

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

ADVISORY COUNCIL
AIR QUALITY PLANNING COMMITTEE MEETING
9:30 a.m., Tuesday, February 25, 2003 – Conference Room 716

AGENDA

Kraig Kurucz, Chairperson, Harold Brazil, Patrick Congdon, Irvin Dawid,
Fred Glueck, John Holtzclaw, Ph.D., William A. Nack, Kevin Shanahan

1. Call to Order – Roll Call

2. Public Comment Period

The public has the opportunity to speak on any agenda item. All agendas for Committee meetings are posted at the District, 939 Ellis Street, San Francisco, at least 72 hours before a meeting. At the beginning of the meeting, an opportunity is also provided for the public to speak on any subject within the Committee's purview. Speakers are limited to five minutes each.

3. Approval of Minutes of January 6, 2003

4. Greenhouse Gas Emission Inventory

The Committee will discuss the referral from the Advisory Council on January 8, 2003 of the proposal from the Sonoma County Climate Protection Campaign that the District allocate \$25,000 to support the Campaign and consider further involvement with the Campaign in terms of committing staff resources and establishing the District as the hub for coordinating regional climate protection efforts.

5. Continued Discussion of Vehicle Inspection & Maintenance (I&M)

The Committee will continue to develop its recommendations on enhancing the Enhanced I&M program in the Bay Area for forwarding to the full Advisory Council on March 12, 2003.

6. Discussion of Intermittent Control Measures

The Committee will discuss the referral from the Board of Directors and District staff concerning intermittent ozone control measures, focusing on Spare-the-Air Days during the summer. The Intermittent Control Measures proposed by the Technical Committee have been distributed for your information.

7. Discussion of Committee Process and Schedule for 2003

The Committee will discuss a meeting schedule for 2003, as well as the duration of its meetings.

8. Committee Member Comments/Other Business

Committee members, or staff, on their 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 on any matter or take action to direct staff to place a matter of business on a future agenda.

9. Time and Place of Next Meeting

9:30 a.m., Tuesday, March 25, 2003, 939 Ellis Street, San Francisco, CA 94109.

10. Adjournment

KK:jc

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

CLERK OF THE BOARDS OFFICE:
MONTHLY CALENDAR OF DISTRICT MEETINGS
FEBRUARY 2003

TYPE OF MEETING	DAY	DATE	TIME	ROOM
Advisory Council Technical Committee	Tuesday	4	9:30 a.m.	4 th Floor Conference Room
Board of Directors Regular Meeting	Wednesday	5	9:45 a.m.	Board Room
- CANCELLED -				
Board of Directors Public Outreach Committee	Monday	10	10:00 a.m.	4 th Floor Conf. Room
Advisory Council Public Health Committee	Monday	10	1:30 p.m.	Room 716
Board of Directors Mobile Source Committee	Thursday	13	9:30 a.m.	4 th Floor Conf. Room
Board of Directors Regular Meeting	Wednesday	19	9:45 a.m.	Board Room
Regional Agency Coordinating Committee (RACC)	Friday	21	1:30 – 3:30 p.m.	MTC 101 Eighth Street Oakland, CA 94607
Advisory Council Air Quality Planning Committee	Tuesday	25	9:30 a.m.	Room 716
Board of Directors Budget & Finance Committee	Wednesday	26	9:30 a.m.	4 th Floor Conference Room

MR:mr
2/10/03 (4:38 p.m.)
P/Library/Calendar/Moncal

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

CLERK OF THE BOARDS OFFICE:
MONTHLY CALENDAR OF DISTRICT MEETINGS
MARCH 2003

TYPE OF MEETING	DAY	DATE	TIME	ROOM
Board of Directors Regular Meeting	Wednesday	5	9:45 a.m.	Board Room
Advisory Council Public Health Committee	Monday	10	1:30 p.m.	Room 716
Advisory Council Executive Committee	Wednesday	12	9:00 a.m.	Room 716
Advisory Council Regular Meeting	Wednesday	12	10:00 a.m.	Board Room
Board of Directors Mobile Source Committee	Thursday	13	9:30 a.m.	4th Floor Conf. Room
Board of Directors Regular Meeting	Wednesday	19	9:45 a.m.	Board Room
Advisory Council Air Quality Planning Committee	Tuesday	25	9:30 a.m.	Room 716
Board of Directors Budget & Finance Committee	Wednesday	26	9:30 a.m.	4th Floor Conf. Room

MR:mr
2/10/03 (4:42 p.m.)
P/Library/Calendar/Moncal

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

Advisory Council Air Quality Planning Committee Meeting
9:30 a.m., Monday, January 6, 2003

