



BAY AREA  
AIR QUALITY  
MANAGEMENT  
DISTRICT

## BOARD OF DIRECTORS REGULAR MEETING

November 17, 2014

A meeting of the Bay Area Air Quality Management District Board of Directors will be held in the 7<sup>th</sup> Floor Board Room at the Air District Headquarters, 939 Ellis Street, San Francisco, California.

### Questions About an Agenda Item

The name, telephone number and e-mail of the appropriate staff Person to contact for additional information or to resolve concerns is listed for each agenda item.

### Meeting Procedures

The public meeting of the Air District Board of Directors begins at 9:45 a.m. The Board of Directors generally will consider items in the order listed on the agenda. However, any item may be considered in any order.

After action on any agenda item not requiring a public hearing, the Board may reconsider or amend the item at any time during the meeting.

This meeting will be webcast. To see the webcast, please visit <http://www.baaqmd.gov/The-Air-District/Board-of-Directors/Agendas-and-Minutes.aspx> at the time of the meeting.

## Public Comment Procedures

Persons wishing to make public comment must fill out a Public Comment Card indicating their name and the number of the agenda item on which they wish to speak, or that they intend to address the Board on matters not on the Agenda for the meeting.

**Public Comment on Non-Agenda Matters, Pursuant to Government Code Section 54954.3** For the first round of public comment on non-agenda matters at the beginning of the agenda, ten persons selected by a drawing by the Clerk of the Boards from among the Public Comment Cards indicating they wish to speak on matters not on the agenda for the meeting will have three minutes each to address the Board on matters not on the agenda. For this first round of public comments on non-agenda matters, all Public Comment Cards must be submitted in person to the Clerk of the Boards at the location of the meeting and prior to commencement of the meeting. The remainder of the speakers wishing to address the Board on non-agenda matters will be heard at the end of the agenda, and each will be allowed three minutes to address the Board at that time.

Members of the Board may engage only in very brief dialogue regarding non-agenda matters, and may refer issues raised to District staff for handling. In addition, the Chairperson may refer issues raised to appropriate Board Committees to be placed on a future agenda for discussion.

**Public Comment on Agenda Items** After the initial public comment on non-agenda matters, the public may comment on each item on the agenda as the item is taken up. Public Comment Cards for items on the agenda must be submitted in person to the Clerk of the Boards at the location of the meeting and prior to the Board taking up the particular item. Where an item was moved from the Consent Calendar to an Action item, no speaker who has already spoken on that item will be entitled to speak to that item again.

Up to ten (10) speakers may speak for three minutes on each item on the Agenda. If there are more than ten persons interested in speaking on an item on the agenda, the Chairperson or other Board Member presiding at the meeting may limit the public comment for all speakers to fewer than three minutes per speaker, or make other rules to ensure that all speakers have an equal opportunity to be heard. Speakers are permitted to yield their time to one other speaker; however no one speaker shall have more than six minutes. The Chairperson or other Board Member presiding at the meeting may, with the consent of persons representing both sides of an issue, allocate a block of time (not to exceed six minutes) to each side to present their issue.

# BOARD OF DIRECTORS REGULAR MEETING AGENDA

MONDAY  
NOVEMBER 17, 2014  
9:45 A.M.

BOARD ROOM  
7TH FLOOR

## CALL TO ORDER

Chairperson, Nate Miley

1. **Opening Comments**  
**Roll Call**  
**Pledge of Allegiance**

*The Chair shall call the meeting to order and make opening comments. The Clerk of the Boards shall take roll of the Board members. The Chair shall lead the Pledge of Allegiance.*

## PUBLIC COMMENT ON NON-AGENDA MATTERS

2. **Public Comment on Non-Agenda Items, Pursuant to Government Code Section 54954.3**

*For the first round of public comment on non-agenda matters at the beginning of the agenda, ten persons selected by a drawing by the Clerk of the Boards from among the Public Comment Cards indicating they wish to speak on matters not on the agenda for the meeting will have three minutes each to address the Board on matters not on the agenda. For this first round of public comments on non-agenda matters, all Public Comment Cards must be submitted in person to the Clerk of the Board at the location of the meeting and prior to commencement of the meeting.*

## CONSENT CALENDAR (ITEMS 3 – 7)

Staff/Phone (415) 749-

3. Minutes of the Regular Board of Directors Meeting of October 15, 2014

Clerk of the Boards/5073

*The Board of Directors will consider approving the draft minutes of the Regular Board of Directors Meeting of October 15, 2014.*

4. Board Communications Received from October 15, 2014 through November 16, 2014

J. Broadbent/5052

[jbroadbent@baaqmd.gov](mailto:jbroadbent@baaqmd.gov)

*A copy of communications directed to the Board of Directors received by the Air District from October 15, 2014 through November 16, 2014, if any, will be at each Board Member's place.*

5. Air District Personnel on Out-of-State Business Travel

J. Broadbent/5052

[jbroadbent@baaqmd.gov](mailto:jbroadbent@baaqmd.gov)

*In accordance with Section 5.4 (b) of the Air District's Administrative Code, Fiscal Policies and Procedures Section, the Board is hereby notified that the attached memorandum lists Air District personnel who have traveled on out-of-state business in the preceding month.*

6. Quarterly Report of the Executive Office and Division Activities

J. Broadbent/5052  
[jbroadbent@baaqmd.gov](mailto:jbroadbent@baaqmd.gov)

*A summary of Board of Directors, Hearing Board and Advisory Council meeting activities for the second quarter is provided for information only. Also included is a summary of the Executive Office and Division Activities for the months of July 2014 – September 2014.*

7. Consider Authorizing the Executive Officer/APCO to Execute a Contract with The Davey Tree Expert Company in an amount not to exceed \$150,000 for the purpose of establishing an Agricultural Waste Chipping Program in lieu of Open Burning

J. Broadbent/5052  
[jbroadbent@baaqmd.gov](mailto:jbroadbent@baaqmd.gov)

*The Board of Directors will consider authorizing the Executive Officer/APCO to execute a contract with The Davey Tree Expert Company, in an amount not to exceed \$150,000, for the purpose of establishing an Agricultural Waste Chipping Program to reduce open burning and its associated particulate matter emissions.*

### **COMMITTEE REPORT(S)**

8. Report of the **Executive Committee** Meeting of October 20, 2014  
CHAIR: N. Miley

J. Broadbent/5052  
[jbroadbent@baaqmd.gov](mailto:jbroadbent@baaqmd.gov)

*The Committee received the following reports:*

- A) **Bay Area Commuter Benefits Program Implementation**

*None; receive and file.*

- B) **Joint Policy Committee Update**

*None; receive and file.*

- C) **Update on the My Air Online Program – Online Permitting System**

*None; receive and file.*

- D) **Discussion of Webcasting for Committee Meetings**

*None; receive and file.*

9. Report of the **Public Outreach Committee** Meeting of October 30, 2014

CHAIR: M. Ross

J. Broadbent/5052  
[jbroadbent@baaqmd.gov](mailto:jbroadbent@baaqmd.gov)

The Committee received the following reports and recommends Board of Directors' approval of action items as indicated below:

A) **Overview of 2014 Spare the Air Campaign**

*None; receive and file.*

B) **Introduction of Winter Spare the Air Outreach**

*None; receive and file.*

C) **Renewal of Final Year of Spare the Air Resource Team Contract**

*Approval of the contract extension for Spare the Air Resource Team program management, through the Tides Center-Community Focus, for an amount not to exceed \$151,000.*

D) **Spare the Air Youth with the Metropolitan Transportation Commission**

*None; receive and file.*

10. Report of the **Mobile Source Committee** Meeting of November 13, 2014

CHAIR: S. Haggerty

J. Broadbent/5052  
[jbroadbent@baaqmd.gov](mailto:jbroadbent@baaqmd.gov)

The Committee will receive the following reports and may recommend Board of Directors' approval of action items as indicated below:

A) **Projects and Contracts with Proposed Awards over \$100,000**

- 1) *Approve Carl Moyer Program (CMP) projects with proposed grant awards over \$100,000; and*
- 2) *Authorize the Executive Officer/APCO to enter into agreements for the recommended projects.*

B) **Update on the Regional Bicycle Share Pilot Program**

*None; receive and file.*

C) **Transportation Fund for Clean Air (TFCA) County Program Manager Fund Policies for Fiscal Year Ending (FYE) 2016**

*The proposed Fiscal Year Ending (FYE) 2016 Transportation Fund for Clean Air (TFCA) County Program Manager Fund Policies.*

D) **Consideration of Fiscal Year Ending (FYE) 2015 Transportation Fund for Clean Air (TFCA) Regional Fund Shuttle and Rideshare Projects**

- 1) *Approve a proposed change to FYE 2015 TFCA Regional Fund Policy #2 to increase the cost-effectiveness limit to \$175,000/ton of emissions reduced for existing shuttle projects, year 2 pilot shuttle projects, and year 3 pilot shuttle projects in Community Air Risk Evaluation and/or Priority Development Area areas;*
- 2) *Approve proposed awards for the TFCA Shuttle and Ridesharing projects listed in Attachment A to the Committee staff report at the revised cost-effectiveness limit of \$175,000/ton of emissions reduced; and*
- 3) *Authorize the Executive Officer/APCO to enter into agreements for the recommended TFCA projects in Attachment A to the Committee staff report.*

11. Report of the Nominating Committee Meeting of November 17, 2014

CHAIR: N. Miley

J. Broadbent/5052  
[jbroadbent@baaqmd.gov](mailto:jbroadbent@baaqmd.gov)

*The Committee will receive the following reports and may recommend Board of Directors' approval of Board Officers for:*

A) **Consideration and Nomination of Board Officers for the Term of Office Commencing 2015**

- 1) *Chairperson;*
- 2) *Vice Chairperson; and*
- 3) *Secretary*

**PRESENTATIONS**

12. Health Risk Assessment Guidelines Revisions

J. Broadbent/5052  
[jbroadbent@baaqmd.gov](mailto:jbroadbent@baaqmd.gov)

*The Board of Directors will receive an update of the Health Risk Assessment Guidelines revisions proposed by the Office of Environmental Health Hazard Assessment.*

13. Overview of the 2014/2015 Wood Smoke Reduction Program

J. Broadbent/5052  
[jbroadbent@baaqmd.gov](mailto:jbroadbent@baaqmd.gov)

*The Board of Directors will receive an overview of the 2014/2015 Wood Smoke Reduction Program.*

## **CLOSED SESSION**

### 14. **EXISTING LITIGATION (Government Code Section 54956.9(a))**

*Pursuant to Government Code Section 54956.9(a), a need exists to meet in closed session with legal counsel to consider the following case(s):*

**Friends of Oceano Dunes, Inc. v. San Luis Obispo County Air Pollution Control District**, San Luis Obispo County Superior Court, Case No. CV 120013, Second District Court of Appeal, Case No. B248814

## **OPEN SESSION**

### 15. **PUBLIC COMMENT ON NON-AGENDA MATTERS**

**Public Comment on Non-Agenda Items, Pursuant to Government Code Section 54954.3**  
*Speakers who did not have the opportunity to address the Board in the first round of comments on non-agenda matters will be allowed three minutes each to address the Board on non-agenda matters.*

### 16. **BOARD MEMBERS' COMMENTS**

*Any member of the Board, or its staff, on his or her own initiative or in response to questions posed by the public, may: ask a question for clarification, make a brief announcement or report on his or her own activities, provide a reference to staff regarding factual information, request staff to report back at a subsequent meeting concerning any matter or take action to direct staff to place a matter of business on a future agenda. (Gov't Code § 54954.2)*

## **OTHER BUSINESS**

17. Report of the Executive Officer/APCO

18. Chairperson's Report

19. Time and Place of Next Meeting:

*Wednesday, December 3, 2014, 939 Ellis Street, San Francisco, California 94109 at 9:45 a.m.*

20. Adjournment

*The Board meeting shall be adjourned by the Board Chair.*

**CONTACT THE CLERK OF THE BOARDS  
939 ELLIS STREET SF, CA 94109**

**(415) 749-5073  
FAX: (415) 928-8560  
BAAQMD homepage:  
[www.baaqmd.gov](http://www.baaqmd.gov)**

- To submit written comments on an agenda item in advance of the meeting.
- To request, in advance of the meeting, to be placed on the list to testify on an agenda item.
- To request special accommodations for those persons with disabilities. Notification to the Executive Office should be given at least 3 working days prior to the date of the meeting so that arrangements can be made accordingly.

Any writing relating to an open session item on this Agenda that is distributed to all, or a majority of all, members of the body to which this Agenda relates shall be made available at the Air District's headquarters at 939 Ellis Street, San Francisco, CA 94109, at the time such writing is made available to all, or a majority of all, members of that body.



**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**  
**939 ELLIS STREET, SAN FRANCISCO, CALIFORNIA 94109**  
**FOR QUESTIONS PLEASE CALL (415) 749-5016 or (415) 749-4941**

**EXECUTIVE OFFICE:**  
**MONTHLY CALENDAR OF AIR DISTRICT MEETINGS**

**NOVEMBER 2014**

<b><u>TYPE OF MEETING</u></b>	<b><u>DAY</u></b>	<b><u>DATE</u></b>	<b><u>TIME</u></b>	<b><u>ROOM</u></b>
<b>Advisory Council Regular Meeting</b> <i>(Meets on the 2<sup>nd</sup> Wednesday of each Month)</i>	Wednesday	12	9:00 a.m.	Board Room
<b>Board of Directors Mobile Source Committee</b> <i>(Meets on the 4<sup>th</sup> Thursday of each Month)</i>	Thursday	13	9:30 a.m.	Board Room
<b>Board of Directors Executive Committee</b> <i>(Meets on the 3<sup>rd</sup> Monday of each Month)</i> - CANCELLED	Monday	17	9:30 a.m.	4 <sup>th</sup> Floor Conf. Room
<b>Board of Directors Climate Protection Committee</b> – <i>(Meets 3<sup>rd</sup> Thursday every other Month)</i> - CANCELLED AND RESCHEDULED TO MONDAY, DECEMBER 1, 2014	Monday	17	9:30 a.m.	Board Room
<b>Board of Directors Nominating Committee</b> <i>(At the Call of the Chair)</i>	Monday	17	9:30 a.m.	Room 716
<b>Board of Directors Regular Meeting</b> <i>(Meets on the 1<sup>st</sup> &amp; 3<sup>rd</sup> Wednesday of each Month)</i>	Monday	17	9:45 a.m.	Board Room
<b>Board of Directors Mobile Source Committee</b> <i>(Meets on the 4<sup>th</sup> Thursday of each Month)</i> - CANCELLED	Monday	24	9:30 a.m.	Board Room
<b>Board of Directors Stationary Source Committee</b> <i>(Meets Quarterly at the call of the Chair)</i>	Monday	24	9:30 a.m.	Board Room
<b>Board of Directors Budget &amp; Finance Committee</b> <i>(Meets on the 4<sup>th</sup> Wednesday of each Month)</i>	Wednesday	26	9:30 a.m.	4 <sup>th</sup> Floor Conf. Room

**DECEMBER 2014**

<b><u>TYPE OF MEETING</u></b>	<b><u>DAY</u></b>	<b><u>DATE</u></b>	<b><u>TIME</u></b>	<b><u>ROOM</u></b>
<b>Board of Directors Climate Protection Committee</b> – <i>(Meets 3<sup>rd</sup> Thursday every other Month)</i>	Monday	1	9:30 a.m.	Board Room
<b>Board of Directors Regular Meeting</b> <i>(Meets on the 1<sup>st</sup> &amp; 3<sup>rd</sup> Wednesday of each Month)</i>	Wednesday	3	9:45 a.m.	Board Room
<b>Board of Directors Executive Committee</b> <i>(Meets on the 3<sup>rd</sup> Monday of each Month)</i>	Monday	15	9:30 a.m.	4 <sup>th</sup> Floor Conf. Room

## DECEMBER 2014

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
<b>Board of Directors Regular Meeting</b> <i>(Meets on the 1<sup>st</sup> &amp; 3<sup>rd</sup> Wednesday of each Month)</i>	Wednesday	17	9:45 a.m.	Board Room
<b>Board of Directors Mobile Source Committee</b> <i>(Meets on the 4<sup>th</sup> Thursday of each Month)</i>	Thursday	18	9:30 a.m.	Board Room
<b>Board of Directors Budget &amp; Finance Committee</b> <i>(Meets on the 4<sup>th</sup> Wednesday of each Month)</i>	Wednesday	24	9:30 a.m.	4 <sup>th</sup> Floor Conf. Room

## JANUARY 2015

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
<b>Board of Directors Regular Meeting</b> <i>(Meets on the 1<sup>st</sup> &amp; 3<sup>rd</sup> Wednesday of each Month)</i>	Wednesday	7	9:45 a.m.	Board Room
<b>Advisory Council Regular Meeting</b> <i>(Meets on the 2<sup>nd</sup> Wednesday of each Month)</i>	Wednesday	14	9:00 a.m.	Board Room
<b>Board of Directors Climate Protection Committee</b> – <i>(Meets 3<sup>rd</sup> Thursday every other Month)</i>	Thursday	15	9:30 a.m.	Board Room
<b>Board of Directors Executive Committee</b> <i>(Meets on the 3<sup>rd</sup> Monday of each Month)</i>	Monday	19	9:30 a.m.	4 <sup>th</sup> Floor Conf. Room
<b>Board of Directors Regular Meeting</b> <i>(Meets on the 1<sup>st</sup> &amp; 3<sup>rd</sup> Wednesday of each Month)</i>	Wednesday	21	9:45 a.m.	Board Room
<b>Board of Directors Mobile Source Committee</b> <i>(Meets on the 4<sup>th</sup> Thursday of each Month)</i>	Thursday	22	9:30 a.m.	Board Room
<b>Board of Directors Budget &amp; Finance Committee</b> <i>(Meets on the 4<sup>th</sup> Wednesday of each Month)</i>	Wednesday	28	9:30 a.m.	4 <sup>th</sup> Floor Conf. Room

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Nate Miley and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/Air Pollution Control Officer

Date: November 3, 2014

Re: Minutes of the Regular Board of Directors Meeting of October 15, 2014

RECOMMENDED ACTION

Approve the attached draft minutes of the Board of Directors Regular Meeting of October 15, 2014.

DISCUSSION

Attached for your review and approval are the draft minutes of the Board of Directors Regular Meeting of October 15, 2014.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Sean Gallagher  
Reviewed by: Maricela Martinez

Attachment: Draft Minutes of the Board of Directors Regular Meeting of October 15, 2014

## AGENDA 3 – ATTACHMENT

Draft Minutes - Board of Directors Regular Meeting of October 15, 2014

Bay Area Air Quality Management District  
939 Ellis Street  
San Francisco, CA 94109  
(415) 749-5073

Board of Directors Regular Meeting  
Wednesday, October 15, 2014

### **DRAFT MINUTES**

*Note: Audio and video recordings of the meeting are available on the website of the Bay Area Air Quality Management District at <http://www.baaqmd.gov/The-Air-District/Board-of-Directors/Agendas-and-Minutes.aspx>.*

1. **CALL TO ORDER:** Chairperson Nate Miley called the meeting to order at 9:54 a.m.

**Opening Comments:** None.

**Pledge of Allegiance:** Chairperson Miley led the Pledge of Allegiance.

#### **Roll Call:**

Present: Chairperson Nate Miley; Vice-Chairperson Carole Groom; Secretary Eric Mar; and Directors Susan Adams, John Avalos, Tom Bates, Margaret Fujioka, John Gioia, Scott Haggerty, Ash Kalra, Roger Kim (on behalf of Edwin Lee), Liz Kniss, Jan Pepper, Mark Ross, Jim Spering and Brad Wagenknecht.

Absent: Directors Teresa Barrett, Cindy Chavez, David Hudson, Carol L. Klatt, Mary Piepho and Shirlee Zane.

2. **PUBLIC COMMENT ON NON-AGENDA MATTERS:**

Bill Almon, Quarry No, addressed the Board of Directors (Board) regarding a non-public agreement between Lehigh Southwest Cement Company (Lehigh) and Air District staff regarding the Lehigh Cupertino facility that results in diminished air quality and increased public health impacts.

NOTED PRESENT: Director Fujioka was noted present at 9:57 a.m. and Director Wagenknecht was noted present at 9:58 a.m.

Jack Broadbent, Executive Officer/Air Pollution Control Officer (APCO), committed to meeting with Mr. Almon and reported Lehigh to be the subject of a still-pending compliance and enforcement investigation.

Director Pepper asked that an update be delivered to the Stationary Source Committee (SSC) at its next meeting.

NOTED PRESENT: Director Ross was noted present at 9:59 a.m.

**CLOSED SESSION (ITEMS 3 – 4)**

The Board adjourned to Closed Session at 10:00 a.m.

NOTED PRESENT: Director Kalra was noted entering the closed session at 10:08 a.m.

**3. EXISTING LITIGATION (Government Code Section 54956.9(a))**

Pursuant to Government Code Section 54956.9(a), the Board met in closed session with legal counsel to consider the following cases:

- a. **Communities for a Better Environment, et al. v. Bay Area Air Quality Management District (AQMD), Kinder Morgan Material Services, LLC, et al., Real Parties in Interest**, San Francisco County Superior Court, Case No. CPF-14-513557.
- b. **Communities for a Better Environment v. Bay Area AQMD, Chevron Products Company, et al., Real Parties in Interest**, San Francisco County Superior Court, Case No. CPF-14-513704.

**4. THREAT OF LITIGATION: CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION**

Pursuant to Government Code Section 54956.9(d)(2), the Board met in closed session with legal counsel to consider one potential matter with significant exposure to litigation.

**OPEN SESSION**

The Board resumed Open Session at 10:30 a.m. with reportable action as follows:

- 3.a. No reportable action.
- 3.b. The Board members present unanimously agreed to resolve the case and a copy of the settlement will be available when executed by the parties.
- 4. No reportable action.

**CONSENT CALENDAR (ITEMS 5 – 10)**

- 5. **Minutes of the Regular Board Meeting of September 3, 2014;**
- 6. **Board Communications Received from September 3, 2014 through October 14, 2014;**
- 7. **Air District Personnel on Out-of-State Business Travel;**
- 8. **Notice of Violations Issued and Settlements in Excess of \$10,000 for the Months of August and September 2014;**
- 9. **Consider Recommendation of Salary Increase for the Classification of Human Resources Officer; and**
- 10. **Selection of a Website Editor and Extension of Development and Integration Contracts for the My Air Online Program.**

Board Comments: None.

Public Comments: No requests received.

Board Action:

Director Wagenknecht made a motion, seconded by Director Adams, to approve Consent Calendar Items 5 through 10, inclusive; and the motion carried by the following vote of the Board:

AYES: Adams, Bates, Fujioka, Gioia, Groom, Kalra, Kim, Miley, Pepper, Ross, Spering and Wagenknecht.

NOES: None.

ABSTAIN: None.

ABSENT: Avalos, Barrett, Chavez, Haggerty, Hudson, Klatt, Kniss, Mar, Piepho and Zane.

## **COMMITTEE REPORTS**

### **11. Report of the Personnel Committee (PC) Meeting of September 22, 2014** Committee Chairperson Wagenknecht

The PC met on Monday, September 22, 2014 and approved the minutes of July 28, 2014.

The PC then heard and denied an appeal of the Executive Officer/APCO decision on a complaint alleging violation of the Air District's Equal Employment Opportunity Policy (EEOP). The PC found that the allegations in the complaint and subsequent appeals lacked merit.

The PC then directed staff to present an update on the Air District's EEOP with an emphasis on how the Air District prevents favoritism during the hiring process.

The next meeting of the PC is at the call of the Chair.

Board Comments:

The Board and staff discussed the correction of a clerical error in the staff report, page 4, third paragraph, from "December 17, 2014" to December 17, 2013."

Public Comments: No requests received.

Board Action: None; receive and file.

### **12. Report of the Mobile Source Committee (MSC) Meeting of September 25, 2014** Committee Chairperson Haggerty (report delivered by Vice-Chairperson Groom)

The MSC met on Thursday, September 25, 2014, and approved the minutes of May 22, 2014.

The MSC reviewed Projects and Contracts with Proposed Awards Over \$100,000 and recommends the Board:

1. Approve Carl Moyer Program and Transportation Fund for Clean Air (TFCA) projects with proposed grant awards over \$100,000;
2. Authorize the Executive Officer/APCO to enter into agreements for the projects; and
3. Approve policy waivers to allow Santa Clara Valley Transportation Authority and Alameda County Transportation Commission (ACTC) to use Fiscal Year Ending (FYE) 2015 TFCA County Program Manager (CPM) Funds for bicycle sharing projects, and to allow ACTC to use FYE 2014 TFCA CPM Funds to fund a shuttle project for the second year at a cost-effectiveness that aligns with the TFCA Regional Fund.

The MSC then reviewed and discussed the presentation *Hydrogen Fuel Cell Electric Vehicles in the Bay Area*, as jointly delivered by Tyson Eckerle, Zero Emission Vehicle Infrastructure Project Manager, Governor's Office of Business and Economic Development; Catherine Dunwoody, Chief, Fuel Cell Program, California Air Resources Board; and Jim McKinney, Program Manager, Alternative and Renewable Fuel and Vehicle Technology Program, California Energy Commission (CEC). The presentation included a summary of Governor Brown's 2012 executive order on zero-emission vehicles; an overview of hydrogen fuel cell electric vehicles; the importance of Bay Area participation; a demonstration of the need for zero-emission technologies; anticipated fuel cell electric vehicle market launches in 2014-2015; fuel cell buses in service; the June 2014 Assembly Bill (AB) 8 report findings; projected fuel cell electric vehicles growth; progress in hydrogen station development throughout California; Alternative and Renewable Fuel and Vehicle Technology Program AB 118 overview and funding summary for 2009 through 2014; and a map of planned Northern California public hydrogen stations and CEC funding details for each site.

The MSC then reviewed and discussed the staff presentation *Update on the Plug-in Electric Vehicle and Infrastructure Program*, including background; Bay Area plug-in electric vehicle adoption rates by county, and target statistics for vehicles and charging infrastructure in the region; State and Air District incentives from 2014 through 2016; Air District incentives awarded to date; education and outreach efforts; and next steps.

The next meeting of the MSC is on Thursday, October 23, 2014, at 9:30 a.m.

Board Action:

Director Groom made a motion, seconded by Director Kniss, to approve the recommendations of the MSC.

Board Comments:

The Board and staff discussed the full cost of proposed projects; matching funds requirements; and efforts at population-based or geographic equity in the distribution of funds.

Director Adams requested future presentations include the full cost of projects, not just the amount of the award.

Public Comments: No requests received.

Board Action (continued):

The motion carried by the following vote of the Board:

AYES: Adams, Bates, Fujioka, Gioia, Groom, Kalra, Kim, Kniss, Miley, Pepper, Ross, Spering and Wagenknecht.

NOES: None.

ABSTAIN: None.

ABSENT: Avalos, Barrett, Chavez, Haggerty, Hudson, Klatt, Mar, Piepho, and Zane.

**13. Report of the Climate Protection Committee (CPC) Meeting of September 29, 2014**  
Committee Chairperson Avalos (report delivered by Director Kalra)

The CPC met on Monday, September 29, 2014, and approved the minutes of July 17, 2014.

The CPC received the staff presentation *Regional Climate Protection Strategy Update*, including strategy overview and contents; analysis climate policies at local, regional, state and federal levels; methodology for identifying policy gaps and opportunities for regional actions; challenges and observations; path forward for gap analysis; and next steps for the Regional Climate Protection Strategy.

The CPC then received the presentation *How the Climate Readiness Institute Can Help BAAQMD*, as delivered by Bruce Riordan, Climate Strategist, Joint Policy Committee/Climate Readiness Institute (CRI). The presentation included an overview of CRI; its current status; potential joint projects with the Air District; and next steps.

The next meeting of the CPC is on Monday, November 17, 2014, at 9:30 a.m.

Board Comments: None.

Public Comments: No requests received.

Board Action: None; receive and file.

**14. Report of the SSC Meeting of October 1, 2014**  
Committee Chairperson Gioia

The SSC met on Wednesday, October 1, 2014, and approved the minutes of July 21, 2014.

The SSC received the staff presentation *Bay Area Emissions and Air Quality: Trends & Refinery Overview*, including refinery overview; Air District refinery regulations; refinery sources of emissions; summaries of Regulation 8, Rule 18, regarding fugitive emissions, and Regulation 12, Rules 11 and 12, regarding flares; Air District compliance and enforcement statistics for 2013;



distribution of 2013 annual average emissions; all source, stationary source and refinery emission trends from 1980 through 2015; measurement-based trends relative to declining risk from toxic air contaminants in the Bay Area; Board of Directors actions requiring emissions reductions at refineries from 1992 through 2013; emissions reductions from Air District rules from 1992 through 2013; Bay Area refinery emissions per production capacity in 2012; 2015 Clean Air Plan (CAP) preliminary draft control measures and further study measures for refineries; and next steps.

The SSC then received the staff presentation *Regulations to Track and Reduce Emissions from Petroleum Refineries*, including current Regulation 12, Rule 15 elements; a summary of a proposed companion rule; possible approaches for decreasing emissions; 2015 CAP preliminary draft control measures and further study measures for refineries; and strategy for tracking and reducing refinery emissions.

The next meeting of the SSC is at the call of the Chair.

Staff Comments:

Mr. Broadbent introduced Wayne Kino, Director of Compliance and Enforcement, who gave the initial staff presentation *Bay Area Emissions and Air Quality: Trends & Refinery Overview* through slide 7, *District Compliance & Enforcement - 2013*, including refinery overview; Air District refinery regulations; refinery sources of emissions; summaries of Regulation 8, Rule 18 regarding fugitive emissions and Regulation 12, Rules 11 and 12 regarding flares; Air District compliance and enforcement statistics for 2013.

NOTED PRESENT: Secretary Mar and Director Avalos were noted present at 10:48 a.m.

Mr. Kino introduced Henry Hilken, Director of Planning, Rules and Research, who gave the remainder of the staff presentation *Bay Area Emissions and Air Quality: Trends & Refinery Overview*, including distribution of 2013 annual average emissions; all source, stationary source and refinery emission trends from 1980 through 2015; measurement-based trends relative to a declining risk from toxic air contaminants in the Bay Area; Bay Area refinery emissions by facility in 2012, both in tons per day and in terms of production capacity; Bay Area versus South Coast refinery emissions per production capacity in 2010 and by pollutant; Board of Directors actions requiring emissions reductions at refineries from 1992 through 2013; emissions reductions from Air District rules from 1992 through 2013; 2015 CAP preliminary draft control measures and further study measures for refineries; and next steps.

