

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

APPROVED MINUTES

Air Quality Planning Committee
9:30 a.m., Wednesday, February 14, 2007

1. **Call to Order:** Chairperson Ken Blonski called the meeting to order at 9:41 a.m.

Roll Call: Ken Blonski, Chairperson, Irvin Dawid, Emily Drennen, William Hanna, John Holtzclaw, Ph.D.

Absent: Harold Brazil, Kraig Kurucz, Ed Proctor.

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

3. **Approval of Minutes of December 14, 2006:** Ms. Drennen moved approval of the minutes; seconded by Dr. Holtzclaw.

Mr. Dawid commented on the discussion of wood burning and requested that he receive copies of the packet of items provided to the Committee. Mr. Dawid inquired about Bay Area cities and counties that have adopted wood smoke ordinances and the difference between mandatory and voluntary. Henry Hilken, Director of Planning, Rules and Research, stated that it is possible that some of the model ordinances are structured in such a way that it is a voluntary prohibition locally at a certain point and then becomes mandatory later. The motion then carried by acclamation with Messrs. Dawid and Hanna abstaining.

4. **Review of the Mission Statement of the Air Quality Planning Committee:** *The Committee reviewed its Mission Statement.*

Chairperson Blonski read the Mission Statement and asked for comments. Mr. Hanna stated that due to the global warming issue, the Committee may want to broaden the Statement. The consensus of the Committee was to maintain the Mission Statement as stated.

5. **Review and Discussion of the Topics and Priorities Assigned to the Committee at the January 10, 2007 Retreat.** *The Committee reviewed and discussed the topics and priorities assigned to the Committee at the Advisory Council's Retreat.*

Chairperson Blonski reviewed the priorities set for the Committee at the Council's January 10, 2007 Retreat.

1. Climate Protection and discussion of carbon footprint.
Staff will provide information on carbon offsets today. Chairperson Blonski indicated there should be closure on the 2006 carbon footprint today after the staff presentation.

The relationship to the current District programs – how does climate protection figure into the current Air District programs. The Committee will ask staff for a report on this issue.

Mr. Dawid inquired how this item relates to the workshop held at the Metropolitan Transportation Commission (MTC) on Friday. Mr. Hilken stated that it is the Joint Policy Committee (JPC) that met on Friday and it is comprised of Board members from the Air District, Association of Bay Area Governments (ABAG), and MTC. There have recently been efforts to bring in the Bay Conservation and Development Commission (BCDC). The JPC has looked at various regional planning issues and recently has been asked to take a few months to look at ways the JPC may be able to coordinate the activities of the various agencies working on climate protection. This may have been prompted by the work that this Air District has taken on regarding climate protection.

This was a public workshop to get input from members of the public and advocacy groups on things the regional agencies can do for to help advance climate efforts in the Bay Area. Eventually there will be a report back to the JPC with recommendations from that workshop and the research they are doing.

2. Wood burning and Spare the Air Tonight

Chairperson Blonski stated that staff from Outreach and Incentives will speak to the Committee on how it can help develop strategies and better support from the public. In addition, speakers will be invited to talk to the Committee.

Mr. Dawid asked if any municipalities have any prohibitions on wood burning on particular days in the Bay Area. Peter Hess, Deputy APCO, stated that he was not aware of any municipalities that have this requirement. They may have incorporated it into their model ordinance, but it may not be being enforced right now. Mr. Dawid noted that the City of Belmont wrote a letter to Jack Broadbent, Executive Officer/APCO in support of wood burning bans and is seeking a no-burn rule.

Mr. Hess stated that the ordinance program is still moving forward as part of the Wood Burning Strategy that the Council considered and recommended to the Board. The most successful portion of the program as seen in other areas of the country is the Seattle program and the Air District will model after that program.

