

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

APPROVED MINUTES

Advisory Council Air Quality Planning Committee Meeting  
9:30 a.m., Tuesday, February 25, 2003

1. **Call to Order – Roll Call.** 9:39 a.m. Quorum Present: Kraig Kurucz, Chairperson, Harold Brazil, Irvin Dawid, John Holtzclaw, Ph.D., Kevin Shanahan. Absent: Patrick Congdon, Fred Glueck, William A. Nack.
2. **Public Comment Period.** There were no public comments.
3. **Approval of Minutes of January 6, 2003.** Dr. Holtzclaw moved approval of the minutes; seconded by Mr. Dawid; carried unanimously.
4. **Greenhouse Gas Emission Inventory.** Tom Addison, Legislative Analyst, stated that through the International Council for Local Environmental Initiatives (ICLEI), Sonoma County and its nine cities have established a program to inventory, quantify and establish a target for reducing greenhouse gas ( GHG) emissions from municipal activities. The Sonoma County Climate Protection Campaign (Campaign) has approached the Board of Directors asking for \$25,000 in support. The Campaign would help define how the District could work to support climate protection and also educate the consultant about the District's work. District staff was surprised that the Campaign's efforts were not being made in conjunction with the California Climate Action Registry (Registry) that has functioned for three years and provides tools to local jurisdictions and businesses for quantifying their GHG footprint. A number of other cities in the Bay Area have joined the Registry and are using the software that it provides for calculating GGE emissions.

The following points were offered and discussed by the Committee members:

- a) The Campaign was not aware of, is not coordinated with, and duplicates the Registry.
- b) The Campaign is already supported with \$67,000: \$25,000 from Sonoma County, \$10,000 from the City of Santa Rosa, and \$4,000 from each of the eight other cities. This must be taken into account given the fiscal constraints imposed on the District by the state budget crisis, which will result in a significant loss of subvention funds and possibly property tax revenues.
- c) It is unclear how the \$25,000 from the District would be used by the Campaign. Staff has noted that the inventory work will be completed with the funds already received. The consultant intends to use some of the District's funds to leverage other funding and provide the District with advice on how to work regionally to reduce GHG emissions. The latter is a staff function.
- d) Financial support for this program on an individual county basis sets a precedent for the District for similar requests from other counties. Coordination of GHG emission inventory work through the Registry avoids this complication and is also preferable in times of fiscal constraint.

- e) Staff has noted that Sonoma County has received \$4 million from the Transportation Fund for Clean Air (TFCA), much of which contributes toward the reduction of GHG emissions.
- f) The Campaign could publicize what it has already achieved, and the Air District could provide staff support that will help to quantify emissions and assess program cost-effectiveness.

Chairperson Kurucz stated he would entertain a motion to recommend that (a) District staff work with the Campaign to identify TFCA projects containing funding that could be used as seed money to leverage further contributions to the Campaign; (b) the Campaign should coordinate with the Registry and thereby improve its efficiency; and (c) the District not allocate the requested \$25,000 but instead provide staff assistance. So moved by Dr. Holtzclaw; seconded by Mr. Shanahan.

Noting that duplication of the Registry is not *per se* a reason to reject the request, Mr. Dawid offered a substitute motion that the District approve \$4,000 to match the grant from the smaller cities and also provide staff assistance; seconded by Mr. Brazil. By a show of hands, the substitute motion FAILED:

AYES: Dawid

NOES: Brazil, Holtzclaw, Kurucz, Shanahan

By a show of hands, the original motion PASSED:

AYES: Brazil, Holtzclaw, Kurucz, Shanahan

NOES: Dawid

- 5. Continued Discussion of Vehicle Inspection & Maintenance (I&M).** The Committee agreed upon the following amendments to the report entitled “Improvements to Enhanced Inspection and Maintenance Program,” dated February 25, 2003:

Under *Importance/Implications*:

On line two delete “or 2637” in the parenthetical

On line three, replace “country” with “state” and “usually” with “always”

Begin the final sentence with “Important” instead of “The”; replace “shortfall” with “shortfalls” and add “older vehicles” after “gross polluters.”

Under *Recommendations*:

To Subparagraph (A) add paragraph three from Recommendation A under “Key Issues” immediately after the first sentence.

In Subparagraph (B) change “Issue” to “issue” in the second line and replace “equality” with “equity.”

In Subparagraph (C) replace “BAAQMD” with “District.”

In Subparagraph (E) add “and the District” after “BAR” in the second line. Delete the entire second paragraph and transfer it to the second paragraph under Subparagraph F.

Change Subparagraph F to Subparagraph G and add “fleet” after “private”.

Change Subparagraph G to H, and add after the first sentence: “These are relatively inexpensive devices that are critical to the emission control system and are often related to a vehicle becoming a GPV.”

