap imposed on funding for these diesel retrofit projects. He inquired if the new policy eligibility includes (a) application of retrofit devices on engines manufactured prior to 1994 and to those that do not require low sulfur fuel, such as an oxidation catalyst applied a CNG engine, (b) CNG as an alternate fuel, along with biodiesel and ethanol. He indicated that he would transmit more detailed written comments to District staff in the near future.

Mr. Hanna observed that adding cost-effective emission reduction options to the TFCA program is inherently desirable. Chairperson Altshuler suggested that staff further facilitate program options by assigning different dollar values to different pollutants where appropriate and factoring in reductions of CO₂ or NO₂. Mr. Shanahan observed the NO₂ issue is being handled by CARB. Chairperson Altshuler replied that the 20% emissions cap for particulate filters becomes effective only in 2004. He added that he would like to see added better quantification of emissions in the TFCA program. Mr. Hanna responded that this might be dealt with elsewhere in the mechanics of the TFCA program. Ms. Berdugo added that there is a TFCA Guidebook that addresses this very issue. Dr. Harley called for the question. The motion carried unanimously.

Dr. Harley added that greater consistency in cost-effectiveness scoring should be given to hybrid and other vehicles in Policy No. 23.

6. **Committee Member Comments.** Chairperson Altshuler thanked the members of the Technical Committee for their participation in the Committee meetings this year.
7. **Time and Place of Next Meeting.** 10:00 a.m., Tuesday, February 4, 2003, 4th Floor Conference Room, 939 Ellis Street, San Francisco, California 94109.
8. **Adjournment.** 12:45 p.m.

Respectfully submitted by,

James N. Corazza
Deputy Clerk of the Boards

Bay Area Air Quality Management District
939 Ellis Street
San Francisco, California 94109

DRAFT MINUTES

Advisory Council Executive Committee Meeting
9:00 a.m., Wednesday, January 8, 2003

1. **Call to Order – Roll Call.** 9:03 a.m. Quorum Present: William Hanna, Chairperson, Elinor Blake, Rob Harley, Ph.D., Kraig Kurucz, Bob Sawyer, Ph.D., P.E., Brian Zamora.
2. **Public Comment Period.** There were no public comments.
3. **Approval of Minutes of November 13, 2002.** Noting some minor hyphenation typographs on the first page, Dr. Sawyer moved adoption of the minutes; seconded by Ms. Blake; carried.
4. **Discussion of Study Topics Referred by Staff and the Board, as well as Pending Topics Carried Over From 2002, and Assignment to Standing Committees.**

Issues Proposed by Staff and the Board for Referral to the Advisory Council:

- A. Council Review of the District’s State Implementation Plan (SIP) submittals. Executive Officer/APCO William C. Norton noted that the Ozone Attainment Plan is one of two top priorities for the District this year. *This was assigned to the Technical Committee.*
- B. Develop a List of Possible Intermittent Ozone Strategies. Mr. Norton indicated that this is the other top priority for the District. The focus is on reducing ozone levels in the Livermore area to avoid violating the one-hour federal ozone standard. *This was assigned jointly to the Air Quality Planning and Technical Committees.*
- C. Review the Role of Compressed Natural Gas (CNG) and Liquid Natural Gas (LNG) as Internal Combustion (IC) engine fuels (displacing diesel). *This was assigned jointly to the Air Quality Planning and Technical Committees.*
- D. Review the “State of the Art” of remote “fence line” ambient air monitoring. While the focus of this referral is on refineries, Mr. Zamora noted that fence line monitoring might be applied in some fashion to airport emissions as well. *This was assigned jointly to the Public Health Committee and Technical Committees.*
- E. Review Marine Shipping as a Source of Potential Emission Reductions. *This was assigned to the Public Health Committee.*
- F. Evaluate the Role of the District in Response to a Catastrophic Event Occurring in the Bay Area. *This was assigned to the Public Health Committee.*