Continuing, Mr. Hess stated that at the Board of Director's Retreat in January one of the items discussed was a wood burning strategy as a follow-up to what the Council brought to the Board's Executive Committee. In March, the National Hearth Products Association will have a conference in Reno, Nevada. The Air District has been invited to make presentations at the conference, in conjunction with other air districts and municipalities throughout the nation who are looking at similar programs.

3. Spare the Air and discussion of different mitigation measures and mobile sources

Chairperson Blonski noted that today's agenda includes a presentation on mobile sources.

4. Indirect sources

Chairperson Blonski stated that the Committee will schedule some speakers to discuss land use patterns and how it relates to mobile sources, and discuss ways to mitigate

impacts. Chairperson Blonski noted that in the *West Contra Costa Times* there was an article/commentary on sprawl in general.

6. Discussion of Carbon Offsets: *Staff presented information to the Committee on carbon offsets.*

Mr. Hilken introduced the item and stated that a lot of thought went in to making the Climate Protection Summit a carbon neutral event. This led to thinking more broadly about what the Air District or individuals can do to reduce the carbon footprint.

Ana Sandoval, Principal Environmental Planner, presented the information and stated that, for the Climate Protection Summit, the District tried to reduce greenhouse gas (GHG) emissions to the extent possible. Offsets were purchased for those emissions that could not be eliminated. The Summit was hosted in a location that was near transit, a requirement for catering was a reduction of waste by compositing and recycling, and the event was mostly paperless.

There were only two hand-outs at the event. A post-consumer recycled bag was used, the bag had a message on it, and the food came from the Bay Area or Northern California. For those emissions that remained, the District staff looked at options available for offsets and determined to use carbonfund.org. Ms. Sandoval noted that carbonfund.org has an “event” offset category and provided a brief overview of the web site Ecobusinesslinks.com Carbon Offset Survey. Ms. Sandoval reported that the Air District would send money to carbonfund.org and they will hold it until they can determine the best cost purchase for a renewable project.

The Air District collected data, such as miles driven, air travel, and facility use, to name a few. The data was sent to carbonfund.org and they did the calculations. The Air District is now listed on their web site and a certificate was presented to the District by carbonfund.org for its reduction of GHG emissions.

Dr. Holtzclaw opined that it was good that the District thought about eliminating as many emissions as possible. Dr. Holtzclaw inquired if it was better to send the money to an agency, such as Native Energy, that has a project now, such as replacing old equipment on wind farm, than to hold the money and wait for a project to come along. Ms. Sandoval stated that carbonfund.org does have a series of projects written up and that the money will go towards the project that is completed first. Carbonfund.org is also considering wind farms.

In response to a question from Mr. Dawid on the carbon offset program, Ms. Sandoval stated that it is good that carbon offsets are available as an option, but that the first option should be to minimize emissions first. Mr. Dawid opined that carbon trading is a more accountable way of handing the funds. In response to Ms. Drennen’s question regarding a one-page information sheet on how to put on a “clean” event, Ms. Sandoval stated that other organizations have also been discussing this. Chairperson Blonski discussed using incentives and that people may be receptive to that. Dr. Holtzclaw noted that one of the disbenefits of carbon trading is that people believe they do not have to participate because companies such as P.G. and E. are participating. With carbon offsets, a person needs to think about what they are going to do.

In response to Chairperson Blonski, Ms. Sandoval stated that the District did not look at audits or administrative costs of the offset providers. Staff relied on the reputation they had with other events that the provider sponsored. The major portion of funding for the projects is coming from grants and other donations.

Mr. Dawid commented that the farmers in Iowa receive payments through the Chicago Climate Exchange (CCX) as a “greenhouse gas credit” for having non-tillable land. It has been determined that if the land is not tilled it will absorb carbon dioxide. The farmers receive an additional credit when they plant grass. Mr. Dawid inquired if the Air District was a member of the Chicago Climate Exchange and Ms. Sandoval stated that the Air District is a member of the California Climate Action Registry.

Committee Action: Mr. Dawid moved that the monies collected from the Advisory Council to offset carbon emissions be sent to the carbonfund.org; seconded by Mr. Hanna; carried unanimously without objection.