Board Comments:

The Board and staff discussed the reasons for the differences found in the comparisons between Bay Area and South Coast refineries; the value of finding and emulating those measures that have proven successful for the South Coast AQMD (SCAQMD); the information about South Coast refineries being helpful for future discussions with refinery representatives about the need to remain competitive in the marketplace; whether and what information on fine particulate matter is available since it is absent from slide 15, *Bay Area vs. South Coast Refinery Emissions per Production Capacity, 2010*; the number, age and explanation for the emission differences of refineries in the South Coast; the existence and function of nitrogen oxide (NOx) and sulfur oxide (SOx) cap-and-trade programs under SCAQMD; the noteworthiness of SOx reductions at Valero and what is needed in order for the other

Bay Area refineries to achieve the same; whether and how NO<sub>x</sub> and SO<sub>x</sub> are expected to decrease under the cap-and-trade program by SCAQMD; why Shell is an outlier in slide 14, *Bay Area Refinery Emissions per Production Capacity, 2012*, and if projects currently underway will have an impact; and the desire for the inclusion of year-over-year enforcement numbers for those categories listed on slide 7, *Air District Compliance & Enforcement – 2013*.

Staff Comments (continued):

Mr. Broadbent introduced the topic further and Eric Stevenson, Director of Technical Services.

Director Gioia made opening comments regarding discussions between the SSC and staff.

Mr. Stevenson gave the staff presentation *Regulations to Track and Reduce Emissions from Petroleum Refineries*, including a summary of an enhanced approach; current Regulation 12, Rule 15 elements; a summary of a proposed companion rule to 12-15; possible approaches for decreasing emissions; 2015 CAP preliminary draft control measures and further study measures for refineries; and strategy for tracking and reducing refinery emissions.

Public Comments: No requests received.

Board Action: None; receive and file.

**15. Resolution Regarding Tracking and Reducing Refinery Emissions**

Mr. Broadbent delivered the staff report and draft resolution “Addressing Emissions from Bay Area Petroleum Refineries.”

Board Action:

Director Bates made a motion, seconded by Director Gioia, to adopt the draft resolution “Addressing Emissions from Bay Area Petroleum Refineries.”

Board Comments:

The Board and staff discussed the value added from rules that increase tracking and monitoring; concerns relative to establishing a baseline or cap at this time; the proper timing of the companion rule; the need for real emissions reductions instead of a cap-and-trade program; the seeming inconsistency between discussions calling for cautious improvements to regulatory scheme and proposals to impose reductions immediately.

Public Comments:

Ross Nakasone, Blue Green Alliance, addressed the Board in support of the proposed resolution as a furtherance of the Air District mission to find solutions that are economically and environmentally beneficial.

Marilyn Bardet, Benicians for a Safe and Healthy Community (BSHC) and Good Neighbor Steering Committee, addressed the Board in support of the proposed resolution, proposed rule 12-15 and its companion rule because further reductions are essential.

David McCoard, Sierra Club, addressed the Board in support of the proposed resolution and draft rules.

David Gassman, Greenaction, addressed the Board in support of the proposed resolution and to ask about a seemingly absent enforcement mechanism.

Jeff Ritterman, Physicians for Social Responsibility, addressed the Board in support of the proposed resolution because the data exists to necessitate taking action to protect public health.

Juan Li, Chevron, addressed the Board in opposition to the proposed resolution and suggested proposed rule 12-15 is an important one that will provide valuable information to help all stakeholders with the path forward.

John T. Hansen, Pillsbury Winthrop Shaw Pittman on behalf of Western States Petroleum Association (WSPA), submitted written material and addressed the Board in opposition to the proposed resolution based on the abundance of other regulations that have proven effective and to opine the proposed resolution and the companion rule have tenuous legal foundations.

John Hill, Valero, addressed the Board in opposition to the proposed companion rule noting major strides in air quality recently and throughout the Air District's history that were achieved through a partnership between industry and the Air District established upon data and facts instead of speculation.

Claire Spencer, Tesoro, addressed the Board in opposition to the proposed resolution, suggesting that Tesoro has and continues to implement projects with significant reductions attained through the regulatory process.

Don England addressed the Board in opposition to the proposed resolution because the technology necessary to attain the stated goals remains out of reach at this time.

Shoshana Wechsler, Sunflower Alliance, addressed the Board in support of the proposed resolution, proposed rule 12-15 and its companion rule, noting the Chevron refinery incident of 2012 as an example of the urgent and real need to address toxic pollutants and greenhouse gas emissions.

Jeff Kilbreth, Richmond Progressive Alliance (RPA) , addressed the Board in support of the proposed resolution and to suggest that a review of a refinery permit makes clear that a baseline must be established in order to understand the operational requirements already in place, refinery documents and programs at the SCAQMD show that improvements are currently possible, best practices are universal despite individual operations being unique, and toxic air contaminants are an important and undiscussed matter.

Andrés Soto, Communities for a Better Environment (CBE), BSHC, Sunflower Alliance and RPA, addressed the Board in support of the proposed resolution, proposed rule 12-15 and its companion

rule, and to suggest that the notices of violation staff report in the Board agenda packet reveals industry's stance on these matters.

Diane Bailey, Natural Resources Defense Council, addressed the Board in support of the proposed resolution with a proposed amendment to commit to the reductions by 2020 or another date certain, to ask if past reductions are adequate going into the future, as industry representatives seem to be implying, and to opine that the proposed resolution is legally and technically sound.

Sylvia Gray-White, CBE, addressed the Board in support of any and all reductions of any size, the larger the better, as the public health suffers the consequences of any alternative.

Bill Quinn, California Council for Environmental and Economic Balance (CCEEB), submitted written material, addressed the Board in opposition to the proposed resolution, suggested the current turn of events to be confusing in light of the history of accomplishments by the Air District and current air quality levels, and to urge the Board to adopt proposed rule 12-15, if desired, and to then determine the best course of action once it yields the expected result.

Guy Bjerke, WSPA, addressed the Board in opposition to the proposed resolution, suggested the need for regulations based on fact instead of speculation and that staff will acquire the necessary information through the adoption of rule 12-15, and opined that the companion rule is premature and will conflict both with existing permits and the state's emission reduction program.

Mike McDonough, Pillsbury Winthrop Shaw Pittman on behalf of Valero, addressed the Board in opposition to the proposed resolution as an alleged violation of state and federal law due to its basis in presumptions instead of facts and suggested the past approach to regulations has been successful.

Mr. McDonough and Chairperson Miley discussed the nature of a cause of action for a violation of federal law and the propriety of characterizing the proposed resolution as a regulation.

Lisa Groleske addressed the Board in opposition to the proposed resolution to avoid the closing of refineries and the creation of a reliance on foreign sources of gasoline that will increase air pollution.

Don Bristol, Phillips 66, addressed the Board in opposition to the proposed resolution, noted the history of reductions through regulations based on science and voluntary industry implementation of technological advances, and addressed the Board in support of proposed rule 12-15.

Jed Holtzman, 350 Bay Area, addressed the Board in support of the proposed resolution, suggested the proposed resolution supports many existing Air District programs, inquired of industry when, if not now, action should be taken to achieve the State's 2020 goals, and opined that industry profit stems from chemical trespass and noted that the protection from various forms of trespass is one of the core functions of government.

The Board and Brian Bunger, District Counsel, discussed why the Board may record the individual votes of members as it is volunteered before departing.

Richard Gray, 350 Marin, addressed the Board in support of the proposed resolution and to suggest the SCAQMD refineries are an exemplar for possible progress in the Bay Area and economic feasibility is not an appropriate factor for Air District consideration.

Ken Jones, 350 Marin, addressed the Board in support of the proposed resolution in light of its impact both in the Bay Area and globally, to suggest Air District staff behave passive-aggressively in response to some Board comments and to request stronger refinery regulations.

Quanah Parker Brightman, United Native Americans, addressed the Board in support of the proposed resolution, to request the full enforcement of and compliance with the provisions of AB 32 and related state and federal clean air standards, and to urge an end to the use of tar sands oil.

Michael Hoexter addressed the Board in support of the proposed resolution and to request consideration of a reduction in fossil fuel reliance.

Steven Yang, Chevron, addressed the Board in opposition to the proposed resolution, suggested emissions are already decreasing and future decreases need to be based on scientific facts, and opined that evidence does not support claims that refineries in the jurisdiction of SCAQMD are cleaner than in the Bay Area nor that refineries are the cause of current air quality levels in the Bay Area.

Janet Whittick, CCEEB, addressed the Board in opposition to the proposed resolution, shared a lack of understanding about how the 20% reduction goal lines up with the provisions of AB 32 and related state and federal clean air standards, suggested this process to be inconsistent with the Air District rule-making process, and requested time for Air District staff to develop the resolution further if the goal is merely a numeric one.

Mike Miller, United Steel Workers 326 on behalf of Phillips 66, addressed the Board in opposition to the proposed resolution as a potential job killer and cause of unnecessary delays to projects currently underway.

Director Gioia explained why consideration of the Phillips 66 project permit was continued by the Contra Costa County Board of Supervisors.

Walt Gill, Chevron, addressed the Board in opposition to the proposed resolution, characterized the proposed resolution as a regulatory imposition of an emissions limit, suggested there is always room for continuous improvement through science, and addressed the Board in support of proposed rule 12-15.

Kathy Wheeler, Shell, addressed the Board in opposition to the proposed resolution; suggested emissions have consistently been reduced during her twenty years of work, air quality in the Bay Area and around the refineries is not hazardous, and the cap is both contrary to state law and will not serve the goal of improved health; and addressed the Board in support of proposed rule 12-15.

Vivian Huang, Asian Pacific Environmental Network, addressed the Board in support of the proposed resolution based on the imbalanced and real health impacts for real people in the Bay Area.

Jenny Bard, American Lung Association in California, addressed the Board in support of the proposed resolution as a life-saving step to protect community members and to note that the current federal ozone standard has been identified as inadequate and a revision is now pending.

Jess-Dervin Ackerman, Sierra Club, addressed the Board in support of the proposed resolution.

Tom Griffith, Martinez Environmental Group (MEG), addressed the Board in support of the proposed resolution as a way to mitigate global climate change and protect the health of residents of the neighboring communities.

Ratha Lai, Sierra Club, addressed the Board in support of the proposed resolution for the sake of climate protection and public health.

Ben Keller, Sunflower Alliance, addressed the Board in support of the proposed resolution, to suggest that SCAQMD has shown a 20% reduction is feasible, to express confidence that Air District staff can implement any direction provided by the Board in a way that is legally acceptable, and to encourage the identification of further reduction targets.

Colin Murphy, Sunflower Alliance, addressed the Board in support of the proposed resolution because public concern about the global climate crisis is growing.

Roger Lin, CBE, addressed the Board in support of the proposed resolution because industry does not have a vested right to pollute, particularly when no permit has been issued.

John Ribeiro-Broomhead addressed the Board in support of the proposed resolution and to suggest the burden of fighting for clean air should not rest with the public.

Greg Karras, CBE, submitted written material, addressed the Board in support of the proposed resolution, said that a switch to lower quality crude oil is proven to negatively impact emissions if production slates are unchanged, and said CBE was a rule development partner in the past and the process looked the same as this one despite comments suggesting otherwise.

Board Comments (continued):

The Board and staff discussed the viability of the dates set forth in the proposed resolution; whether robust science will be the product of staff work in response to the resolution, if adopted, and the likely timeline for staff development; the implication of the phrase “20% reduction in refinery emissions, or as much emissions as are feasible;” the consistency between the items under discussion and the Air District mission; the mischaracterization of the proposed resolution as regulation and the misconception that the proposed resolution will be the end of the matter; the need for industry partners; the proposed resolution as a work plan to guide future work of staff and inform the interests of stakeholders, as was the case with the flare rule that is now looked back upon as a success; the damaged credibility of industry when they represent to local bodies that proposed projects will not result in net increases and then appear before the Air District Board to defend the opportunity for future increases; the desire for the inclusion of date-specific deadlines in the proposed resolution if not for the perceived need to preserve the votes of already departed Board members; the Air District’s duty to protect public health; how staff will “set emissions thresholds and mitigate potential emissions increases;” concerns about prematurely establishing emissions requirements; the success of the current process and the multitude of forces and concerns converging thereupon; the work that remains for the sake of clean air but the need to base it upon fact-based science and in an open and transparent process; the lack of desire to drive industry out of the Bay Area coupled with a continued desire to achieve clean air and the advancement of green technology; a request that industry stand down, join the discussion regarding proposed rule 12-15 and the proposed companion rule, and to hold back on

lawsuits based on today's matter being a resolution, not regulation, in keeping with the role and responsibility of the Air District within the limits of its authority.

Board Action (continued):

The motion carried by the following vote of the Board:

AYES: Adams, Avalos, Bates, Fujioka, Gioia, Groom, Kalra, Kim, Kniss, Mar, Miley, Pepper, Ross, Spering and Wagenknecht.

NOES: None.

ABSTAIN: None.

ABSENT: Barrett, Chavez, Haggerty, Hudson, Klatt, Piepho, and Zane.

16. **PUBLIC COMMENT ON NON-AGENDA MATTERS:** No requests received.

17. **BOARD MEMBERS' COMMENTS:** None.

**OTHER BUSINESS**

**18. Report of the Executive Officer/APCO:**

Mr. Broadbent announced the appointment of Rex Sanders to the position of Director of Administrative Services, gave the staff presentation *Summary of Ozone Seasons*, and announced the signing into law of Senate Bill 1415 regarding the reconstitution of the Advisory Council.

**19. Chairperson's Report:**

Chairperson Miley asked those Board members who are interested in serving on the Nominating Committee to notify him or Air District staff and announced the cancellation of the regular Board meeting on November 5, 2014.

**20. Time and Place of Next Meeting:**

Wednesday, November 19, 2014, Bay Area Air Quality Management District Headquarters, 939 Ellis Street, San Francisco, California 94109 at 9:45 a.m.

**21. Adjournment:** The Board meeting adjourned at 1:24 p.m.

Sean Gallagher  
Clerk of the Boards

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Nate Miley and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/APCO

Date: November 6, 2014

Re: Board Communications Received from October 15, 2014 through November 16, 2014

RECOMMENDED ACTION

None; receive and file.

DISCUSSION

Copies of communications directed to the Board of Directors received by the Air District from October 15, 2014 through November 16, 2014, if any, will be at each Board Member's place at the November 17, 2014 Board meeting.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Vanessa Johnson  
Reviewed by: Maricela Martinez



**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Nate Miley and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/APCO

Date: November 6, 2014

Re: Air District Personnel on Out-of-State Business Travel

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

In accordance with Section 5.4 (b) of the District's Administrative Code, Fiscal Policies and Procedures Section, the Board is hereby notified of Air District personnel who have traveled on out-of-state business.

The report covers the out-of-state business travel for the month of October 2014. The monthly out-of-state business travel report is presented in the month following travel completion.

DISCUSSION

The following out-of-state business travel activities occurred in the month of October 2014:

- Jeff McKay, Deputy Air Pollution Control Officer, attended 2014 NACAA Fall Membership Meeting in Denver, CO, October 19, 2014 – October 22, 2014
- Cuong Tran, Senior Atmospheric Modeler, attended 2014 American Association for Aerosol Research Conference in Orlando, FL, October 19, 2014 – October 24, 2014

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Stephanie Osaze  
Reviewed by: Jeff McKay

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

## Memorandum

To: Chairperson Nate Miley and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/APCO

Date: November 3, 2014

Re: Quarterly Report of the Executive Office and Division Activities for the Months of  
July 2014 – September 2014

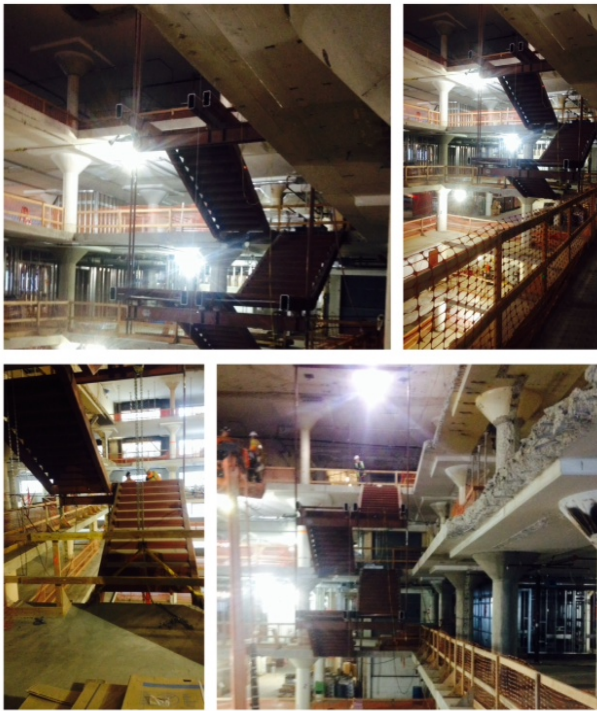
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**EXECUTIVE AND ADMINISTRATIVE RESOURCES DIVISION – R. SANDERS, DIRECTOR**

The Human Resources (HR) Office completed 10 recruitment exams including exams for Air Quality Specialist (2), Air Quality Meteorologist, Air Quality Program Manager (2), Director of Administrative Services, Health Officer, Supervising Air Quality Specialist, Supervising Air Quality Instrument Specialist, and Temporary Air Quality Inspector. In addition, the HR Office conducted training sessions on: performance evaluation, public sector employment law, ethics, and preventing workplace harassment, discrimination, and retaliation. The HR Office continues to administer payroll, benefits, safety, and labor/employee relations. There are currently 312 regular employees, 11 temporary employees and interns, and 53 vacant positions. There were 5 new employees, 3 promotions and 7 employee separations from July to September 2014.

**375 Beale Street - Regional Agency Headquarters****Construction Update**

Construction is ongoing at 375 Beale Street. The framing of the office spaces and installation of utilities on Level 6 is underway. Work on Level 2 has begun. A small cargo elevator has been removed and preparation will start for installation of a new elevator. A suspension stairway from Levels 8 to 6 has been installed (See pictures below). A revised construction schedule has been prepared that accounts for the delayed relocation of the current tenant to Pleasanton. With the tenant move-out expected on or about March 1, 2015, agency move-in to the new building is expected by December 2015.



A request for proposal process for a move coordinator has concluded. The panel evaluation committee was comprised of representatives from each of the regional agencies. A unanimous recommendation from the evaluation panel of Relocation Connection Inc. was approved.

A Master Project Schedule has been initiated by the Air District. The schedule has been created to assist with the coordination of project elements across agencies on shared needs, dependent systems and on critical path items. Current elements of the master schedule include construction, furniture planning, data and information technology infrastructure, and shared services operations into one location which is accessible and visible to all agencies.

Furniture workstations and office furniture selection is complete except for the executive suites, and other ancillary furniture for the agency unique spaces, and shared agency spaces. Next steps in the design/specification process over the next two months will include the capturing of offices and workstations assignment.

The technology elements selected for full or partial sharing are being designed and specified for procurement and implementation. The webcasting and video conferencing technology design as well as the conference room layout and technology in the conference rooms is moving forward. The conference rooms on Levels 6, 7, and 8 will be wired for video conferencing and telepresence.

**COMPLIANCE AND ENFORCEMENT – W. KINO, DIRECTOR****Enforcement Program**

Staff documented 106 air pollution violations that resulted in Notices of Violation and responded to 580 general air pollution complaints. These activities addressed noncompliance with applicable federal, state and Air District regulations, and provided a mechanism for the public to voice their concerns about air pollution issues that might be in noncompliance. Additionally, highlighted enforcement activities for the quarter are as follows:

- On August 25, 2014, staff met with Lennar representatives to discuss the demolition of Candlestick Park, located in San Francisco. Topics of the discussion included removal of hazardous materials (including asbestos) prior to demolition, potential diesel emission reductions by use of the implosion method, and public nuisance considerations and need for community buy-in. Demolition is tentatively slated for the first quarter of 2015.
- Staff met with the City of Santa Clara, Langan Treadwell Rollo, and Related Development Company representatives to discuss development plans for the City of Santa Clara's All Purpose Landfill (closed landfill). Staff provided air quality regulatory guidance for the planned build-out of the hundred plus acre site currently occupied by a golf course and BMX facility. The site is located adjacent to the new Levi's stadium.
- On September 22, 2014, staff met with representatives from Tesoro regarding the 17 Hydrogen Sulfide (H<sub>2</sub>S) ground level monitor excesses that have occurred over the past three years. The Tesoro representatives explained the measures that they have taken and plan to take going forward. Staff explained to the Tesoro representatives that if ground level monitor (GLM) excesses persist, the Air District is going to require additional monitoring at Crude 50 Unit slop tanks, which has been identified to be the source of the GLM excesses.
- Dahl-Beck Electric Richmond Ca. – On July 10, 2014, staff met with multiple agencies: Contra Costa County (CCC) DA Investigator Office, CCC Health, City of Richmond Fire, City of Richmond Storm Water and West County Wastewater District, to discuss alleged environmental complaints by a former employee. Dahl-Beck Electric services and sells electrical motors and other equipment and has a current Air District Permit for several heating and coating operations. The alleged complaint is mainly about wash water not being treated prior to discharge to the sewer; however, it is also alleged that the company owner had mislabeled drums with low VOC products when in fact the drum contains non-compliant coatings. The investigation revealed no mislabeling of drums or non-compliant coatings.
- On July 11, 2014, staff issued a Notice of Violation to Ameresco for failing to maintain the operating temperature of the flare for 84 separate days and for not notifying the Air District within 96 hours of the event, as required by Air District Regulation 1. Ameresco is a landfill gas-to-energy center that uses engines from General Electric to turn raw landfill gas from Keller Canyon Landfill into electricity. The facility generates approximately 3.8 megawatts of electricity, enough to power nearly 2,200 homes. The facility is currently in compliance and meeting their permit condition requirements.
- Staff conducted Drayage Truck inspections at the Port of Oakland. More than one thousand inspections were conducted at the Marine Terminals without any violations found. Staff observed many new trucks in operation and it appears the fleet is meeting the current 2007 emissions standards in current effect.

- Kinder Morgan SFPP, Concord - Staff reviewed the Kinder Morgan's final report that was required as part of a Compliance and Enforcement Agreement to make repairs to several floating roof tank seals. Staff verified that all repairs were completed within the timeframe of the agreement.
- Refinery Flare Minimization Plans – All refineries 2013 Flare Minimization plans (FMP) have been reviewed by staff and determined to be complete and approvable. The FMPs were posted for public comment and none were received.
- On August 29, 2014, Portrero Hills Landfill representatives contacted Air District staff for compliance assistance with Air District Regulation 8, Rule 34 and CARB's Landfill Methane Rule (CCR Title 17 Landfill Methane Reduction Regulation) while managing a probable underground landfill fire. Air District Regulation 8-34-117.5 limits the gas collection well shutdown even during fires to 24 hours unless the operator has APCO prior written approval. Staff authorized a 72-hour shutdown for wells affected by the underground fire.

### **Compliance Assurance Program**

Staff conducted over 3,406 inspections, including permitted facilities, gasoline stations, asbestos, open burning, portable equipment and mobile sources. Additionally, highlighted inspection activities for the quarter included:

- On July 16, 2014, and July 17, 2014, staff participated at the California Air Pollution Control Officers Association (CAPCOA) Vapor Recovery Sub-committee meeting in Los Angeles and received updates on upcoming Executive Order applications for gasoline dispensing facilities (GDFs). Staff also joined the subcommittee's "balance system focus group" a subset of a larger Over Pressure (OP) Study working group tasked with studying the retail gasoline station over pressurization phenomenon.
- Staff met with EPA Region IX and San Francisco Department of Public Health representatives on August 27, 2014, to discuss future construction phases at Hunters Point Naval Shipyard (HPS) and land transfer timelines for HPS parcels to the City of San Francisco. On September 30, staff attended a multi-agency tour of HPS.
- On September 29, 2014, staff met with Port of Redwood City officials to discuss air quality issues pertaining to Port tenants (Seaport Refining, Cemex, Sim's Metal, and Redwood Garden & Building Material). Port officials affirmed that all tenants are required by lease agreement to remain in full compliance with state and local environmental regulations.
- Staff approved Asbestos Dust Mitigation Plans (ADMPs) for the following projects: 1) RIN # 0096, PG&E Embarcadero-Potrero Duct Bank-HDD Project, San Francisco 2) RIN #0097, Santa Clara County Communication Center, San Jose 3) RIN #0098, Mission Dolores Park Rehabilitation Project, San Francisco; 2) RIN #0099, Warm Springs BART Extension Project, Fremont. All of these naturally occurring asbestos (NOA) projects are required to perform asbestos ambient perimeter air monitoring and submit results to the Air District on a bi-weekly basis.
- Staff conducted 415 grant inspections for the Strategic Incentives Division.

**Compliance Assistance and Operations Program**

Staff received and evaluated over 1,636 plans, petitions, and notifications required by the asbestos, coatings, open burn, tank and flare regulations. Staff received and responded to over 76 compliance assistance inquiries and green business review requests. Additionally, highlighted compliance assistance activities for the quarter included:

- Staff completed the 2013 Annual Burning Report for agricultural and prescribed burning in the Bay Area and submitted it to the California Air Resources Board.
- Staff attended meetings with MTC and 511.org staff to coordinate details associated with the implementation of Regulation 14: Mobile Source Emissions Reduction Measures, Rule 1: Bay Area Commuter Benefits Program, approved by the Board of Directors on March 19, 2014.
- Staff audited the new Regulation 5, Open Burning notification fee, and discovered approximately 350 notifications had not been paid (~\$34,000 in uncollected monies) as of the expiration of the first year of the program. This represented a 75% compliance rate; there were ~1,400 notifications received from July 1, 2013 – June 30, 2014. A form letter requesting delinquent payment was drafted and mailed to these non-payers on August 19, 2014.
- New inspectors completed their classroom and field training as well as the pilot testing for Permit Applications and Renewals for the Production System. They have been released to the field to work on their respective area assignments.
- The Fall Marsh Management Burn Season (September 1 to October 15) began. Staff received and approved 2 marsh smoke management plans with a total requested surface amount of 60 acres for these plans.
- Staff approved 3 prescribed burn smoke management plans in Marin County.
- Staff completed the data verification and posting of refinery flare monitoring data through May 2014.

**(See Attachment for Activities by County)**

<b>ENGINEERING DIVISION – J. KARAS, DIRECTOR</b>
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**Permit Activity Statistics**

The following tables summarize permit activity in the 3<sup>rd</sup> quarter:

<b>Permit Activity</b>			
New applications received	334	New facilities added	114
Authorities to Construct issued	216	Permit Exemptions (entire applications deemed exempt)	9
Permits to Operate issued (new and modified)	258	Annual update packages completed	1458
Registrations (new)	46		

<b>Title V Permits Issued</b>			
Initial	0	Administrative amendments	2
Renewals	1	Minor revisions	3

**Health Risk Screen Analysis (HRSA):** 73 HRSAs were completed during the reporting period.

**Permit Evaluation for Energy Projects**

Staff continues to meet with regulatory agencies and community groups to discuss permitting issues associated with proposed energy projects, which include Valero Crude by Rail, WesPac Energy – Pittsburg Terminal, Phillips 66 Propane/Butane Recovery, Phillips 66 Marine Terminal, Chevron Hydrogen and Sulfur Recovery, and Shell Greenhouse Gas Reduction.

**Chevron Modernization Project:** Staff attended the Richmond City Council Meeting for the Appeal of the Environmental Impact Report (EIR). The EIR was adopted on July 29, 2014. The major components of the project are a new Hydrogen Plant and an increase in sulfur removal capability. Conditions of the EIR will be incorporated into the permit.

**Shell Greenhouse Gas (GHG) Reduction Project:** Staff is reviewing a proposed project that includes the permanent shutdown of the Flexicoker Unit, installation of energy efficiency equipment and reconfiguration of process units for lighter crude oil processing. On July 1, 2014, staff met with Contra Costa County and Shell Refinery to assist in the California Environmental Quality Act (CEQA) preparation. The District has not yet received an application for this project.

**Valero Crude by Rail Project (CBR):** The project proposes to allow the refinery to receive up to 70,000 barrels per day of its crude oil feedstock by rail. It involves the installation of a railcar unloading rack, rail track spurs, pumps, pipeline, and associated infrastructure at the Refinery. It will reduce shipments by marine vessels by the same amount. Staff provided comments on the Notice of Availability of a Draft EIR.

**CEQA Projects**

- Staff is reviewing a proposed Dow Modernization Project in Pittsburg. The project involves increasing production of an agricultural chemical.
- Staff is reviewing a project from Orcem for a new facility to manufacture cement from granulated slag in Vallejo. This process produces 1/10 the GHG emissions than those resulting from traditionally mined products. A permit application has been submitted and the DEIR is expected to be released for public comment in a month.

### **California Air Pollution Control Officers Association (CAPCOA)**

**CAPCOA Toxics and Risk Managers Committee (TARMAC):** As part of the committee, staff is examining the modeling tools and impacts of the new Health Risk Assessment (HRA) Guidelines.

**CAPCOA GHG Reduction Exchange (GHG Rx):** Staff participated in a Placer County Air Pollution Control District webinar on its proposed Biochar GHG reduction protocol, which it plans to submit to the GHG Rx. Biochar is produced through the “Thermochemical Conversion” of biomass feedstocks in the absence of oxygen. Feedstock is generated from forestry, agriculture, urban landscaping, and related industries. In the absence of Thermochemical Conversion, these feedstocks would otherwise be combusted or decompose, releasing carbon dioxide (under aerobic conditions) or methane (under anaerobic conditions). Thermochemical conversion physically and chemically transforms the carbon in raw biomass into a highly stable form, which can be applied to soil for long-term sequestration. In addition to sequestration, Thermochemical Conversion can also generate bio-oil and syngas that may be used as renewable energy and thus reduce GHG emissions by offsetting fossil fuel use.

**CAPCOA Engineering Managers Committee:** On August 18, 2014, and August 19, 2014, staff hosted the Committee’s meeting. Topics included composting, crude rail projects, gasoline dispensing facility issues, OEHHA Draft Guidance Manual, and the ARB “Indicators Project”. The Indicators Project may expand adaptive management analysis to additional ARB programs beyond the GHG Cap-and-Trade Regulation. ARB does not want the Indicators Project to create any additional work for local air districts.

### **Engineering Permitting and Projects**

**GHG Title V Permitting:** The recent U.S. Supreme Court decision concluded that EPA exceeded its statutory authority when it interpreted the Clean Air Act to require PSD and Title V permitting for stationary sources based solely on GHG emissions. EPA may, however, continue to treat GHGs as a pollutant subject to regulation. As a result of the ruling, Title V applications based only on GHG emissions will be canceled.

### **EPA’s proposed Clean Power Plan 111(d) of the Clean Air Act:**

Staff has provided input into EPA’s proposed rule to limit CO<sub>2</sub> emissions from existing power plants. The target date to issue a final rule is June 1, 2015.