G. Review Proposal to Develop Regional Greenhouse Gas Emission Inventory. Mr. Norton stated that the Sonoma County Climate Protection Group is seeking \$25,000 in District funds to support staff work for the development of a regional greenhouse gas emissions inventory. The Board of Directors has referred this proposal to the Advisory Council for review and would like the Council's recommendations within the next two months. In discussion, Dr. Sawyer opined it was appropriate for the District to become involved in evaluating greenhouse gases at the regional level as this issue will assume increasing importance in the future. There is a need to ensure that the emission inventory is correct because greenhouse gases can be related to emissions of pollutants regulated by the District. Moreover, warmer ambient temperatures will increase the number of ozone exceedances. In response to concerns expressed over the impacts of the state budgetary crisis on the ability of the District to provide funding for this project, Mr. Norton stated that the District would soon know what and where the budgetary cuts will be.

Issues Remaining From 2002 for Completion:

H. Particulate Matter Abatement (Public Health Committee). Mr. Zamora stated the Committee's recommendation is complete and will be reviewed by the Council today.

I. Enhancement of Enhanced Vehicle Inspection & Maintenance (Air Quality Planning Committee). Mr. Kurucz noted that the Committee has referred a segment of its preliminary recommendations on mobile source emission modeling to the Technical Committee.

J. Evaluation of Biogenic Emissions near Livermore (Technical Committee). Mr. Altshuler stated that staff would review this data and make a presentation to the Technical Committee at a future meeting.

K. Air Quality Impact of September 11, 2001 Commercial Aircraft Shut Down, and Subsequent Port of Oakland Shut Down (request of Council at November 13 Regular Meeting). Mr. Hess indicated that there is a website available at which Technical Committee members may look at ozone readings at the District monitoring sites for any hour and any contaminant. The Deputy Clerk will forward this information to the Advisory Council members for review.

L. Further Study Measures (staff report to the full Board on January 15, 2003). Chairperson Hanna stated that these would be addressed under Agenda Item No. 5.

5. Regulatory Time Table for 2003. Mr. Hess presented the "Rule Development Action List for 2003" listing both further study ("FS") and other stationary source ("SS") control measures:

- A. Flare Monitoring – SS 15
- B. Marine Vessel Loading – FS 11
- C. Waste Water Treatment at Refineries – FS 9
- D. Permit Fees – Regulation 3
- E. Toxic Compound New Source Review – Regulation 6
- F. Yeast Manufacturing – New Rule
- G. Process Vessel Depressurization – SS 17

- H. Low Emission valves – SS 16
- I. Pressure Relief Devices – FS 8
- J. Flares at Refineries – FS 8
- K. Storage Tank (FS 10)

Mr. Hess reviewed three other issues that are on the horizon for Advisory Council consideration:

Other Important Issues for 2003:

- L. Review the photochemical modeling for the 2004 Ozone Attainment Plan. *This has been assigned to the Technical Committee.*
- M. Review the 2004 Ozone Attainment Plan. *This has been assigned to the Technical Committee.*
- N. Provide input on CARB (California Air Resources Board) Transport Mitigation Proposals. Mr. Norton noted that the District was informed very recently by CARB about this matter. Given the recent litigation over attainment and transport mitigation, this topic is important to the District. CARB has authority to decide what the mitigation will be, and this could mean increasing emissions offsets from 1.5 to 2 for new facilities. In discussion, it was noted that the relaxation of the New Source Review requirements at the federal level poses a potential impediment to a successful emissions offsets program. The District will also have to demonstrate that the stringency of its rules are equivalent the federal rules. *This was assigned jointly to the Air Quality Planning and Technical Committees.*

Referring to a December 24, 2002 District e-mail suggesting that emissions from refinery flaring may be greater than previously estimated, Ms. Blake inquired as to a possible increase in the inventory. Mr. Norton replied that there are presently 13 tons of reactive organic compounds from refinery flares in the emission inventory. The December 24 report estimated a possible emission range of 11-22 tons per day from flaring. However, not all refineries have flare-monitoring equipment. As Further Study Measure No. 8 (Pressure Relief Devices and Flares at Refineries) moves forward, more accurate data will be obtained. The Council can assist the District in evaluating refinery flaring and the impact on air quality of a rule to more comprehensively control it.