DRAFT MINUTES

1. **Call to Order.** 9:33 a.m. Quorum Present: Kraig Kurucz, Chairperson, Harold M. Brazil, Patrick Congdon, Irvin Dawid, Fred Glueck, John Holtzclaw, Ph.D., William A. Nack. Absent: Jill Stoner, Kevin Shanahan.
2. **Public Presentation.** None.
3. **Approval of Minutes of December 9, 2002.** Mr. Nack moved approval of the minutes; seconded by Mr. Congdon; carried.
4. **Continued Discussion of Vehicle Inspection & Maintenance (I&M).** The Deputy Clerk distributed a document entitled "Preliminary Recommendations" which set forth the Committee's renumbered and combined recommendations from its October 31, 2002 meeting. In discussion, the Committee unanimously agreed that the recommendations, when formally adopted and supported by completed background information, should be forwarded to the District staff and/or other agencies and groups as the I&M Review Committee (I&MRC), the California Air Resources Board (CARB), the Bureau of Automotive Repair (BAR), as determined by staff to be appropriate.

The "Preliminary Recommendations" were discussed and modified, with strike-out text indicating deleted text and underlined text as new and/or additional text, as follows:

- (A) ~~At this time, the I&M program seems to be one of compliance to pass the immediate test, and our recommendation is to sustain compliance to the next testing period.~~ Improve vehicle repair quality and objective from 'passing the test' goal to making viable and proper mechanical repairs to sustain compliance to the next testing period.
- (B) The Committee strongly endorses the District's participation in the ARB pilot ~~remote sensing pilot program.~~ Special attention should be paid to the ~~H~~human ~~I~~ssue and ~~S~~social ~~E~~quality in program implementation. We advocate that the District initiate a public relations program for the remote sensing program and the enhanced I&M Program. ~~to get owner participation in Enhanced I&M.~~

In discussion, it was noted that last year Joel Schwartz of the I&MRC gave a presentation on remote sensing to the Board of Directors, which expressed its support for the remote sensing program and proposed the Bay Area host a pilot program. Also, recent data from the California Council on Environmental and Economic Balance (CCEEB) on a remote sensing program conducted in Sacramento indicates that 66% of the vehicle owners contacted via letter responded that they would have their vehicle checked for high emissions. This approach is comparable to, and could complement, the District's Smoking Vehicle program.

- (C) The Advisory Council strongly recommends continuation of the reinstatement BAR vehicle buy-back program. The BAR, BAAQMD and other buy-back programs should work together in order to provide incentives for consumers to remove gross polluting vehicles from operation rather than continue to operate them.

In discussion, it was noted that the state and local vehicle buy-back programs significantly differ in the amount of remuneration they provide to owners for scrapped vehicles as well as in program eligibility criteria. These disparities are confusing and pose potential impediments to fuller public participation in the available buy-back programs.

- (D) Evaluate eliminating the two-year (2) waiver policy for vehicles that fail smog check and identify other options for vehicle owners. The BAR should use its financial repair assistance program to eliminate the need for waivers.

In discussion, it was noted that this approach avoids the need for legislative change to eliminate waivers *per se* by instead focusing the repair subsidy program on providing a higher repair subsidy for owners that qualify for a waiver, in effect eliminating the latter.

- (E) ~~Advocate vehicles six (6) years old to fifteen (15) years old have smog check inspection every year, but are responsible for payment of the inspection for only every other year. Forward this recommendation to the I&MRC.~~ Advocate a vehicle registration fee increase of \$1.00 to \$3.00 per vehicle in order to allow the BAR to increase the number of vehicles eligible to have government financial support for repair and inspection and buy-back program.

In discussion, the Committee noted that it has included several different approaches in its recommendations to reduce emissions from gross polluting vehicles (GPVs). Modeling runs by the District and MTC would need to be conducted to ascertain what portion of the mobile source emissions inventory comes from certain older vehicle groups and what the overall air quality impact of annual rather than bi-annual testing would be for such vehicular categories.

- (F) Advocate annual inspection and maintenance ~~more frequent monitoring~~ of high-use government and private vehicles. ~~Forward this recommendation to the I&MRC.~~

In discussion, the Committee noted this recommendation is also associated with a recent presentation by Networkcar on remote emissions monitoring. Remote emissions monitoring could be applied to taxi cabs, paratransit vehicles and to high-use government vehicles as well.

