

Bay Area Air Quality Management District
939 Ellis Street
San Francisco, California 94109
(415) 771-6000

APPROVED MINUTES

Summary of Board of Directors
Mobile Source Committee Meeting
9:30 a.m., Thursday, September 27, 2012

1. Call to Order – Roll Call

Chairperson Scott Haggerty called the meeting to order at 9:37 a.m.

Present: Chairperson Scott Haggerty; Vice Chairperson Nate Miley; and Directors John Avalos, Tom Bates and Carol Klatt.

Absent: Directors Carole Groom, Edwin M. Lee, Mary Piepho and Brad Wagenknecht.

Also Present: None.

2. Public Comment Period: None.

3. Update on Plug-In Electric Vehicle (PEV) Programs

Jean Roggenkamp, Deputy Air Pollution Control Officer, introduced Karen Schkolnick, Acting Director of Strategic Incentives, who gave the staff presentation PEV Update, including Air District deployment efforts and an introduction to the Regional PEV Plan and its elements.

Chairperson Haggerty asked, regarding slide 3, Air District PEV Deployment Efforts, why the Air District is working to install special chargers when the new hybrid Toyota Prius plugs into a regular wall outlet. Ms. Schkolnick said charging efficiency is an issue for vehicles that are purely electric as a wall charge could take as long as 18 hours. Chairperson Haggerty asked if the Air District is implementing old technology. Ms. Schkolnick said technology appears to be advancing in several different directions to satisfy varying needs, rather than converging on a single replacement for conventional engines. Chairperson Haggerty asked if Air District funds have leveraged some money. Ms. Schkolnick said absolutely but the information is not in front of her and offered to provide it in follow up. Chairperson Haggerty asked that the information be provided at a future meeting and include how much the Air District is spending and leveraging. Ms. Schkolnick agreed and noted that the funds are serving to leverage not only other public dollars from the U.S. Department of Energy (DOE) and the California Energy Commission (CEC), but also investments from the private sector.

NOTED PRESENT: Director Avalos was noted present at 9:44 a.m., thereby establishing a quorum.

Director Bates asked, regarding slide 3, Air District PEV Deployment Efforts, if the 6 DC Fast Chargers have already been installed. Ms. Schkolnick responded that one has been installed and is operating at Stanford Shopping Center and the rest should be installed by early next year. Director Bates asked the installation status of the 3,000 Level 2 home chargers in Phase 2. Ms. Schkolnick said about 800 are installed and the rest will be done by June 2013. Director Bates asked if those chargers are part of the vehicle purchase package. Ms. Schkolnick said the Board of Directors approved Air District funding to four companies and has current contracts in place with three: ECOtotality, AeroVironment, and Coulomb Technologies. Director Bates clarified these are home chargers and asked if Level 2 chargers will also be installed at businesses and in publicly accessible places, citing the 2,000 additional public chargers in Phase 2. Ms. Schkolnick said staff originally estimated the Air District could provide incentive funding for up to 2,000 public chargers, those have not been awarded yet, and staff will bring back a proposal to the Committee later this year with some options for that funding after completing a needs assessment and regional citing analysis. Director Bates asked if there is an expectation of matching funds from local governments. Ms. Schkolnick responded that matching funds is one scenario and mentioned the idea of providing additional incentive funding for local governments which would require a match.

Ms. Schkolnick continued the presentation.

Ms. Schkolnick added, regarding slide 4, How is Bay Area Doing?, that the Bay Area was the last region to adopt the project and, yet, has the most miles of participants thereby showing significant interest within the region.

Director Avalos asked, regarding slide 4, How is Bay Area Doing?, if the chart is only taking residential into account. Ms. Schkolnick said that only individuals are eligible to participate in the study so no fleet vehicle or commercial data are included. Ms. Schkolnick added that other communities expanded the scope to include other vehicles, whereas in the Bay Area it is only the Nissan Leaf and represents less than one year of data, with an estimated 150,000 gallons of petroleum reduced by these individuals alone.

Ms. Schkolnick concluded the presentation.

Committee Comments:

Director Bates asked how additional funding is triggered, if at all. Ms. Schkolnick said it will happen a couple different ways and the plan will be updated again in the spring to identify additional needs and possible funding sources to meet those additional needs, including the Air District, Metropolitan Transportation Commission (MTC), California Air Resources Board (ARB), CEC, DOE and from the private sector. Director Bates asked if the Air District will provide information to local governments on a streamlined permitting process. Ms. Schkolnick said yes and clarified the Air District does not intend to dictate how but to instead provide tools for them to choose from.

Public Comments: None.

Committee Action: None; informational only.

4. Approval of Minutes of June 28, 2012

Committee Action: Director Avalos made a motion to approve the Minutes of June 28, 2012; Director Klatt seconded; the motion was carried unanimously without objection.

5. Transportation Fund for Clean Air (TFCA) Regional Fund Policies and Evaluation Criteria for Fiscal Year Ending (FYE) 2013 and Proposed Allocations for Shuttle/Feeder Bus and Ridesharing Projects, and Electronic Bicycle Lockers

Ms. Roggenkamp introduced Patrick Wenzinger, Administrative Analyst of Strategic Incentives, who gave the staff presentation TFCA Regional Fund Policies and Evaluation Criteria for FYE 2013 and Proposed Allocations for Shuttle, Ridesharing, and Electronic Bicycle Locker Projects, including background, proposed revisions to TFCA Regional Fund Policies, proposed funding allocations, the schedule and recommendations.