Dr. Sawyer inquired as to the status of vapor recovery equipment at gasoline stations. Mr. Hess replied that CARB has adopted rules for enhanced vapor recovery. The District's Regulation 8 could include a "Don't Fill Up Your Car In The Morning" rule as an intermittent control measure.

- 6. Committee Member Comments/Other Business.** Mr. Altshuler expressed concern over the process by which the Advisory Council was asked to review the proposed policy changes to the Transportation Fund for Clean Air (TFCA) and that the Public Health Committee did not review the proposed changes. He also felt that the district staff's compilation of public and Council comments omitted the details expressed in the Air Quality Planning and Technical Committee meeting minutes and instead reported only that the two Committees endorsed the proposed policy changes. He opined the TFCA funding formulas will now approximate those of the Carl Moyer Program, which has resulted in a high number of diesel repowerings. While this will certainly result in emissions reductions it may also potentially

undermine TFCA support for the alternative fuel programs. Mr. Altshuler suggested that the Council's comments today be forwarded to the Mobile Source Committee for its consideration on January 9. The whole preceding section of comments should be ascribed to Sam. Chairperson Hanna responded that this issue would be discussed at the full Advisory Council meeting today, and that he would provide a written memo regarding today's discussion for review by the Mobile Source Committee.

Dr. Harley noted that last year he gave a presentation on the Central California Emission Inventory to both the full Advisory Council and the Council's Technical Committee. A draft written report with the full results of this study will be available for peer review within two weeks.

Chairperson Hanna indicated that in the fall of last year he met with former Board Chair Attaway who suggested that all Advisory Council recommendations go first through District staff before they are presented to the Board of Directors. In this way, the Board would not be caught unaware as it was with the Environmental Justice recommendations that came from the Council a couple of years ago. Chairperson Hanna stated that after giving Mr. Attaway's request a great deal of thought, he concluded that the Advisory Council's views ought not to be ameliorated or modified by staff prior to submittal to the Board. If the Council is to fulfill its role, it must continue to offer its recommendations in a manner that ensures the Board will hear from the diverse stakeholders that it represents. On the other hand, the Advisory Council is obliged to coordinate with staff to the maximum extent possible. Dr. Sawyer agreed, noting that while the Council is by law an independent body it must operate in a manner that avoids conflict with the Board and staff, and it must therefore be professional in its independence. Ms. Blake added that it is structurally impossible for District staff not to be informed of the Advisory Council's activities because staff is present at every Council Committee and Regular meeting.

Mr. Norton replied that the staff's role is not to dilute Council recommendations but instead to provide coordination and information, and to identify for both the Council and the Board where the controversies and complexities may reside in a given issue. Also, when a Council member addresses the Board and provides a minority opinion, it is helpful for clarity and communication if the Council member identifies his or her affiliation as being with a company or the Council. With regard to additional avenues of communication, Mr. Norton added that the Council Chair routinely reports to the Board Executive Committee, and the District's Executive Officer/APCO also provides reports on Council activities to the Board of Directors.

7. **Time and Place of Next Meeting.** 9:00 a.m., Wednesday, March 12, 2003, 939 Ellis Street, San Francisco, California 94109.
8. **Adjournment.** 10:02 a.m.

Respectfully submitted by

James N. Corazza
Deputy Clerk of the Boards

Bay Area Air Quality Management District
Memorandum

To: Chairperson Haggerty and Members of the Executive Committee
 From: William Hanna, Chairperson, Advisory Council
 Date: January 22, 2003
 Re: Reappointment of Advisory Council Members

RECOMMENDED ACTION:

Recommend the Board reappoint six Advisory Council members to a two-year term as listed below.