- (G) Identify time frame for regularly scheduled replacement of oxygen sensor devices. ~~The Committee agreed to forward this item to the I&MRC.~~

- (H) ~~Be flexible and open to new and improved ideas in how to better implement the I&M program. Recognizing the “gross polluter” as the major contributor it is in respect to the on-road vehicle emission inventory. Recognize the importance of HC to Bay Area Air Quality.”~~ The Advisory Council Technical Committee is requested to review the ARB modeling components, and as appropriate, recommend further options for collecting data, reducing the effects of the gross polluting vehicles, evaluate the possible impacts of a program biased toward hydrocarbon emissions, and identify other components of a Hybrid I&M Program that should be included or modified to support the programs goals.

The Committee agreed to ask the Technical Committee to review the extent to which mobile source emissions modeling could include real-world data and more appropriately address categories of emission reductions applicable to such hydrocarbon-limited areas as the Bay Area.

An additional recommendation was proposed by Messrs. Nack and Holtzclaw, as follows:

- (I) We recommend elimination of the 30-year rolling exemption at 1974. Vehicles manufactured 1974 or earlier would continue to remain exempt.

In discussion, it was noted that some District data indicate a noticeable contribution from these older vehicles to the emissions inventory, while other experts in the field believe that these vehicles are driven fewer miles and thus are not major emitters. The Committee reached consensus that the exemption should cease rolling forward at the 1974 model year. It was also noted that CARB had made significant efforts to repeal the rolling exemption as part of the recent legislation imposing the Enhanced I&M Program on the Bay Area but was unsuccessful.

Dr. Holtzclaw moved the Committee adopt the foregoing recommendations as modified; seconded by Mr. Nack; carried unanimously. Chairperson Kurucz stated that the accompanying text “Basis for Recommendations” document remains for further evaluation at the next Committee meeting.

Chairperson Kurucz noted that at the December 9, 2002 Committee meeting, a committee of the whole endorsed District participation in the Networkcar remote emissions monitoring program. Mr. Hess stated that District staff has written to Harold Mace of CARB requesting participation in the program. The contribution of a District staff member to the program for one year and some additional District funding may also be required. Mr. Congdon urged the Committee to support the District in this effort and suggested that the remote emissions monitoring program of taxis and paratransit vehicle also include high-use government vehicles; so moved by Mr. Nack; seconded by Mr. Glueck; carried unanimously.

- 5. Committee Member Comments/Other Business.** Mr. Dawid moved the Committee conduct a field trip to an I&M station for educational purposes. It would be the sole item on the agenda for a future Committee meeting; seconded by Dr. Holtzclaw; carried unanimously. Mr. Dawid added that he is concerned that vehicle registration fees are fixed and do not correlate with vehicular use. He noted that in Oregon a vehicular global positioning system has been proposed for assessing mileage fees. Dr. Holtzclaw urged the Committee to take up this matter at a future Committee meeting and invite a speaker from the Environmental Defense Fund.
- 6. Time and Place of Next Meeting.** 9:30 a.m., Tuesday, February 25, 939 Ellis Street, San Francisco, California 94109.
- 7. Adjournment.** 11:54 a.m.

Respectfully submitted by

James N. Corazza
Deputy Clerk of the Boards

Bay Area Air Quality Management District
Memorandum

February 18, 2003

To: Members of the Air Quality Planning Committee

From: Kraig Kurucz, Air Quality Planning Committee Chairperson

Re: Referral to Air Quality Planning Committee on Regional Greenhouse Gas Emission Inventory

Presented below is an excerpt from the draft minutes of the January 8, 2003 Advisory Council Regular Meeting/Retreat in which the issue of a regional greenhouse gas emission inventory was referred to the Technical and Air Quality Planning Committees:

Excerpt from Draft Minutes of Advisory Council January 8, 2003 Regular Meeting/Retreat:

Greenhouse Gas Emissions Inventory. Mike Sandler and Ann Hancock of the Sonoma County Climate Protection Campaign (SCCPC) stated that 137 cities and local jurisdictions in the United States have adopted resolutions endorsing climate protection. Increasing regulation of greenhouse gas emissions is likely, given the multi-nation ratification of the Kyoto Protocol and California's adoption of AB 1439 addressing greenhouse gas emissions from transportation. Sonoma County and its nine cities are developing a greenhouse gas emissions inventory from government operations and will set targets for reducing the emissions, create an action plan for achieving those targets, implement the plan and monitor its progress. Sonoma County and Santa Rosa have each completed their emission inventories, and within the next six months the remaining eight cities are expected to complete theirs. The Sonoma County Waste Management Agency (SCWMA) provides administration for the project because all the cities and the county are represented on it. To support the program, Sonoma County has contributed \$25,000 and Santa Rosa has provided \$10,000. The other eight cities are each expected to contribute \$4,000.