Chairperson Blonski indicated he would advise Council Chair Glueck of the Committee’s decision and Ms. Drennen requested that Mr. Hayes also be updated on the outcome.

7. Overview of Mobile Source Programs: *Staff presented a report to the Committee on Mobile Source Programs.*

Michael Murphy, Advanced Projects Advisor, presented a broad overview of mobile source measures. The presentation should assist the Committee in looking at some of the mobile sources that are contributing emissions, such as toxic air contaminants, diesel particulate, or road dust that contributes to heightened particulate levels. The intent is to discuss the mobile source emissions in the Bay Area; and the state programs, primarily from the Air Resources Board (ARB), and the Air District programs, to reduce emissions.

In California there are a lot of state-wide regulations that the rest of the country does not have. Generally the different regulations adopted by California have a good benefit and more states pick them up, using some of the flexibility under the Federal Clean Air Act. It is expected that this year the Federal Environmental Protection Agency (EPA) will promulgate new regulations on locomotive emissions. With advances in engine technology, the EPA should come out with an aggressive control limit on the diesel engines that are in locomotives. EPA is, at the same time, addressing the propulsion engines that are in large ocean-going vessels. The Air District feels that this regulation will not be as stringent due to international pressure.

Local EPA Region XI is emphasizing voluntary programs and this is being replicated across the country. The West Coast Diesel Collaborative is providing a forum and mechanism for people who are trying to get emissions reductions, primarily from diesel sources, but also from other sources of emissions, and trying to get them to talk to each other about what strategies would work, or opportunities for joint action. There is an effort between organizations in Washington, Oregon and California to discuss issues surrounding interstate highway 5.

Chairperson Blonski opined that since the railroad diesels go between a number of states, how can the District affect the railroads to change out their equipment to be less polluting?

Mr. Murphy stated that there are cleaner locomotives being deployed and they are primarily put into service that runs to and from the state. There are a few voluntary memorandums of understandings (MOU) between the state and the railroads. One focuses primarily on the South Coast air basin, which gets voluntary commitments from the railroad companies to use their cleanest locomotives to haul the goods in and out of the Los Angeles basin. Current estimates are about 40% of the international trade that the United States does is going via the ports of Los Angeles and Long Beach. Some of these locomotives might end up in the Bay Area on a rotational basis, therefore the Bay Area gets some benefit also.

The second MOU was on a state-wide basis. The main benefit for the Bay Area of that MOU, which is only in its first year of implementation, is a commitment from the railroads to accelerate the installation of anti-idling devices (start/stop) that shut down locomotives after they have been idling about 15 minutes. As the next generation of locomotives becomes available, there should be a similar commitment to bring the cleanest locomotives into California. Mr. Murphy stated that there are some additional requirements for locomotives that are called a “captive” fleet. The two major railroads have a number of locomotives that just stay in California and they have agreed to start using ultra-low sulfur diesel on those locomotives. They have also committed to some research programs for additional abatement devices, like a particulate filter. One of the test locomotives is currently on a switch engine that is stationed in Oakland for a year.

Mr. Murphy confirmed that the only diesel fuel sold in California as of June is ultra-low sulfur. Fifteen ppm is the standard sulfur level for diesel fuel number two and locomotives use diesel fuel number two. Ultra-low sulfur diesel removes a lot of particulate, but inefficient combustion or mismatched combustion for the load will still result in visible exhaust. It is important to get particulate filters installed, or some other type of abatement systems.

Mr. Murphy reviewed the sources of emissions – Summer 2005. The figures are taken from the Air District’s current inventory. These are the categories that are currently used for the Clean Air Plan, and other planning documents. Nitrogen oxides (NO_x), Reactive Organic Gases (ROG) and PM₁₀ are the primary focus. The focus today will be on air craft, off-road motor vehicles, and on-road motor vehicles. The ship emissions are included in the off-road motor vehicle category.

