

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

APPROVED MINUTES

Advisory Council
Air Quality Planning Committee Meeting
1:00 p.m., Tuesday, September 30, 2003

- 1. Call to Order – Roll Call.** 1:19 p.m. Quorum Not Present: Harold M. Brazil, Patrick Congdon, Irvin Dawid, Fred Glueck. Absent: Kraig Kurucz, Chairperson, Pamela Chang, John Holtzclaw, Ph.D., Kevin Shanahan.
- 2. Public Comment Period.** There were none.
- 3. Approval of Minutes of July 22, 2003.** There being no quorum present, approval of the minutes was deferred to the next meeting.
- 4. Update on Networkcar Remote Emissions Demonstration Project.** Peter Hess, Deputy Air Pollution Control Officer, stated that this issue was of interest to this Committee and the Advisory Council about nine months to a year ago. Mr. Hess noted that the Air District moved forward to have discussions with Networkcar and has asked Ryan Glancy of Networkcar to present a report on the progress of Networkcar in the Bay Area.

Ryan Glancy, Solutions Manager, Networkcar provided the Committee with an overview of the Networkcar remote emissions project and highlighted the following:

- Networkcar's wireless device is installed in a car and is equipped with a performance monitoring system. It takes 15 to 20 minutes to install the CAReader.
- The device sends information to Networkcar's Data Center over a wireless network. About every 40 minutes the device is taking a reading from the car. This information is relayed to Networkcar's data center where the information is disseminated.
- The CAReader is commercially available and is sold as an aftermarket accessory by automobile dealers.
- The system enables vehicle owners to monitor the following: mileage, emissions systems components and associated Diagnostic Trouble Codes (DTC), and driving parameters.
- In 2001, Networkcar was awarded a contract for high mileage fleet vehicles for five years. The system allows the owners to be notified if their vehicles are out of compliance.
- The purpose of the Remote Emissions Monitoring Program is to dynamically monitor high mileage (over 75,000 miles per year).
- More devices were installed in 2000 model-year vehicles than any other model-year. The least number of devices were installed on 1994 vehicles.
- The number of vehicles participating in the study by vehicle manufacturers was reviewed, with Ford having the largest number and Chevrolet a close second. About

one-third of the vehicles had DTCs. Although Ford has the highest number of DTCs, the manufacturer with the highest percentage of vehicles with DTCs is Dodge.

- The highest percentage of vehicles with DTCs by model-year participating in the study is for 1997 vehicles and the lowest is for 2003 vehicles.
- There are a variety of problems with the vehicles in the study and they include: problems with a catalytic converter, the transmission control system, mixture control, and the O2 heater circuit.
- As a vehicle accumulates more miles, there is a significantly higher occurrence of problems. The annual smog check would not detect problems in these vehicles, but this program does.
- Vehicles with over 200,000 miles had at least twice the percentage of events.

Mr. Glancy reported that during this quarter, Networkcar would install up to 200 devices into Port of Oakland taxis. In addition, about 120 devices will be installed in taxis operating at the Oakland airport and the taxis will be required to have a Networkcar device to operate at the airport. Mr. Glancy noted that Networkcar is working on a program with the City of Oakland and the police department to monitor the emissions to enforce the repair of any cabs that are out of compliance. The cabs that run through the airport would be required to have the device and they would have to be in compliance.

Some companies that have violated the Health and Safety Code and part of the enforcement regulation have been allowed to come into this program instead of paying penalties. Networkcar is looking for the Port of Oakland to allow Networkcar to make sure the cars get back into compliance and then Networkcar could see how the program is working.

In response to questions from the Committee members, Mr. Glancy provided additional information