- Staff also provided input to the National Association of Clean Air Agencies (NACAA) regarding the methodology and to set state targets for renewable energy. California should be able to meet the targets presently proposed.



**Refinery Emissions Tracking Rule:** Staff is leading an effort with stakeholders to finalize the Refinery Emissions Protocol for Regulation 12-15.

**Lehigh Southwest Cement Company (Cupertino):**

- District staff participated in an inter-agency meeting called by the Santa Clara County to discuss compliance status of Lehigh. The attendees included Santa Clara Valley Water District, San Francisco Bay Regional Water Quality Control Board, U.S. Department of Fish and Wildlife, Office of Mine Reclamation, City of Cupertino, Town of Los Altos Hills, City of Sunnyvale and Santa Clara County Supervisor Joe Simitian’s staff.
- Lehigh completed the foundation work of the kiln stacks on September 5, 2014. The stacks are required by Regulation 9-13 to reduce health impacts. They are scheduled to be operational by the end of February 2015.

**Santa Clara All Purpose Landfill Redevelopment Project:** Staff is consulting with the City of Santa Clara to discuss their redevelopment plans for the closed All Purpose Landfill Facility near the new Levi’s Stadium. Santa Clara is planning a major mixed use project. Staff discussed the regulations and compliance challenges that would be applicable for this project.

**Chinese Electricity Council Meeting:** On September 18, 2014, staff hosted the Chinese Electricity Council and the Environmental Defense Fund. Representatives from Calpine and Engineering staff provided information on a number of topics, including continuous emissions monitoring (CEMS). A facility tour was provided by Calpine.

**Production System:** Staff is preparing the online permitting functionality of the Production System to be accessible by external customers of gas dispensing facilities, dry cleaners and auto body shops through the Air district’s website. An internal pilot of the customer interface was completed in early September. The internal pilot was performed by District staff that was unfamiliar with the new permitting system to simulate potential real users.

On September 26, 2014, a group of outside customers began piloting the functionality. The participants were owners, operators and contractors that handle gas dispensing facilities, dry cleaners and auto body shops. The team will review the customer feedback to prioritize change requests and fix errors in preparation of releasing system to the outside customers.

**Engineering Training Program:** The division is developing a formal training program to improve consistency, accuracy and timeliness of permit-related work. Staff attended a class on how to become effective trainers and the initial class on Permit Process Basics was conducted to a focus group. The feedback is currently being incorporated into the training materials, so that the content can be presented to the division staff and to outside interested parties.

**College Internship Program:** The division’s college internship program provides college students in the engineering fields an opportunity to gain practical work experience while learning about District operations, air quality and career building skills. The last intern completed this year’s program in September. He provided valuable feedback on his experience and how to improve the program for future interns. Preparation for 2015 summer program will begin next spring.

<b>LEGAL DIVISION – B. BUNGER, DISTRICT COUNSEL</b>
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The District Counsel's Office received 107 violations reflected in Notices of Violation (NOVs) for processing.

Mutual Settlement Program staff initiated settlement discussions regarding civil penalties for 50 violations reflected in NOVs. In addition, 1 Final 30 Day Letter was sent regarding civil penalties for 1 violation. Finally, settlement negotiations resulted in collection of \$54,550 in civil penalties for 49 violations.

Counsel in the District Counsel's Office initiated settlement discussions regarding civil penalties for 33 violations reflected in NOVs. Settlement negotiations by counsel resulted in collection of \$480,250 in civil penalties for 49 violations reflected in NOVs.

**(See Attachment for Penalties by County)**

<b>COMMUNICATIONS AND PUBLIC INFORMATION – L. FASANO</b>
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### News Releases

The Air District issued 20 press releases and/or media advisories during the last quarter:

- 7/15/14      [Air District offers \\$12 million to reduce diesel engine pollution](#)
- 7/24/14      [Spare the Air Alert called for Friday, July 25](#)
- 7/31/14      [Spare the Air Alert called for Friday, August 1](#)
- 8/8/14        [Mendocino County wildfire smoke may impact Bay Area air quality](#)
- 8/25/14      [Bay Area Bike Share Celebrates its First Year in Operation](#)
- 8/26/14      [Open burning season for double crop stubble ends; seasons for fall marsh management and stubble and straw begin](#)
- 9/2/14        [Smoke Advisory: Northern California wildfire smoke may impact Bay Area air quality](#)
- 9/4/14        [Air District settles case with Chevron](#)
- 9/5/14        [Smoke Advisory: Northern California wildfire smoke may impact Bay Area air quality](#)
- 9/5/14        [News Brief: Lawsuit against Bay Area Air District dismissed today](#)
- 9/6/14        [Smoke Advisory: Northern California wildfire smoke may impact Bay Area air quality through Monday](#)
- 9/9/14        [Smoke Advisory: Northern California wildfire smoke may impact Bay Area air quality Wednesday and Thursday](#)
- 9/10/14      [Spare the Air Alert called for Thursday, September 11](#)
- 9/11/14      [Another Spare the Air Alert called for Friday, September 12](#)
- 9/15/14      [Media Advisory: Bay Area Bike Share Offers 30-Day Trial Membership](#)
- 9/19/14      [Smoke Advisory: Northern California wildfire smoke may impact Bay Area air quality Saturday and Sunday](#)
- 9/24/14      [Permissive burn periods for crop replacement and flood debris fires open](#)

## **Media Inquiries**

Staff responded to 37 media inquiries during this quarter. Some topics included:

- Airport grants
- Asphalt plant emissions
- Bay Area air quality
- Bay Area Bike Share
- Berkeley Asphalt Company
- Cap and trade
- CBE Chevron lawsuit
- Chevron refinery
- Chevron July fire
- Commuter Benefits program
- Costa Loma Refinery
- La Honda “refinery”
- MUNI lawsuit
- Napa County fire
- Russell City
- Sale of Alta
- San Francisco building air filtration
- Spare the Air
- Vallejo warehouse fire
- Wildfire smoke

## **Media Highlights**

The Air District was mentioned in approximately 780 print/online stories and 116 video clips in the last quarter. Below are the last quarter’s media coverage highlights:

- [CBSLocal.com: San Francisco International Airport Receives Grant For High-Speed Electric Vehicle Charging Stations](#)
- [Lexology.com: Employers are not required to provide transit fringe benefits—except in California](#)
- [MercuryNews.com: Bike share program expands horizons](#)
- [Nextcity.org: Oakland Jumps on Board With Calif. Cities Scrambling to Regulate Oil Trains](#)
- [MarinIJ.com: Feds hail Marin's \\$28 million bike path program](#)
- [CityLab.com: Give Me Bike-Share Reciprocity or Give Me Bike Racks](#)
- [SMDailyJournal.com: ‘Illegal’ La Honda oil refinery faces shutdown](#)
- [HMBReview.com: HMB man faces hefty fines in air quality lawsuit](#)
- [ContraCostaTimes.com: Smoke from grills all throughout home](#)
- [SFGate.com: SF Bay Area officials issue air quality alert](#)
- [Berkeleyside.com: Berkeley Asphalt: New technology will reduce odors](#)
- [Digitaljournal.com: San Jose to Host Free Electric Vehicle Test-Drive Event](#)
- [MarinIJ.com: Spare the Air alert issued for Friday](#)
- [TheActiveTimes.com: Investment Group Said Close To Acquiring Big-City Bike-Share Programs](#)
- [SFExaminer.com: SF commuter-benefit program offenders can expect crackdown](#)
- [PressDemocrat.com: What's that stinky smell around Santa Rosa?](#)
- [ContraCostaTimes.com: El Cerrito Journal Letters to the Editor](#)

- [ThePressDemocrat: What’s that stinky smell around Santa Rosa?](#)
- [Times-Standard.com: Clean energy bill: AB 2145 would stifle program Santa Clara County cities hope to adopt](#)
- [Blogs.kqed.org: Small Fire at Chevron Refinery Ruled an Accident](#)
- [SFExaminer.com: Bike share program has had to revamp after first year on the road](#)
- [ContraCostaTimes.com: Hayward: Alert lifted after hazardous vapor release at shuttered chemical plant](#)
- [PleasantonWeekly.com: Fired up about Spare the Air days?](#)
- [Mercurynews.com: Transit-riding Bay Area workers to reap financial benefits from new anti-pollution rule](#)
- [ContraCostaTimes.com: Another Spare the Air alert called for Friday](#)
- [MarinIJ: Spare the Air alert set for Friday](#)
- [RichmondConfidential.org: Lawsuit seeking to stop rail shipments of Bakken crude oil dismissed](#)
- [SFExaminer.com: National association may help Bay Area Bike Share](#)
- [SonomaStateStar.com: Pollution Prevention Week in Sonoma County](#)
- [Sanfrancisco.cbslocal.com: Delayed Bay Area Bike Share Expansion Could Move Forward With New Push For Funding](#)
- [Sfgate.com: Bay Area scrap recycler fined over bay pollution](#)
- [Sfgate.com: Why fewer acres have burned this year despite California drought](#)
- [NorthBayBusinessJournal.com: Bay Area employers with 50+ employees must adopt commuter program](#)
- [NatlLawReview.com: The San Francisco Bay Area Commuter Benefits Program Starts Today!](#)
- [Mercurynews.com: Sunnyvale's BPAC considers bike share program](#)
- [SanFrancisco.cbslocal.com: Sweltering Heat, Unhealthy Ozone Pollution Prompts Spare the Air Alert for Friday](#)
- [Santa Cruz Sentinel.com: ay Area residents mostly unfazed by start of heat wave](#)
- [Dailycal.org: Officials issue Spare the Air alert for Friday](#)
- [SFExaminer.com: Spare the Air alert issued for Bay Area on Friday](#)

**Public Inquiries by Email**

Staff responded to approximately 77 e-mails from the public.

E-mails 77 ([feedback@baaqmd.gov](mailto:feedback@baaqmd.gov))

**Community Events**

- |   |               |             |
|---|---------------|-------------|
| • Marin County Fair                               | San Rafael    | 7/2-7/6     |
| • Alameda County Fair                             | Pleasanton    | 7/4-7/6     |
| • Marin County Fair                               | San Rafael    | 7/2-7/6     |
| • Sunday Streets, Richmond                        | San Francisco | 7/13        |
| • 11 <sup>th</sup> Annual Healthy Living Festival | Oakland       | 7/17        |
| • Connoisseur’s Marketplace                       | Menlo Park    | 7/19-7/20   |
| • Jack London PedalFest                           | Oakland       | 7/26        |
| • Santa Clara County Fair                         | San Jose      | 8/1-8/3     |
| • Sunday Streets, Mission                         | San Francisco | 8/24        |
| • Millbrae Art and Wine Festival                  | Millbrae      | 8/30 – 8/31 |

- |                                     |               |          |
|-------------------------------------|---------------|----------|
| • Mountain View Art & Wine Festival | Mountain View | 9/6 -9/7 |
| • Redwood City Salsa Festival       | Redwood City  | 9/27     |
| • Sunday Streets Excelsior          | San Francisco | 9/28     |

## **Publications**

### ***Air Currents***

The August issue of the Bay Area Air District’s electronic Air Currents newsletter was published on July 31. The issue had articles about the Air District’s CARE Program summary report, the agency’s climate action work program and the new Bay Area Commuter Benefits Program. Other articles cover the Great Race for Clean Air results, recent settlements and current grant opportunities.

### ***Online Annual Report***

The Air District online annual report component launched in July and can be found online at <http://annualreport.baaqmd.gov/Annual%20Report/2013.aspx>.

## **Campaigns**

### ***Summer Spare the Air***

Spare the Air Alerts were called during this period on July 25, 2014, August 1, 2014, September 11, 2014, and September 12, 2014.

Spare the Air advertising ran robust multi-media campaigns. Spare the Air Bike Outreach was held at farmers markets in late September. Facebook ads ran throughout the Spare the Air season campaign, while the Digi-billboard near Interstate 280 was displayed through the end of September and the Treasure Island banner was on display through the end of October.

Spare the Air’s “Andy Washburn” and “The Beard” television commercials ran on Comcast, NBC, and KTSF. “The Beard” was dubbed into four languages in July, just prior an increase in advertising to coincide with the start of the school year and the end of the summer vacation season in August.

The Spare the Air website was visited 38,861 times since the beginning of the Spare the Air season on May 1, 2014, and in August the Spare the Air Twitter handle received 3.5 million impressions.

### ***Winter Spare the Air***

O’Rourke Communications presented new creative for the 2014-15 Winter Spare the Air season to staff. Staff approved the campaign, which has strong messaging that will resonate with the public, and revamped the Winter Spare the Air tagline to complement the new messaging.

After the campaign was approved, staff identified shooting locations for the new commercial and finalized a house for the commercial. Additionally, staff reviewed the draft media buy and provided feedback to contractors.

Staff worked with contractors and the Enforcement Division to locate neighborhoods with high wood smoke complaint volume to conduct door-to-door outreach in this winter season, to ensure compliance with all local permitting requirements, and to identify volunteers to canvass the locations. Door hangers and postcards were updated for this season's door-to-door outreach.

### ***Bay Area Bike Share***

Staff worked with the Strategic Incentives Division to publicize the Bay Area Bike Share program. The program was promoted through the Spare the Air social media channels, media interviews and via two press releases about bike share data availability and an open data contest. Memberships for the bike sharing system continue to climb as the regional pilot program spins into its eighth month. The pilot-program averages more than 800 bicycle trips a day system wide.

### ***Commuter Benefits Program***

Advertising for the Commuter Benefits Program ran in print media, public transportation, LinkedIn and Facebook ran through September 30, 2014.

Staff hosted a Commuter Benefit webinar on July 29, 2014, nearly 300 people attended. It was posted to the website afterward, as well as the answer to 160 questions submitted by attendees that were not answered during the webinar itself. A follow-up webinar was held September 17, 2014.

Staff pitched a Commuter Benefits Program to the San Francisco Chronicle before placing it on the Spare the Air LinkedIn website.

Staff worked with contractors to host a pilot program about carpool opportunities for 78 business representatives in the Hacienda Business Park in Dublin on September 30, 2014.

### **Conferences**

#### ***Plug-In 2014 Conference***

Staff worked with Envall Design to create a PowerPoint presentation to be delivered by the Executive Officer at the Plug-In 2014 conference.

### **Administrative**

#### ***Social Media Policy***

Staff reviewed the revised draft version of the Social Media Plan, protocol and policy.

#### ***PIO Hiring***

A new Public Information Officer started on September 8, 2014.

**COMMUNITY OUTREACH – J. ROGGENKAMP, DAPCO*****Public Inquiries***

Staff responded to approximately 384 calls from the Air District Public Information Line.

**OUTREACH PROGRAMS*****Spare the Air Youth***

- **July 7, 2014 – Spare the Air Youth TAC Meeting – Conference Call**  
The Spare the Air Youth committee met on Tuesday, July 8, 2014, via conference call. The Committee discussed Walk to School Day events in October and the possibility of hosting a second annual Spare the Air Youth conference.
- **July 22, 2014 – Spare the Air Youth Meeting, Conference Call**  
The Spare the Air Youth committee met on Tuesday, July 22, 2014, via conference call. The Committee reviewed the SchoolPool guidebook and discussed the Spare the Air Youth's blog launch report.
- **August 5, 2014 – Spare the Air Youth Meeting, Conference Call**  
The Spare the Air Youth committee met on Tuesday, August 5, 2014 via conference call. The committee provided final edits to the program's blog launch plan, media plan and the SchoolPool Guidebook. The committee also received updates on all the Spare the Air Youth's grantees and began planning the upcoming Spare the Air Youth TAC meeting. The Spare the Air Youth TAC meeting is scheduled for Wednesday, August 27, 2014.
- **August 27, 2014 – Spare the Air Youth Meeting, Oakland**  
The Spare the Air Youth Technical Advisory Committee met on Wednesday, August 27, 2014 at MTC. The committee received an update on all the Phase II grant programs funded through the Spare the Air Youth Program, reviewed the final Spare the Air Youth guidebooks and discussed the Regional Safe Routes to School Cycle 1 Evaluation. The committee also discussed the possibility of planning another youth conference. The tentative date for a youth conference is Saturday, February 28, 2015.
- **September 2, 2014 – Spare the Air Youth Meeting, Conference Call**  
The Spare the Air Youth committee met on Tuesday, September 2, 2014, via conference call. The committee debriefed on the TAC meeting, discussed the upcoming Active Transportation Working Group meeting on September 18 and tentatively scheduled the Spare the Air Youth conference for Saturday, February 7, 2015.
- **September 30, 2014 – Spare the Air Youth Meeting, Conference Call**  
The Spare the Air Youth committee met on Tuesday, September 30, 2014 via conference call. The committee discussed planning logistics for the Spare the Air Youth's YES Conference tentatively scheduled for Saturday, February 7, 2015.

***Public Participation Plan Implementation***

Throughout July to September, staff continued to work on Implementation strategies, including finalizing the Hearing Board page and Engineering page of the Air District website. Staff also created a glossary to be used by interpretation and translation staff and had the glossary translated into Spanish.

Staff continued to develop guidance documents for staff to implement public outreach activities more effectively, including developing templates for fliers and other outreach materials. Staff also continued to work on improving sections of the Air District website to provide information more easily on the health impacts of air pollution.

**COMMUNITY OUTREACH*****Resource Team Meetings***

- **Wednesday, July 9, 2014 –Santa Clara County Spare the Air Resource Team, Conference Call** – Team members received updates from local organization and team member, Sustainable Silicon Valley. The team also discussed promotion of an on-going project, *Tales from the Commute*. Seven team members participated on the conference call.
- **Thursday, July 17, 2014 –Tri-Valley Spare the Air Resource Team, Pleasanton** – Team members discussed ways to support employers and employees in the Tri-Valley. Team members discussed utilizing webinars to promote and encourage local transportation programs. Fourteen team members attended the meeting.
- **Friday, July 18, 2014 – Napa Clean Air Coalition, Conference Call** – Team members discussed outreach and education opportunities to promote the Commute Benefits Rule in Napa. Seven team members participated on the conference call.
- **Monday, July 28, 2014 – Santa Clara County Spare the Air Resource Team, Conference Call** – Team members discussed hosting a webinar for employers to promote their *Tales from the Commute* project. Four team members participated on the call.
- **Thursday, July 31, 2014 – Joint Idle Free Committee Meetings of the Tri-Valley and Contra Costa Spare the Air Resource Teams, Pleasanton** – Team members from the Tri-Valley and Contra Costa Spare the Air Resource Teams met to discuss an effort to join and expand their individual Idle Free campaigns in the East Bay. Fourteen team members attended the meeting.
- **Friday, August 1, 2014 – Napa Clean Air Coalition, Conference Call** – Team members discussed outreach and education opportunities to promote the Commute Benefits Rule in Napa. The team will work to identify outreach opportunities to promote the Commuter Benefits Rule before their next meeting.



- **Monday, August 4, 2014 – Sonoma County Spare the Air Resource Team, Conference Call** – Team members discussed participating in clean commuter fairs to promote the Commuter Benefits Rule and hosting their own event in late fall 2014. The team identified community and employer networks to contact and begin establishing materials for employer outreach.
- **Tuesday, August 5, 2014 – Bay Area Environmental Health Collaborative Meeting, Air District Office** – Staff met with members of the Bay Area Environmental Health Collaborative to discuss the Air District’s permitting process, answer questions on the Air District’s permit notification list and introduce the Air District’s Permit Ombudsman.
- **Tuesday, August 5, 2014 – National Night Out Event at Oakley Library, Oakley** – Staff attended a National Night Out event at the Oakley Library, part of the Contra Costa County Library System. Staff spoke with families at the library about the health effects of air pollution and provided information on the Contra Costa Spare the Air Resource Team Idle-Free campaign and Transit & Trails.
- **Monday, August 25, 2014 – Santa Clara County Spare the Air Resource Team Meeting, Conference Call** – Team members discussed how the team could collaborate with Sustainable Silicon Valley. Sustainable Silicon Valley requested the team’s assistance with their upcoming WEST Innovation Summit on November 19. The team will assist with coordinating a panel of speakers and hosting a table at the event.
- **Thursday, August 28, 2014 – San Mateo County Spare the Air Resource Team Meeting, Menlo Park** – Team members received an update on the Bay Area Bike Share Program, reviewed the evaluations from their Commute Solutions Workshop earlier this summer and discussed new project ideas.
- **Monday, September 8, 2014 – Santa Clara County Spare the Air Resource Team Meeting, Santa Clara** – Team members discussed how the team could promote their Tales from the Commute project, ways to collaborate with Sustainable Silicon Valley and new project ideas for the coming year.
- **Tuesday, September 9, 2014 – Sonoma County Spare the Air Resource Team Meeting, Santa Rosa** – Team members discussed populating their gosonoma.org website with additional transportation option information and hosting additional commuter events in the fall to launch their website. The team also reviewed their budget and will revisit their new project idea list at their next meeting.
- **Wednesday, September 17, 2014 – Contra Costa Spare the Air Resource Team, Conference Call** – Contra Costa Spare the Air Resource Team members met via conference call to discuss the Idle-Free Family campaign, brainstorm new project ideas and to receive an update from the local Boy Scouts District on on-going idle free efforts done by Boy Scouts in the Contra Costa area. Approximately 10 people were on the call.

- **Thursday, September 18, 2014 – San Jose Green Vision Resource Team Meeting, San Jose** – Team members enjoyed a tour of the Environmental Innovation Center, heard updates on the “Stop Junk Mail San Jose” and “Home Energy Savings Workshop” projects and learned about the City’s near-term goal to encourage employees to use alternative commute modes to work. Approximately 15 people attended the tour and meeting.
- **Wednesday, September 24, 2014 – Southern Alameda Spare the Air Resource Team, Fremont** – Resource team members met to review the completed webinar on Shuttles 101 and to discuss new project ideas for the coming calendar year. Approximately 15 people attended the meeting.
- **Thursday, September 25, 2014 – Joint Southern Alameda and Tri-Valley Spare the Air Resource Team Social Media Training** – In a joint meeting of the Southern Alameda Spare the Air Resource Team and the Tri-Valley Spare the Air Resource Team, members received social media training from the County of Alameda. This is the second joint social media training opportunity the teams have hosted, both led by the County of Alameda. Approximately 20 people attended the training.
- **Thursday, September 25, 2014 – Tri-Valley Spare the Air Resource Team, Livermore** – Team members met to discuss upcoming projects, brainstorm ideas for the Tri-Valley Commuter Cup and discuss outreach opportunities to promote the Commuter Benefits Rule to Tri-Valley employers. Approximately 15 people attended the meeting.  
*Community Meetings*
- **Monday, June 30, 2014 – Presentation at FDR Elementary School, Daly City** – Air District staff presented on air quality issues with staff from Meteorology at FDR Elementary School to approximately 30 students.
- **Thursday, July 17, 2014 – 11<sup>th</sup> Annual Healthy Living Festival, Oakland Zoo** – Air District staff participated in the 11<sup>th</sup> Annual Healthy Living Festival at Oakland Zoo. Staff spoke with seniors about the health impacts of air pollution and informed them of both the Summer and Winter Spare the Air programs.
- **Wednesday, July 23, 2014 – POWER’s Workshop with Chinatown Community Development Center, Bayview** – Staff attended a workshop hosted by POWER. As part of a Spare the Air Youth grant, POWER hosted a workshop for Chinatown CDC members to discuss outreach opportunities to promote Muni’s youth passes.
- **Tuesday, July 28, 2014 – American Lung Association Meeting, Air District Office** – Staff met with Jenny Bard and Kevin Kosik, with the American Lung Association, to discuss sponsorship opportunities.
- **Tuesday, August 4, 2014 – American Lung Association Meeting, Air District Office** – Staff met with Jenny Bard and Kevin Kosik, with the American Lung Association, to discuss sponsorship opportunities.

- **Tuesday, August 5, 2014 – Bay Area Environmental Health Collaborative Meeting, Air District Office** – Staff met with members of the Bay Area Environmental Health Collaborative to discuss the Air District’s permitting process, answer questions on the Air District’s permit notification list and introduce the Air District’s Permit Ombudsman.
- **Tuesday, August 5, 2014 – National Night Out Event at Oakley Library, Oakley** – Staff attended a National Night Out event at the Oakley Library, part of the Contra Costa County Library System. Staff spoke with families at the library about the health effects of air pollution and provided information on the Contra Costa Spare the Air Resource Team Idle-Free campaign and Transit & Trails.
- **Thursday, August 14, 2014 – Girl Scout Troop Visit, Air District Office** – Staff hosted a group of Girl Scouts at the Air District Office on August 14. Staff provided an overview of the Air District and the Spare the Air program and the girls received a tour of the meteorology room and the lab.
- **Tuesday, August 19, 2014 – Air District Presentation, South San Francisco Adult Education Center** – Staff provided an overview presentation of the Air District and the Spare the Air program to approximately 35 students. Staff answered general air quality questions.
- **Monday, August 25, 2014 – Funding for Bay Area Communities, Conference Call** – Staff organized and participated on a conference call with Bay Area community groups to discuss the upcoming September 3, 2014, public workshop on the “Investment of Cap-and-Trade Auction Proceeds to Benefit Disadvantaged Communities” in Oakland.
- **Tuesday, August 26, 2014 – Meeting with Breathe California, Air District Office** – Staff met with Linda Civitello and Tanya Stevenson, with Breathe California, to discuss sponsorship opportunities.
- **Tuesday, September 2, 2014 – Funding for Bay Area Communities, Conference Call** – Staff participated on a conference call with Bay Area community groups to discuss and answer questions regarding the September 3 public workshop on the “Investment of Cap-and-Trade Auction Proceeds to Benefit Disadvantaged Communities” in Oakland.
- **Wednesday, September 3, 2014 – Investment of Cap-and-Trade Auction Proceeds to Benefit Disadvantaged Communities Workshop, Oakland** – Staff attended the workshop in Oakland and participated in round table discussions to provide feedback on how to accurately identify Bay Area disadvantaged communities.
- **Monday, September 15, 2014 – Meeting with Marianna Grossman, Conference Call** – Staff met with Marianna Grossman, Executive Director with Sustainable Silicon Valley, via conference call to discuss how the Air District can support the San Francisco Bay Area Super Bowl 50 Host Committee.
- **Monday, September 29, 2014 – Girl Scout Troop Visit, Air District Office** – Staff hosted a group of Girl Scouts at the Air District Office on September 29, 2014. Staff provided an overview of the Air District and the Spare the Air program and the girls received a tour of the meteorology room and the lab.

**PLANNING DIVISION – H. HILKEN, DIRECTOR****Exposure Assessment and Emissions Inventory Program**

Staff provided a presentation at the September 3, 2014, Board of Directors meeting on work in progress at the State level to develop methods and guidance for prioritizing allocation of Cap-and-Trade auction proceeds to disadvantaged communities within the State using the CalEnviroScreen 2.0. Staff generated maps and documentation for an alternate method for identifying disadvantaged communities and provided them to staff at CalEPA. Staff also discussed the proposed method with attendees of a workshop sponsored by CalEPA and the California Air Resources Board (CARB) on September 3, 2014. Staff delivered a webinar presentation for the Office of Disease Prevention and Health Promotion (ODPHP) at the U.S. Department of Health and Human Services (HHS) who showcased the Air District's Community Air Risk Evaluation (CARE) program in the Healthy People 2020 Who's Leading the Leading Health Indicators? series. Staff held discussions, reviewed, and provided comments on environmental review documents for the Valero Refinery Crude by Rail project and the Phillips 66 Propane Recovery Project. Staff reviewed and provided comments on the draft EIR for the Oakland Coliseum Area Specific Plan that proposes to construct three athletic stadiums and develop housing and commercial units. Staff also reviewed the Metropolitan Transit Agency's (MTC) Transportation-Air Quality Conformity Analysis for Plan Bay Area and the Draft 2015 Transportation Improvement Program. Staff attended a Near-Road/Smart Growth Workshop conducted by Sonoma Technology, Inc., and hosted by the San Francisco Planning Department. Staff sent out framed certificates of appreciation and copies of the CARE summary report to all current and past CARE Task Force members.

Per CARB's request, as a part of their fee recovery process, staff reviewed emissions and other information related to District facilities emitting 250 tons or more per year of any non-attainment pollutant or precursors. Staff participated in a "kick-off" meeting with the District's greenhouse gas (GHG) verifier to discuss the verification process for 2013 GHG emissions from District operations. Staff attended The Climate Registry's "Overview of the Reserve's New Urban Forest Management and Urban Tree Planting Protocols" webinar. The protocols provide guidance to quantify and verify GHG reductions from tree planting, maintenance, and/or improved management activities implemented to permanently increase carbon storage through trees. Staff responded to inquiries from Phillip 66 and Shell refineries regarding the differences between CARB's AB10X emissions and District's approved emissions. The AB10X emissions also include exempt and control source emissions which are not included in the District's approved emissions. Staff produced slides of emission rates and trends, including comparisons of emissions from Bay Area refineries, for presentation to the Stationary Source Committee on October 1, 2014. Staff produced a draft black carbon emissions inventory to supplement the standard GHG emissions inventory. Staff completed a draft emissions inventory of organic carbon particulate matter for internal review. Staff completed a four-day introductory training course on Python programming conducted by LearnIt! Staff attended the District's Adult First Aid, AED (defibrillator), and CPR class and received certification to perform the procedures.

**Air Quality Planning Program**

Staff prepared two PowerPoint presentations for the APCO's trip to China. One presentation was on how local air districts in California are addressing climate change, and the other presentation

focuses on the specific climate protection efforts of the BAAQMD. Staff coordinated sessions for the CAPCOA Planning Managers Symposium in October 2014. Session coordination included content development, inviting panelists, and creating draft outlines and presentations. Staff presented on the Air District's Climate Program at the 5<sup>th</sup> annual Bay Area Climate Corps Orientation. Staff attended the monthly CAPCOA Planning Managers meeting via conference call. Staff met with Chris Jones from the UC Berkeley Energy Resources Group to discuss the potential of collaborating with the UC Berkeley Cool Climate Network to develop a consumption-based greenhouse gas emissions inventory for the Bay Area. Staff met with Bruce Riordan, of the Climate Readiness Institute (CRI), to receive an update on CRI's activities and potential complementary work and support for the Air District's Climate Program. Staff spoke with a representative of the Marin Carbon Project (MCP) on the status of the American Carbon Registry's review of MCP's protocol for carbon sequestration on rangelands.

Staff continues working on development of the Regional Climate Protection Strategy as part of the 2015 Clean Air Plan. Staff convened several internal meetings to begin an effort to conduct a sector-based gap analysis of GHG emissions and emission reduction policies for the Regional Climate Protection Strategy. Through this analysis staff will assess the baseline and forecast levels of GHG emissions in 9 economic sectors (adhering to the sectors in ARB's Scoping Plan Update), and identify and evaluate policies at the federal, state, regional and local levels that will impact GHG emissions in each sector in the Bay Area. Furthermore, staff began developing an outreach strategy including outreach to technical and policy experts within each of the nine economic sectors, and began an effort to catalogue GHG reduction measures from over 50 local climate action plans in the Bay Area. Staff continues to review, evaluate and draft additional control measures for the 2015 Clean Air Plan, including researching new mobile source and energy and climate measures as recommended by internal staff.