The SCCPC believes that District technical expertise, public outreach and relations programs and its regional focus combine to create an ideal context for the coordination of regional climate protection efforts. It is therefore seeking \$25,000 from the District as well as its participation in the project. The District in turn will obtain data on how climate protection plans interface with attainment plans. Scientific data indicates that while criteria pollutants have been reduced over the years CO2 levels continue to increase. Some of the funding from the District will also be used to leverage other funding for this project in Sonoma County. At the end of nine months, the SCCPC will provide a written report on these issues as well as make a presentation to the Board of Directors, and if requested, to the Advisory Council as well.

In discussion, Council members made the following suggestions to the SCCPC representatives:

- Re-approach the Northern Sonoma County Air Quality Management District for additional funds for this project. That District lead California in woodsmoke abatement, and much of the Bay Area's woodsmoke abatement action followed its initiative. (Altshuler)

- Precisely delineate the scope of emission inventory work conducted by the California Climate Action Registry and the SCCPC and consider how to coordinate their efforts. (Hayes)
- Set aside part of the \$25,000 to evaluate the methodology used to collect the data and to replicate it in other local jurisdictions. This goes beyond the SCCPC efforts to get the resolution passed elsewhere, and of ICLEI to replicate methodology for data gathering, and includes replicating and tracking the SCCPC program in other local jurisdictions. (Weiner).
- Precisely identify in what other ways the District may participate, such as in providing technical assistance in evaluating the link between the pollutants it regulates and greenhouse gas emissions, and in coordinating with outreach programs in other jurisdictions. (Blake)
- More clearly link the climate protection purpose of the SCCPC with the District's mission to protect public health through attainment of ambient air quality standards. Consider areas of SCCPC program linkage with new state regulation of fuel economy. Address impacts of warmer temperature on air quality from increased gasoline evaporation from vehicles, increased vapor emissions from stationary sources and increased electricity demand. Such linkages would more clearly place the SCCPC within the District's purview. (Harley)

Ms. Kelly opined that District involvement in the field of greenhouse gas emissions is appropriate since it is likely to receive regulatory responsibility for climate protection. Dr. Sawyer added that District staff support should also be provided to assist in ascertaining the nexus between greenhouse gas emissions and ozone photochemistry. Mr. Dawid observed that given the link between air quality and climate change, clean diesel might compare favorably with CNG. Mr. Altshuler replied it is important to consider the role of elemental carbon in effecting global climate change and added that there is considerable debate on the preferred fuel for buses (diesel, CNG, biodiesel, LNG) all of which have implications for emissions of CO₂.

Mr. Norton stated the Board would like to receive by the Council's next Regular Meeting its recommendation on whether the District should support this program. Mr. Kurucz stated the Council should first know more about the status of the District's budget in light of the state budget crisis before adopting a position. Chairperson Hanna responded that the Advisory Council's role is to advise the Board as to the worthiness of this proposed project. The Board of Directors and the District staff are best positioned to evaluate its fiscal impacts.

Mr. Hayes moved that the Council indicate it has heard the report of the SCCPC and supports in concept the regional approach this proposal represents to greenhouse gas management; that it plans to take it under further consideration and refer it to the Air Quality Planning and Technical Committees; and that it will adopt recommendations at its next Regular Meeting on March 12, 2003; seconded by Dr. Holtzclaw; carried unanimously by acclamation.

February 25, 2003

Draft resolution concerning improvements in the implementation of the Enhanced Inspection and Maintenance (Smog Check 2) program.

DRAFT

To: William Hanna, Chairperson, and Members of the Advisory Council

From: Kraig Kurucz, Chairperson, and Members of the Public Health Committee

Subject: Improvements to Enhanced Inspection and Maintenance Program

Topic

Recommendations the District can make to improve the emission reductions achieved through the Enhanced Inspection and Maintenance Program, and improve the equity of the program to the public.

Importance/Implications

Enhanced Inspection and Maintenance is now required in the Bay Area by the California Legislature (AB 2736 or 2637). Literature and expert testimony indicates that the program as presently implemented around the country does not usually achieve all the emission gains expected. The shortfall in emissions reductions can be attributed to gross polluters, high mileage vehicles, and repairs that do not last until the next inspection.

Recommendations

In discussion, the Committee unanimously agreed that the recommendations, when formally adopted and supported by completed background information, should be forwarded to the District staff and/or other agencies and groups as the I&M Review Committee (I&MRC), the California Air Resources Board (CARB), the Bureau of Automotive Repair (BAR), as determined by staff to be appropriate.