BACKGROUND:

At the end of each calendar year, the two-year terms of 10 Advisory Council members expire, at which time the Board of Directors reviews the members' requests for reappointment and their attendance record during their most recent term.

DISCUSSION:

Six members of the standard group of 10 request reappointment to a term beginning January 1, 2003 and ending December 31, 2004. As of January 10, 2003 Architect category member Jill Stoner determined not to seek reappointment to another term. (See attached letter.) Three newly appointed Council members -- Irvin Dawid and John Holtzclaw, Ph.D., (Conservation Organization) and Linda Weiner (Public Health Agency) -- have replaced the Council members in this subset who have resigned and whose terms expired on December 31, 2002. The Attendance Chart below identifies the Regular and Committee meetings that the six members seeking reappointment attended in relation to the meetings they were assigned from January 1, 2001 to December 31, 2002, followed by the overall attendance percentage. The attendance of all Council members is above the 50% threshold that the Board has traditionally used as the point at which concern over a Council member's attendance is triggered.

Also, the attendance of Council member Norman Lapera during 2001 was reviewed last year. Mr. Lapera had filled the unexpired term of his predecessor and had attended less than 50% of his assigned meetings. The Board reappointed Mr. Lapera to a two-year term ending December 31, 2003, but asked to review his attendance at the conclusion of 2002. Last year Mr. Lapera attended 10 out of 12 of his assigned meetings, for a total attendance percentage of 83%.

<u>NAME</u>	<u>CATEGORY</u>	<u>Attended/Assigned and Percentage</u>	
Sam Altshuler, P.E.	Public-at-Large	28/30	93%
Elinor Blake	Public Health Agency	25/29	86%
Rob Harley, Ph.D.	Colleges & Universities	15/24	63%
Stan Hayes	Community Planning	26/28	93%
Robert F. Sawyer, Ph.D., P.E.	Reg. Prof. Engineer	27/32	84%
Kevin Shanahan	Transportation	10/14	71%

I will attend the Executive Committee meeting on behalf of the Council members requesting reappointment and to answer any questions you may have.

Respectfully submitted,

William Hanna
Advisory Council Chairperson

Prepared by: James N. Corazza

FORWARDED BY: _____

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson Haggerty and
Members of the Executive Committee

From: Thomas Perardi
Director of Planning and Research

Date: January 22, 2003

Re: 2004 Ozone Plan – Draft Schedule

RECOMMENDED ACTION:

Receive and file.

BACKGROUND

The 2001 Ozone Attainment Plan adopted by the Board of Director on October 24, 2001, includes two planning commitments: (1) a commitment to conduct a mid-course review of progress toward attaining the national 1-hour ozone standard by December 2003 and (2) a commitment to provide a revised ozone plan to U. S. EPA by April 2004. In addition, the California Clean Air Act requires that we update the Clean Air Plan for attaining the State 1-hour ozone standard every three years. The Board of Directors adopted the most recent update in December 2000. This report to the Executive Committee provides the proposed schedule for ozone planning in 2003 and early 2004.

DISCUSSION

The process to review progress and to revise the Bay Area ozone plan(s) is already underway. For example, staff has issued a public notice requesting suggestions for ozone precursor control measures. The Modeling Advisory Committee has been reviewing the progress of the District's ozone modeling consultants since mid-2002. Staff recently reported to the Board on progress on the further study measures. Staff is discussing the ozone planning process with staff at U. S. EPA, CARB and representatives of neighboring air districts.

The draft schedule for the planning process is attached (Attachment 1). Key dates for the future include holding the first of many public meetings in March 2003, determining the emission reduction target in June, evaluating progress toward attainment and releasing a draft plan in October, and adopting the plan in March 2004 for transmittal to CARB.

