

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT
939 ELLIS STREET
SAN FRANCISCO, CALIFORNIA 94109
(415) 771-6000**

APPROVED MINUTES

Summary of Board of Directors
Mobile Source Committee Meeting
9:30 a.m., Thursday, April 8, 2004

1. **Call to Order – Roll Call:** Chairperson Shelia Young called the meeting to order at 9:31 a.m.

Roll Call: Shelia Young, Chairperson; Jerry Hill, Julia Miller, John Silva, Pam Torliatt.

Absent: Roberta Cooper, Jake McGoldrick, Tim Smith.

Also Present: Scott Haggerty (9:45 a.m.), Gayle Uilkema.

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

Staff requested, and the Committee approved, that agenda Item 4 be deferred to the next meeting.

3. **Approval of Minutes of February 26, 2004:** Director Miller moved approval of the minutes; seconded by Director Hill; carried unanimously without objection.

4. **Contractor Selection for Direct Mail Service for the Vehicle Buy Back Program:** This item was deferred to the next Committee meeting.

5. **Transportation Fund for Clean Air Annual Report:**

The Committee considered recommending Board of Directors' approval of the report entitled Transportation Fund for Clean Air Report on FY 2003/2004 Allocations and Effectiveness.

David Burch, Sr. Environmental Planner, presented the Annual Report and stated that it summarizes allocations and estimated emission reductions for all projects that received funding in the fiscal year 2003/04 Transportation Fund for Clean Air (TFCA) cycle. Mr. Burch highlighted some of the key findings:

- A total of \$28.3 million has been allocated for eligible projects and programs: \$18.1 million in Regional funds for 46 projects, and \$10.2 million in Program Manager funds for 77 projects.
- The aggregate estimated lifetime emissions reduction is 1,558 tons, which includes 525 tons of reactive organic gas (ROG), 898 tons of oxides of nitrogen (NOx), and 135 tons of particulate matter (PM).
- The aggregate cost-effectiveness of all TFCA projects funded in 2003/2004 is \$18,155 per ton of emissions reduction.

- Since the inception of the TFCA program in 1992, the Air District has allocated \$258 million to 1,614 projects.

Mr. Burch stated that staff recommends that the Committee recommend Board approval of the TFCA Annual Report. The Committee requested staff provide a chart that lists the amount of funds that have been allocated for each year since 1992. In response to a question from Director Torliatt, Mr. Burch noted that older engines or retrofits are funded and that some filters are approved for only a certain year engine. It was also noted that the Vehicle Buy-Back budget was increased for fiscal year 2003/04.

Committee Action: Director Torliatt moved that the Committee recommend the Board approve the staff recommendation as stated above; seconded by Director Miller; carried unanimously without objection.

6. Distribution of Lower Emission School Bus Program Funds:

The Committee received a report on the Air District's distribution of lower emission school bus funds.

Michael Murphy, Principal Environmental Planner, presented the report and reviewed the following:

- The current age of Bay Area school bus fleets, for both public and private schools.
- The county distribution of all school buses; there are 3,400 active school buses (1,700 public and the rest private) in the Bay Area and the private fleet is newer.
- The county distribution of public school buses; San Francisco County does not own any school buses.
- Replacement of old school buses with TFCA funding started in 1993.
- The Lower Emission School Bus Program began in 2000.
- The focus has been on publicly owned school buses.
- The Bay Area allocations to date are \$38.5 million.
- The total number of Lower Emission School Bus Projects in each county and the county allocation of Air District funds to public school districts for the Lower Emission School Bus Program.
- Future actions include:
 - \$1.9 million for additional bus replacements is available in the next funding cycle.
 - The Air District will continue to work with school districts and private school bus contractors to install diesel PM retrofits on buses that are model-1994 and newer.
 - The Air District will support continued funding from State agencies for school bus and engine replacements in pre-1994 buses.

In response to a question from Director Hill, Mr. Murphy stated that there are some bus companies that are not currently in the program. Staff has been meeting with one of the companies that has expressed an interest in the program. There was discussion on the South Coast AQMD rule, which has been challenged in court, that requires the school buses to be clean diesel when they are purchased. The consensus of the Committee is that this Air District should pursue legislation that would allow the District to promulgate a similar rule in the Bay Area.

Committee Action: None. This report provided for information only.

7. **Committee Member Comments.** There were none.
8. **Time and Place of Next Meeting:** Chairperson Young rescheduled the May 13, 2004 meeting to 9:30 a.m. Thursday, May 20, 2004, 939 Ellis Street, San Francisco, CA 94109
9. **Adjournment:** 10:15 a.m.

/s/ Mary Romaidis

Mary Romaidis
Clerk of the Boards

MOBILE SOURCE COMMITTEE

Follow-up Items for Staff

April 8, 2004

1. The Committee requested that staff provide a chart that lists the amount of TFCA funds that have been allocated for each year since 1992.