Staff continues to coordinate implementation of the Bay Area Commuter Benefits Program, in collaboration with MTC. Staff made a presentation to update the Executive Committee of the Board on progress in implementing the Bay Area Commuter Benefits Program. Staff also presented a webinar on the Program that approximately 300 employers participated in. Staff made a presentation to the San Francisco Commission on the Environment to explain the Bay Area Program, and how the Air District and MTC are working with the SF Department of the Environment to coordinate implementation of the regional Program with the City's local ordinance. Staff also participated in a joint meeting with the deputy directors of both the Air District and MTC to discuss progress in implementing the Program. Staff attended the Pro Walk/Pro Bike/Pro Place conference in Pittsburgh, PA, and gave a presentation on the Bay Area Commuter Benefits Program. Staff made a presentation at the Association for Commuter Transportation conference, and to the Silicon Valley Leadership Group on the implementation and progress of the Bay Area Commuter Benefits Program. Staff continues implementation of the District's CEQA Guidelines, including: tracking their use by lead agencies; reviewing air quality analysis in CEQA documents; drafting comment letters for projects; and responding to inquiries from consultants, local governments, and businesses. Staff finalized a draft Planning Healthy Places document that will be circulated among Planning Directors of the regional agencies for internal review. Staff met with ABAG staff to discuss BAAQMD's involvement in Priority Development Area (PDA) implementation.

### **Research and Modeling Program**

Staff collaborated with Sonoma Technology, Inc. to develop a research proposal for the Coordinating Research Council for evaluating the District's volatile organic compounds emission

estimates against ambient measurements. Staff collaborated with Professors Michael Kleeman and Tony Wexler at UC Davis to develop a research proposal on real time air quality management for the US EPA's Air, Climate and Energy program. Staff collaborated with staff from CalEPA's Office of Environmental Health Hazard Assessment to draft a report on public health impacts of ultrafine particulate matter (UFP) in the Bay Area. Staff prepared an abstract and a poster presentation on interim findings of UFP work for the 2014 Annual Conference of the American Association for Aerosol Research. Staff gave a presentation on the sources of PM<sub>2.5</sub> and elemental carbon in the Bay Area to a group of atmospheric modelers at the Korean Institute of Science and Technology. Staff made significant progress in 2012 PM<sub>2.5</sub> modeling in the Bay Area. Staff continued work with UC Davis to improve the District's UFP emissions inventory estimates and air quality simulations. Staff continued analysis of Carbon-14 contents of elemental carbon from District PM<sub>10</sub> filters. Staff worked on analysis of the Bay Area's ozone trends for the District's Clean Air Plan update. Staff assisted ARB staff in developing extramural research proposals.

### **Rule Development Program**

Staff has completed developed workshop packages and draft rule revisions for three projects: reducing sulfur dioxide emissions from petroleum coke calcining operations; reducing particulate matter emissions and requiring testing for condensable particulate matter; and a project to consolidate the definitions of volatile organic compounds and require a new reporting protocol for emergency events. Depending on other priorities, staff would like to hold workshops on these three projects sometime in the next two quarters. Staff has completed evaluation of emissions testing of stationary diesel-powered engines in the Bay Area and evaluation of data from other California air districts to produce a preliminary study recommending refinements to estimated emissions and risks associated with these engines. This report is currently under review by staff in other divisions and will inform potential rulemaking for this source category. Staff are also providing extensive support to the development of the upcoming rules regarding refinery emissions and risks. In addition, staff has begun work on developing a strategy to reduce refinery emissions by 20% as directed by the Board.

## **STRATEGIC INCENTIVES – A. FOURNIER, DIRECTOR**

### **Carl Moyer Program (CMP)**

- Administration:
  - Staff finalized a CMP study of air district administrative costs, 7/28.
  - Director Gioia and the Director of SID presented welcoming remarks at a Hydrogen/FCEV meeting for local officials organized by California Fuel Cell Partnership and the Governor's Office of Business Development in San Jose, 7/30.
  - Staff attended the CAPCOA Mobile Source and Grants Committee Symposium in San Diego, 9/9 & 9/10.
  - Staff presented grant program information at the California Trucking Association (CTA) BBQ/ meeting, 9/15.
  - Staff presented grant program information at the ARB One-stop-Truck Event in Alameda, 9/26.
  - Staff participated in the following meetings:
    - ARB/CAPCOA Incentive Programs Tactical Workgroup, 7/3, 8/14 & 8/20, 8/28, and 9/25.

- CAPCOA Mobile Source & Incentives Committee call, 7/9.
- ARB CMP training webinar on changes to the CARL system, 7/10.
- FirstElement Fuels update on Bay Area hydrogen projects, 7/22.
- ARB Board meeting where staff provided comments on the proposed changes to the VIP guidelines, 7/24.
- MTC to discuss a potential zero-emission/alternative fuel demonstration project at the Port of Oakland, 8/4.
- CAPCOA Grants committee meeting, 8/13.
- “A California Roadmap Update” Webinar from the CA Fuel Cell Partnership on hydrogen infrastructure and vehicles, 8/18.
- Volvo Group technology assessment and development process, 8/20.
- LNG Marine Engines & Bunkering Standards, 8/28.
- Port, MTC, and ARB regarding potential zero-emission projects at the Port of Oakland, 9/8.
- ARB Sustainable Freight webcast, 9/11.
- ARB-Air District Technology Assessment Coordination: Staff participated in the ARB-Air District Technology Assessment meetings, 7/9, 7/29, 8/20, 9/2 & 9/4.
- Year 14: Staff submitted the 2014 CMP Yearly report to ARB, 8/21.
- Year 16:
  - Staff opened the CMP Year 16 application period, 7/14.
  - Staff sent out CMP Year 16 outreach postcards to over 5,000 stakeholders, 9/8.

### **Goods Movement Program (GMP)**

- Administration:
  - Staff submitted the following reports:
    - ARB GMP Quarterly report, 7/23.
    - U.S. EPA DERA Quarterly report, 7/28.
  - Staff attended the US EPA Region IV, West Coast Collaborative Partners meeting, San Francisco, Sept 4-5.
- Year 4 Program:
  - ARB authorized staff to proceed with evaluation of projects on the two backup lists for the Year 4 program, 8/14.
  - Fifteen truck projects for the Year 4 Program have been paid (completed) or are moving through payment currently, 9/8.
  - Staff has contracted 119 trucks for the second solicitation group of the Year 4 program, 9/23.
  - Eighteen trucks have been contracted for the 2014 GMP/TFCA Truck Replacement Program, 9/23.
  - Inspectors completed more than 263 pre-inspections and numerous post-inspections for Year 4 truck projects.

### **Grant Development**

- Administration:
  - Staff held a conference call with ARB staff to discuss the District providing administrative support for AB 989, to replace PERC dry cleaners with non-toxic and non-smog forming dry cleaning technologies, 8/19.

- District staff participated in the CEC solicitation workshop on Advancing Cleaner, Less Costly, More Reliable Distributed Generation to Enable Customer Solutions and Zero-Net Energy Communities, 8/21.
- ARB staff presented to District staff the findings from the study on Locomotive Inventory Model Update: Line Haul Activity as part of the ARB-Air District Technology Assessment Coordination, 9/16.
- Staff held a conference call with representative of the WCC/EPA to discuss possible projects for the DERA Ports RFP, 9/17.
- Car Sharing:
  - Staff held a conference call with ARB staff to discuss the potential for combining local and state funds on pilot car share projects, 8/19.
  - Staff attended MTC workshop for CMAQ-funded car sharing solicitation, 8/22.
- Commercial Zero-Emission Lawn & Garden Equipment Program:
  - Draft Proposal for a Commercial Zero-Emission Lawn & Garden Equipment Program was shared with members of the Air District Board of Directors, 7/3.
  - Staff held conference calls with representatives of Alameda and Contra Costa Counties to develop a proposal for the exchange of commercial lawn and garden equipment, 9/2 & 9/9.
- DOE Fleets & Workplace Alternative Fuels Project:
  - Staff submitted the 2nd Quarter 2014 Progress and Financial Status reports to DOE, 7/29.
  - Staff shared the final draft of the CNG and LNG Best Practices with its partners, 7/29.
  - DOE approved District posting of the Hydrogen Best Practices report, developed under this grant, on the internet, 7/30.
  - Staff conducted the monthly conference call with partners to discuss progress on the project and upcoming deliverables, 7/31 & 8/26.
  - District's partners held a webinar on CNG Best Practices, 9/22.
- Microgrids:
  - Staff participated in the CEC pre-application workshop, Demonstrating Secure, Reliable Microgrids and Grid-Linked Electric Vehicles to Build Resilient, Low-Carbon Facilities and Communities, 7/29.
  - Staff discussed potential projects to submit for the CEC solicitation with representatives from OSIs of and:
    - East Bay Clean Cities Coalition, 9/15
    - Port of Oakland, 9/22.
  - Staff discussed potential projects to submit for the CEC solicitation with representatives from OSIs of and John Muir Hospital, 9/30.
- National Fish & Wildlife Service Proposal Development: Staff held a conference call with representatives of Alameda and Contra Costa County to finalize a proposal to the National Fish & Wildlife Foundation (NFWF) for a \$470,000 commercial lawn & garden exchange program, 9/30.
- PEVs in Rental Fleets:
  - Staff submitted to the DOE a concept paper to deploy PEVs in rental fleets at California airports under DE-FOA-0000951, 8/1.



- Staff met with the Clean Cities Coalition (9/11), Ford (9/12), SCAQMD (9/12), and LAX (9/15) to develop a grant application under DOE solicitation.
- Vehicle Buy Back Program: Staff conducted inspections of eleven dismantling yards for the Vehicle Buy Back Program, 9/10, 9/17, 9/24 & 10/1.
- Zero-Emission Readiness:
  - Staff held a conference call with representatives of CaFCP/BKi to discuss a proposal for the CEC PON 14-603, Zero Emission Vehicle Readiness, 9/16.
  - Staff attended an application workshop for the CEC solicitation, 9/18.
  - Staff met with the Clean Cities Coalition to discuss opportunities to partner on the CEC solicitation, 9/26.

### **Lower-Emission School Bus Program (LESBP)**

- LESBP Project Awards
  - Replacement of CNG tanks on 3 buses at one public school district (\$59,850), 7/29.
  - Over \$900,000 in funds to replace 8 school buses at 2 school districts, 8/12.
  - Replacement of CNG tanks on 8 buses at one public school district (~\$160,000), 8/26.
  - Replacement of 12 school buses at one public school district (~\$2.01 M), 8/26.
  - \$132,000 to replace CNG tanks on 7 buses at one public school district, 9/9.
  - \$1.4 million to retrofit 79 school buses owned by transportation provider that serves public school districts, 9/9.
- LESBP Project Payments
  - \$59,850 to replace CNG tanks on 3 school buses at 1 public school district, 8/26.
  - \$330,000 to replace 2 school buses at 1 public school district, 8/26.
  - Nearly \$660,000 in payments was made to replace 4 school buses at 1 public school district, 9/9.
  - Nearly \$200,000 to replace CNG tanks on 10 school buses at 2 public school districts, 9/23.
  - Nearly \$330,000 to replace 2 school buses at 1 public school district, 9/23.

### **Transportation Fund for Clean Air (TFCA)**

- Administration:
  - Staff participated in MTC's Active Transportation Working Group meeting in Oakland, 9/18.
- County Program Manager:
  - Staff attended the monthly meeting of the CMA Bay Area Directors in Oakland, 7/25.
  - Staff conducted a meeting with the county program managers to receive feedback on the FYE 2016 policies and guidance, 9/12.
- Regional Fund:
  - Alternative Fuels:
    - Staff participated in the H2 Green Team conference call, a meeting that focused on near term issues/opportunities for the deployment of hydrogen fuel, 7/1 & 9/3.

- Staff participated in a webinar hosted by the California Fuel Cell Partnership, regarding the deployment of hydrogen fuel cell vehicles and infrastructure in California, 8/12.
- Staff held a conference call with ARB staff to discuss the potential for combining local and state funds for the purchase of new heavy-duty vehicles, 8/29.
- *Bike Share:*
  - Statistics from 8/29/13 to 9/18/2014: Active Accounts (Annual and 30-Day) – 3,949, Annual Memberships sold – 5,142, 30-day Trial Memberships sold – 7, Casual Memberships sold – 31,025, and System Wide Trips – 335,512.
  - Staff participated in calls with MTC and other evaluators for MTC’S RFP for Bay Area Bike Share Technical Assistance and Strategic Planning, 7/1.
  - Staff met with the Partner Working Group to discuss local issues, contract implementation issues, and strategic marketing and outreach, 7/7, 7/9, 7/16, 7/21, 7/23, 7/30, 8/4, 8/6, 8/11, 8/13, 8/20, 8/27, 8/30, 9/15, 9/17 & 9/24.
  - Staff met with representatives from Alta Bicycle Share and MTC to discuss contract administration and implementation issues, the strategic marketing plan, operations and invoicing, 7/8, 7/18, 7/22, 8/5, 8/12, 8/19, 8/20, 8/26, 9/2, 9/16 & 9/30.
  - Staff hosted a roundtable discussion with the bicycle rental company community, 7/15.
  - Staff submitted CMAQ reimbursement invoice #7 to Caltrans, 7/22.
  - Staff met with the Partner Working Group and representatives from Alta Bicycle Share and REQX to discuss REQX purchase of Alta Bicycle Share, 7/24.
  - Staff met with the Post-Pilot Working Group to discuss sponsorship strategies and governance models, 7/24.
  - Staff met with representatives from the Port of SF to discuss the pilot project’s results to date, 8/14.
  - Staff met with representatives from MTC, SFMTA, and Alta to discuss options for the development of a social equity program to provide memberships to unbanked and low income residents, 8/20, 8/27 & 9/3.
  - Staff issued a press release announcing the upcoming 1-year anniversary of Bay Area Bike Share, 8/25.
  - Staff gave a project presentation to the San Mateo County Resource Team in Menlo Park, 8/28.
  - Bay Area Bike Share celebrated its one year birthday, 8/29.
  - Staff met with the Post-Pilot Working Group to discuss future concepts for the system, 9/2.
  - Staff met with MTC to discuss the status of the project, its budget, and future funding, 9/3.
  - Staff attended the first annual meeting of the North American Bike Share Association in Pittsburgh, PA, 9/7 & 9/8.
  - Staff issued a press release announcing Bay Area Bike Share’s 30-day trial membership, 9/15.
  - Staff submitted a CMAQ reimbursement invoice #8 to Caltrans, 9/4.
  - Staff met with representatives from Alta and San Mateo partners to discuss two site relocations in Redwood City, 9/12.
  - Staff met with representatives from MTC, SFMTA, Bank on SF, and Alta to discuss options for the development of a social equity program to provide memberships to low income and unbanked residents, 9/17.

- Staff met with representatives from MTC and Los Angeles Metro to discuss the Bay Area’s experiences with bike share ownership, operating model, and advertising, 9/22.
- Staff met with representatives from Travelers Marketing to discuss project status and opportunities, 9/26.
- *Bike Rack Voucher Project (BRVP):*
  - Cycle 1 closed on June 30, 2014. For Cycle 1 (January – June 2014), staff issued vouchers to 36 agencies totaling \$143,658.
  - All five of the Cycle 2 vendor contracts were executed during this reporting period.
- *Electronic Bicycle Lockers:*
  - Staff released a solicitation for Electronic Bicycle Lockers, 8/28.
  - Staff hosted an application and guidance webinar for the FYE 2015 Electronic Bicycle Lockers Incentive Program, 9/16.
  - Of the 10 FYE 2014 electronic bicycle locker projects, seven have executed contracts and the remaining three are awaiting project sponsor’s signatures, 9/23.
- *Plug-in Electric Vehicle (PEV) Program:*
  - Staff met with the PEV Collaborative (PEVC) co-chairs to discuss 2014 opportunities to advance infrastructure deployment at multi-dwelling units and workplaces, 7/3 & 7/23.
  - Staff conducted outreach at the BOMA Silicon Valley workshop, 7/9.
  - Staff attended a webinar on the Electric Program Investment Charge (EPIC) Grant Solicitation Process, 7/9.
  - Staff held contract meetings with the California Center for Sustainable Energy (CCSE), 7/9, and Tim Lipman, 7/15.
  - Staff participated in a conference call hosted by the PEVC on the Pacific Coast Collaborative’s efforts to get more zero-emission vehicles into fleets, 7/10.
  - Staff participated along with other regional stakeholders in conference calls hosted by the City of Richmond Councilmember Jim Rogers to discuss the City’s “Electric-City” concept, 7/14.
  - Staff participated along with other regional stakeholders in conference calls hosted by the City of Richmond Councilmember Jim Rogers to discuss the City’s “Electric-City” concept, 7/21.
  - Staff attended a DOE webinar on the Alternative Fuel Vehicle Deployment Initiatives solicitation, 7/24.
  - The Air District’s Executive Officer/APCO presented opening remarks at the Plug-in 2014 conference in San Jose, 7/28.
  - Staff attended the quarterly PEVC Members Meeting in San Jose, 7/28.
  - Staff held a conference call with MTC representatives to discuss the status of District and MTC led PEV projects, 8/6.
  - Staff submitted monthly progress report to the CEC on the Monterey PEV Readiness Plan, 8/11.
  - Staff met with the PEVC co-chairs to discuss 2014 opportunities to advance infrastructure deployment at multi-dwelling units and workplaces (8/20), and held contract meetings with Tim Lipman (8/13) and the California Center for Sustainable Energy (8/20).
  - Staff conducted a kick-off meeting with representatives from the CEC on the Bay Area Corridor Charging Expansion Project, a grant award of \$500,000 to deploy 10 DC fast chargers and co-locate 12 level 2 chargers at six Bay Area locations, 8/14.

- Staff met with representatives from Greenlots to discuss their technology and opportunities to collaborate on PEV infrastructure projects, 8/19.
- Staff met with the PEV Collaborative (PEVC) co-chairs (9/3) and with the workgroup (8/28) to discuss 2014 opportunities to advance infrastructure deployment at multi-dwelling units and workplaces.
- Staff conducted meetings with SCAQMD (9/2 & 9/8), SFO (9/4), Port of Oakland (9/4), and Enterprise (9/8) to develop a grant application under the DOE Alternative Fuel Vehicle Deployment Initiatives solicitation.
- Staff issued an RFP for the facilitation and meeting coordination of the Bay Area PEV Coordinating Council, 9/12.
- Staff submitted a final report on the Monterey PEV Readiness Plan to CEC, 9/12.
- Staff submitted a final report to the Reformulated Gas Settlement Fund administrators for the “Plug-in Hybrid Electric Vehicle CarShare Project,” 9/15.
- DAPCO presented to the City and County of San Francisco - EV Coordinating Group, 9/17.
- Staff met with the PEVC co-chairs (9/17), with the multi-dwelling units contractor (9/16), and Outreach contractor (9/23) to discuss 2014 opportunities to advance infrastructure deployment at multi-dwelling units and workplaces.
- Staff conducted outreach at the EV Rally in Cupertino, 9/20.
- Staff hosted a pre-bidders conference meeting related to the Bay Area PEV Coordinating Council RFP, 9/26.
- Staff attended the EV Strategic Council - EV Local Policy Taskforce meeting, 9/30.
- *Shuttles and Ridesharing:*
  - Staff held two Application workshops for FYE 2015 projects, 7/2 & 7/14.
  - Nine Funding Agreements for FYE 2014 Shuttle and Ridesharing projects have been sent to Project Sponsors for signature, 7/3.
  - Staff attended the Broadway Transit Circulator Study Public Open House in Oakland to evaluate the feasibility of extending the existing Broadway Shuttle route to Kaiser Hospital and MacArthur BART, 7/10.
  - Staff held conference call meetings with the representatives from the following agencies to discuss options and ideas for future funding and implementation of the District’s TFCA Regional Fund Shuttle and Ridesharing program:
    - VTA County Program Manager and shuttle project sponsor, 8/5
    - MTC transit funding administrators, 8/5
    - San Joaquin Regional Rail Commission shuttle project sponsors, 8/6 & 8/28
    - Peninsula Corridor Joint Powers Board, 8/14
    - San Joaquin Joint Powers Authority/San Joaquin Regional Rail Commission, 8/18
    - MTC, capital equipment funding/zero emission buses, 8/18
    - Alameda County, 9/4
    - City of Oakland, 9/9
    - Napa County Transportation and Planning Agency, 9/9
  - Staff held a conference call with UC Berkeley representatives to explore options for a UC Berkeley-led survey project to collect data from TFCA funded shuttle projects, 8/7.
  - The application period for FYE 2015 Shuttle and Ridesharing projects closed on 8/11. A total of 11 applications (9 Shuttle and 2 Rideshare) were received, 8/12.
  - Of the 10 FYE 2014 Shuttle and Ridesharing projects, nine have executed contracts and one is awaiting project sponsor’s signature, 9/23.

- Staff held conference call meetings with the representatives from the following agencies to discuss options and ideas for future funding and implementation of the District's Shuttle and Ridesharing program:
  - Alameda CTC, San Mateo C/CAG, SFCTA, and SCVTA, 9/10
  - Sonoma CTA and Solano TA, 9/11

## TECHNICAL DIVISION – E. STEVENSON, DIRECTOR

### **Air Quality**

There were no exceedances of the 75 parts per billion (ppb) national 8-hour ozone standard during the 3<sup>rd</sup> quarter. This is the second year in a row when the Bay Area recorded no exceedances of the national 8-hour ozone standard during the July, August, and September period since ozone measurements began in the 1960s. There was one exceedance of the 70 ppb State 8-hour ozone standard during the 3<sup>rd</sup> quarter. On average the 3<sup>rd</sup> quarter has about five days exceeding the national 8-hour standard and nine days exceeding the State 8-hour standard.

The reduction in ozone exceedances was similar to 2013 when no exceedances of the national or State 8-hour ozone standards were observed. However, there were 32 days at 90°F or above in 2014 compared to just 27 days at 90°F or above in 2013. Despite high pressure persisting over California for much of the summer, increased monsoonal moisture resulted in more cloudy days, limiting the formation of ozone. In addition, strong afternoon sea breezes occurred on most of the 90°F or higher days, preventing ozone from exceeding the national 8-hour standard.

### **Air Monitoring**

30 air monitoring sites were operational from July through September 2013. The second Near Road monitoring site, located at Knox Avenue in San Jose near the 101/280 interchange, became operational in August with valid data being sent to EPA starting on September 1<sup>st</sup>. The site monitors for Oxides of Nitrogen, Carbon Monoxide, PM<sub>2.5</sub>, Black Carbon, and ultra-fine Particulate Matter.

The Air Monitoring Manager Glen Colwell officially retired on August 11, 2014, after many years of dedicated service to the Air District in both the Source Test and Air Monitoring Sections. A Supervising Air Quality Instrument Specialist, Steve Randall, was promoted and replaced Mr. Colwell as Air Monitoring Manager starting on August 12, 2014.

A recruitment process to fill the Supervising Air Quality Instrument Specialist position left vacant by Mr. Randall's promotion was started in August and resulted in the promotion of Mr. Robert Graul to the position. Mr. Graul has worked with the Air District since 2006 and has distinguished himself as a Senior Air Quality Instrument Specialist since 2010.

In September, a contract was awarded for the laying of underground and above ground conduit around the North end of Berkeley Aquatic Park to provide power for the Berkeley Near Road monitoring site. The contractor has submitted the permit applications and requested documentation and it is currently under review by the City of Berkeley Building Department.

During August and September, Air Monitoring staff worked with Zone 7 Water Agency in the Dublin / Pleasanton area to identify suitable locations for a Near Road monitoring site along the Interstate 580 corridor. Two potential locations were identified and staff is currently researching the feasibility of providing adequate power at the two locations.

## **Performance Evaluation**

The Performance Evaluation Group conducted EPA-mandated performance audits on 56 analyzers at 17 Air District air monitoring stations during the 3<sup>rd</sup> quarter of 2014. In addition, evaluation of new meteorological equipment is being conducted to plan for equipment replacement as current equipment has reached the end of its useful life and is no longer supported by the manufacturer.

Ground-Level Monitoring (GLM) network audits of Hydrogen Sulfide (H<sub>2</sub>S) and Sulfur Dioxide (SO<sub>2</sub>) monitors were conducted at sites in the vicinity of Phillips 66, Tesoro, and Valero refineries. Audits were performed at 12 monitoring locations and 30 gas analyzers were tested. All of the GLM locations that were tested met District's performance criteria.

Quarterly calibration of the GLM audit van, including instrumentation pertaining to episodic events was performed.

## **Laboratory**

In addition to routine ongoing analyses, landfill gas from the inlet and outlet of the carbon beds At Shoreline Amphitheater Landfill, Mt. View were analyzed for methane, carbon dioxide, oxygen, nitrogen, BTEX, and halogenated hydrocarbons.

Also, the Air District laboratory, along with several other agencies and private labs participated in a round-robin analysis of VOC% in various paints and coatings using ASTM Method D2369 and a modified version of ASTM D2369.

## **Source Test**

The Source Test Section continued participation in the District's Rule Development efforts on calcining, revisions to Regulation 6 and Regulation 12-15 (Refinery Emissions Tracking); as well as providing source test results in support of the backup generator rule investigation. Evaluation of EPA's Method 201A and revisions to Method 202 for particulate particle size sampling also continued. Further, the Source Test Section is assisting the Enforcement and Engineering Divisions in establishing analytical criteria for evaluating Continuous Emission Monitor (CEM) data of a mercury monitor at Lehigh. Workgroup activities include rule development for PM<sub>2.5</sub> testing at refineries, coordinating with the California Air Resources Board (CARB) and the California Air Pollution Control Officers Association (CAPCOA) for a winter fuel demonstration, and working with the Engineering Division to prepare a CEM program for a Chinese delegation.

A comparison of Gasoline Dispensing Facility (GDF) data from the production system, the HP3000, and GDF logs continues. Updating of GDF test log data with the new FID numbering system and data verification is also ongoing.

As part of the new Technical Division policy regarding cross training of Air Quality Instrument Specialist (AQIS) staff, Source Test Section AQIS received training regarding GDF testing and recordkeeping; as well as CEM testing.

Routine Source Test Sections duties continued which includes:

- Performance of (CEM) Field Accuracy Tests on monitors installed at large source emission points.
- Nine Regulation 9, Rule 10 carbon monoxide tests were performed at Chevron, Phillips 66 and Tesoro refineries.
- Performance of source tests to determine emissions of precursor organic compounds, filterable particulate matter and toxic air contaminants.
- Performance of tests to assess the compliance status of gasoline cargo tanks, gasoline dispensing facilities, gasoline terminal loading and vapor recovery systems.
- Evaluation of independent contractor conducted source tests to determine report acceptability and source compliance.
- The Phillips 66 Rodeo Refinery's open path monitor monthly reports for July, August and September were reviewed.