This draft schedule hinges on many factors and assumptions including that (1) the ozone modeling will stay on schedule (see Attachment 2); (2) EPA and CARB staff are clear and consistent about their expectations and requirements; and (3) the process focuses on ozone planning, not other issues of concern to stakeholders.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Thomas Perardi
Director of Planning and Research

Prepared by: Jean Roggenkamp

FORWARDED: _____

ATTACHMENT 1

DRAFT Schedule -- Ozone Plan Development*

1/16/03

December 2002	Begin meteorological and ozone model trial runs with available data
Dec 02 / Jan 03	Complete review of further study measures
January 2003	Issue Request for Qualifications for CEQA consultant Release notice of plan development and call for control measure suggestions
February 03	Complete preparation of inputs (emissions, meteorology) for base year modeling (Episode 1)
March 2003	Initiate public meetings on development of Ozone Plan and CEQA document Complete preparation of inputs (emission, meteorology) for base year modeling (Episode 2) Complete preliminary ozone modeling (Episode 1)
April 2003	Complete preliminary ozone modeling (Episode 2)
April 22, 2003	Offset sanction triggered unless EPA proposes approval of 2001 Ozone Plan attainment assessment, motor vehicle emission budget and reasonably available control measure demonstration.
May 30, 2003	Deadline for EPA to act on 2001 Ozone Attainment Plan (18 months after ARB submittal)
June 2003	Derive preliminary emission reduction target using future year inventory & ozone modeling Issue Notice of Preparation of EIR for Ozone Plan
July 2003	Hold public workshop on technical analysis and emission reduction target Report to Boards on modeling results and ozone monitoring record
August 2003	Hold public workshop on control strategies for Ozone Plan Run photochemical model with control strategies (as necessary)

Oct 2003	Evaluate whether region has met conditions for redesignation request** Release Draft Plan and Draft EIR for public review period
Oct 22, 2003	Transportation funding sanctions triggered and EPA prepares a Federal Implementation Plan if EPA has not approved 2001 Ozone Plan attainment assessment, motor vehicle emission budget and reasonably available control measure demonstration
Nov 2003	Hold public workshop on Draft Plan and Draft EIR
Jan 2004	Release Proposed Final Ozone Plan and EIR Publish notice of public hearing on Ozone Plan
Feb 2004	Hold public hearing on Ozone Plan and EIR; certify EIR
March 2004	Regional agencies adopt SIP portion of Ozone Plan; BAAQMD also adopts CAP portion of Plan
April 2004	ARB approves Plan and submits SIP portion to EPA

*Ozone plan may include attainment plan for fed 1-hour ozone standard, maintenance plan for fed 1-hour ozone standard, and/or plan for progress toward more stringent state 1-hour ozone standard.

**Conditions necessary for redesignation as a maintenance area
monitoring record shows region has attained the standard
demonstrate that all SIP commitments have been met
demonstrate that attainment is due to enforceable emission reductions
demonstrate that attainment is NOT due to meteorological conditions
demonstrate that attainment is NOT due to a downturn in the economy
demonstrate that the region can maintain the standard for 10 years
include contingency measures and the triggers for implementing the contingency measures

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson Haggerty and
Members of the Executive Committee

From: Thomas Perardi
Director of Planning and Research

Date: January 17, 2003

Re: Recommendation to Endorse Smart Growth Strategy/Regional Livability
Footprint Project Policies

RECOMMENDED ACTION:

Recommend Board endorsement of the Smart Growth Policies (attached).

BACKGROUND

The District has been collaborating with other regional agencies (Association of Bay Area Governments, Metropolitan Transportation Commission, Bay Conservation and Development Commission, Regional Water Quality Control Board) and the Bay Area Alliance for Sustainable Communities on the Smart Growth Strategy/Regional Livability Footprint Project. The intent of the Project is to engage local elected officials, stakeholder groups and the public in discussions of growth in the Bay Area in order to: 1) create a smart growth land use vision for the Bay Area; 2) identify and obtain regulatory changes and fiscal incentives to implement the vision, and; 3) develop alternative demographic projections based on the vision. Specific project objectives related to District interests include: improving air quality; promoting development that supports transit, walking and cycling; reducing long-distance commuting; improving the jobs/housing balance; reducing energy consumption.