The “Preliminary Recommendations” were discussed and modified, with strike-out text indicating deleted text and underlined text as new and/or additional text, as follows:

- (A) Improve vehicle repair quality and objective from ‘passing the test’ goal to making viable and proper mechanical repairs to sustain compliance to the next testing period.
- (B) The Advisory Council strongly endorses the District’s participation in the ARB remote sensing pilot program. Special attention should be paid to the human issue and social equality in program implementation. We advocate that the District initiate a public relations program for the remote sensing program and the Enhanced I&M Program.
- (C) The Advisory Council strongly recommends continuation of the BAR vehicle buy-back program. The BAR, BAAQMD and other buy-back programs should work together in order to provide incentives for consumers to remove gross polluting vehicles from operation rather than continue to operate them.

In discussion, it was noted that the state and local vehicle buy-back programs significantly differ in the amount of remuneration they provide to owners for scrapped vehicles as well as in program eligibility criteria. These disparities are confusing and pose potential impediments to fuller public participation in the available buy-back programs.

- (D) Evaluate eliminating the two-year (2) waiver policy for vehicles that fail smog check and identify other options for vehicle owners. The BAR should use its financial repair assistance program to eliminate the need for waivers.
- (F) Advocate a vehicle registration fee increase of \$1.00 to \$3.00 per vehicle in order to allow the BAR to increase the number of vehicles eligible to have government financial support for repair and inspection and buy-back program.

In discussion, the Committee noted that it has included several different approaches in its recommendations to reduce emissions from gross polluting vehicles (GPVs). Modeling runs by the District and MTC would need to be conducted to ascertain what portion of the mobile source emissions inventory comes from certain older vehicle groups and what the overall air quality impact of annual rather than bi-annual testing would be for such vehicular categories.

- (F) Advocate annual inspection and maintenance of high-use government and private vehicles.
- (G) Identify time frame for regularly scheduled replacement of oxygen sensor devices.
- (H) The Advisory Council Technical Committee is requested to review the ARB modeling components, and as appropriate, recommend further options for collecting data, reducing the effects of the gross polluting vehicles, evaluate the possible impacts of a program biased toward hydrocarbon emissions, and identify other components of a Hybrid I&M Program that should be included or modified to support the programs goals.

The Committee agreed to ask the Technical Committee to review the extent to which mobile source emissions modeling could include real-world data and more appropriately address categories of emission reductions applicable to such hydrocarbon-limited areas as the Bay Area.

- (I) We recommend elimination of the 30-year rolling exemption at 1974. Vehicles manufactured 1974 or earlier would continue to remain exempt.

Key Issues

Recommendation A: Presentations from BAR representatives David Amlin and Patrick Dorais, NREL representative Doug Lawson and CCEEB's Bob Lucas support comments from BAAQMD staff Tom Perardi and Amir Finai that one of the major short comings of the I & M Program is the inability of the I & M repair and maintenance component to guarantee the repairs are sufficiently robust to endure to the next biennial test cycle. BAR data indicate that emissions control components of some cars are repaired during one I&M cycle and are in need of repair again at the next I&M cycle. Key components of an emission control system are the O2 sensor, catalytic converter, and evaporative canister. No data indicate how soon after initial repair the vehicle again needed repair. These vehicles may have been operated from 1 to 23 months out of compliance before the next I&M test identified the problem. This is an area of concern for consumers as well as for air pollution.

Some repair stations and vehicle owners may choose to repair sufficiently to, “pass the test.” There is nothing illegal here, however a passing vehicle may fall out of compliance soon after the test.

With these factors in mind, we recommend that BAAQMD and BAR review all measures including increasing the funding available to make more robust repairs. This could include separating the repair location from the testing location for funded repairs which should result in further emissions reductions, the goal of the I&M Program.

Recommendation B: Remote sensing is recommended by Doug Lawson of NREL and is the intent of the Legislature. It was included in SB 629, the 1994 bill establishing the Inspection and Maintenance Program, as a component of the enhanced I & M program criteria.

Testimony was received that the I & M Program cannot identify all vehicles that are operating out of compliance with emission limits. Reasons include mechanical failures that are not detected or repaired between inspections, and intentional evasion of the test. Remote sensing provides an opportunity to identify gross polluting vehicles in an on-road operating environment. The data gathered can also be used by ARB to modify and update vehicle emissions modeling data.

The BAR and the BAAQMD are discussing including the Bay Area in a 2003 remote sensing pilot program.

In discussion, it was noted that last year Joel Schwartz of the I&MRC gave a presentation on remote sensing to the Board of Directors, which expressed its support for the remote sensing program and proposed the Bay Area host a pilot program. Also, recent data from the California Council on Environmental and Economic Balance (CCEEB) on a remote sensing program conducted in Sacramento indicates that 66% of the vehicle owners contacted via letter responded that they would have their vehicle checked for high emissions. This approach is comparable to, and could complement, the District’s Smoking Vehicle program.