Change Subparagraph H to I.

Change Subparagraph I to Subparagraph F.

Under *Key Issues*:

In Recommendation A, delete the third paragraph and transfer it to Subparagraph A in the *Recommendations* section.

In Recommendation B, paragraph three, add “District has requested” after “The” and delete “BAR and the BAAQMD are discussing”.

In Recommendation C, replace “BAAQMD” with “the District” in line one and delete “offered by” in line two. In paragraph two, replace “BAAQMD” with “District” in line one, change “buy back” to “buy-back” in line two, and replace “BAAQMD” with “The District” in line three.

In Recommendation D, paragraph five, replace “BAAQMD” with “District”.

In Recommendation E, paragraph two, replace “BAAQMD” with “the District”; and in paragraph three replace “BAAQMD” with “District”.

In Recommendation F, Change to G insert a paragraph mark after the first sentence that ends at “emissions.”

In Recommendation G, Change to H paragraph one, insert “former” before “APCO” in line two.

In Recommendation H, Change to I.

In Recommendation I, Change to F.

Dr. Holtzclaw moved adoption of the text as amended; seconded by Mr. Shanahan; carried unanimously.

**6. Discussion of Intermittent Control Measures.** Peter Hess, Deputy Air Pollution Control Officer, stated staff is seeking suggestions on intermittent ozone control measures for summer Spare the Air (STA) days. After the Advisory Council reviews the measures suggested by the Technical and Air Quality Planning Committees on March 12, staff will evaluate them for forwarding to the Board and other agencies. The goal is to achieve real emission reductions in ozone exceedance areas. In discussion of the Technical Committee’s list, the Committee members agreed on the following:

- a) Free transit on STA days should be provided to the general public, rather than to only to the employers in the STA Employer Network. This would reduce more vehicular emissions and comprehensively promote the STA program, while also linking the use of public transit to air quality. Funds from increased bridge tolls and parking surcharges on STA days should be allocated to transit agencies to compensate for the loss of fare box revenue. This would broaden awareness of transit options and possibly increase the public’s use of transit beyond STA days. Alternatively, a pilot program STA free transit coupon could be allocated that may be used only on a STA day. This creates an educational tool that provides for accountability. Initially, such coupons could be targeted for use upwind of frequent ozone excess areas.

- b) Owners of vehicles manufactured prior to 1981 should be encouraged to not to drive them on STA days, and instead to take the free public transit that would be offered as an alternative.
- c) Electronic freeway signs should be used to announce a STA day speed limit.
- d) An analysis should be made as to whether legislation would be required to implement parking surcharges and increased bridge tolls on STA days, and to transfer the funds to transit authorities to compensate for fare box revenue losses arising out of the offer of free transit.
- e) Telecommuting should be implemented on STA days. An evaluation should be made of any recent advancement in telecommuting technology that would facilitate its use by more people.

**7. Discussion of Committee Process and Schedule for 2003.** Dr. Holtzclaw moved approval of the proposed schedule of 9:30 a.m., March 25, May 27, July 22, September 23 and November 18; seconded by Mr. Brazil; carried. The Committee agreed on the following

- the length of Committee meetings should be capped at two hours
- action items for which a quorum is necessary should be placed first on the agenda
- time frames for agenda items should be established
- breaks should taken between major agenda items

**8. Committee Member Comments/Other Business.** Dr. Holtzclaw indicated that the San Francisco League of Conservation Voters has posted on its website ([www.sflcv.org/sprawl](http://www.sflcv.org/sprawl)) a link to photographs of San Francisco, which calculate surface features including land, concrete, pavement, parking, vehicles, vehicle miles traveled, etc.

Mr. Dawid noted that an air district in California has incorporated a land-use measure that takes into account employer trip generation. David Souten, Principal, ENVIRON International Corporation, explained that the Sacramento Metropolitan AQMD has adopted this with an inter-county and inter-basin application as the issues it addresses originate in pollutant transport. The California Air Resources Board has indicated that the Sacramento AQMD has broad authority to conduct indirect source review. That district subsequently adopted guidelines for exercising such review. Mr. Souten offered to provide relevant documentation to the Deputy Clerk for transmittal to the Committee. Chairperson Kurucz directed that this issue be placed on the agenda for discussion at the March 25 Committee meeting.

The Committee also agreed to review the Public Health Committee's minutes on the issue of fenceline emissions monitoring at refineries and chemical facilities, and also to receive and discuss a presentation by District staff on the status of the I&M program for trucks.

**9. Time and Place of Next Meeting.** 9:30 a.m., Tuesday, March 25, 2002, Conference Room 716, 939 Ellis Street, San Francisco, California 94109.

**10. Adjournment.** 11:54 a.m.

Respectfully submitted by

James N. Corazza  
Deputy Clerk of the Boards