**STATISTICS**

**Administrative Services:**

**Accounting/Purchasing/Comm.**

General Checks Issued	1,242
Purchase Orders Issued	458
Checks/Credit Cards Processed	2,322/ 1,427
Contracts Completed	99
RFP's	2

**Executive Office:**

Meetings Attended	127
Board Meetings Held	2
Committee Meetings Held	8
Advisory Council Meetings Held	2
Hearing Board Meetings Held	1
Variiances Received	1

**Information Systems**

New Installation Completed	28
PC Upgrades Completed	0
Service Calls Completed	914

**Human Resources**

Manager/Employee Consultation (Hrs.)	350
Management Projects (Hrs.)	400
Employee/Benefit Transaction	600
Training Sessions Conducted	4
Applications Processed	545
Exams Conducted	10
New Hires	5
Promotions	3
Payroll Administration (Hrs.)	580
Safety Administration	150
Inquiries (voice/telephone/in-person)	4,000

**Strategic Facility /Vehicle**

Requests for Facility Services	140
Vehicle Request(s)/Maintenance	50

**Compliance Assistance and Operations Program**

Asbestos Plans Received	1,535
Coating and other Petitions Evaluated	4
Open Burn notifications Received	24
Prescribed Burn Plans Evaluated	4
Tank/Soil Removal Notifications Received	28
Compliance Assistance Inquiries Received	62
Green Business Reviews	14
Refinery Flare Notifications	41

**Compliance Assurance Program**

Industrial Inspections Conducted	1,426
Gas Station Inspections Conducted	213
Asbestos Inspections Conducted	543
Open Burning Inspections Conducted	6
PERP Inspections Conducted	31
Mobile Source Inspections	1,187
Grants Inspections Conducted	415

**Engineering Division:**

Annual Update Packages Completed	1,458
New Applications Received	334
Authorities to Construct Issued	216
Permits to Operate Issued	258
Exemptions	9
New Facilities Added	114
Registrations (new)	46

**Communications and Outreach:**

Presentations Made	23
Responses to Media Inquiries	37
Press Releases & Advisories	17
General Requests for Information	320
Events staffed with Air District Booth	13
Visitors (District Tour)	6



**STATISTICS (continued)**

**Compliance and Enforcement Division:**

**Enforcement Program**

Violations Resulting in Notices of Violation	106
Violations Resulting in Notice to Comply	24
New Hearing Board Cases Reviewed	2
Reportable Compliance Activity Investigated	177
General Complaints Investigated	580
Smoking Vehicle Complaints Received	718
Woodsmoke Complaints Received	173
Mobile Source Violations	12

**Technical Services:**

**3rd Quarter 2014 Ambient Air Monitoring**

Days Exceeding Nat’l 24-hour PM <sub>2.5</sub> Std.....	0
Days Exceeding Nat’l 24-hour PM <sub>10</sub> Std.....	0
Days Exceeding State 24-hour PM <sub>10</sub> Std.....	0
Review...14	
Days Exceeding the Nat’l 8-hour Ozone Std.....	0
Days Exceeding the State 1-hour Ozone Std.....	0
Days Exceeding the State 8-hour Ozone Std.....	1
Reviewed.....	100

**Ozone Totals, July-Sept. 2014**

Days Exceeding State 1-hour Ozone Std.....	2
Days Exceeding Nat’l 8-hour Ozone Std.....	3
Days Exceeding State 8-hour Ozone Std.....	7

**Particulate Totals, July-Sept 2014**

Days Exceeding Nat’l 24-hour PM <sub>2.5</sub> Std.....	3
Days Exceeding the Nat’l 24-hour PM <sub>10</sub> Std.....	0
Days Exceeding State 24-hour PM <sub>10</sub> Std.....	2

**PM<sub>2.5</sub> Winter Season Totals for 2013-2014**

Days Exceeding Nat’l 24-hour PM <sub>2.5</sub> Std.....	15
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**3rd Quarter 2014 Agricultural Burn Days**

July-Sept. Permissive Burn Days – North.....	51
July-Sept. No-Burn Days – North.....	41
July-Sept. Permissive Burn Days – South.....	54
July-Sept. No-Burn Days – South.....	38
July-Sept. Permissive Burn Days – Coastal.....	51
July-Sept. No Burn Days – Coastal.....	41

**Laboratory**

Sample Analyzed.....	1,044
Laboratory Analyses.....	1

**Technical Library**

Titles Indexed/Cataloged	
Periodicals Received/Routed	

**Source Test**

Total Source Tests.....	49
Pending Source Tests.....	3
Violation Notices Recommended.....	3
Contractor Source Tests reviewed.....	5,974
Outside Test Observed.....	6
Violation Notices Recommended After	

**Continuous Emissions Monitoring (CEM)**

Indicated Excess Emission Report Eval.....	19
Monthly CEM Reports	
Indicated Exceeded from CEM.....	13

**Ground Level Monitoring (GLM)**

July-Sept. Ground Level Monitoring SO <sub>2</sub> Excess Reports.....	0
July-Sept. Ground Level Monitoring H <sub>2</sub> S Excess Reports.....	0

**These facilities have received one or more Notices of Violations**  
**Report period: July 1, 2014 – September 30, 2014**

<b>Alameda County</b>				
<b>Status</b>				<b>Regulation</b>
<b>Date</b>	<b>Site #</b>	<b>Site Name</b>	<b>City</b>	<b>Title</b>
8/18/2014	B2956	Advanced Fabrication Technology, LLC	Hayward	Surface Coating of Misc Metal Parts & Products
8/5/2014	A2513	BASF Corporation	Newark	Failure to Meet Permit Conditions
8/1/2014	W7318	Claremont Country Club	Oakland	Failure to Meet Permit Conditions
8/13/2014	A0591	East Bay Municipal Utility	Oakland	Non-compliance, Major Facility Review (Title V)
9/9/2014	A3885	Highland Hospital	Oakland	No Authority to Construct; No Permit to Operate
7/8/2014	A0083	United States Pipe & Foundry Company, LLC	Union City	Non-compliance, Major Facility Review (Title V)
<b>Contra Costa County</b>				
<b>Status</b>				<b>Regulation</b>
<b>Date</b>	<b>Site #</b>	<b>Site Name</b>	<b>City</b>	<b>Title</b>
7/22/2014	W7092	Antioch Speedway	Antioch	Open Burning
7/22/2014	W7088	Contra Costa County	Antioch	Open Burning
7/3/2014	A2320	Oak View Memorial Park	Antioch	Failure to Meet Permit Conditions
9/23/2014	E2462	Precision Auto Body	Antioch	No Authority to Construct; No Permit to Operate
8/7/2014	W7435	Dyanna Sweeney	Brentwood	Open Burning
7/3/2014	B0330	All Custom Wood Works	Concord	Wood Products Coatings
7/22/2014	A9722	Calitho	Concord	Failure to Meet Permit Conditions
7/22/2014	A5916	Contra Costa Newspapers	Concord	Graphics Arts Printing & Coating Operations
8/6/2014	A0581	ST Shore Terminals LLC	Crockett	Non-compliance, Major Facility Review (Title V); Storage of Organic Liquids; Gasoline Bulk Terminals & Gasoline Delivery Vehicles
7/3/2014	A1464	Acme Fill Corporation	Martinez	Solid Waste Disposal Sites
9/16/2014	A0011	Shell Martinez Refinery	Martinez	NOx & CO from Stationary Gas Turbines; Wastewater (Oil - Water) Separators; Non-compliance, Major Facility Review (Title V); Particulate Matter & Visible Emissions; Hydrogen Sulfide
7/22/2014	B2758	Tesoro Refining & Marketing Company LLC	Martinez	Standards of Performance for New Stationary Sources; Continuous Emission Monitoring & Recordkeeping Procedures; Non-compliance, Major Facility Review (Title V); Particulate Matter & Visible Emissions; Sulfur Dioxide; NOx & CO from Stationary Internal Combustion Engines
8/6/2014	B7667	Ameresco Keller Canyon LLC	Pittsburg	Parametric Monitoring & Recordkeeping Procedures; Non-compliance, Major Facility Review (Title V)
7/8/2014	A0072	Chevron Inc (Americas OE/HES)	Richmond	Gasoline Bulk Terminals & Gasoline Delivery Vehicles
8/14/2014	A0010	Chevron Products Company	Richmond	Standards of Performance for New Stationary Sources; Non-compliance, Major Facility Review (Title V); Equipment Leaks; NOx & CO from Boilers, Steam Generators & Process Heaters in Petroleum Refineries
8/28/2014	B7419	Air Liquide Large Industries US LP	Rodeo	Non-compliance, Major Facility Review (Title V)
7/10/2014	A0016	Phillips 66 Company - San Francisco Refinery	Rodeo	Continuous Emission Monitoring & Recordkeeping Procedures; Parametric Monitoring & Recordkeeping Procedures; Non-compliance, Major Facility Review (Title V); Storage of Organic Liquids



**These facilities have received one or more Notices of Violations**  
**Report period: July 1, 2014 – September 30, 2014**  
**continued**

<b>Marin County</b>				
<b>Status Date</b>	<b>Site #</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
9/29/2014	A1275	Novato Sanitary District	Novato	Failure to Meet Permit Conditions
9/22/2014	B7910	City of San Rafael Dept of Public Works	San Rafael	Public Nuisance
<b>San Francisco County</b>				
<b>Status Date</b>	<b>Site #</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
7/8/2014	E2404	De La Paz Coffee	San Francisco	No Authority to Construct
7/1/2014	H0351	San Francisco Unified School District	San Francisco	NOx & CO from Industrial, Institutional, & Commercial Boilers, Steam Generators, & Process Heaters
9/29/2014	A4116	San Francisco, City & County, PUC	San Francisco	Failure to Meet Permit Conditions
9/16/2014	W5560	SFD	San Francisco	Asbestos Demolition, Renovation & Mfg.
9/9/2014	B3056	Superior Furniture Stripping & Refinishing	San Francisco	No Permit to Operate
<b>San Mateo County</b>				
<b>Status Date</b>	<b>Site #</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
7/14/2014	E2136	Baylands Soil Processing	Brisbane	No Authority to Construct; No Permit to Operate
8/13/2014	A5691	Sunquest Properties Inc	Brisbane	Solid Waste Disposal Sites
9/22/2014	A5281	Tedesco Oil Production	Half Moon Bay	No Authority to Construct
8/28/2014	R2384	Eagle's General Construction Co.	Millbrae	Asbestos Demolition, Renovation & Mfg.
9/29/2014	E0271	Atlantic Richfield Company c/o Stantec	San Bruno	Failure to Meet Permit Conditions
9/29/2014	W8499	Americana Garage Door Manufacturing	South San Francisco	No Authority to Construct; No Permit to Operate
<b>Santa Clara County</b>				
<b>Status Date</b>	<b>Site #</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
9/22/2014	A0017	Lehigh Southwest Cement Company	Cupertino	NOx, Particulate Matter, and Toxic Air Contaminants from Portland Cement Mfg
9/3/2014	W7967	James Suner	Gilroy	Open Burning
8/19/2014	W7663	San Ysidro Vineyards	Gilroy	Open Burning
9/22/2014	A8583	The Terraces at Los Altos	Los Altos	Failure to Meet Permit Conditions
8/5/2014	E1459	Specialized Bicycles Components, Inc	Morgan Hill	No Authority to Construct
7/10/2014	A2721	City of Palo Alto Landfill	Palo Alto	Solid Waste Disposal Sites

**These facilities have received one or more Notices of Violations**  
**Report period: July 1, 2014 – September 30, 2014**  
**continued**

<b>Solano County</b>				
<b>Status Date</b>	<b>Site #</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
8/18/2014	W7608	All-Points Petroleum	Benicia	Gasoline Bulk Terminals & Gasoline Delivery Vehicles
8/20/2014	B2626	Valero Refining Company - California	Benicia	Non-compliance, Major Facility Review (Title V); Storage of Organic Liquids
8/5/2014	A1995	Solano County Facilities Operations	Fairfield	Failure to Meet Permit Conditions
8/18/2014	W7609	Henner Tank Lines	Vacaville	Gasoline Bulk Terminals & Gasoline Delivery Vehicles
<b>Sonoma County</b>				
<b>Status Date</b>	<b>Site #</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
9/29/2014	A1071	City of Petaluma, Dept of Water Resources & Convs	Petaluma	Failure to Meet Permit Conditions
7/3/2014	A1641	BoDean Company Inc	Santa Rosa	Public Nuisance
9/29/2014	A1403	City of Santa Rosa Wastewater Treatment	Santa Rosa	Non-compliance, Major Facility Review (Title V)
<b>Out of Area Counties</b>				
<b>Status Date</b>	<b>Site #</b>	<b>Site Name</b>	<b>City</b>	<b>Regulation Title</b>
7/3/2014	W1889	Kirby Offshore Marine, LLC	Seattle	Marine Vessel Loading Terminals
7/22/2014	W7098	The Beast Exhibition Jet Dragster	Madera	Open Burning
8/4/2014	W7368	JM Stitt Construction	Corona	Asbestos Demolition, Renovation & Mfg.
8/15/2014	N1032	KAG West, LLC	West Sacramento	Gasoline Bulk Terminals & Gasoline Delivery Vehicles

## Closed Notice of Violations with Penalties by County July 1, 2014 – September 30, 2014

<b>Alameda</b>				
<b>Site Name</b>	<b>Site Occurrence #</b>	<b>City</b>	<b>Penalty Amount</b>	<b># of Violations Closed</b>
167th Ave Gas Station	V9853	San Leandro	\$1,000	1
Bart Gas & Food	W2883	Oakland	\$1,500	1
East Bay Municipal Utility District	A0591	Oakland	\$4,000	1
Grand Petroleum Inc	W6394	Hayward	\$3,000	2
Harder Road Beacon	C9598	Hayward	\$1,000	1
Marina Shell	W7297	San Leandro	\$250	1
Owens-Brockway Glass Container Inc	A0030	Oakland	\$99,000	7
U C Berkeley, Clark Kerr Campus	B6869	Berkeley	\$1,500	2
		<b>Total Violations Closed:</b>		<b>16</b>
<b>Contra Costa</b>				
<b>Site Name</b>	<b>Site Occurrence #</b>	<b>City</b>	<b>Penalty Amount</b>	<b># of Violations Closed</b>
All Custom Wood Works	B0330	Concord	\$250	1
All Star Gasoline	V5591	Concord	\$750	1
Brentwood Blvd 76 - Moneshpal S	W2546	Brentwood	\$1,000	1
Calitho	A9722	Concord	\$3,800	6
City of Richmond Water Pollution Control District	A2482	Richmond	\$57,500	1
Crow Canyon Country Club Estates	W4805	San Ramon	\$6,000	1
Martinez Car Wash	V2251	Martinez	\$2,000	1
Oak View Memorial Park	A2320	Antioch	\$1,500	1
Sentinel Transportation	A4020	Richmond	\$500	1
Shell Martinez Refinery	A0011	Martinez	\$77,000	12
TEXXOIL	W4423	Walnut Creek	\$400	1
VA Medical Center	A4096	Martinez	\$1,500	2
		<b>Total Violations Closed:</b>		<b>29</b>

**Closed Notice of Violations with Penalties by County  
July 1, 2014 – September 30, 2014  
(continued)**

<b>San Francisco</b>				
<b>Site Name</b>	<b>Site Occurrence #</b>	<b>City</b>	<b>Penalty Amount</b>	<b># of Violations Closed</b>
De La Paz Coffee	E2404	San Francisco	\$750	1
Macy's , Inc	E1575	San Francisco	\$500	1
<b>Total Violations Closed:</b>				<b>2</b>
<b>San Mateo</b>				
<b>Site Name</b>	<b>Site Occurrence #</b>	<b>City</b>	<b>Penalty Amount</b>	<b># of Violations Closed</b>
Compass Transportation	W6539	South San Francisco	\$900	3
Randy DeCuyper	W3111	Moss Beach	Passed Wood Smoke Course	1
San Francisco International Airport	A1784	San Francisco	\$15,000	2
Seaport Refining and Environmental LLC	A7632	Redwood City	\$7,500	3
<b>Total Violations Closed:</b>				<b>9</b>
<b>Santa Clara</b>				
<b>Site Name</b>	<b>Site Occurrence #</b>	<b>City</b>	<b>Penalty Amount</b>	<b># of Violations Closed</b>
ARCO AM/PM	W1822	Campbell	\$2,000	2
Calstone Company	E2123	Sunnyvale	\$4,500	2
Classic Autobody and Paint Five Star	B1698	San Jose	\$750	1
Lehigh Southwest Cement Company	A0017	Cupertino	\$39,750	7
Los Esteros Critical Energy Facility	B3289	San Jose	\$15,000	3
O L S Energy-Agnews	A6044	San Jose	\$74,000	2
Sunnyvale Auto Spa	V2563	Sunnyvale	\$4,000	2
<b>Total Violations Closed:</b>				<b>19</b>

**Closed Notice of Violations with Penalties by County  
July 1, 2014 – September 30, 2014  
(continued)**

<b>Solano</b>				
<b>Site Name</b>	<b>Site Occurrence #</b>	<b>City</b>	<b>Penalty Amount</b>	<b># of Violations Closed</b>
JR's Gas & Market	W2266	Fairfield	\$750	1
Valero Refining Company	B2611	Benicia	\$3,500	1
Valero Refining Company - California	B2626	Benicia	\$95,500	13
W Texas LLC/chevron Foodmart	W2775	Fairfield	\$500	1
		<b>Total Violations Closed:</b>		<b>16</b>
<b>Sonoma</b>				
<b>Site Name</b>	<b>Site Occurrence #</b>	<b>City</b>	<b>Penalty Amount</b>	<b># of Violations Closed</b>
Bartholomew Foundation	W5313	Sonoma	\$1,500	1
Eleuteria Alvarado	V7492	Petaluma	\$500	1
Kaiser Foundation Hospital	A5178	Santa Rosa	\$500	1
Mack Wallbed Systems	A5736	Petaluma	\$150	1
Restoration Station	E0601	Santa Rosa	\$550	2
		<b>Total Violations Closed:</b>		<b>6</b>
<b>District Wide</b>				
<b>Site Name</b>	<b>Site Occurrence #</b>	<b>City</b>	<b>Penalty Amount</b>	<b># of Violations Closed</b>
Kirby Offshore Marine, LLC	A7034	Seattle	\$1,500	1
The Beast Exhibition Jet Dragster	W7092	Madera	\$1,750	1
		<b>Total Violations Closed:</b>		<b>2</b>



## Bay Area Air Quality Management District

### Board of Directors

#### LIST OF ACRONYMS

AA	Annual Average
AAMP	Ambient Air Monitoring Program
AB32	Assembly Bill 32 – Global Warming Solutions Act
Al	Aluminium
Al <sub>2</sub> O <sub>3</sub>	Alumina (Aluminium Oxide)
AlF <sub>3</sub>	Aluminium Fluoride
AIRS	Aeromatic Information Retrieval System
AIRMoN	Atmospheric Integrated Research Monitoring Network
ALAPCO	Association of Local Air Pollution Control Officials
Aluminium Plant	Carbon Plant, Reduction Plant, Casthouse, Anode Service Area, and related utilities
Air District	Bay Area Air Quality Management District
AMTAC	ARB Air Monitoring Technical Advisory Committee
AMTIC	Air Monitoring Technology Information Center
ANPR	Advanced Notice of Proposed Rulemaking
APCD	Air Pollution Control District
APCO	Air Pollution Control Officer
API	American Petroleum Institute
APTI	Air Pollution Technology Institute
ARB	California Air Resources Board
ARM	Area Recognized Method
AQI	Air Quality Index
AQIS	Air Quality Instrument Specialist
AQS	EPA's Air Quality (data) System
AQRS	Air Quality Research Subcommittee
AQTA	Air Quality Technical Assistant
ARM	Approved Regional Method
ASA	Anode Service Area
ASP	Anode Service Plant
ASTCM	Astrodynamics Common
ASTM	American Society for Testing and Materials
AWMA	Air and Waste Management Association
BAAQMD	Bay Area Air Quality Management District
BAM	Beta Attenuation Monitor
BAM	Beta-Attenuation Metre
BAT(NEEC)	Best Available Techniques (Not Entailing Excessive Cost)
BC	Black carbon
BC	Background Concentration
BCP	Best Current Practice
BGI	BGI, Incorporated
BPT	Best Practicable Technology
BRC	Background Reference Concentration
bgl	Below ground level

BOD	Biochemical Oxygen Demand
BPEO	Best Practicable Environmental Option
BREF note	Best Available Techniques Reference Document
btc	Below top of casing
BTEX	Benzene, Toluene, Ethylbenzene and Xylene
°C	Degrees Celsius
C	Carbon
C <sub>a</sub> O	Lime (calcium oxide)
CAA	(Federal) Clean Air Act
CAC	Correlating Acceptable Continuous (monitor)
CAIR	Clean Air Interstate Rule
CAP	Clean Air Plan
CARB	California Air Resources Board
CARE	Community Air Risk Evaluation
CASAC	Clean Air Science Advisory Committee
CAS	Chemical Abstracts Service (a chemical reference number)
CASTNET	Clean Air Status and Trends Network
CBSA	Core Based Statistical Area
CCC	Criteria Continuous Concentration
CCP	Carbon Crushing Plant
Cd	Cadmium
CD	Chart Datum
CDM	Clean Development Mechanism
CEM	Continuous Emissions Monitoring
CENR	Committee for Environment and Natural Resources
CEQA	California Environmental Quality Act
CEU	Continuing Education Unit
CFR	U.S. Code of Federal Regulations
CH <sub>4</sub>	Methane
Cl	Chloride(s)
CI	Confidence Interval
CMAQ	Community Model Air Quality (system)
CMC	Criteria Maximum Concentration
CN	Cyanide
CO	Carbon monoxide
CO <sub>2</sub>	Carbon Dioxide
CoC	Chain of custody
COD	Chemical Oxygen Demand
COH	Coefficient of Haze
Cr(VI)	Chromium (hexavalent)
CREL	Chronic Reference Exposure Level
CRPAQS	Central Valley (California) Regional Particulate Air Quality Study
CRRP	Community Risk Reduction Program
CSN	Chemical Speciation Network
CSR	Corporate Social Responsibility
CV	Coefficient of variation
CWMP	Construction Waste Management Plan
CY	Calendar Year
Cu	Copper
DAS	Data Acquisition System

dB(A)	‘A’ weighted decibel noise level
dBL <sub>Aeq</sub>	‘A’ weighted energy-equivalent decibel noise level
DC	Direct Current
DEARS	Detroit Exposure and Aerosol Research Study
DHS	Department of Homeland Security
District	Bay Area Air Quality Management District
DIV	Dutch Intervention Values
DMC	Data Management Center
DMS	Data management system
DNPB	2, 4-dinitrophenyl hydrazine
DO	Dissolved Oxygen
DOE	Department of Energy
DOI	Department of Interior
DQA	Data Quality Assessment
DQI	Data Quality Indicators
DQO	Data Quality Objectives
DRI	Direct Reduction Iron
DTV	Dutch Target Values
DVM	Digital Voltmeter
EC	European Commission
EC/OC	Elemental carbon/organic carbon
EECS	Electrical Equipment Calibration Service (in Fremont, CA)
EI	Extrusion Ingots
EIA	Environmental Impact Assessment
EML	Environmental Measurements Laboratory
EMP	Environmental Management Plan
EPA	U.S. Environmental Protection Agency
EPC	Engineering, Procurement and Construction
EPS	Environmental Protection Standards
EQS	Environmental Quality Standard
ESAT	Environmental Services Assistance Team
ET	Enviro Technology
EU	European Union
F-	Fluoride(s)
FA	Foundry Alloy
FEM	Federal Equivalent Method
FLM	Federal Land Manager
FMP	Flare Minimization Plan
FRM	Federal Reference Method
FTP	Fume Treatment Plant
FY	Fiscal Year
g/s	Grams per second
GAO	General Accounting Office
GC	Gas Chromatograph
GC-MS	Gas Chromatography-Mass Spectrometry
GDP	Gross Domestic Product
GHG(s)	Greenhouse Gas(es)
GIS	Geographical Information System
GLM	Ground Level Monitoring
GMW	General Metal Works (PM <sub>10</sub> sampler manufacturer)

GPS	Global Positioning System
GWP	Global Warming Potential
H <sub>2</sub> S	Hydrogen sulfide
HAL 275	Norsk Hydro Reduction Technology
HAP	Hazardous Air Pollutants
HAZID	Hazard Identification
HC	Hydrocarbon
HCl	Hydrogen chloride
HEI	Health Effects Institute
HF	Hydrogen fluoride
HPLC	High Performance Liquid Chromatograph
HSE	Health, Safety and Environment
HTM	Heating Transfer Medium
Hydro	Norsk Hydro ASA
IACET	International Association for Continuing Education and Training
IADN	Interagency Deposition Network
IC	Ion Chromatography
ICR	Information Collection Request
IEA	Initial Environmental Authorization
IFC	International Finance Corporation
ILSC	Indicative Levels of Serious Contamination
IMPROVE	Interagency Monitoring of Protected Visual Environments
IPP	Independent Power Producer
ISQG	Interim Sediment Quality Standard
ISR	Indirect Source Rule
ITEP	Institute of Tribal Environmental Professionals
ITT	Information Transfer Technology
JV	Joint Venture
K	Kelvin
K	Thousand
km	kilometer
kV	Kilovolt
kt/yr	Thousands of tons per year
kPa	Thousand Pascal
l	Litre
LC-50	Lethal Concentration of a chemical which kills 50% of a sample population
L <sub>eq</sub>	Unweighted energy-equivalent noise level
LCS	Laboratory Control Sample
LDAR	Leak Detection and Repair
LLD	Lower Limit of Detection
LNB	Low NO <sub>x</sub> Burner
LOD	Limit of Detection
LOQ	Limit of Quantitation
lpm	Liters per minute
l/s	Litres per second
L <sub>WA</sub>	'A' weighted sound power level
M	Million
m	Metre
m/s	Metres per second

m <sup>3</sup> /s	Cubic metres per second
MAC	Maximum Allowable Concentration
MANE-VU	Mid-Atlantic/Northeast Visibility Union
MDL	Method Detection Limit
MDN	Mercury Deposition Network
MEI	Ministry of Energy and Industry
MET/PE	Meteorology and Performance Evaluation
mg/kg	Milligrams per kilogram
mg/l	Milligrams per litre
mg/m <sup>3</sup>	Milligrams per cubic metre
mg/Nm <sup>3</sup>	Milligrams per normal cubic metre (i.e. expressed at 273K and 101.3 kPa); in the case of gas turbines, gas volumes in units on “Nm <sup>3</sup> ” are also expressed as dry gas, at 15% O <sub>2</sub> .
MHWTC	Mesaieed Hazardous Waste Treatment Centre
MIC	Mesaieed Industrial City
ml	Millilitre
MMAA	Ministry of Municipal Affairs and Agriculture
MMWDS	Mesaieed Municipal Waste Disposal Site
MPA	Maximum Permissible Addition
MPC	Maximum Permissible Concentration
MQA	Meteorology and Quality Assurance
MS	Matrix spikes
MSm <sup>3</sup>	Million standard cubic metres
MW	Megawatts
MWe	Megawatts electrical (electrical output)
MWth	Megawatts thermal (thermal input)
N	Nitrogen
NAAQS	National Ambient Air Quality Standard
Na	Sodium
NAAMS	National Ambient Air Monitoring System
NAATS	National Ambient Air Toxics Sites
NACAA	National Association of Clean Air Agencies
NADP	National Atmospheric Deposition Program
NAMS	National Air Monitoring Station
Na <sub>3</sub> AlF <sub>6</sub>	Cryolite
NaCl	Sodium chloride (salt)
NAPAP	National Acid Precipitation Assessment Program
NARSTO	North American Research Strategy for Tropospheric Ozone
NAS	National Academy of Science
NASA	National Aeronautics and Space Agency
NATTS	National Ambient Toxic Tends Stations
NAU	Northern Arizona University
NCore	The National Core Monitoring Network
NDIR	non-dispersive infrared
NDUV	Non-dispersive ultraviolet
NEC	No Effect Concentration
NESHAPS	National Emission Standards for Hazardous Air Pollutants
NGO	Non-Governmental Organizations
Ni	Nickel
NILU	Norwegian Institute for Air Research

NISO	North Isomax
NIST	National Institute for Standards and Technology
Nm <sup>3</sup>	Normal cubic metre (i.e. expressed at 237K and 101.3 kPa); in the case of gas turbines, gas volumes in units of “Nm <sup>3</sup> ” are also expressed as dry gas, at 15% O <sub>2</sub> .
Nm <sup>3</sup> /s	Normal cubic metre per second (i.e. expressed at 237K and 101.3 kPa); in the case of gas turbines, gas volumes in units of “Nm <sup>3</sup> ” are also expressed as dry gas, at 15% O <sub>2</sub> .
NMHC	Non-Methane Hydrocarbons
NMSC	National Monitoring Strategy (or Steering) Committee
NMVOC	Non-Methane Volatile Organic Compounds
N <sub>2</sub> O	Nitrous Oxide
NO <sub>y</sub>	Odd Nitrogen
NIOSH	National Institute for Occupational Safety and Health
NIST	National Institute of Standards and Technology
NO	Nitrogen monoxide/Nitric oxide
NO <sub>2</sub>	Nitrogen dioxide
NO <sub>x</sub>	Oxides of nitrogen
NOAA	National Oceanic and Atmospheric Administration
NMHC	Non-methane hydrocarbon
NMOC	Non-methane organic carbon
NO <sub>x</sub> /NO <sub>y</sub>	Nitrogen Oxides
NPAP	EPA National Performance Audit Program
NPEP	National Performance Evaluation Program
NPS	National Parks Service
NTN	National Trends Network
NTU	Nephelometric Turbidity Units
NVLAP	National Voluntary Laboratory Accreditation Program
O <sub>2</sub>	Oxygen
O <sub>3</sub>	Ozone
OAP	Office of Atmospheric Programs
OAQPS	Office of Air Quality Planning and Standards
OAR	Office of Air and Radiation
OC	Organic Carbon
OC/EC	Organic carbon/elemental carbon
ODAMN	Operations Data Action Monitoring Notification
OEHHA	Office of Environmental Health Hazard Assessment
OEI	Office of Environmental Information
ORD	Office of Research and Development
ORIA	Office of Radiation and Indoor Air
P	Phosphorous
P	Power
PAHs	Polycyclic Aromatic Hydrocarbons
PAMS	Photochemical Assessment Monitoring Stations
Pb	Lead
PBMS	Performance-Based Measurement System
PBT	Persistent Bioaccumulative Toxics
PCBs	Polychlorinated Byphenyls
PCC	Petrochemical Complex
PE	Performance Evaluation

PEP	Performance Evaluation Program
PEL	Probable Effect Level
PFC	Polyfluorocarbons
PM	Particulate matter
PM <sub>10</sub>	Particulate matter with mean aerodynamic diameter of 10 microns
PM <sub>2.5</sub>	Particulate matter with mean aerodynamic diameter of 2.5 microns
PM <sub>10-2.5</sub>	PM <sub>10</sub> minus PM <sub>2.5</sub>
PO	Purchase Order
POCP	Photochemical Ozone Creation Potential
POP	Persistent Organic pollutants
ppb	Parts per billion
PPAH	Pollution Prevention and Abatement Handbook
ppb (v)(w)	Parts per billion (volume) (weight)
ppm (v) (w)	Parts per million (volume) (weight)
ppt (v) (w)	Parts per thousand (volume) (weight)
PQAO	Primary Quality Assurance Organization
PSD	Prevention of significant deterioration
QA	Quality Assessment
QAFAC	Qatar Additives Company
QAFCO	Qatar Fertiliser Company
QASCO	Qatar Steel Company Ltd
Qatalum	The Hydro/QP Aluminium and Power Plant Project
QAPP	Quality Assurance Project/Program Plan
QC	Quality Control
QEWG	Qatar Electricity and Water Company
QMP	Quality Management Plan
QNHD	Qatar National Height Datum (QNHD is ~1.3 m above Chart Datum)
QP	Qatar Petroleum
RADM	Regional Acid Deposition Model
RCA	Reportable Compliance Activity
RCEP	Royal Commission on Environmental Pollution
REL	Reference Exposure Level
REM	Regional Equivalent Monitor
RO	EPA Regional Office
ROG	Reactive Organic Gases
ROM	Regional Oxidant Model
ROPME	Regional Organisation for Protection of the Marine Environment
RPO	Regional Planning Organization
RTD	Resistance Temperature Detector
RTP	Research Triangle Park (North Carolina)
RTI	Research Triangle Institute, a research/consulting company
RTO	Regenerative Thermal Oxidiser
S	Sulphur
S&T	Science and Technology
SAB	Science Advisory Board
SAMWG	Standing Air Monitoring Work Group
SAP	Socio-Economic Action Plan
SASP	Surface Air Sampling Program
SARC	Scientific and Applied Research Centre
SB 375	Sustainable Communities and Climate Protection Act of 2008

SCAQMD	South Coast Air Quality Management District
SCENR/SCE	Supreme Council for the Environment & Natural Reserves
SIP	State Implementation Plan
SISO	South Isomax
SLAMS	State or Local Air Monitoring Station
SLTs	State, Local, and Tribal air monitoring agencies
SO <sub>2</sub>	Sulfur dioxide
SOP	Standard operating procedure
SPL	Spent Potlining
SPM	Special Purpose Monitor
SRP	Standard Reference Photometer
SS	Supersite
SSEIA	Scoping Study for Environmental Impact Assessment Report
STAG	State and Tribal Air Grant
STAPPA	State and Territorial Air Pollution Program Administrators
STN	Speciation Trends Network
Strategy	The National Air Monitoring Strategy
SVOC	Semi-Volatile Organic Compound
SWS	Seawater Scrubber
t/d	Tonnes per day
t/h	Tonnes per hour
t/yr	Tonnes per year
TAMS	Tribal Air Monitoring Support (Center)
TAD	Technical Assistance Document
TAR	Tribal Authority Rule
TBD	To Be Determined
TECO	Thermo Electron Corporation, now Thermo Fisher Scientific
TEOM	Tapered Element Oscillation Monitor
THC	Total hydrocarbons
TIP	Tribal Implementation Plan
TNMHC	Total non-methane hydrocarbons
TNMOC	Total non-methane Organic Compound
TOC	Total Organic Carbon
TOM	Total Organic Matter
Tpd	Tons per day
TPH	Total Petroleum Hydrocarbons
TPY	Tons Per Year
TSA	Technical systems audits
TSD	Technical Services Division
TSP	Total suspended particulates
TSS	Total Suspended Solids
T-REX	Traffic Related Exposure Study
TWA	Time Weighted Average
UAM	Urban Airshed Model
UFP	Ultrafine Particulate Matter
UN	United Nations
UNEP	UN Environmental Program
USB	Universal Serial Bus
US EPA	United States Environmental Protection Agency
UV	Ultraviolet



VDC	Vertical Direct Chill (Casting Machines)
VOC	Volatile Organic Compounds
WB	World Bank
WBT	Wet Bulb Temperature
WB PPAH	WB Pollution Prevention and Abatement Handbook
WHO	World Health Organization
WMP	Waste Management Plan
XML	Extensible Markup Language
$\Delta T$	Temperature differential
$\mu\text{g/l}$	Microgrammes per litre
$\mu\text{g/m}^3$	Micrograms (one millionth of a gram) per cubic metre
$\mu\text{m}$	Micrometers
$\mu\text{M/l}$	Micromoles per litre

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

## Memorandum

To: Chairperson Nate Miley and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/APCO

Date: November 5, 2014

Re: Consider Authorizing the Executive Officer/APCO to Execute a Contract with The Davey Tree Expert Company in an amount not to exceed \$150,000 for the purpose of establishing an Agricultural Waste Chipping Program in lieu of Open Burning

**RECOMMENDATION**

Recommend the Board of Directors authorize the Executive Officer/APCO to execute a contract with The Davey Tree Expert Company, in an amount not to exceed \$150,000, for the purpose of establishing an Agricultural Waste Chipping Program to reduce open burning and its associated particulate matter emissions.