A large amount of NO_x emissions come from on-road motor vehicles, most of which are passenger vehicles. There is a high percentage of ROG, which also comes from passenger vehicles and less from trucks. There are a lot of NO_x emissions from off-road motor vehicles and the major component is construction equipment. ARB is promulgating new regulations to try to control the emissions from construction equipment. Consumer products and miscellaneous sources are the major portion of the PM₁₀ emissions (70+%). Re-entrained and wind-blown road dust is the bulk of the percentage for PM₁₀.

Continuing, Mr. Murphy stated that mobile sources are a big part of the Air District’s inventory and, as a result, is a big part of where emission reductions need to come from to meet the health standards in the area. In response to Chairperson Blonski, Mr. Murphy stated that some of the strategies to mitigate this include any program that the Air District engages in to reduce motor vehicle emissions. Other strategies include anything that ARB does to reduce emissions and what local cities might do around smart growth to reduce vehicle

usage. These strategies all contribute to lowering the emissions. There is an aggressive program in this region to reduce the amount of run-off that goes into the storm drains.

Mr. Dawid commented that San Francisco has adopted an ordinance regarding clean construction and noted that the Committee should follow its progress. In response to a question from Mr. Dawid, Mr. Hess stated that about 33% of PM comes from wood burning in home appliances and from 30-40% is from on-road and off-road mobile sources.

Mr. Murphy stated that the best way to reduce emissions from engines and other mobile sources is by taking the oldest engines out of service. The Air District's grant programs results in the largest emission reductions through replacement of old engines with a cleaner piece of equipment. Mr. Murphy noted that the Air District has an on-going program to work with the Port of Oakland, the residents of Western Oakland, and city government in Oakland to reduce emissions.

Chairperson Blonski asked if there was incentive in the private sector to shift to more rail and less truck traffic. Mr. Murphy replied that there are air quality efficiencies and benefits for near rail operations but not necessarily for economic efficiencies. It would be beneficial if the agricultural products from the Central Valley that are being shipped out through the Port of Oakland were put on rail cars and brought in. For the major rail companies, this is not a market that they see as lucrative. There is an effort for the Port of Oakland to try to get a rail link started. Another area the Port is looking at is putting trucks on barges and tug boats or specialty ships would bring them from the ports in Stockton and Sacramento into the Port of Oakland for trans-shipment.

Mr. Hess added to his earlier statement and noted that 33% of the PM contribution on the PM excess days in the winter time is wood smoke, 7% from cooking, 23% on-road, 20% off-road, 7% petroleum refining, 3% power plants, 3% air craft, 1% marine, and 3% from other/miscellaneous.

Mr. Murphy explained that there may be a source of emissions that in the large inventory is small, but because of where it is located and who is being exposed to the emissions, there may be an element of toxic risk from diesel particulate.

Continuing, Mr. Murphy reviewed the clean alternatives, such as garbage trucks fueled by natural gas, experimental efforts like fuel cell vehicles, and smart growth. Smart growth, bicycle promotion, and pedestrian promotion are areas that need more effort. The Air District has worked on smart growth and there is a recent publication from MTC regarding smart growth strategies and things that had been implemented at various rail stations and new neighborhoods. These are important strategies to focus on with the Spare the Air Program and other programs to reduce emissions from motor vehicles. Strategies for indirect source review should also be looked at.

The CARB regulatory efforts were reviewed. The diesel particulate filter is now a standard component on all new on-road trucks; EPA worked cooperatively with ARB to come up with one nation-wide emission standards that came into effect in 2007 to control particulate and NOx emissions from on-road, heavy-duty truck engines. In 2010, there will be a new, more aggressive standard that will regulate NOx for these same types of engines.

Ms. Drennen inquired about data from pedestrian and bike programs. Mr. Murphy stated that the main way the Air District gathers data is through the grant programs. Staff has also looked into the research done by universities and advocacy groups. As the Committee looks at this in more detail, the staff can identify experts outside the District and have them come in and give presentations.

