

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

APPROVED 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