**BACKGROUND**

The Air District wishes to enter into an agreement with The Davey Tree Expert Company in an amount not to exceed \$150,000 to provide agricultural waste chipping services to private property owners who decide to chip their agricultural waste in lieu of open burning the material.

**DISCUSSION**

An Agricultural Waste Chipping Program would assist property owners in disposing of agricultural waste materials from certain qualifying agricultural operations by providing free chipping services in lieu of open burning the material. As a non-burning disposal method, chipping this material is expected to reduce particulate matter emissions compared to burning. The Air District is non-attainment for the daily federal and annual state PM<sub>2.5</sub> standards, and reducing open burning will reduce PM loading into the Air District's air basin, especially during the wintertime season when particulate pollution is heaviest.

The Davey Tree Expert Company is prepared to provide these chipping services District-wide and abide by program requirements set by the Air District.

This work results in a contract amount that exceeds \$70,000 and therefore requires Board of Directors approval.

BUDGET CONSIDERATION/FINANCIAL IMPACT

Funding for the vendor contract recommendation is included in the Fiscal Year Ending (FYE) 2014 budget and the proposed FYE 2015 budget, and will be funded from the 104 account.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: John Marvin  
Reviewed by: Wayne Kino

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Nate Miley and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/Air Pollution Control Officer

Date: November 3, 2014

Re: Report of the Executive Committee Meeting of October 20, 2014

**RECOMMENDED ACTION**

The Executive Committee (Committee) received only informational items and has no recommendations of approval by the Board of Directors.

**BACKGROUND**

The Committee met on Monday, October 20, 2014, and received the following reports:

- A) Bay Area Commuter Benefits Program Implementation;
- B) Joint Policy Committee Update;
- C) Update on the My Air Online Program – Online Permitting System; and
- D) Discussion of Webcasting for Committee Meetings.

Chairperson Nate Miley will give an oral report of the Committee meeting.

**BUDGET CONSIDERATION/FINANCIAL IMPACT:**

- A) Funding to administer the Bay Area Commuter Benefits Program is included in the Air District and Metropolitan Transportation Commission Fiscal Year Ending (FYE) 2015 budgets.
- B) None.
- C) None. Costs associated with these efforts are funded under the approved FYE 2015 budget for the My Air Online Program.
- D) Current costs for webcasting are included in the FYE 2015 Air District Budget. Costs for adding webcasting service for additional meetings can be absorbed in the FYE 2015 budget.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Sean Gallagher

Reviewed by: Maricela Martinez

Attachment A: 10/20/14 – Executive Committee Meeting Agenda #4

Attachment B: 10/20/14 – Executive Committee Meeting Agenda #5

Attachment C: 10/20/14 – Executive Committee Meeting Agenda #6

Attachment D: 10/20/14 – Executive Committee Meeting Agenda #7

10/20/14

AGENDA: 4

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

## Memorandum

To: Chairperson Nate Miley and Members  
of the Executive Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 9, 2014

Re: Bay Area Commuter Benefits Program Implementation

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

Pursuant to Senate Bill 1339, the Air District and the Metropolitan Transportation Commission (MTC) worked together to develop a regional commuter benefits program. On March 19, 2014, the Air District Board of Directors approved Regulation 14, Rule 1: Bay Area Commuter Benefits Program (Program). The regulation took effect upon ratification by MTC on March 26, 2014. The Program requires employers with 50 or more full-time employees within the boundaries of the Air District to select one of four commuter benefit options to offer to their employees, to notify their employees about the commuter benefit selected, and to register their selected commuter benefit option via the 511.org website by September 30, 2014.

DISCUSSION

Air District staff will describe outreach and assistance provided to employers, compliance statistics to date, and efforts that have been implemented by the Air District and MTC to encourage employers to comply with the Program.

BUDGET CONSIDERATION/FINANCIAL IMPACT

Funding to administer the Program is included in the Air District and MTC Fiscal Year Ending 2015 budgets.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Eric Pop  
Reviewed by: Wayne Kino

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Nate Miley and Members  
of the Executive Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 8, 2014

Re: Joint Policy Committee Update

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

The Joint Policy Committee (JPC) consists of Board/Commission representatives of the four regional agencies and provides a forum for discussing issues of regional importance.

DISCUSSION

At the upcoming Executive Committee meeting, the JPC Director, Allison Brooks, will provide an update on the activities of the Joint Policy Committee.

BUDGET CONSIDERATIONS/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Jean Roggenkamp

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

## Memorandum

To: Chairperson Nate Miley and Members  
of the Executive Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 20, 2014

Re: Update on the My Air Online Program – Online Permitting System

**RECOMMENDED ACTION**

None; receive and file.

**BACKGROUND**

At the Executive Committee meeting of May 28, 2014, the Executive Officer/APCO presented an update on the My Air Online program. He discussed the integration of the online permitting system project, website redesign, and other Bay Area Air Quality Management District (Air District) data platforms, such as air quality monitoring and CARE data, for a unified face for the agency to the public. This integrated program is called My Air Online.

Staff will present the current status of the online permitting system component of the My Air Online Program.

**DISCUSSION****My Air Online Program**

The following describes the status of the Online Permitting System component of the My Air Online Program:

By the end of the 2014 calendar year, the online permitting system project will:

- Provide online permitting for gas stations, auto body shops and dry cleaners for the public; and
- Provide the public with tools to submit air quality complaints online

In September 2014, staff conducted an internal pilot program with participants from the Compliance & Enforcement Division to simulate use of the online permitting system from the public. Participants provided feedback on ease of use of the system. This feedback was used to revise the system interface.



Recently, staff completed a three-week pilot program involving 19 permitted/registered facilities, in which participants completed permit applications and renewals for auto body coating shops, gas stations and dry cleaners. Participants provided feedback on the ease of use of the system and potential enhancements. Staff are currently reviewing the results of the pilot program, which will be used to revise the user interface with the goal of having the accessible for all users by the end of the 2014 calendar year.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None. Costs associated with these efforts are funded under the approved Fiscal Year Ending 2015 budget for the My Air Online Program.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Jaime A. Williams

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Nate Miley and Members  
of the Executive Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 8, 2014

Re: Discussion of Webcasting for Committee Meetings

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

In 2010, the Executive Committee discussed over several meetings the option of webcasting Air District Board meetings from the Board Room and authorized the Executive Officer/APCO to issue an RFP for bids to install webcasting equipment and services.

The Air District subsequently chose a contractor, installed webcasting equipment and began regularly webcasting Board Meetings.

Over time, Board committee meetings that were held in the Fourth floor Conference Room required more space due to an increase in public attendance. These meetings were moved to the Board Room on the seventh floor. The meetings that are now regularly held in the Board Room are meetings for the Climate Protection Committee, the Stationary Source Committee, and the Mobile Source Committee. These three committees meet approximately 20 times per year.

At the September 9, 2014 Climate Protection Committee meeting, the Committee referred a discussion regarding the webcast practice of the Air District to the Executive Committee to consider the cost and feasibility of webcasting committee meetings held in the Board Room.

DISCUSSION

Staff has researched the cost and feasibility of webcasting Committee meetings held in the Board Room. Per meeting, the costs of webcasting include:

GovTV (webcasting production services)	<b>\$500</b> per meeting
Granicus (closed captioning services)	<b>\$450 per meeting</b> (up to 3 hours)

The Air District currently contracts with GovTV and Granicus to provide webcasting and closed captioning services for Board Meetings and for the equipment required to webcast those

meetings. Therefore, the equipment and services are already in place and it is feasible to webcast future committee meetings held in the Board Room.

BUDGET CONSIDERATION/FINANCIAL IMPACT

Current costs for webcasting are included in the Fiscal Year Ending (FYE) 2015 Air District Budget. Costs for adding webcasting service for additional meetings can be absorbed in the FYE 2015 budget.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Rex Sanders

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Nate Miley and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/Air Pollution Control Officer

Date: November 3, 2014

Re: Report of the Public Outreach Committee Meeting of October 30, 2014

RECOMMENDED ACTION

The Public Outreach Committee (Committee) recommends Board of Directors' approval of the following items:

- A) None; receive and file.
- B) None; receive and file.
- C) Approval of the contract extension for Spare the Air Resource Team program management through the Tides Center-Community Focus for an amount not to exceed \$151,000.
- D) None; receive and file.

BACKGROUND

The Committee met on Thursday, October 30, 2014, and received the following reports:

- A) Overview of 2014 Spare the Air Campaign;
- B) Introduction of Winter Spare the Air Outreach;
- C) Renewal of Final Year of Spare the Air Resource Team Contract; and
- D) Spare the Air Youth Partnership with the Metropolitan Transportation Commission.

Chairperson Mark Ross will give an oral report of the meeting.

BUDGET CONSIDERATION/FINANCIAL IMPACT:

- A) Funding for this program was included in the Fiscal Year End (FYE) 2014 and 2015 Budgets. Funding sources include Transportation Fund for Clean Air (TFCA) and Congestion Mitigation Air Quality funds.

B) Funding for the outreach program is included in the FYE 2015 Budget.

C) Spare the Air Resource Team program management is funded through the TFCA and is included in the FYE 2015 Budget.

D) Air District funding for this program is included in the FYE 2015 Budget.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Sean Gallagher  
Reviewed by: Maricela Martinez

Attachment A: 10/30/14 – Public Outreach Committee Meeting Agenda #4

Attachment B: 10/30/14 – Public Outreach Committee Meeting Agenda #5

Attachment C: 10/30/14 – Public Outreach Committee Meeting Agenda #6

Attachment D: 10/30/14 – Public Outreach Committee Meeting Agenda #7

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Mark Ross and Members  
of the Public Outreach Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 8, 2014

Re: Overview of 2014 Spare the Air Campaign

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

Since 1991, the Spare the Air campaign has encouraged the public to adopt long-term behaviors to reduce air pollution and protect air quality. Spare the Air campaigns have targeted the general population, household decision-makers, solo drivers, young adults and recently, work commuters.

Like the successful 2013 campaign, the refreshed 2014 season campaign targeted work commuters with message-based website addresses, or URLs, that illustrate a better way to get to work than driving alone. Updated advertising collateral, including a new TV commercial in multiple languages, was created and utilized during the season.

The 2014 campaign placed emphasis on outreach in multiple languages. All advertising pointed to the website [STACommuteTips.org](http://STACommuteTips.org), a comprehensive source of Bay Area commute programs and incentives. Multi-lingual ads featured the [sparetheairnow.org](http://sparetheairnow.org) web address, a website available in multiple languages with tips about how to Spare the Air. The use of social media, engaging commuters and targeted public relations campaign messaging was also emphasized. Extensive surveying was conducted throughout the summer to measure the success of the campaign.

DISCUSSION

Staff will present an overview of the 2014 campaign elements, including advertising, social media, media relations and promotions at events. Campaign data will be presented to highlight the success of the campaign and how the Spare the Air message resonated with the Bay Area audience.

BUDGET CONSIDERATION/FINANCIAL IMPACT

Funding for this program was included in the Fiscal Year End 2014 and 2015 Budgets. Funding sources include Transportation Fund for Clean Air (TFCA) and Congestion Mitigation Air Quality (CMAQ) funds.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Kristine Roselius  
Reviewed by: Lisa Fasano

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Mark Ross and Members  
of the Public Outreach Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 8, 2014

Re: Introduction of Winter Spare the Air Outreach

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

In July 2008, the Board of Directors adopted Regulation 6; Rule 3: Wood Burning Devices which states this campaign is as much about outreach as it is about enforcement. The wood smoke regulatory season will run from November 1, 2014, through February 28, 2015.

DISCUSSION

The new 2014-2015 Winter Spare the Air campaign features a stronger message that more closely links wood smoke to cigarette smoke. Advertising clearly illustrates this link and a new tagline is featured that supports the stronger messaging and visuals.

The Winter Spare the Air campaign will continue to focus on the localized health impacts from wood smoke and bring attention to some of the Bay Area's hot spots for wood smoke-related issues. Staff will present an overview of this year's materials and campaign strategy.

BUDGET CONSIDERATION/FINANCIAL IMPACT

Funding for the outreach program is included in the Fiscal Year End 2015 Budget.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Kristine Roselius  
Reviewed by: Lisa Fasano



AGENDA: 6

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Mark Ross and Members  
of the Public Outreach Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 15, 2014

Re: Renewal of Final Year of Spare the Air Resource Team Contract

RECOMMENDED ACTION

The Committee will consider recommending Board of Directors approval of the contract extension for Spare the Air Resource Team program management through the Tides Center-Community Focus for an amount not to exceed \$151,000.

BACKGROUND

In Summer 2012, the Board of Directors approved a one-year contract with the option for two one-year extensions for Spare the Air Resource Team program management and facilitation. In Summer 2014, the Board of Directors approved a three-month extension and \$76,000 amendment to the existing contract. Staff is recommending the final year contract extension.

This winter, staff will issue new Requests for Proposals for Spare the Air Resource Team program management and facilitation contracts beginning in the 2015 calendar year.

DISCUSSION

The Air District's Community Engagement Office relies on contractors to assist with aspects of its outreach programs. In 2012, the Communications and Outreach Division completed a Request for Proposal (RFP) process to solicit responses for Spare the Air Resource Team program management and facilitation. The Tides Center-Community Focus was selected and contract work began in 2012-2013 with the potential for two one-year annual extensions.

Based on Air District staff evaluation of contractor performance over the past two years staff is recommending the contract be extended until June 2015.

Tides Center-Community Focus facilitates the existing nine Air District Resource Teams located in Alameda, Contra Costa, Napa, San Francisco, San Mateo, Santa Clara and Sonoma counties. The Resource Teams have become an integral part of the Air District's community-based efforts to improve air quality and a way to garner community, public, business and local government support for developing innovative regional clean air projects.

Staff recommends the Tides Center-Community Focus contract be extended until the end of FY 2015 in the amount set forth above.

BUDGET CONSIDERATION/FINANCIAL IMPACT

Spare the Air Resource Team program management is funded through the Transportation for Clean Air (TFCA) and is included in the FY 2014-15 Budget.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Kristina Chu  
Reviewed by: Jean Roggenkamp

AGENDA: 7

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Mark Ross and  
Members of the Public Outreach Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 23, 2014

Re: Spare the Air Youth Partnership with the Metropolitan Transportation  
Commission

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RECOMMENDED ACTION

None; receive and file.

BACKGROUND

The Spare the Air Youth program is a regional joint program between the Metropolitan Transportation Commission and the Air District. The purpose of the Spare the Air Youth program is to educate, inspire and empower youth and families in the San Francisco Bay Area to walk, bicycle, carpool and take transit.

DISCUSSION

On Saturday, November 2, 2013, the Spare the Air Youth program hosted a successful Youth for the Environment and Sustainability YES! Summit at Joseph P. Bort Metro Center's Auditorium in Oakland. The Summit provided high school students the opportunity to discuss transportation and climate change issues with their peers from around the Bay Area. The agenda included two keynote speakers, an interactive presentation on climate change and seven different breakout session topics.

The Spare the Air Youth program will host the second annual YES! Summit on Saturday, February 7, 2015. The Summit will be at Joseph P. Bort Metro Center's Auditorium in Oakland and targets high school students from throughout the nine counties of the San Francisco Bay Area. Staff from the Metropolitan Transportation Commission and the Air District are working with a Technical Advisory Committee, composed of Safe Routes to School County program implementers from each of the nine counties, program consultants and other youth-oriented organizations, on the logistics, agenda and outreach for the Summit. Staff will develop the agenda for the Summit, announce a call for session proposals and provide outreach to high school students from throughout the San Francisco Bay Area.

BUDGET CONSIDERATION/FINANCIAL IMPACT

Air District funding for this program is included in the Fiscal Year Ending (FYE) 2015 Budget.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Kristina Chu  
Reviewed by: Jean Roggenkamp

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Nate Miley and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/Air Pollution Control Officer

Date: November 3, 2014

Re: Report of the Mobile Source Committee Meeting of November 13, 2014

PROPOSED RECOMMENDED ACTION

The staff will recommend the Mobile Source Committee (Committee) recommends Board of Directors' approval of the following items:

- A) Projects and Contracts with Proposed Awards over \$100,000:
  - 1) Approve Carl Moyer Program (CMP) projects with proposed grant awards over \$100,000; and
  - 2) Authorize the Executive Officer/APCO to enter into agreements for the recommended projects.
- B) None; receive and file.
- C) The proposed Fiscal Year Ending (FYE) 2016 Transportation Fund for Clean Air (TFCA) County Program Manager Fund Policies.
- D) Consideration of FYE 2015 TFCA Regional Fund Shuttle and Rideshare Projects:
  - 1) Approve a proposed change to FYE 2015 TFCA Regional Fund Policy #2 to increase the cost-effectiveness limit to \$175,000/ton of emissions reduced for existing shuttle projects, year 2 pilot shuttle projects, and year 3 pilot shuttle projects in Community Air Risk Evaluation and/or Priority Development Area areas;
  - 2) Approve proposed awards for the TFCA Shuttle and Ridesharing projects listed in Attachment A to the Committee staff report at the revised cost-effectiveness limit of \$175,000/ton of emissions reduced; and
  - 3) Authorize the Executive Officer/APCO to enter into agreements for the recommended TFCA projects in Attachment A to the Committee staff report.

## BACKGROUND

The Committee will meet on Thursday, November 13, 2014, and receive the following reports and recommendations:

- A) Projects and Contracts with Proposed Awards over \$100,000;
- B) Update on the Regional Bicycle Share Pilot Project;
- C) TFCA County Program Manager Fund Policies for FYE 2016; and
- D) Consideration of FYE 2015 TFCA Regional Fund Shuttle and Rideshare Projects.

Chairperson Scott Haggerty will provide an oral report of the Committee meeting.

## BUDGET CONSIDERATION/FINANCIAL IMPACT

- A) None. Through the CMP, Mobile Source Incentive Fund and TFCA, the Air District distributes “pass-through” funds to public agencies and private entities on a reimbursement basis. Administrative costs for both programs are provided by each funding source.
- B) None. The Air District distributes “pass-through” funds to grantees on a reimbursement basis. Administrative costs for the TFCA program are provided by the funding source.
- C) None. The recommended policy changes have no impact on the Air District’s budget.
- D) None. The Air District distributes program monies as “pass-through” funds on a reimbursement basis. Administrative costs for project staffing are provided by the Air District’s TFCA.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Sean Gallagher  
Reviewed by: Maricela Martinez

Attachment A: 11/13/14 – Mobile Source Committee Meeting Agenda #4  
Attachment B: 11/13/14 – Mobile Source Committee Meeting Agenda #5  
Attachment C: 11/13/14 – Mobile Source Committee Meeting Agenda #6  
Attachment D: 11/13/14 – Mobile Source Committee Meeting Agenda #7

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

## Memorandum

To: Chairperson Scott Haggerty and Members  
of the Mobile Source Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 27, 2014

Re: Projects and Contracts with Proposed Awards over \$100,000

**RECOMMENDED ACTIONS**

Recommend Board of Directors:

1. Approve Carl Moyer Program (CMP) and Transportation Fund for Clean Air (TFCA) projects with proposed grant awards over \$100,000.
2. Authorize the Executive Officer/APCO to enter into agreements for the recommended projects.

**BACKGROUND**

The Bay Area Air Quality Management District (Air District) has participated in the Carl Moyer Program (CMP), in cooperation with the California Air Resources Board (ARB), since the program began in fiscal year 1998-1999. The CMP provides grants to public and private entities to reduce emissions of oxides of nitrogen (NOx), reactive organic gases (ROG) and particulate matter (PM) from existing heavy-duty engines by either replacing or retrofitting them. Eligible heavy-duty diesel engine applications include on-road trucks and buses, off-road equipment, marine vessels, locomotives, and stationary agricultural pump engines.

Assembly Bill 923 (AB 923 - Firebaugh), enacted in 2004 (codified as Health and Safety Code Section 44225), authorized local air districts to increase their motor vehicle registration surcharge up to an additional \$2 per vehicle. The revenues from the additional \$2 surcharge are deposited in the Air District's Mobile Source Incentive Fund (MSIF). AB 923 stipulates that air districts may use the revenues generated by the additional \$2 surcharge for projects eligible for projects eligible under the CMP.

Since 1992, the Transportation Fund for Clean Air (TFCA) program has funded projects that achieve surplus emission reductions from on-road motor vehicles. Funding for this program is provided by a \$4 surcharge on motor vehicles registered within the San Francisco Bay Area as authorized by the California State Legislature. The statutory authority for the TFCA and requirements of the program are set forth in California Health and Safety Code (HSC) Sections 44241 and 44242. Sixty percent (60%) of TFCA funds are awarded directly by the Air District through a grant program known as the Regional Fund that is allocated on a competitive basis to eligible projects proposed by project sponsors.

On February 19, 2014, the Board of Directors authorized the Air District to participate in Year 16 of the CMP, and authorized the Executive Officer/APCO to execute grant agreements and amendments for projects funded with CMP funds or MSIF revenues, with individual grant award amounts up to \$100,000. On November 18, 2009, the Air District Board of Directors authorized the Executive Officer/APCO to execute grant agreements and amendments for projects funded with TFCA funds, with individual grant award amounts up to \$100,000.

CMP and TFCA Regional Fund projects with grant award amounts over \$100,000 are brought to the Committee for consideration at least on a quarterly basis. Staff reviews and evaluates the grant applications based upon the respective governing policies and guidelines established by the ARB and/or the Air District's Board of Directors.

## DISCUSSION

### **Carl Moyer Program:**

On July 14, 2014, the Air District started accepting applications for CMP Year 16. The Air District has approximately \$12 million available for CMP projects from a combination of MSIF and CMP funds. Project applications are being accepted and evaluated on a first-come, first-served basis.

As of October 27, 2014, the Air District had received 32 project applications for the CMP Year 16 cycle. Of the applications that have been evaluated between September 8, 2014 and October 27, 2014, eight (8) eligible projects have proposed individual grant awards over \$100,000. These projects will replace four (4) off-road diesel-powered tractors, six (6) off-road diesel-powered loaders, and four (4) marine propulsion engines. These projects will reduce over 5.7 tons of NO<sub>x</sub>, ROG and PM per year. Staff recommends allocating \$1,174,793 to these projects from a combination of CMP funds and MSIF revenues. Attachment 1, Table 1, provides additional information on these projects.

Attachment 2, lists all of the eligible projects that have been received by the Air District as of October 6, 2014, and summarizes the allocation of funding by equipment category, and county. This list also includes the Voucher Incentive Program (VIP) on-road replacement projects awarded since the last committee update. Approximately 32% of the funds have been awarded to projects that reduce emissions in highly impacted Bay Area communities. Attachment 3 summarizes the cumulative allocation of CMP, MSIF, and VIP funding since the Year 11 funding cycle (more than \$67 million awarded to 609 projects).

### **Transportation Fund for Clean Air:**

On May 21, 2014, the Board of Directors allocated \$18.8 million in FYE 2015 TFCA funds to Air District sponsored projects and programs and Regional Fund programs. Since then, the Air District has opened solicitations for the following TFCA-funded incentive programs: Shuttle and Ridesharing, Bicycle E-Lockers, Plug-in Electric Vehicle Rebates for Public Agencies, and On-road Truck Replacements. Staff is currently working to open solicitations for additional project types. In addition, on July 8, 2014, the Air District was awarded a \$500,000 grant from the California Energy Commission (CEC) to deploy 10 direct current (DC) fast chargers, and co-locate 12 level 2 chargers at six Bay Area locations.



As of October 6, 2014, the Air District had received seven project applications for FYE 2015 TFCA funding. Attachment 4, lists all of the eligible projects that have been awarded FYE 2015 TFCA and CEC funding by the Air District as of October 6, 2014. This attachment also shows a summary of the allocated FYE 2015 TFCA and CEC funds that are currently available for award, have been awarded, and are in the process of being awarded by program (Figure 5) and by county (Figure 6). To date, more than \$818,000 in TFCA funds have been awarded to 7 projects. These projects will reduce over 0.34 tons of NO<sub>x</sub>, ROG and PM per year.

#### BUDGET CONSIDERATION / FINANCIAL IMPACT

None. Through the CMP, MSIF and TFCA, the Air District distributes “pass-through” funds to public agencies and private entities on a reimbursement basis. Administrative costs for both programs are provided by each funding source.

Respectfully submitted,

Jack P. Broadbent  
Executive Director/APCO

Prepared by: Anthony Fournier  
Reviewed by: Damian Breen

- Attachment 1: Projects with grant awards greater than \$100,000 (evaluated between 9/8/14 and 10/27/14)
- Attachment 2: Summary of all CMP/ MSIF and VIP approved and eligible projects (evaluated between 5/6/14 and 10/6/14)
- Attachment 3: Summary of program distribution by county and equipment category for CMP/ MSIF and VIP projects for Years 11-16
- Attachment 4: Summary of all TFCA approved and eligible projects (as of 10/6/14)

**AGENDA 4 - ATTACHMENT 1**

**Table 1 - Summary of Carl Moyer Program/ Mobile Source Incentive Fund projects  
with grant awards greater than \$100k (Evaluated between 9/8/14 and 10/27/14)**

Project #	Applicant name	Equipment category	Project description	Proposed contract award	Total project cost	Emission Reductions (Tons per year)			County
						NOx	ROG	PM	
16MOY17	Spaletta Ranch	Ag/ off-road	Replacement of one diesel-powered loader.	\$ 126,130.00	\$ 187,518.00	0.305	0.056	0.020	Sonoma
16MOY19	MCE Amos, Inc.	Ag/ off-road	Replacement of one diesel-powered loader.	\$ 150,014.00	\$ 187,518.00	0.677	0.118	0.042	Sonoma
16MOY20	Mulas Dairy, Co.	Ag/ off-road	Replacement of one diesel-powered loader.	\$ 150,014.00	\$ 187,518.00	0.620	0.108	0.039	Sonoma
16MOY21	Louise R. Dei	Ag/ off-road	Replacement of one diesel-powered loader.	\$ 161,789.00	\$ 202,237.00	0.752	0.094	0.032	Sonoma
16MOY22	Far Niente Vineyards, LLC DBA Vinescape	Ag/ off-road	Replacement of four diesel-powered tractors, and one diesel-powered loader.	\$ 135,291.00	\$ 180,689.00	0.453	0.081	0.039	Napa
15MOY121	C & W Diving Services, Inc.	Marine	Replacement of two propulsion engines on the crew & supply vessel "Taylor Anne II."	\$ 123,860.00	\$ 281,400.00	0.399	0.016	0.017	Alameda
16MOY14	Bouna Pesca L.L.C.	Marine	Replacement of two propulsion engines on the commercial fishing vessel "Wanderer."	\$ 136,295.00	\$ 161,052.32	0.576	-0.008	0.022	Monterey
16MOY30	W.R. Forde Associates	Off-road	Replacement of one diesel-powered loader.	\$ 191,400.00	\$ 239,250.00	1.130	0.140	0.054	Contra Costa
<b>8 Projects</b>				<b>\$ 1,174,793.00</b>		<b>4.913</b>	<b>0.605</b>	<b>0.265</b>	

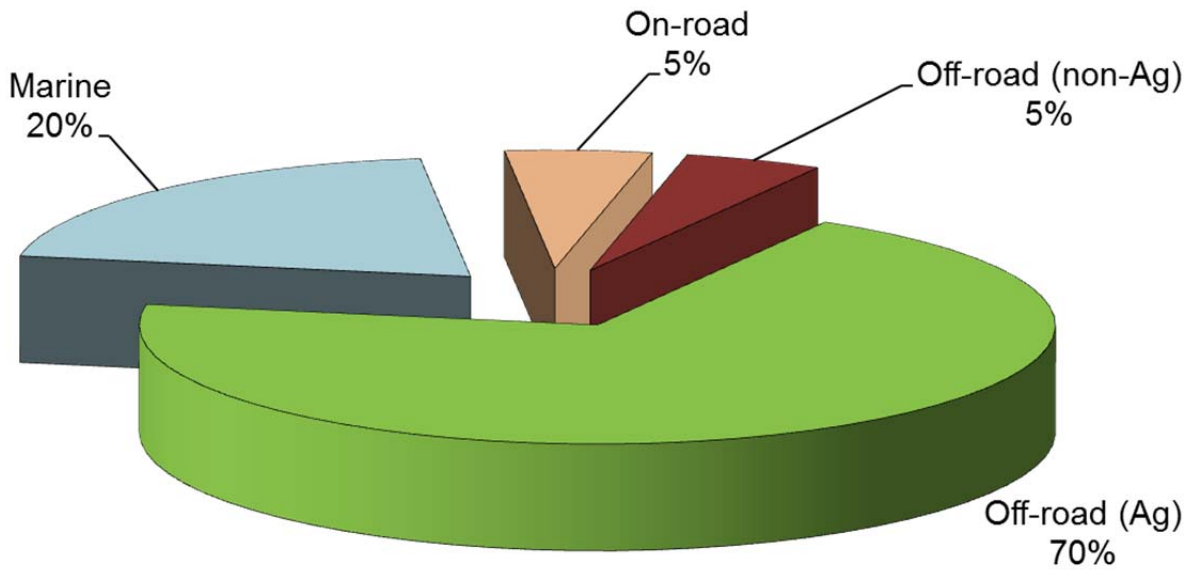
## AGENDA 4 - ATTACHMENT 2

*Summary of all CMP, MSIF and VIP approved/eligible projects (between 5/6/14 and 10/6/14)*