- There was not an even distribution of devices across year, make and model of cars.
- Most of the problems identified were with pollution control equipment on the vehicle.
- Other benefits of the continuous monitoring program include detecting fraud and detecting a bad part in a vehicle. Mr. Glancy noted there was a recall because of this type of information being available.
- CARB feels the data is more than adequate and the number of ways the data can be analyzed.
- There was discussion on an incentive for high fleet operators to participate in this program and, with CARB's buy-in, the operators would not have to participate in a program like Smog Check II. Mandatory repairs would still have to be made.
- The data is there to see if the vehicle is in compliance on a day-to-day basis.
- The San Jose airport recently had a ribbon cutting for the new CNG facility for their own fleet of buses, but they are unable to do anything to have the cab companies refuel at the CNG facility. Could there be a mandate, as there will be at the Port of Oakland, that if the cabs want to serve the airport, they have to subscribe to the Networkcar program?
- This is something that can expand to other areas. Southern California does exempt some of the participants from the \$1500 fine levied by ARB if they operate with an active MIL.
- There are other programs whereby Networkcar sells a product through a new or used auto dealer and provides a number of functions that allows monitoring of performance, safety

and security of the vehicle, and location. Diagnostics are linked to the auto repair shops so if they detect a problem, the shop can notify the owner that there is a problem.

- Through the Bureau of Automotive Repair (BAR) there is a program called the Continuous Pilot Testing Program (CPT) which allows end consumers to come out of the regular Smog Check program and come into the CPT program.
- The contracts are with a variety of taxi and para transit companies. Networkcar did do some things with ATC, but there were issues of who actually owned the cars and other systems that were in the vehicles. It was more of a contractual issue on who owned the vehicles. The remainder of the companies are located in Southern California. The Port of Oakland fleet will be the first in Northern California.
- The use of Networkcar tells the driver that there is a problem at a high mileage (175,000+ miles) sooner than the Smog Check. It is more effective for the high mileage vehicles than Smog Check.
- The unit price to install the system is approximately \$1,500.

5. Review of the Metropolitan Transportation Commission Long Range Transportation Plan.

Ellen Griffin, Senior Analyst, Metropolitan Transportation Commission (MTC) Legislation and Public Affairs, presented the report and stated that MTC is beginning a long public involvement process on the update of the Long Range Transportation Plan for the Bay Area (Transportation 2030). Ms. Griffin noted that this is a 25-year long-range plan for the Bay Area and it guides transportation policies and investments in the nine Bay Area counties. The Plan will be updated every three years and projects must be in the Plan to receive state or federal funds.

Ms. Griffin reviewed Phase I, which focused on three major topics:

- 1) Goals and objectives of the Plan.
- 2) Prior commitments and what funds are available for new investments.
- 3) Transportation and land use. Regional agencies in the Bay Area completed a Smart Growth process last year and have adopted Smart Growth principles.

Phase II will focus on 1) local investment priorities; 2) technical analysis of proposed investment packages; and 3) congestion management agencies workshops and meetings. Phase II is the draft Plan that will come out in December 2004 and the target adoption date for the Plan is January 2005. Ms. Griffin added that in addition to the workshops, MTC is doing public opinion polls, telephone polls, there will be an interactive web component, and there will be focus groups.

Chris Brittle, Planning Manager, MTC, stated that one of the distinguishing features of the new Plan is that there will be more funds available to draw from. In the past, the federal planning process required the transportation revenue to be looked at over 25 years and only those projects and programs that met those revenues would be in the Plan.

Mr. Brittle noted that MTC feels there are probable revenue sources that will come into play as the Plan is being prepared. A number of counties are preparing sales tax plans, Senator Perata is talking about a bridge toll bill to raise the toll to \$3, and there will be a high-speed rail bond in November 2004. These revenue sources have to be anticipated and the public will need to understand what the implications of these revenue sources are on the Plan.

Mr. Brittle stated that the planning process started out by defining the goals and objectives that drive the programs and projects that are put into the Plan. The previous goals were: 1) mobility – improving the ease and convenience of using the transportation system, 2) safety – improving the safety of the transportation system for users, 3) equity – fairness in the planning, funding and operation of the region’s transportation system, 4) environment – plan and develop transportation facilities and services to protect and enhance the environment, 5) economic vitality – support transportation investments that are essential to the economic well-being of the Bay Area, and 6) community vitality – community-based efforts to improve quality of life by providing access to transportation funding. During the workshops in June, the public felt that these were too large and nebulous and did not have measurable standards and objectives.