BAR representatives David Amlin and Patrick Dorais, NREL representative Doug Lawson, CCEEB representative Bob Lucas as well as BAAQMD staff personnel all stated that all recommendations should be pro-active in the public relations arena. An effective program must educate and inform the public that the components of a hybrid enhanced I&M Program are being implemented to enhance air quality, to reduce emissions, and to protect consumers. This means not only implementing enhanced I & M but also remote sensing and other program enhancements including any consumer protection or assistance with repairs that do not last until the next inspection cycle.

Recommendation C: Vehicle buy-back programs, operated by BAR and BAAQMD and repair assistance programs offered by help reduce emissions from the vehicle fleet. BAR representatives presented July 23, 2002, that the BAR “Buy-Back” program was put on hold due to budget constraints.

The BAAQMD program requires that vehicles be in compliance and operating to be eligible for the \$500.00 buy back eligibility. The ARB program allows an owner to turn in a non-operating gross polluting vehicle to receive a \$1,000.00 program eligibility check. BAAQMD should ensure they are targeting high emitting vehicles with their program.

The programs should work together in order to provide incentives for consumers to remove gross polluting vehicles from operation rather than continue to operate them under a waiver.

Recommendation D: The goal and efforts directed towards reducing emissions is partially defeated by BAR policies that allow for the gross polluting vehicles to continue to operate for 2-years under waiver without sufficient repair.

ARB has historically stated that 10% to 15% of the vehicles account for 50% of the mobile source emissions inventory (ARB Statistic). Presentations from BAR representatives David Amlin and Patrick Dorais, NREL representative Doug Lawson and CCEEB's Bob Lucas indicate that identification and repair of gross polluting vehicles are a key to effective implementation of an I&M program. Mr. Lawson's data indicate that as few as 5% of all vehicles contribute up to 83% of the NOx, CO and ROG. However, a different 5% of the fleet is responsible for ROG, than for NOx or for CO. Different types of mechanical failures lead to increased NOx emissions than lead to increased ROG or CO emissions.

SB 629 (1994) allows for operation under waiver for one-2 year registration period. The owner can get two types of waivers, but must spend the \$450 maximum attempting to repair the car before getting the waiver. The result may be an inadequate repair which does not bring the vehicle into compliance, or does not last very long. After the 2-year waiver, the vehicle must pass the next test without waiver to be registered by DMV.

This two-year period operating with high emissions is counterproductive to the goals of the program. In recognition that repairs costing more than \$450.00 may be beyond the means of some vehicle owners, this committee recommends ensuring that need-based repair assistance programs and vehicle buy back programs are available and that waivers should be eliminated.

The public has largely agreed with the objectives of the program. BAAQMD and BAR data indicated that of the millions of vehicles operating in the Bay Area, less than 400 vehicle owners requested a waiver from making complete repairs and passing the test.

In discussion, it was noted that this approach avoids the need for legislative change to eliminate waivers per se by instead focusing the repair subsidy program on providing a higher repair subsidy for owners that qualify for a waiver, in effect eliminating the latter.

Recommendation E: Based upon the discussion with BAR, Staff personnel, Doug Lawson and CCEEB representatives the main issue preventing previous implementation of many I&M Program improvements is money.

The committee believes that the emissions reduction benefits derived from the implementation of remote sensing, improving the ARB and BAAQMD buy back program, increasing the quality and quantity of vehicle repairs and improving and enhancing data collection are all worthwhile program benefits. We recommend that a small, \$ 1.00 to \$ 3.00 per vehicle, registration fee increase be considered to fund these programs.

The development of cost per ton analysis can be performed by ARB, BAR and BAAQMD Staff personnel to analyze the cost and benefits from the recommended programs and the vehicle registration fee increase.

Recommendation F: Data presented by NetWorkCar representative Don Brady indicates that taxi fleets, averaging 72,000 miles per year fall out of compliance much quicker than the average fleet and sooner than the 2- year I&M schedule will identify the increased emissions.

Mr. Brady indicated that taxis in the Bay Area may be required to be sold after they are 3 years old. He also stated that the highway patrol sells its high mileage cars. The committee also recommends that BAR or the I&MRC, or other body look into the compliance status of these cars after sale.

Therefore we strongly recommend that high mileage fleets be subject to more frequent inspection schedules and not be eligible for the 4 or 6 year waivers from test and that they receive an annual test. SB 629 allows fleet operators to have in-house I & M certified programs.