The first phase of the project has been completed. A series of county-level workshops concluded Spring 2002, producing a vision of how the region could grow over the next twenty years. The vision reflects the desire of most workshop participants to see compact, mixed use and mixed income development along transit corridors, near transit stations and in town centers. ABAG staff is preparing jobs and housing projections based in part on the vision. Draft projections are currently being reviewed by local governments, and will be brought to the ABAG Executive Board for approval in March 2003. Finally, based on input from workshop participants and direction from the Steering Committee, project staff is developing a set of regulatory changes and fiscal incentives needed to implement the vision.

The District is represented on the Smart Growth Steering Committee by Directors DeSaulnier and Haggerty, and until recently by Director Attaway.

DISCUSSION

The Steering Committee and workshop participants have consistently emphasized the importance of implementation mechanisms. Local governments already have opportunities to promote smart growth, but it is clear that additional incentives and regulatory changes will be needed to make significant progress in implementing the smart growth vision. Staff will develop legislative proposals to begin the process of providing such incentives. There also may be things the regional agencies and participating organizations themselves can do to help local governments implement smart growth.

A set of smart growth policies has been prepared to help guide this effort. The Smart Growth Steering Committee approved the policies on January 22, 2003. The attached policies are intended to reflect implementation priorities and to provide foundation and context for future implementation efforts. Each participating regional agency is being asked to endorse these policies.

BUDGET CONSIDERATION / FINANCIAL IMPACT:

None.

Respectfully submitted,

Thomas Perardi
Planning and Research Director

Prepared by: Henry Hilken
Reviewed by: Jean Roggenkamp

FORWARDED: _____

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson Haggerty and
Members of the Executive Committee

From: Thomas Perardi
Director of Planning and Research

Date: January 17, 2003

Re: Recommendation to Endorse the Finalized Compact for a Sustainable Bay
Area

RECOMMENDED ACTION:

Recommend Board endorsement of the Compact for a Sustainable Bay Area.

BACKGROUND

The Bay Area Alliance for Sustainable Communities (Alliance) is a multi-stakeholder coalition established to develop and implement a sustainability action plan for the Bay Area. The Alliance seeks to assure that the region grows in such a way as to preserve and enhance the “three E’s”: prosperous economy, quality environment, and social equity. The centerpiece of the Alliance’s work has been the development of a Compact for a Sustainable Bay Area (Compact). The Compact identifies key challenges to the region’s well-being and recommends a package of ten strategies to address those challenges. The Compact is intended to serve as a framework that will guide, but not prescribe, regional and local planning and decision-making, and motivate government, employers, civic organizations and individuals in efforts that will lead to more sustainable communities and a more sustainable region.

The Alliance circulated the Draft Compact for public review in 1999. Alliance representatives presented the Draft Compact to city and county officials throughout the region, seeking comments and support. Many other stakeholders and individuals were consulted as well. The proposed final Compact reflects feedback received during the public outreach process.

The District is a member of the Alliance. The District’s Executive Committee recommended Board endorsement of the Draft Compact on September 29, 1999. The District Board approved the recommendation on October 6, 1999.

DISCUSSION

The Alliance is circulating and seeking endorsement of the attached proposed final Compact. The purpose of the Compact is to inform regional and local planning, guide the actions of government, employers, stakeholder organizations and individuals, and motivate cooperative efforts to address regional challenges. It is recognized that no single entity will be responsible for implementing every recommended strategy in the Compact, and that organizations such as the District that may endorse the Compact are not relinquishing their existing responsibilities, authority and autonomy.