Mr. Brittle reviewed the revised proposed goals that are being discussed with the public as follows:

1. Fix-It first – 80% of the funds in the transportation plan have to go to maintain the current system.
2. Making Connections – making transit systems work and having seamless connections, good service and good physical connections between systems.
3. Reliable Travel Choices – provide transit, carpool, biking and walking alternatives that would be attractive enough to be used by the public.
4. Smart Growth – this is a goal to recognize the consensus that has developed around the region on a Smart Growth strategy around transit centers and corridors.
5. Clean Air – is being singled out as the main environmental goal in the Plan.
6. Lifeline Mobility – transportation system improvements that benefit the elderly, low income, school children, and those that have less mobility options.
7. A Safe System – it has been suggested to make this safe and secure because of the current focus on terrorism.

Each goal will have a set of objectives and a set of ways to measure progress towards achieving the goal.

There was discussion on the following:

- The BART to SFO connection is not doing as well as projected because of the recession and the problems that the airlines are having. The CalTrain/Millbrae connection is not being well used at this time, but part of the issue is getting people used to the connection in addition to waiting for the economy to return and people start traveling again.
- One of the missing goals is pricing; i.e. driving and parking might be cheaper than using an alternative. Mr. Brittle indicated this is covered in providing a reliable service that the customer wants to pay for. Pricing is a strategy more than a goal, but it could be worked into a goal.
- The Clean Air goal (#5) is an off-shoot for the accomplishment of goals one through four.
- MTC will have to prioritize the goals.
- A potential goal or objective of cost-effectiveness needs to be kept in mind as the BART to San Jose/Santa Clara is proceeding. Mr. Brittle indicated there is a separate set of performance measures that are being used for this regional transportation Plan that is a result of Senator Perata’s legislation (SB 1492) that states any new project coming into the regional Plan should be evaluated.

- Commuters in the Bay Area are looking at what is the most convenient manner to get from point A to point B. How much of the goals and objectives may be directed toward some sort of social investigation, rather than just physical investigations for roads or buses, or more rail and get some sort of idea of where the convenience items are that the residents of the Bay Area are looking for as a means of partaking in other modes of transportation or coming up with viable goals that solve some of the local issues.
- MTC is doing a Regional Transit Connectivity Study that looks at specific connection issues around the system. The hope is that MTC will find some low-cost improvements and that those projects will make it into the Plan.
- What is it that the consumer in the Bay Area identifies as a convenience, i.e. making connections, time, money, smart growth, community planning. That would allow MTC to determine where the funding would be best spent.
- MTC attempts to capture all the variables in a sophisticated travel model, which predicts where the growth patterns are, who takes transit, who is using the carpool lane, etc. Based on the usage, MTC can look at the viability of the investments it is making.
- There was discussion on the Bayshore Freeway corridor, its peak periods, and that all options are being used in that area.
- If the bridge tolls go to \$3, those motorists who drive over the bridges will be contributing to public transit needs. The same scenario should be applied to other places by the use of “HOT” lanes and the money would be used to support public transit in that corridor. San Diego did this in 1988 through the use of Transportation Control Measures. MTC has looked at some corridors and the issue of “HOT” lanes will be discussed during the development of the Plan.

The Committee discussed what they see as the two main goals and determined Smart Growth was its first priority and Fixit-It First and Making Connections were second. Mr. Glueck stated that it would be beneficial to have this same presentation made to the full Council in November and a decision could be made as to what the full Council sees as its two main goals.

- 6. Committee Member Comments/Other Business.** Mr. Glueck stated it would be helpful to get some feedback from the Bureau of Automotive Repair (BAR) on Smog Check II with respect to how it is working. Mr. Gluick requested staff make a presentation at the next meeting on Smog Check II and how it is working, including any of the Advisory Council’s recommendations that the Board of Directors may have taken action on.

Mr. Glueck stated that it would be interesting to see how the smog check stations are reacting to the extra cost and the extra training, what sort of negative or positive feedback, will they pass the cost through, etc.

In response to a question from Mr. Dawid on legislation that might enhance the role of the Air District, Mr. Hess stated that there would be a legislative update at the next meeting.

Mr. Dawid requested updates on the East Palo Alto and San Jose Mayfair meetings on the 2004 Ozone Attainment Strategy and 2003 Clean Air Plan.

- 7. Time and Place of Next Meeting.** 9:30 a.m., Tuesday, November 25, 2003, 939 Ellis Street, San Francisco, CA 94109.

8. Adjournment. 2:26 p.m.

Mary Romaidis
Clerk of the Boards