SB 629 states: (g) Notwithstanding any other provision of this section, fleets consisting of vehicles for hire or vehicles which accumulate high mileage, as defined by the department, shall go to a referee station when a smog check certificate of compliance is required. Initially, high mileage vehicles shall be defined as vehicles which accumulate 50,000 miles or more each year. In addition, fleets which do not operate high mileage vehicles may be required to obtain certificates of compliance from the referee if they fail to comply with this chapter.

Recommendation G: Replacement of the Oxygen sensor, at a specified age or mileage was a recommendation presented by APCO Ellen Garvey at the October 31, 2002 committee meeting.

This philosophy however follows the suggestion towards enhancement as presented in the prior presentations by BAR, Staff, Doug Lawson, CCEEB and others as a further enhancement component of the I & M program to assist in emissions reductions policies. Other recommendations were gas cap program, evaporative canister and catalytic converter inspection programs.

Recommendation H: One of the critical issues with the ARB guidelines toward the I & M Program is that the model (EMFAC) places a large priority on reductions of NO_x as an ozone reduction element.

Based on the findings of Doug Lawson of NREL, SB 529 and the UC Riverside Study it appears that HC reduction is the most effective element to reduce ozone levels in the Bay Area.

The Advisory Council Technical Committee is requested to review the ARB modeling components, and as appropriate, recommend further options for collecting data, reducing the effects of the gross polluting vehicles, evaluate the possible impacts of a remote sensing program biased toward hydrocarbon emissions, and identify other components of a Hybrid I & M Program should be included or modified to support the programs goals.

Recommendation I: Staff indicates that 18% of the emissions from the total vehicle fleet are from vehicles 30 years old, or older, which are exempt from smog inspections. Cars through 1974 are presently exempted from inspection. Cars manufactured after 1974 are presently required to receive biannual inspection

Information Considered

Members considered reports to the Committee from:

Messrs. David Amlin and Patrick Dorais, of the Bureau of Automotive Repair

Mr. Doug Lawson, Principal Scientist, National Renewable Energy Laboratory (NREL)

Mr. Robert Lucas, Lobbyist, California Council for Economic and Environmental Balance (CCEEB)

Mr. Don Brady, Vice President of Sales, NetworkCar

Mr. Thomas Perardi, Planning Division Director, BAAQMD

Mr. Amir Finai, Senior Air Quality Engineer, BAAQMD Planning Division

Deliberative Process

The Air Quality Planning Committee was asked to consider this topic by Council Chairperson Sawyer as part of its work starting in February 2002. The Committee met on February 25, April 23, May 28, June 18, July 23, August 20, September 24, October 31, December 9, 2002 and January 6, 2003 to receive and discuss presentations on the issues. The Committee unanimously arrived at its recommendation for forwarding to and consideration by the full Advisory Council.

February 18, 2003

To: Air Quality Planning Committee

From: Kraig Kurucz, Air Quality Planning Committee Chairperson

Re: List of Intermittent Control Strategy Suggestions from the Technical Committee

The Advisory Council's Technical Committee met on February 4, 2003. In its discussion on intermittent control strategies, the suggestions listed below were offered by the Committee members. Members of the Air Quality Planning Committee are encouraged to review these suggestions and to consider any modifications to them as well as any additional intermittent control measures.

4. Discussion of Intermittent Ozone Control Strategies. Peter Hess, Deputy Air Pollution Control Officer, stated the District is seeking input on intermittent Spare the Air (STA) control measures to implement in the summer in the Livermore area. STA forecasts are made at 11:00 a.m. the previous day and advisories are issued to the media and an employer network with 1,700 employers and 70,000 employees. The Committee offered the following suggestions:

A. Free public transit on STA days.

1. Evaluate the Metropolitan Transportation Commission's analysis of providing free public transit to the public on such days (a Future Study Measure in the 2001 Ozone plan).
2. Provide free transit to the STA Employer Network through transit vouchers. This would encourage greater participation in the program, while avoiding ridership and revenue reduction. Vouchers should target peak morning commute traffic since it the most critical to ozone formation. The impact of voucher use in locations upwind of problematic attainment areas may be difficult to discern in modeling given broad commute patterns.

B. Enhance carpooling and ridesharing incentives:

1. Acquire accurate estimates of the vehicle flow into the Bay Area over the Livermore pass.
2. Assess atmospheric dynamics of the inversion and traffic congestion patterns and locations in the Livermore Pass area on high ozone days.
3. Increase transportation alternatives for commuters from Central Valley through enhancing carpool and rideshare incentives, as well as use of flex time through a voucher system.