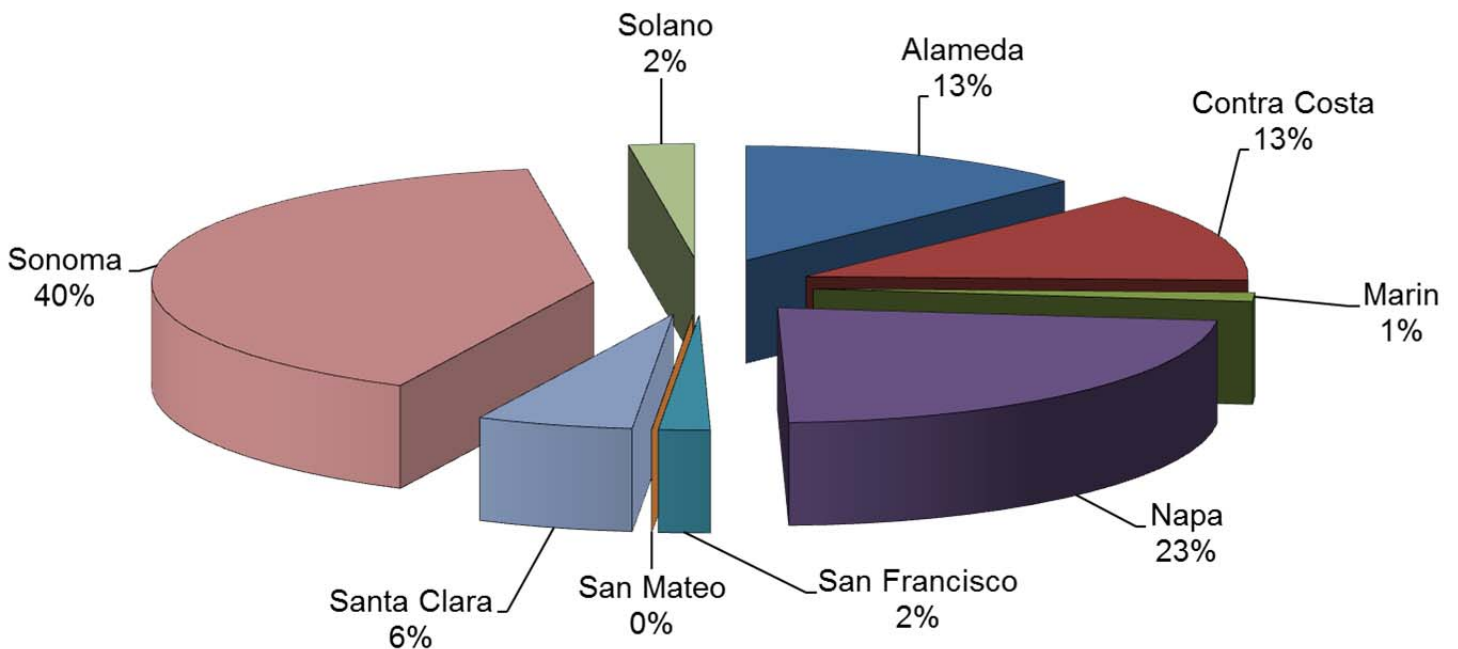
Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
						NOx	ROG	PM		
15MOY89	Ag/ off-road	Tractor replacement	1	\$ 23,100.00	Tri-Valley Vineyard Management Inc.	0.061	0.013	0.003	APCO	Sonoma
15MOY120	Ag/ off-road	Tractor replacement	4	\$ 96,346.00	David Pirio Vineyard Management LLC	0.251	0.059	0.020	APCO	Napa
15MOY80	Ag/ off-road	Tractor replacement	2	\$ 59,791.00	Kenzo Estate, Inc.	0.186	0.033	0.015	APCO	Napa
15MOY94	Ag/ off-road	Tractor replacement	2	\$ 85,280.00	Garry Mahrt (Farmer)	0.319	0.060	0.024	APCO	Sonoma
15MOY104	Ag/ off-road	Tractor replacement	1	\$ 38,428.00	Capp Bros Vineyard Management	0.097	0.025	0.010	APCO	Napa
15MOY105	Ag/ off-road	Tractor replacement	1	\$ 40,801.00	Domenico J. Carinalli, Jr.	0.114	0.024	0.006	APCO	Sonoma
15MOY107	Ag/ off-road	Tractor replacement	1	\$ 42,232.00	M. German & Son (Farmer)	0.175	0.032	0.015	APCO	Solano
15MOY108	Ag/ off-road	Tractor replacement	1	\$ 28,704.00	Clementina Biale Vineyards	0.083	0.017	0.006	APCO	Napa
15MOY109	Ag/ off-road	Tractor replacement	1	\$ 47,910.00	Cunningham Dairy	0.243	0.015	0.013	APCO	Sonoma
15MOY97	Ag/ off-road	Tractor replacement	1	\$ 22,580.00	Bowland Vineyard Mgt, Inc.	0.059	0.013	0.003	APCO	Sonoma
15MOY100	Ag/ off-road	Tractor replacement	1	\$ 62,676.00	Custom Tractor Sevice	0.382	0.053	0.019	APCO	Sonoma
15MOY99	Ag/ off-road	Tractor replacement	1	\$ 39,757.00	Regusci Vineyard Management, Inc.	0.104	0.029	0.010	APCO	Napa
15MOY110	Ag/ off-road	Tractor replacement	1	\$ 33,860.00	Roche Winery, LLC.	0.067	0.014	0.006	APCO	Sonoma
15MOY115	Ag/ off-road	Tractor replacement	2	\$ 76,115.00	Nancy and Tony Lilly (Vineyard)	0.220	0.045	0.021	APCO	Sonoma
15MOY118	Ag/ off-road	Tractor replacement	1	\$ 28,898.00	Pina Vineyard Management , LLC.	0.129	0.026	0.009	APCO	Napa
15MOY119	Ag/ off-road	Tractor replacement	2	\$ 58,835.00	Chappellet Vineyard	0.152	0.022	0.009	APCO	Napa
15MOY122	Ag/ off-road	Tractor replacement	1	\$ 32,081.00	Cornerstone Certified Vineyard	0.074	0.016	0.006	APCO	Sonoma
15MOY123	Ag/ off-road	Tractor replacement	1	\$ 71,775.00	Glenn Yenni & Sons, Inc.	0.153	0.029	0.013	APCO	Sonoma
15MOY137	Marine	Engine replacement	2	\$ 99,550.00	Brian Collier (Charter fishing)	0.937	-0.010	0.037	APCO	Contra Costa
15MOY116	Ag/ off-road	Equipment replacement	1	\$ 63,622.00	Morrison Brother's Dairy	0.171	0.042	0.021	APCO	Sonoma
15MOY124	Ag/ off-road	Equipment replacement	1	\$ 46,040.00	Blakes Landing Farms, Inc.	0.116	0.020	0.007	APCO	Marin
15MOY128	Ag/ off-road	Equipment replacement	1	\$ 42,232.00	Deniz Dairy	0.135	0.023	0.008	APCO	Sonoma
15MOY129	Ag/ off-road	Equipment replacement	5	\$ 183,906.00	Colinas Farming Company	0.402	0.086	0.037	TBD	Napa
15MOY136	Ag/ off-road	Equipment replacement	1	\$ 27,480.00	Dirt Farmer & Company	0.052	0.015	0.005	APCO	Sonoma
15MOY133	Ag/ off-road	Equipment replacement	1	\$ 41,017.00	Alta Vineyard Management, Inc.	0.164	0.032	0.009	APCO	Sonoma
15MOY132	Ag/ off-road	Equipment replacement	1	\$ 27,865.00	B Wise Vinyeards, LLC	0.053	0.016	0.005	APCO	Sonoma
15MOY135	Marine	Equipment replacement	2	\$ 68,500.00	San Francisco Bar Pilots	0.419	0.006	0.017	APCO	San Francisco
15MOY130	Off-road	Equipment replacement	2	\$ 188,559.00	Evergreen Materials Inc. DBA Evergreen Supply	1.098	0.162	0.053	TBD	Santa Clara
16MOY2	Ag/ off-road	Equipment replacement	2	\$ 289,836.00	Rankins AG, Inc.	2.947	0.298	0.111	TBD	Contra Costa
16MOY4	Ag/ off-road	Equipment replacement	1	\$ 41,017.00	John Camozzi (Farm/ ranch)	0.176	0.029	0.011	APCO	Sonoma

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
						NOx	ROG	PM		
16MOY11	Ag/ off-road	Equipment replacement	1	\$ 147,264.00	Dolcini Brothers	1.244	0.180	0.064	TBD	Sonoma
15MOY126	Marine	Engine replacement	2	\$ 188,580.00	C & W Diving Services, Inc.	1.524	0.051	0.067	TBD	Alameda
16MOY17	Ag/ off-road	Equipment replacement	1	\$ 126,130.00	Spaletta Ranch	0.305	0.056	0.020	TBD	Sonoma
16MOY9	Ag/ off-road	Equipment replacement	3	\$ 80,510.00	David Arthur Vineyards LLC	0.170	0.045	0.019	APCO	Napa
16MOY19	Ag/ off-road	Equipment replacement	1	\$ 150,014.00	MCE Amos, Inc.	0.677	0.118	0.042	TBD	Sonoma
16MOY10	Ag/ off-road	Equipment replacement	1	\$ 27,277.00	Archangel Investments LLC DBA Baldacci Family Vineyards	0.085	0.017	0.006	APCO	Napa
16MOY16	Ag/ off-road	Equipment replacement	1	\$ 54,694.00	Garvey Vineyard Management, LLC.	0.164	0.040	0.016	APCO	Napa
16MOY20	Ag/ off-road	Equipment replacement	1	\$ 150,014.00	Mulas Dairy, Co.	0.620	0.108	0.039	TBD	Sonoma
16MOY21	Ag/ off-road	Equipment replacement	1	\$ 161,789.00	Louise R. Dei	0.752	0.094	0.032	TBD	Sonoma
16MOY22	Ag/ off-road	Equipment replacement	5	\$ 135,291.00	Far Niente Vineyards, LLC DBA Vinescape	0.453	0.081	0.039	TBD	Napa
16MOY13	Marine	Engine replacement	1	\$ 74,410.00	Pound the Zone Fishing	0.379	0.003	0.014	APCO	Contra Costa
15MOY125	Marine	Engine replacement	2	\$ 99,730.00	C & W Diving Services, Inc.	0.272	-0.009	0.017	APCO	Alameda
15MOY121	Marine	Engine replacement	2	\$ 123,860.00	C & W Diving Services, Inc.	0.399	0.016	0.017	TBD	Alameda
16MOY14	Marine	Engine replacement	2	\$ 136,295.00	Bouna Pesca L.L.C.	0.576	-0.008	0.022	TBD	Monterey
VIP247	VIP	Truck Replacement	1	\$ 45,000.00	Everardo Espinosa	0.878	0.013	0.000	APCO	Tehama
VIP248	VIP	Truck Replacement	1	\$ 20,000.00	Lupe Laureano	0.400	0.007	0.000	APCO	Santa Clara
VIP249	VIP	Truck Replacement	1	\$ 35,000.00	James R. Egger Jr.	0.675	0.010	0.000	APCO	Shasta
VIP250	VIP	Truck Replacement	1	\$ 30,000.00	J/W Sanchez Trucking Co., Inc.	0.581	0.009	0.000	APCO	Alameda
VIP251	VIP	Truck Replacement	1	\$ 45,000.00	Horacio Cardenas	0.851	0.029	0.000	APCO	Solano
VIP252	VIP	Truck Replacement	1	\$ 25,000.00	American Soil Products	0.486	0.007	0.000	APCO	Alameda
<b>50 Projects</b>			<b>75</b>	<b>\$ 3,864,651.00</b>		<b>21.027</b>	<b>2.112</b>	<b>0.945</b>		

**Figure 1: CMP/ MSIF Funding Distribution by Equipment Category as of 10/6/14**

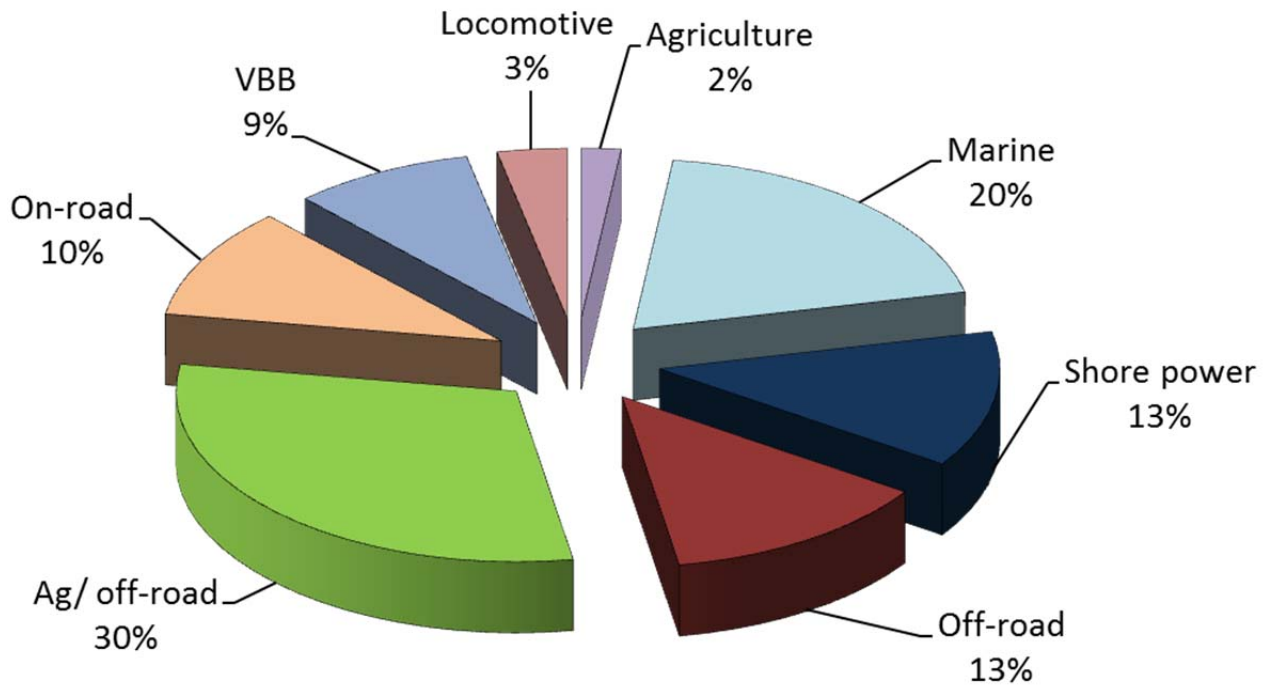


**Figure 2: CMP/ MSIF Funding Distribution by County as of 10/6/14**

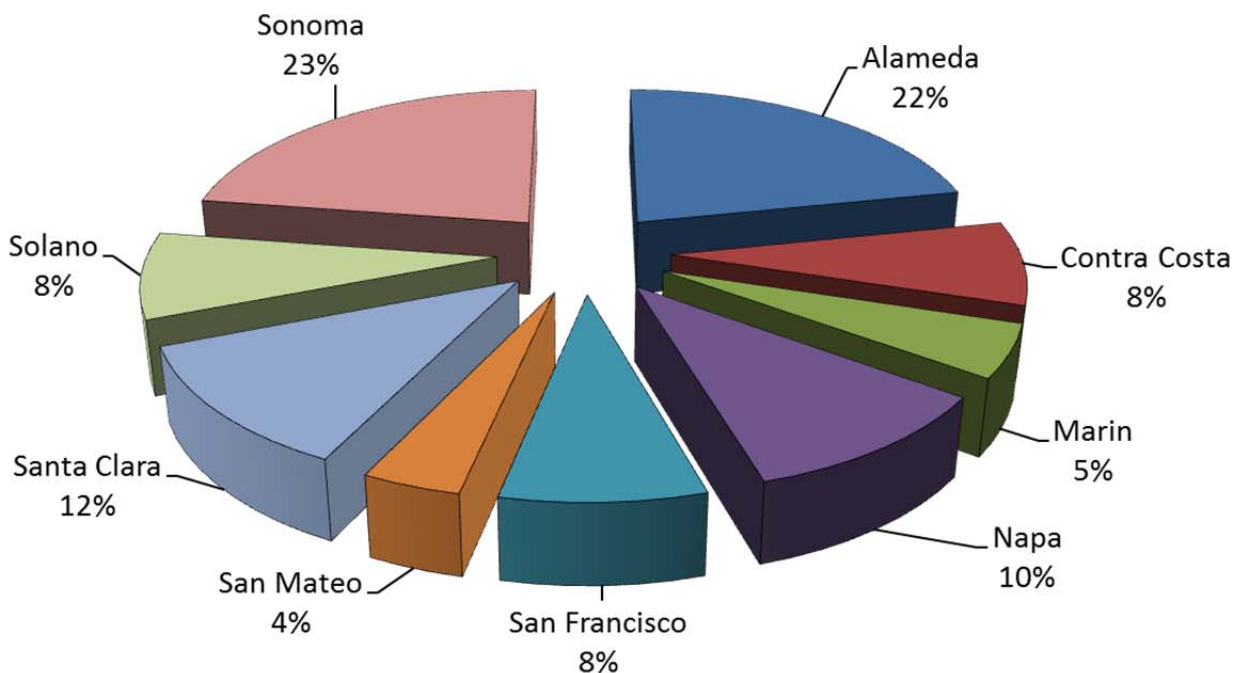


## AGENDA 4 - ATTACHMENT 3

**Figure 3:** CMP, MSIF, and VIP funding for Years 11-16 by equipment category



**Figure 4:** CMP, MSIF, and VIP funding for Years 11-16 by county



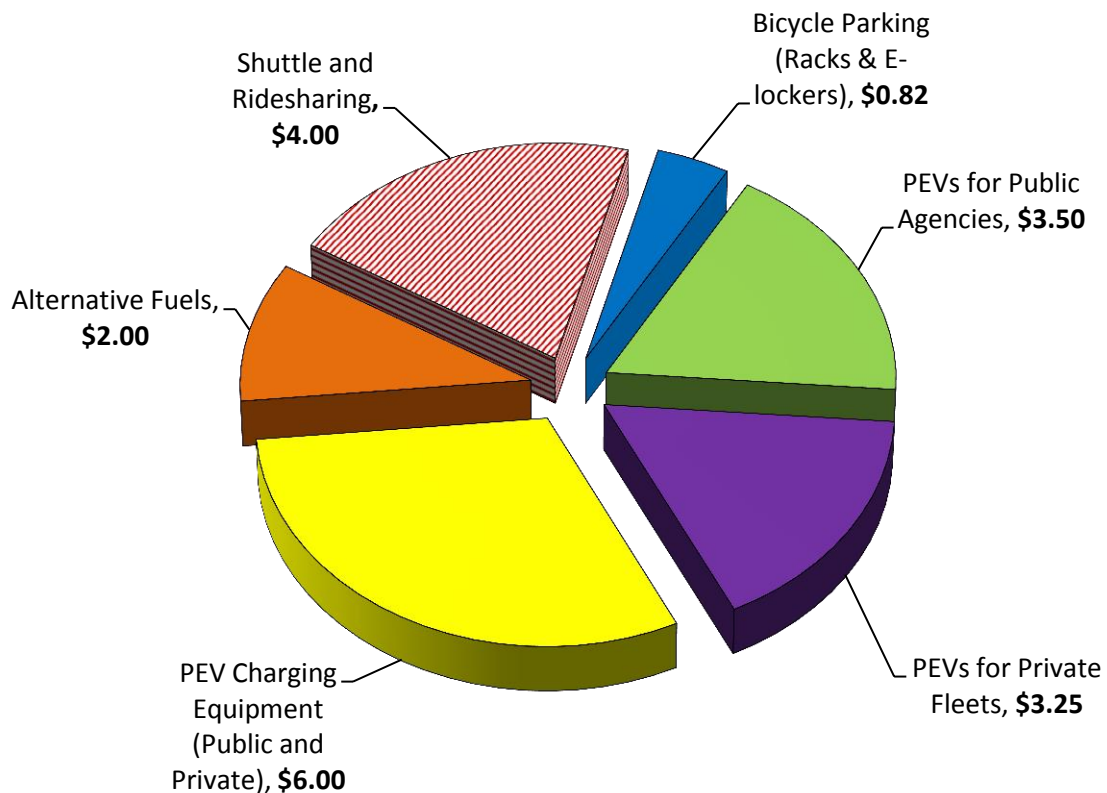
## AGENDA 4 - ATTACHMENT 4

*Summary of all awarded FYE 2015 TFCA and CEC projects (As of 10/6/14)*

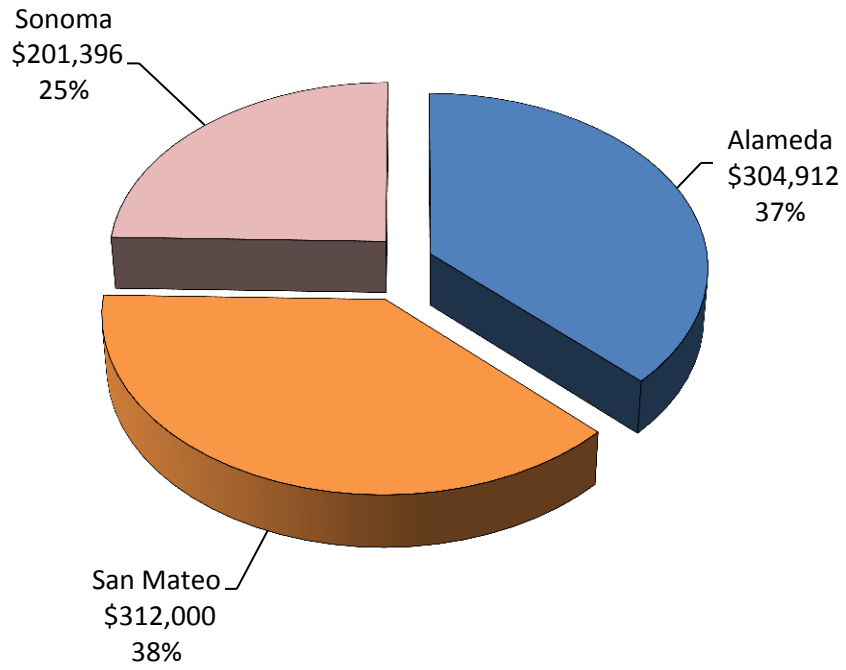
Project #	Equipment category	Project type	Award amounts	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
					NO <sub>x</sub>	ROG	PM		
14PEV001	PEV Rebate	PEV Rebate for twenty four (24) vehicles	\$ 60,000.00	County of Alameda, General Services Agency	0.009	0.012	0.001	APCO	Alameda
14PEV002	PEV Rebate	PEV Rebate for twenty two (22) vehicles	\$ 55,000.00	County of Sonoma	0.008	0.011	0.001	APCO	Sonoma
14EVSE01	EV Charging Equipment	2 DC fast chargers in Redwood City	\$ 40,000.00	Green Charge Networks, LLC	0.016	0.021	0.002	6/19/14	San Mateo
15DCFC03*	EV Charging Equipment	2 DC fast chargers in Alameda	\$ 84,911.60	Alameda Municipal Power	0.016	0.021	0.002	5/21/14	Alameda
15DCFC01*	EV Charging Equipment	2 DC fast and 8 L2 chargers in Rohnert Park	\$ 146,396.00	Federated Indians of Graton Rancheria	0.032	0.041	0.004	10/15/14	Sonoma
15DCFC02*	EV Charging Equipment	2 DC fast and 4 L2 chargers in Fremont and Sunol	\$ 160,000.00	Resurgens Renewables, LLC	0.024	0.031	0.003	10/15/14	Alameda
15DCFC04*	EV Charging Equipment	4 DC fast chargers at SFO	\$ 272,000.00	City and County of San Francisco, Airport Commission	0.033	0.042	0.004	10/15/14	San Mateo
<b># of Projects: 7</b>			<b>\$ 818,307.60</b>		<b>0.140</b>	<b>0.180</b>	<b>0.018</b>		

\*Award amount reflects all TFCA funds awarded and California Energy Commission matching funds totalling \$449,708.00.

**Figure 5: TFCA & CEC Grant Funding FYE 2015**  
Funds available, awarded, and in process of award by Program  
(In Millions)



**Figure 6: TFCA & CEC Funding FYE 2015**  
Awarded through 10/6/14 by County





**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Scott Haggerty and Members  
of the Mobile Source Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 8, 2014

Re: Update on the Regional Bicycle Share Pilot Project

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

In the Bay Area, the transportation sector accounts for about half of the air pollution and greenhouse gases (GHGs) generated in the region. Since tailpipe emissions contribute significantly to criteria pollutants and GHGs, emission reductions from the on-road transportation sector are essential to helping the Bay Area attain State and Federal ambient air quality standards and meet our GHG reduction commitments. The Bay Area Bike Share pilot project was developed to assess how bicycle sharing could help to reduce these pollutants through mode shifts that eliminate vehicle miles traveled (VMT) by single occupancy vehicles. Throughout the 24 month pilot period, the project is being assessed to determine its potential to improve air quality and options for transitioning to a permanent program both within the pilot communities and in other communities within the region.

The Bay Area Air Quality Management District (Air District) is serving as the lead administrator for the pilot project, which is being conducted in partnership with the Metropolitan Transportation Commission (MTC), the City and County of San Francisco, the San Mateo County Transit District, the City of Redwood City, the County of San Mateo, and the Santa Clara Valley Transportation Authority.

Funding for the pilot project is provided through grants and local funds totaling approximately \$11.2 million, which includes funds from the MTC's Congestion Mitigation and Air Quality (CMAQ) funds (\$7.1 million), the Air District's Transportation Fund for Clean Air (TFCA) (\$2.8 million), and local funds from the partners (\$1.3 million). This amount funds a system size of 1,000 bikes and 100 stations.

Funding for the TFCA program is provided by a \$4 surcharge on motor vehicles registered within the Bay Area as authorized by the California State Legislature. The statutory authority for the TFCA and requirements of the program are set forth in California Health and Safety Code Sections 44241 and 44242.

As part of this report, staff will present an overview of the Bay Area Bike Share program, a summary of the pilot project's preliminary results and accomplishments, and the process that is being undertaken to evaluate options for program expansion.

## DISCUSSION

Bike sharing is similar to car sharing and involves an organized system of bicycles ideal for short distance point-to-point trips, providing users the ability to pick up a bicycle at any self-serve bike station and return it to any bike station located within the system's service area. The Bay Area Bike Share system includes a fleet of tamper- and vandalism-proof bicycles that employ radio-frequency identification smartcards, wireless, and internet technologies to coordinate and track bicycle pick-up, drop-off, and subscriber information.

Bay Area Bike Share launched on August 29, 2013, as the first public bike share service in California and the first regional, multi-city bike share program in the country. The first phase of the pilot includes 700 bicycles that are available for check-out from 70 kiosk stations located within the participating pilot communities of San Francisco (350 bikes), Redwood City (70 bikes), Mountain View (70 bikes), Palo Alto (50 bikes), and San Jose (160 bikes). The plans to purchase 300 additional bikes and 30 additional stations have been on hold due to disruption in the equipment supply chain. The Air District and project partners are now evaluating the timing of this purchase. The system operator is Alta Bicycle Share, Inc.

### **Program Status and Year 1 Review**

*Program Status:* During its first year of operations, 315,803 trips were taken system-wide on Bay Area Bike Share. During this same time period, 5,012 annual memberships and 31,800 causal memberships were sold. Over the next year, staff will be working with its partners and the system operator to review and analyze the user and financial data in order to evaluate the program results with respect to:

- Avoided vehicle miles traveled (VMT) from mode shift
- Greenhouse gas and criteria pollution reductions
- Member travel mode behavior (including bike share and transit relationships, and travel mode shift)
- Operating costs by trip and by jurisdiction
- TFCA cost-effectiveness
- Options for system financial self-sustainability

As part of the Climate Initiatives Program, MTC is evaluating the Bay Area Bike Share program on VMT and greenhouse gas benefits. These evaluation results will be available in early 2015.

*Outreach:* Outreach is an important component of Bay Area Bike Share. During the first year, Bay Area Bike Share was represented at over 32 community events in 10 Bay Area cities to engage the public and promote the system. In addition, the program was promoted through the Spare the Air social media and staff tabling at local events. Staff also made numerous presentations to stakeholder and advocacy groups. The program has received two awards: 1)

the 2014 Clean Air Award for Transportation from Breathe California (April); and 2) the 2014 Pedestrian/Bicycle Project of the Year from the California Transportation Foundation (May).

In March and April, Bay Area Bike Share made the first six months of trip data available to the public and hosted an “*Open Data Challenge*” contest to encourage community members to actively participate and submit entries that visualize the data in informative and creative ways. Five winners were selected from thirty five entries. Links to the winning submissions along with the other entries received are posted at this website: <http://www.bayareabikeshare.com/datachallenge-2014>.

*Safety:* Bay Area Bike Share places a strong emphasis on safety and has sponsored approximately 20 safety/training classes that were held over the past year in each of the five pilot cities. The classes were conducted by the San Francisco Bicycle Coalition and the Silicon Valley Bicycle Coalition and were provided at no-charge to the public. In addition, Bay Area Bike Share partnered with a helmet manufacturer to give annual members a \$10 discount towards helmets. The San Francisco Municipal Transportation Agency (SFMTA) also provides helmets to members at no-charge.

*Bike Share Industry Update:* Since late 2013, the bike share industry began experiencing changes that have hindered the ordering of additional equipment that was planned as part of the second phase of the pilot. Alta’s equipment provider, PBSC Urban Solutions (PBSC), filed for bankruptcy in late 2013, and came out of bankruptcy in April 2014, when it was purchased by a new owner. The new owner of PBSC has been working to re-establish its manufacturing and supply chains, and as of October 2014, PBSC is ready to receive new orders. Meanwhile, Alta is also in the process of being acquired by new management. This process is anticipated to be completed later this year.

Despite these challenges, Bay Area Bike Share’s day-to-day operations have not been impacted and the outcome of these changes is expected to result in an overall stronger, more reliable industry.