There was discussion on CNG being used for the garbage trucks. Some of the garbage trucks use LNG and they are primarily located in Oakland and San Leandro through Waste Management, which has a corporate policy to look at LNG. There was further discussion on LNG trucks and how costly it is to have an LNG truck custom built. The CNG garbage trucks are built new on an assembly line.

Mr. Dawid requested that the Committee follow the issue of CNG and LNG trucks.

Mr. Murphy stated that LNG would not be a major part of the truck usage at the Port of Oakland. It would be mostly diesel trucks that have diesel particulate filters installed, or brand new diesel trucks.

Mr. Murphy reviewed the CARB regulatory efforts as follows:

- Progressively lower emission limits on new engines/vehicles
- Specifications for clean fuels
 - Reformulated gasoline
 - Ultra low sulfur diesel (15 ppm); including all harbor craft and ferries
- Diesel Risk Reduction Program
- Adopted regulations
 - Transit buses
 - Garbage trucks
 - Public fleet vehicles
 - Idling limits from school buses and trucks; enforcement needs to be monitored
 - Transportation refrigeration units
 - Stricter controls on stationary engines
 - Low-sulfur fuel for auxiliary engines in ocean going vessels
 - Cargo handling equipment
 - Statewide locomotive MOU
- Goods Movement Emission Reduction Plan

Mr. Murphy reviewed the pending regulations and/or actions:

- Review of zero emission vehicle regulations
- Greenhouse gas requirements under AB 32 and other legislation
- Air toxic control measures
 - Commercial trucking
 - Port trucking
 - Shore power for ocean going vessels
 - Low-sulfur fuels for propulsion engines in ocean going vessels
 - Construction and other off-road equipment
 - Harbor craft
- Allocation of \$1 billion in bond revenue
- Ethanol and other biofuels

- Hydrogen highway

The Air District and local efforts include the following:

- The Air District incentive funding, which focuses on mobile sources
- Spare the Air voluntary programs
- Further Study Measure on indirect source control/review
- Exploring regulatory options for maritime activities
- Vehicle buy back
- Enforcement of idling regulations
- Enforcement of statewide locomotive MOU
- Smart growth strategies
- Risk assessments – the Community Air Risk Evaluation (CARE) Program

In response to a question from Mr. Dawid, Mr. Murphy stated that the Air District has the authority to enforce the idling regulation at the Port of Oakland and that some notices of violation have been issued. In response to Dr. Holtzclaw, Mr. Murphy stated that ARB is looking at future regulations that would require all new truck engines come equipped with idle-off systems, but they have not yet promulgated the regulation yet.

Mr. Murphy provided web links that the Committee can refer to. Chairperson Blonski requested that staff keep the Committee posted on any developments that may be of interest to the Committee. Mr. Murphy stated that staff can identify speakers for areas that the Committee might want further information on.

Ms. Drennen offered as a potential agenda topic the idea of shifting passenger car usage to transit use, walking and bicycling. A presentation on what the best measures are in terms of effectiveness and efficiency, both in terms of pounds of diesel per dollar as well as the amount of behavior change.

In conclusion, Mr. Murphy stated that LNG fuel will remain a “nitch” fuel. The Port of Oakland has a lot of trucks, two rail yards and they want to build a third. The rail yards are separate from the marine terminals, but every container that either comes off a ship, or goes on a ship, and is coming in or out of the Bay Area by rail, have to be moved by a truck. They are moved primarily by large, over-powered, trucks. These trucks drive a mile or less to pick up the containers and stay within the Port of Oakland.

8. Committee Member Comments/Other Business. There were none.

9. Time and Place of Next Meeting. 9:30 a.m., Wednesday, April 11, 2007 – 939 Ellis Street, San Francisco, CA 94109.

10. Adjournment. 11:43 a.m.

/s/ Mary Romaidis
Mary Romaidis
Clerk of the Boards