C. Freeway Speed Limits:

1. Evaluate lowering the freeway speed limit on STA days to 55mph. Vehicular emissions are higher at high speeds. The freeway carrying capacity currently peaks at approximately 40 mph where vehicular emissions are also lowest.
2. Double speed limit fines on STA days because vehicular emissions are lower at lower speeds. Review MTC's analysis of the cost of additional highway patrol enforcement as a Future Study Measure in the 2001 ozone plan. Particular attention should be paid

to application in the morning commute. Evaluate the extent to which traffic stops cause congestion through curiosity queues and increasing the likelihood of a rear-end collision.

3. Legalize the use of photo-radar or lasers to issue speeding tickets.

D. Bridge toll modification and congestion pricing:

1. Increase bridge tolls during peak commuter hours on the Bay Bridge, but also mitigate any delays of traffic flow due to possible motorist unfamiliarity with the altered tolls
2. Include in the Environmental Impact Report associated with the forthcoming new Bay Bridge toll plaza an evaluation of intermittent control measures from a design perspective, i.e., address the context in which the metering lights on the Bay Bridge affect congestion.
3. Collect tolls from eastbound rather than westbound traffic on the Bay Bridge, and thereby change the time of commute traffic congestion from the morning to the afternoon.

E. Parking Policy Modifications:

1. Institute a STA Day Parking Surcharge in which employers that have free parking would charge employees for parking. Employers not in the Network would charge \$2.00 while participants would charge \$1.00. This would encourage greater participation in the STA Employer Network. In evaluating this proposal, reference should be made to research from the University of California on control measure elasticity.
2. Evaluate parking and congestion management at BART stations with regard to morning capacity and ease of access. Evaluate the air quality impact of a BART parking lot fee, which has been proposed for budgetary reasons and to eliminate parking lot misuse. Consider inviting BART staff member for a presentation on this issue.
3. Allocate funds from bridge pricing and parking surcharges to the free transit vouchers.

F. HOV Lane Policy Modification:

1. Modify the number of HOV lanes the Bay Bridge during peak commute traffic.
2. Revise the HOV carpool eligibility number from three persons to two. Track pending legislation. Ascertain if Caltrans can modify HOV lane eligibility administratively.
3. Expand the time frame for HOV lane usage.
4. Compare with HOV lane policies in other air districts, including South Coast AQMD.
5. Modify “Fast Track” passes to provide lower rates for cleaner vehicles.

G. Augment the STA Employer Network.

1. Expand the present network to include a larger fraction of the Bay Area.
2. Evaluate STA survey data to ascertain if the STA message has impact on behavior, and if so, if further guidance on intermittent control measures may be derived from it.
3. Continue to use roadway signage and the Amber Alert Network for posting STA messages.

- H. Review East Bay Regional Park District (EBRPD) High Fire Danger Day program:
1. On high fire danger days, the EBRPD program puts into place standards and guidelines concerning smoking, barbeques, fires, and use of gasoline-powered engines by contractors in wildlife areas. These and other EBRPD measures may be incorporated into the STA program. Evaluate the list of high fire danger day guidelines for use in STA program.
 2. When the District presents and reinforces the STA message with cities, counties, employers and educational institutions, it could provide a list of items to be implemented, tailored to specific situations and contexts. These could include encouraging employers to use only the cleanest vehicles; use of fleet vehicles until later in the day; delay until later in the day use of diesel engines at commercial painting and roofing projects; and delay until later in the day the filling of gasoline containers for lawnmowers and chain saws.
- I. Provide greater focus on hydrocarbon (HC) component of emission reductions in the Bay Area:
1. Augment STA activities that reduce hydrocarbon emissions in areas upwind of ozone problem areas, with a particular focus on large employers.
 2. Augment HC monitoring. Track HC emission trends could be tracked to understand the impacts of certain measures on STA days. Evaluate potential for such measures to gain State Implementation Plan (SIP) credit, taking into account the difficulty posed by federal regulations which require that they be “permanent, enforceable and quantifiable.”
 3. Spread out/defer diesel truck traffic on Spare the Air weekdays into the weekend.
- J. Other Measures:
1. Provide a free vehicle smog check on a STA Day. This would include a gas cap test.
 2. Address airports and airport parking as part of the STA message. Account for the impact of BART transit to SFO on displacing vehicular use and parking.
 3. Encourage cities to establish special bike streets/boulevards.
- K. Evaluate diurnal impacts on ozone formation of morning and evening commute peaks. The Technical Committee will review first iteration of the photochemical modeling for the first episode in the 2004 Ozone Plan which is due in the next couple of months.

February 18, 2003

To: Air Quality Planning Committee

From: Kraig Kurucz, Air Quality Planning Committee Chairperson

Re: Proposed Meeting Schedule for 2003

Meeting Time: 9:30-11:30 a.m.

General description: 4th Tuesday of the following months.

March 25

May 27

July 22

September 23

November 18