The Compact is a comprehensive document that recommends numerous actions to address challenges facing the region, including environmental quality, community health and safety, transportation, housing, civic engagement, education, and natural resources and energy. Many of the recommended actions support the District's mission to improve air quality. For example, the Compact seeks to:

- Reduce air pollution, especially from mobile sources.
- Support transportation services, regulations and facilities that complement compact land use patterns and reduce single occupancy vehicle trips.
- Support linking land use planning and transportation by locating new residential and commercial development close to transit and by designing for walking and bicycling.
- Support efforts to improve the efficiency, speed, coordination and affordability of transit.
- Advocate for a safe, convenient network of bicycle and pedestrian facilities that serve and/or link residential, employment, commercial, recreational and transit service areas.
- Consider implementation of congestion pricing and other auto use pricing reforms.
- Support linking jobs and housing with convenient, affordable, environmentally friendly transit service.
- Encourage a better balance of jobs and housing.
- Reduce greenhouse gas emissions.
- Encourage more resource and energy efficient, less polluting production and construction processes.
- Promote subregional and regional cooperative land use planning and implementation.
- Support legislative reforms that promote smart growth, more sustainable land use and balanced communities and the reduction of the fiscalization of land use.

Some aspects of the Compact (e.g., school financing) go beyond the District's legal authority. The District's support and implementation of the Compact, if approved, will need to focus on those areas in which the agency has clear legal authority and resources.

The Alliance is a partner in the Smart Growth Strategy/Regional Livability Footprint Project. The Compact and the recently released final report from the Smart Growth Project are complementary, not competing, documents.

BUDGET CONSIDERATION / FINANCIAL IMPACT:

None.

Respectfully submitted,

Thomas Perardi
Planning and Research Director

Prepared by: Henry Hilken
Reviewed by: Tom Perardi

FORWARDED: _____

Attachment: Proposed Final Compact for a Sustainable Bay Area

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson Haggerty and
Members of the Executive Committee

From: William C. Norton
Executive Officer/APCO

Date: January 22, 2003

Re: Consideration and Discussion of Recommending to the Board that
it Combine the Executive and Legislative Committees

RECOMMENDED ACTION

The Executive Committee will consider recommending to the Board of Directors that it combine the Executive and Legislative Committees of the Board. The Committee may direct staff to prepare amendments to the District's Administrative Code Division 6: Board of Directors, Committees; Sections 6.2(a),(f) and (d) Standing Committees; 6.4 Duties of Executive Committee and Section 6.7 Legislative Committee for the Board's consideration.

BACKGROUND

At the Board of Directors meeting of January 15, 2003, Chairperson Haggerty directed staff to place an agenda item for the Executive Committee to consider the feasibility of combining the Executive and Legislative Committees.

DISCUSSION

It is the function of the Legislative Committee to consider and recommend legislative proposals and to recommend legislative positions to the Board of Directors. Last year the Legislative Committee met five times when the State legislature was in session. The Legislative Committee typically recommends positions on two to three dozen pieces of legislation each session. Legislation is frequently amended and the Legislative Committee needs to review the District's position and make recommendations for a new position to the Board of Directors. The District lobbyist and staff do not articulate legislative positions until the Board of Directors has acted upon a recommendation from the Legislative Committee. It is important to determine positions on legislation in a timely manner.

For the past few years it has been difficult for the Legislative Committee to obtain a quorum of its members at a meeting. The Legislative Committee has changed the time when it has met from a day separate from a regular meeting of the Board of Directors to

either before or after a regular meeting of the Board of Directors. The ability to obtain a quorum of the Legislative Committee for a meeting has been problematic regardless of the meeting time or day.

The regular meetings of the Executive Committee are on the fifth Wednesday of the month. During 2003 the regular meetings of the Executive Committee will be in January, April, July, October and December. If the Committees are merged the Executive Committee will need to hold special meetings during the year in order to consider positions on legislation in a timely manner. Those special meetings to consider legislative matters can be called by the Chairperson of the Executive Committee.

BUDGET CONSIDERATION/FINANCIAL IMPACT

There will be no anticipated savings or costs to the District by combining the Executive and Legislative Committees.

Respectfully submitted,

William C. Norton
Executive Officer/APCO

Prepared by: Peter Hess
Reviewed by: Brian Bunger