Committee Comments:

Chairperson Haggerty said the Air District is funding some shuttles and yet removing them as an eligible project and asked if those receiving funding started as successful pilots. Ms. Roggenkamp said some of them. Chairperson Haggerty asked why they would then be removed as eligible projects. Ms. Roggenkamp said it was only for the time being as staff made a determination that the best use of funding is towards supporting the Transit Sustainability Project by Metropolitan Transportation Commission (MTC).

Director Avalos asked what the Air District gained in terms of assessment of the pilot programs. Ms. Roggenkamp said if a pilot program meaningfully reduces emissions in a cost effective way it can be funded on a year-to-year basis. Director Avalos asked if a project might meet its goals in terms of emission reductions but not ridership. Ms. Schkolnick clarified that a pilot project is no longer a pilot once it goes forward and that today's proposal is only to make new shuttle pilot programs ineligible for the time being. Ms. Roggenkamp said staff generally cannot fund a project if it does not meet the effectiveness criteria set by the Board. Director Bates asked how to address an existing project that wants to expand and whether the Air District provides funding to the Emery Go Round. Ms. Schkolnick said the Air District has in the past but believes it does not currently. Director Bates said there is an interest in expanding it to the north and establishing a property bid to cover the ongoing cost and suggested the Air District may be able to assist with formulating the bid. Ms. Roggenkamp said that it is her sense that these are precisely the things the Air District needs to coordinate with MTC. Director Bates asked if the TFCA dollars come from the MTC or the Air District. Ms. Roggenkamp said the Air District. Director Bates asked why the Air District would go to MTC. Ms. Roggenkamp said it is about making the best use of the region's transit dollars at large rather than unintentionally working at cross-purposes. Director Bates said this is an important way to get people out of their cars despite the idea that shuttle service detracts from bus service.

Chairperson Haggerty said he is concerned about this issue and asked what would happen if the Berryessa business park in San Jose had a viable proposal for a shuttle to the extended Bay Area Regional Transit (BART) line and the Air District refused it outright as ineligible. Ms. Roggenkamp said it is temporary. Chairperson Haggerty asked what temporary means as the

Committee only takes up this matter once a year. Ms. Roggenkamp said it would be reviewed in a year. Ms. Schkolnick said the proposal is only in regard to the regional fund and other funding remains available. Chairperson Haggerty said he is not comfortable removing it and questioned the need since the Committee will have to approve future proposals. Ms. Roggenkamp clarified that the staff proposal to remove it is pursuant to past Committee direction. Director Bates agreed with Chairperson Haggerty and suggested it be reviewed in six months, if necessary. Chairperson Haggerty asked if the proposal is to remove it now and review it again in six months. Ms. Roggenkamp said staff will call for projects, assuming the Board approves the policies and if all of the \$4 million is spent in response there may not be funding in six months. Director Bates said projects would be excluded from applying because of their ineligibility. Ms. Roggenkamp clarified that if they were instead maintained as eligible projects, they could vie for the dollars and the Committee could make a determination on specific projects. Chairperson Haggerty said everything the Air District does is measured by a reduction in tons of emissions and if those goals are not achieved, then funding ceases. Ms. Roggenkamp said pilots are launched based on professional assessments of what might be achieved whereas with established shuttles it is clear what is being achieved. Director Miley asked if the Broadway shuttle in Oakland is one of the shuttles. Ms. Roggenkamp said that was one and recollected it was the context for the previous discussion on this topic. Chairperson Haggerty stated that he doubted the Committee directed staff to remove the shuttle programs, admitted his concern about the Broadway shuttle as it follows the same path as a bus, and deferred to the Committee. Director Bates suggested making it a low priority. Chairperson Haggerty said it is all based on a reduction in tonnage and the extent to which a project achieves that determines its priority status and asked if staff have other ideas for the \$4 million. Ms. Roggenkamp said staff will find a use but there is nothing in mind now and the Air District has traditionally spent about \$4 million annually on shuttles. Director Bates said he likes the idea proposed by Chairperson Haggerty of establishing shuttles to and from the BART and business centers, and suggested focusing instead on helping to conceptualize and launch programs but not continually fund them as there are partners public and private that will benefit from their existence and be willing to fund them. Ms. Roggenkamp proposed leaving the shuttles in as eligible pilot projects and staff will include in any evaluation of an application a meet-and-confer with MTC regarding how ridership might be estimated. Director Bates said that seems fair. Chairperson Haggerty said he does not want to confer with MTC regarding the use of Air District money and asked for clarification about that process. Ms. Roggenkamp said it would mainly be a discussion about future transit plans relative to the proposed project to maximize the use of resources.

Public Comments: None.

Committee Action:

Director Bates made a motion, seconded by Avalos and carried unanimously without objection to recommend the Board of Directors:

1. Approve the proposed FYE 2013 TFCA Regional Fund Policies and Evaluation Criteria presented in Committee Agenda Item 5, Attachment A, as revised by the Committee to maintain Pilot Shuttle Projects as an eligible product category;

2. Approve an allocation of up to \$4 million in Transportation Fund for Clean Air Regional Funds for shuttle/feeder bus and regional ridesharing projects; and
3. Approve an allocation of up to \$400,000 for electronic bicycle lockers.
6. **Committee Member Comments/Other Business:** None.
7. **Time and Place of Next Meeting:** Thursday, October 25, 2012, at Bay Area Air Quality Management District Office, 939 Ellis Street, San Francisco, CA 94109 at 9:30 a.m.
8. **Adjournment:** The meeting adjourned at 10:22 a.m.

151 Sean Gallagher

Sean Gallagher
Clerk of the Boards