### **Next Steps and Future Expansion Plans**

In mid-2014, MTC and the Air District approved MTC to take the lead to operate and expand the post-pilot Bay Area Bike Share program. Under this plan, each agency will continue to contribute funding for program expansion but will jointly oversee implementation of the program. As such, MTC has begun working on the following expansion-related activities:

*Funding for Expansion:* Since April 2014, MTC has approved \$8.7 million in CMAQ funds and \$7.7 million in Active Transportation Program (ATP) funds (pending approval by the California Transportation Commission in November) for program expansion to Oakland, Berkeley and San Mateo, and new sites within the existing system. These funds must be included in a new procurement for system hardware and software, and cannot be used for the current pilot system. The Air District’s Board has also approved TFCA funds to further support program expansion into other non-pilot communities. This funding is planned for release following the completion of an MTC-led bike share strategic plan that will be completed in 2015.

*Strategic Plan:* MTC has hired Toole Design Group to assist with the development of the program's strategic plan, which will include ridership and cost analyses, expansion and implementation strategies, funding requirements for inclusion in the regional program, and equity and outreach recommendations. Portions of this plan will be presented to the Commission by year's end and will be incorporated into the impending procurement for a new hardware and operations vendor.

*RFP Development:* MTC is currently working on development of a procurement vehicle for the system's hardware, software, operations, and maintenance vendor(s). At the time of the previous procurement, the bike share industry in North America was in its infancy, offering only two or three hardware and operations options. In the past year, however, the bike share industry has introduced new bicycle suppliers, backend software suppliers, and firms that offer design, deployment, and management, creating more hardware, software, and operational options. MTC, in partnership with the Air District and the current and future system partners, have begun developing parameters for the post-pilot system, which will be part of the procurement vehicle released within the next year.

*Low Income Program:* MTC, along with Air District, SFMTA, and Alta staff have begun planning for a low income pilot to be implemented under the current bike share contract. The pilot will work with select Community-based Organizations and non-profits to offer low cost annual memberships to their members. While the pilot parameters are still in the final stages of development, staff anticipates that the pilot will be ready to launch in early 2015.

*Marketing and Outreach:* MTC has set aside funds for the marketing and outreach of the post-pilot Bay Area Bike Share system, including outreach to low income and non-English speaking communities. They will be going out to bid for a new vendor(s) within the next year, most likely corresponding with the procurement for the system's new operations and hardware vendor(s).

MTC staff plans to request approval of portions of the system's strategic plan, including procurement parameters and funding specifics, from MTC's Programming and Allocations Committee in December 2014. MTC will share this information with the Air District as it becomes available.

#### BUDGET CONSIDERATION / FINANCIAL IMPACT

None. The Air District distributes "pass-through" funds to grantees on a reimbursement basis. Administrative costs for the TFCA program are provided by the funding source.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Karen Schkolnick, Patrick Wenzinger, and Ursula Vogler (MTC)

Reviewed by: Anthony Fournier

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Scott Haggerty and Members  
of the Mobile Source Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 30, 2014

Re: Transportation Fund for Clean Air (TFCA) County Program Manager Fund Policies  
for Fiscal Year Ending (FYE) 2016

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**RECOMMENDED ACTION**

Recommend Board of Directors approve the proposed FYE 2016 TFCA County Program Manager Fund Policies.

**BACKGROUND**

In 1991, the California State Legislature authorized the Bay Area Air Quality Management District (Air District) to impose a \$4 surcharge on motor vehicles registered within the San Francisco Bay Area to fund projects that reduce on-road motor vehicle emissions. The Air District has allocated these funds to its Transportation Fund for Clean Air (TFCA) to fund eligible projects. The statutory authority for the TFCA and requirements of the program are set forth in California Health and Safety Code Sections 44241 and 44242.

By law, 40 percent of these revenues are distributed to designated County Program Managers in each of the nine counties within the Air District's jurisdiction. Each year the Air District Board of Directors is required to adopt policies to allocate these funds to maximize emissions reductions and public health benefits. This report presents the proposed FYE 2016 TFCA County Program Manager Fund Policies.

**DISCUSSION**

The proposed FYE 2016 TFCA County Program Manager Fund Policies are based on revisions to the FYE 2015 Policies to ensure consistency with Health and Safety Code requirements and to reflect input received over this last year from the Air District Board of Directors (Board), members of the public, and County Program Managers.

On August 29, 2014, Air District staff issued a request for comments on the Draft Proposed FYE 2016 Policies to the County Program Managers. Air District staff also met with County Program Manager representatives to discuss the proposed Policies via a teleconference call on September 12, 2014. Three of the nine County Program Managers submitted written comments by the September 26, 2014, deadline. Two of these commenters suggested changes that would remove some of the proposed policies that are also contained in the Regional Fund policies and other

changes that would clarify the policies. Staff has considered this input and has removed some of the proposed requirements to allow more flexibility for the County Program Manager Fund, but also kept other requirements to ensure alignment between the TFCA Regional policies and the proposed County Program Manager Fund policies. Also, one of the commenters suggested including cycle tracks as one of the eligible bicycle project types and staff has expanded the project eligibility list to include cycle track projects into the proposed policies.

The proposed FYE 2016 Policies include the following changes:

- Minor changes in wording to improve clarity and to ensure adherence to state statute;
- Revised policy language related to shuttle projects to align it with the Board-adopted FYE 2015 TFCA Regional Fund Policies;
- New policy language related to bicycle facility projects;
- Project sponsors would be able to apply TFCA funds for a period of up to 5 years for bike share projects; and
- Streamlined vehicle weight categories for alternative vehicle and infrastructure policies.

Attachment A contains the proposed FYE 2016 Policies and Attachment B shows the changes between the proposed Policies and the previous year Policies.

A listing of the comments received and the responses from Air District staff is provided in Attachment C.

#### BUDGET CONSIDERATION/FINANCIAL IMPACT

None. The recommended policy changes have no impact on the Air District's budget.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Linda Hui  
Reviewed by: Karen Schkolnick

Attachment A: Proposed TFCA County Program Manager Fund Policies for FYE 2016

Attachment B: Proposed TFCA County Program Manager Fund Policies for FYE 2016 Policies as a redlined version of Board-approved TFCA County Program Manager Fund Policies for FYE 2016 Policies

Attachment C: Comments Received from County Program Managers on Proposed Policies and Air District Staff Responses

The following Policies apply only to the Transportation Fund for Clean Air (TFCA) County Program Manager Fund.

### **BASIC ELIGIBILITY**

1. **Reduction of Emissions:** Only projects that result in the reduction of motor vehicle emissions within the Air District's jurisdiction are eligible.

Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and these Air District Board of Directors adopted TFCA County Program Manager Fund Policies for FYE 2016.

Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, ordinances, contracts, and other legally binding obligations at the time of the execution of a grant agreement between the County Program Manager and the grantee. Projects must also achieve surplus emission reductions at the time of an amendment to a grant agreement if the amendment modifies the project scope or extends the project completion deadline.

2. **TFCA Cost-Effectiveness:** Projects must achieve TFCA cost-effectiveness, on an individual project basis, equal to or less than \$90,000 of TFCA funds per ton of total emissions reduced, unless a different value is specified in the policy for that project type. (See "Eligible Project Categories" below.) Cost-effectiveness is based on the ratio of TFCA funds divided by the sum total tons of reactive organic gases (ROG), oxides of nitrogen (NO<sub>x</sub>), and weighted particulate matter 10 microns in diameter and smaller (PM<sub>10</sub>) reduced (\$/ton). All TFCA-generated funds (e.g., TFCA Regional Funds, reprogrammed TFCA funds) that are awarded or applied to a project must be included in the evaluation. For projects that involve more than one independent component (e.g., more than one vehicle purchased, more than one shuttle route), each component must achieve this cost-effectiveness requirement.

County Program Manager administrative costs are excluded from the calculation of a project's TFCA cost-effectiveness.

3. **Eligible Projects and Case-by-Case Approval:** Eligible projects are those that conform to the provisions of the HSC section 44241, Air District Board adopted policies and Air District guidance. On a case-by-case basis, County Program Managers must receive approval by the Air District for projects that are authorized by the HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness but do not fully meet other Board-adopted Policies.
4. **Consistent with Existing Plans and Programs:** All projects must comply with the transportation control measures and mobile source measures included in the Air District's most recently approved plan for achieving and maintaining State and national ambient air quality standards, which are adopted pursuant to HSC sections 40233, 40717 and 40919, and, when specified, with other adopted State, regional, and local plans and programs.
5. **Eligible Recipients:** Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing with the Air District (Policy #8).



- A. Public agencies are eligible to apply for all project categories.
  - B. Non-public entities are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle and infrastructure projects, and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7).
6. **Readiness:** Projects must commence by the end of calendar year 2016. “Commence” includes any preparatory actions in connection with the project’s operation or implementation. For purposes of this policy, “commence” can mean the issuance of a purchase order to secure project vehicles and equipment, commencement of shuttle/feeder bus and ridesharing service, or the delivery of the award letter for a construction contract.
  7. **Maximum Two Years Operating Costs:** Projects that provide a service, such as ridesharing programs and shuttle and feeder bus projects, are eligible to apply for a period of up to two (2) years, except for bike share projects, which are eligible to apply for a period of up to five (5) years. Grant applicants that seek TFCA funds for additional years must reapply for funding in the subsequent funding cycles.

#### **APPLICANT IN GOOD STANDING**

8. **Independent Air District Audit Findings and Determinations:** Grantees who have failed either the fiscal audit or the performance audit for a prior TFCA-funded project awarded by either County Program Managers or the Air District are excluded from receiving an award of any TFCA funds for five (5) years from the date of the Air District’s final audit determination in accordance with HSC section 44242, or duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed fiscal audit means a final audit report that includes an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance audit means that the program or project was not implemented in accordance with the applicable Funding Agreement or grant agreement.  
  
A failed fiscal or performance audit of the County Program Manager or its grantee may subject the County Program Manager to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC section 44242(c)(3).
9. **Authorization for County Program Manager to Proceed:** Only a fully executed Funding Agreement (i.e., signed by both the Air District and the County Program Manager) constitutes the Air District’s award of County Program Manager Funds. County Program Managers may only incur costs (i.e., contractually obligate itself to allocate County Program Manager Funds) after the Funding Agreement with the Air District has been executed.
10. **Insurance:** Both the County Program Manager and each grantee must maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with required coverage amounts provided in Air District guidance and final amounts specified in the respective grant agreements.

## INELIGIBLE PROJECTS

11. **Duplication:** Grant applications for projects that provide additional TFCA funding for existing TFCA-funded projects (e.g., Bicycle Facility Program projects) that do not achieve additional emission reductions are ineligible. Combining TFCA County Program Manager Funds with other TFCA-generated funds that broaden the scope of the existing project to achieve greater emission reductions is not considered project duplication.
12. **Planning Activities:** A grantee may not use any TFCA funds for planning related activities unless they are directly related to the implementation of a project or program that result in emission reductions.
13. **Employee Subsidies:** Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively to the grantee's employees are not eligible.

## USE OF TFCA FUNDS

14. **Cost of Developing Proposals:** Grantees may not use TFCA funds to cover the costs of developing grant applications for TFCA funds.
15. **Combined Funds:** TFCA funds may be combined with other grants (e.g., with TFCA Regional Funds or State funds) to fund a project that is eligible and meets the criteria for all funding sources, unless it is otherwise prohibited (e.g., in the project-specific policies). For the purpose of calculating the TFCA cost-effectiveness, the TFCA's portion of the project cost is the sum of TFCA County Program Manager Funds and TFCA Regional Funds.
16. **Administrative Costs:** The County Program Manager may not expend more than five percent (5%) of its County Program Manager Funds for its administrative costs. The County Program Manager's costs to prepare and execute its Funding Agreement with the Air District are eligible administrative costs. Interest earned on County Program Manager Funds shall not be included in the calculation of the administrative costs. To be eligible for reimbursement, administrative costs must be clearly identified in the expenditure plan application and in the Funding Agreement, and must be reported to the Air District.
17. **Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year, unless a County Program Manager has made the determination based on an application for funding that the eligible project will take longer than two years to implement. Additionally, a County Program Manager may, if it finds that significant progress has been made on a project, approve no more than two one-year schedule extensions for a project. Any subsequent schedule extensions for projects can only be given on a case-by-case basis, if the Air District finds that significant progress has been made on a project, and the Funding Agreement is amended to reflect the revised schedule.
18. **Unallocated Funds:** Pursuant to HSC 44241(f), any County Program Manager Funds that are not allocated to a project within six months of the Air District Board of Directors approval of the County Program Manager's Expenditure Plan may be allocated to eligible projects by the Air District. The Air District shall make

reasonable effort to award these funds to eligible projects in the Air District within the same county from which the funds originated.

19. **Incremental Cost (for the purchase or lease of new vehicles):** For new vehicles, TFCA funds awarded may not exceed the incremental cost of a vehicle after all rebates, credits, and other incentives are applied. Such financial incentives include manufacturer and local/state/federal rebates, tax credits, and cash equivalent incentives. Incremental cost is the difference in cost between the purchase or lease price of the new vehicle, and its new conventional vehicle counterpart that meets the most current emissions standards at the time that the project is evaluated.

20. **Reserved.**

21. **Reserved.**

## **ELIGIBLE PROJECT CATEGORIES**

### **22. Alternative Fuel Light-Duty Vehicles:**

**Eligibility:** For TFCA purposes, light-duty vehicles are those with a gross vehicle weight rating (GVWR) of 14,000 lbs. or lighter. Eligible alternative light-duty vehicle types and equipment eligible for funding are:

- A. Purchase or lease of new hybrid-electric, electric, fuel cell, and CNG/LNG vehicles certified by the California Air Resources Board (CARB) as meeting established super ultra-low emission vehicle (SULEV), partial zero emission vehicle (PZEV), advanced technology-partial zero emission vehicle (AT-PZEV), or zero emission vehicle (ZEV) standards.
- B. Purchase or lease of new electric neighborhood vehicles (NEV) as defined in the California Vehicle Code.

Gasoline and diesel (non-hybrid) vehicles are not eligible for TFCA funds. Funds are not available for non-fuel system upgrades, such as transmission and exhaust systems, and should not be included in the incremental cost of the project.

TFCA funds awarded may not exceed incremental cost after all other applicable manufacturer and local/state rebates, tax credits, and cash equivalent incentives are applied. Incremental cost is the difference in cost between the purchase or lease price of the new vehicle and its new conventional vehicle counterpart that meets, but does not exceed, current emissions standards.

Vehicles that are funded by the TFCA County Program Manager Fund are not eligible for additional funding from the TFCA Regional Fund.

23. **Reserved.**

### **24. Alternative Fuel Heavy-Duty Replacement Vehicles (high mileage):**

**Eligibility:** These projects are intended to accelerate the deployment of qualifying alternative fuel vehicles that operate within the Air District's jurisdiction. All of the following additional conditions must be met for a project to be eligible for TFCA Funds:

- A. Vehicles purchased and/or leased have a GVWR greater than 14,000lbs; and

- B. Are 2014 model year or newer hybrid-electric, electric, CNG/LNG, and hydrogen fuel cell vehicles certified by the CARB.

TFCA funds may not be used to pay for non-fuel system upgrades such as transmission and exhaust systems.

**Scrapping Requirements:** Grantees with a fleet that includes model year 1998 or older heavy-duty diesel vehicles must scrap one model year 1998 or older heavy-duty diesel vehicle for each new vehicle purchased or leased under this grant. Costs related to the scrapping of heavy-duty vehicles are not eligible for reimbursement with TFCA funds.

TFCA funds awarded may not exceed incremental cost after all other applicable manufacturer and local/state rebates, tax credits, and cash equivalent incentives are applied. Incremental cost is the difference in cost between the purchase or lease price of the vehicle and/or retrofit and its new conventional vehicle counterpart that meets, but does not exceed, current emissions standards.

Vehicles that are funded by the TFCA County Program Manager Fund are not eligible for additional funding from the TFCA Regional Fund or other funding sources that claim emissions credits.

#### 25. **Alternative Fuel Bus Replacement:**

**Eligibility:** For purposes of transit and school bus replacement projects, a bus is any vehicle designed, used, or maintained for carrying more than 15 persons, including the driver. A vehicle designed, used, or maintained for carrying more than 10 persons, including the driver, which is used to transport persons for compensation or profit, or is used by any nonprofit organization or group, is also a bus. A vanpool vehicle is not considered a bus. Buses are subject to the same eligibility requirements and the same scrapping requirements listed in Policy #24.

Vehicles that are funded by the TFCA County Program Manager Fund are not eligible for additional funding from the TFCA Regional Fund or other funding sources that claim emissions credits.

#### 26. **Alternative Fuel Infrastructure:**

**Eligibility:** Eligible refueling infrastructure projects include new dispensing and charging facilities, or additional equipment or upgrades and improvements that expand access to existing alternative fuel fueling/charging sites (e.g., electric vehicle, CNG, hydrogen). This includes upgrading or modifying private fueling/charging sites or stations to allow public and/or shared fleet access. TFCA funds may be used to cover the cost of equipment and installation. TFCA funds may also be used to upgrade infrastructure projects previously funded with TFCA-generated funds as long as the equipment was maintained and has exceeded the duration of its years of effectiveness after being placed into service.

TFCA-funded infrastructure projects must be available to and accessible by the public. Equipment and infrastructure must be designed, installed and maintained as required by the existing recognized codes and standards and approved by the local/state authority.

TFCA funds may not be used to pay for fuel, electricity, operation, and maintenance costs.

Projects that are funded by the TFCA County Program Manager Fund are not eligible for additional funding from the TFCA Regional Fund.

27. **Ridesharing Projects:** Eligible ridesharing projects provide carpool, vanpool or other rideshare services. Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible under this category.

28. **Shuttle/Feeder Bus Service:**

These projects are intended to reduce single-occupancy vehicle commute-hour trips by providing the short-distance connection between a mass transit hub and one or more commercial hub or employment centers. All of the following conditions must be met for a project to be eligible for TFCA funds:

- A. The project's route must provide connections only between mass transit hubs, e.g., a rail or Bus Rapid Transit (BRT) station, ferry or bus terminal or airport, and distinct commercial or employment areas.
- B. The project's schedule must coordinate with the transit schedules of the connecting mass transit services.
- C. The service must be available for use by all members of the public.
- D. The project may not duplicate existing local transit service or service that existed along the project's route within the last three years. "Duplication" of service means establishing a shuttle route where there is an existing transit service stop within 0.5 miles of the commercial hub or business center and that can be reached by pedestrians in 20 minutes or less. Projects that propose to increase service frequency to an area that has existing service may be considered for funding if the increased frequency would reduce the commuter's average transit wait time to thirty minutes or less.

Project applicants that were awarded FYE 2014 or FYE 2015 TFCA Funds that propose identical routes in FYE 2015 or in FYE 2016 may request an exemption from the requirements of Policy 28.D. Provided they meet the following requirements: 1) No further TFCA project funding as of January 2017; 2) Submission of a financial plan to achieve financial self-sufficiency from TFCA funds within two years by demonstrating how they will come into compliance with this requirement or by securing non-TFCA Funds. The plan must document: i) the funding source(s) that will be targeted and the bases for eligibility of such funding, ii) the amounts from each funding source for which the applicant is eligible and that will be pursued; 3) the schedule (timeline) from application to receipt of such funds; 4) the process for securing each funding source; and 5) the specific efforts taken by the applicant to be eligible for such funds, and the status of the applicants' application for securing funds.

- E. Shuttle/feeder bus service applicants must be either: 1) a public transit agency or transit district that directly operates the shuttle/feeder bus service; or (2) a city, county, or any other public agency.
- F. Existing projects must meet a cost-effectiveness of \$125,000 per ton of emissions reduced.

- G. Pilot Shuttle/Feeder Bus Service: Pilot shuttle/feeder bus service projects are defined as routes that are at least 70% unique and where no other service was provided within the past three years. In addition to meeting the conditions listed in Policy #28.A-F for shuttle/feeder bus service, pilot shuttle/feeder bus service, project applicants must also comply with the following:
- i. Provide data and other evidence demonstrating the public's need for the service, including a demand assessment survey and letters of support from potential users.
  - ii. Provide written documentation of plans for financing the service in the future;
  - iii. Provide a letter from the local transit agency denying service to the project's proposed service area, which includes the basis for denial of service to the proposed areas. The applicant must demonstrate that the project applicant has attempted to coordinate service with the local service provider and has provided the results of the demand assessment survey to the local transit agency. The applicant must provide the transit service provider's evaluation of the need for the shuttle service to the proposed area.
  - iv. Pilot projects located in Highly Impacted Communities as defined in the Air District Community Air Risk Evaluation (CARE) Program and/or a Planned or Potential Priority Development Area (PDA) may receive a maximum of three years of TFCA Funds under the Pilot designation and must meet the following requirements:
    - a. During the first year of operation, projects must not exceed a cost-effectiveness of \$500,000/ton,
    - b. By the end of the second year of operation, projects must not exceed a cost-effectiveness of \$200,000/ton, and
    - c. By the end of the third year of operation, projects must not exceed a cost-effectiveness of \$125,000/ton and meet all of the requirements of Policy #28.A-F (existing shuttles).
  - v. Projects located outside of CARE areas and PDAs may receive a maximum of two years of TFCA Funds under this designation and must meet the following requirements:
    - a. By the end of the first year of operation, projects shall meet a cost-effectiveness of \$200,000/ton, and
    - b. By the end of the second year of operation, projects shall cost \$125,000 or less per ton (cost-effectiveness rating) and shall meet all of the requirements of Policy #28. A-F (existing shuttles).

## 29. Bicycle Projects:

New bicycle facility projects that are included in an adopted countywide bicycle plan or Congestion Management Program (CMP) are eligible to receive TFCA funds. Eligible projects are limited to the following types of bicycle facilities for public use that result in motor vehicle emission reductions:

- A. New Class-1 bicycle paths;

- B. New Class-2 bicycle lanes;
- C. New Class-3 bicycle routes;
- D. New Class-4 cycle tracks or separated bikeways;
- E. New bicycle boulevards;
- F. Bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels;
- G. Bicycle lockers;
- H. Capital costs for attended bicycle storage facilities;
- I. Purchase of two-wheeled or three-wheeled vehicles (self-propelled or electric), plus mounted equipment required for the intended service and helmets; and
- J. Development of a region-wide web-based bicycle trip planning system.

All bicycle facility projects must, where applicable, be consistent with design standards published in the California Highway Design Manual, or conform to the provisions of the Protected Bikeway Act of 2014.

### **30. Bay Area Bike Share**

These projects make bicycles available to individuals for shared use for completing first- and last-mile trips in conjunction with regional transit and stand-alone short distance trips. To be eligible for TFCA funds, bicycle share projects must work in unison with the existing Bay Area Bike Share Project by either increasing the fleet size within the initial participating service areas or expanding the existing service area to include additional Bay Area communities. Projects must have a completed and approved environmental plan and a suitability study demonstrating the viability of bicycle sharing. Projects must meet a cost-effectiveness of \$500,000/ton. Projects may be awarded TFCA funds to pay for up to five years of operations.

### **31. Arterial Management:**

Arterial management grant applications must identify a specific arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Projects that provide routine maintenance (e.g., responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funds. Incident management projects on arterials are eligible to receive TFCA funds. Transit improvement projects include, but are not limited to, bus rapid transit and transit priority projects. For signal timing projects, TFCA funds may only be used for local arterial management projects where the affected arterial has an average daily traffic volume of 20,000 motor vehicles or more, or an average peak hour traffic volume of 2,000 motor vehicles or more (counting volume in both directions). Each arterial segment must meet the cost-effectiveness requirement in Policy #2.

### **32. Smart Growth/Traffic Calming:**

Physical improvements that support development projects and/or calm traffic, resulting in motor vehicle emission reductions, are eligible for TFCA funds, subject to the following conditions:

- A. The development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, pedestrian plan, traffic-calming plan, or other similar plan; and
- B. The project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District plan for State and national ambient air quality standards. Pedestrian projects are eligible to receive TFCA funds.
- C. The project must have a completed and approved environmental plan.

Traffic calming projects are limited to physical improvements that reduce vehicular speed by design and improve safety conditions for pedestrians, bicyclists or transit riders in residential retail, and employment areas.



The following Policies apply only to the Transportation Fund for Clean Air (TFCA) County Program Manager Fund.

### **BASIC ELIGIBILITY**

1. **Reduction of Emissions:** Only projects that result in the reduction of motor vehicle emissions within the Air District's jurisdiction are eligible.

Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and these Air District Board of Directors adopted TFCA County Program Manager Fund Policies for FYE ~~2015~~2016.

Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, ordinances, contracts, and other legally binding obligations at the time of the execution of a grant agreement between the County Program Manager and the grantee. Projects must also achieve surplus emission reductions at the time of an amendment to a grant agreement if the amendment modifies the project scope or extends the project completion deadline.

2. **TFCA Cost-Effectiveness:** Projects must achieve TFCA cost-effectiveness, on an individual project basis, equal to or less than \$90,000 of TFCA funds per ton of total emissions reduced, unless a different value is specified in the policy for that project type. (See "Eligible Project Categories" below.) Cost-effectiveness is based on the ratio of TFCA funds divided by the sum total tons of reactive organic gases (ROG), oxides of nitrogen (NOx), and weighted particulate matter 10 microns in diameter and smaller (PM10) reduced (\$/ton). All TFCA-generated funds (e.g., TFCA Regional Funds, reprogrammed TFCA funds) that are awarded or applied to a project must be included in the evaluation. For projects that involve more than one independent component (e.g., more than one vehicle purchased, more than one shuttle route, ~~etc.~~), each component must achieve this cost-effectiveness requirement.

County Program Manager administrative costs are excluded from the calculation of a project's TFCA cost-effectiveness.

3. **Eligible Projects, and Case-by-Case Approval:** Eligible projects are those that conform to the provisions of the HSC section 44241, Air District Board adopted policies and Air District guidance. On a case-by-case basis, County Program Managers must receive approval by the Air District for projects that are authorized by the HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness but do not fully meet other Board-adopted Policies.
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- 6. **Readiness:** Projects must commence by the end of calendar year ~~2015~~2016. “Commence” includes any preparatory actions in connection with the project’s operation or implementation. For purposes of this policy, “commence” can mean the issuance of a purchase order to secure project vehicles and equipment, commencement of shuttle/feeder bus and ridesharing service, or the delivery of the award letter for a construction contract.
- 7. **Maximum Two Years Operating Costs:** Projects that provide a service, such as ridesharing programs and shuttle and feeder bus projects, are eligible to apply for a period of up to two (2) years, except for bike share projects, which are eligible to apply for a period of up to five (5) years. Grant applicants that seek TFCA funds for additional years must reapply for funding in the subsequent funding cycles. Sponsors of bike share projects may apply TFCA funds for a period of up to five (5) years.

#### APPLICANT IN GOOD STANDING

- 8. **Independent Air District Audit Findings and Determinations:** Grantees who have failed either the fiscal audit or the performance audit for a prior TFCA-funded project awarded by either County Program Managers or the Air District are excluded from receiving an award of any TFCA funds for five (5) years from the date of the Air District’s final audit determination in accordance with HSC section 44242, or duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed fiscal audit means a final audit report that includes an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed performance audit means that the program or project was not implemented in accordance with the applicable Funding Agreement or grant agreement.

A failed fiscal or performance audit of the County Program Manager or its grantee may subject the County Program Manager to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC section 44242(c)(3).

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- 10. **Insurance:** Both the County Program Manager and each grantee must maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with required coverage amounts provided in Air District guidance and final amounts specified in the respective grant agreements.

#### INELIGIBLE PROJECTS

11. **Duplication:** Grant applications for projects that provide additional TFCA funding for existing TFCA-funded projects (e.g., Bicycle Facility Program projects) that do not achieve additional emission reductions are ineligible. Combining TFCA County Program Manager Funds with other TFCA-generated funds that broaden the scope of the existing project to achieve greater emission reductions is not considered project duplication.
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13. **Employee Subsidies:** Projects that provide a direct or indirect financial transit or rideshare subsidy or shuttle/feeder bus service exclusively to the grantee's employees are not eligible.

#### USE OF TFCA FUNDS

14. **Cost of Developing Proposals:** Grantees may not use TFCA funds to cover the costs of developing grant applications for TFCA funds.
15. **Combined Funds:** TFCA funds may be combined with other grants (e.g., with TFCA Regional Funds or State funds) to fund a project that is eligible and meets the criteria for all funding sources, unless it is otherwise prohibited (e.g., in the project-specific policies). For the purpose of calculating the TFCA cost-effectiveness, the TFCA's portion of the project cost is the sum of TFCA County Program Manager Funds and TFCA Regional Funds.
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17. **Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year, unless a County Program Manager has made the determination based on an application for funding that the eligible project will take longer than two years to implement. Additionally, a County Program Manager may, if it finds that significant progress has been made on a project, approve no more than two one-year schedule extensions for a project. Any subsequent schedule extensions for projects can only be given on a case-by-case basis, if the Air District finds that significant progress has been made on a project, and the Funding Agreement is amended to reflect the revised schedule.
18. **Unallocated Funds:** Pursuant to HSC 44241(f), any County Program Manager Funds that are not allocated to a project within six months of the Air District Board of Directors approval of the County Program Manager's Expenditure Plan may be allocated to eligible projects by the Air District. The Air District shall make

reasonable effort to award these funds to eligible projects in the Air District within the same county from which the funds originated.

19. **Incremental Cost (for the purchase or lease of new vehicles):** For new vehicles, TFCA funds awarded may not exceed the incremental cost of a vehicle after all rebates, credits, and other incentives are applied. Such financial incentives include manufacturer and local/state/federal rebates, tax credits, and cash equivalent incentives. Incremental cost is the difference in cost between the purchase or lease price of the new vehicle, and its new conventional vehicle counterpart that meets the most current emissions standards at the time that the project is evaluated.

20. **Reserved.**

21. **Reserved.**

## ELIGIBLE PROJECT CATEGORIES

### 22. **Alternative Fuel Light-Duty Vehicles:**

**Eligibility:** For TFCA purposes, light-duty vehicles are those with a gross vehicle weight rating (GVWR) of ~~8,500~~14,000 lbs. or lighter. Eligible alternative light-duty vehicle types and equipment eligible for funding are:

A. Purchase or lease of new hybrid-electric, electric, fuel cell, and CNG/LNG vehicles certified by the California Air Resources Board (CARB) as meeting established super ultra-low emission vehicle (SULEV), partial zero emission vehicle (PZEV), advanced technology-partial zero emission vehicle (AT-PZEV), or zero emission vehicle (ZEV) standards.

B. Purchase or lease of new electric neighborhood vehicles (NEV) as defined in the California Vehicle Code.

~~C. CARB emissions compliant vehicle system retrofits that result in reduced petroleum use (e.g., plug-in hybrid systems).~~

~~Gasoline and diesel (non-hybrid) vehicles are not eligible for TFCA funds. Funds are not available for non-fuel system upgrades, such as transmission and exhaust systems, and should not be included in the incremental cost of the project.~~

~~TFCA funds awarded may not exceed incremental cost after all other applicable manufacturer and local/state rebates, tax credits, and cash equivalent incentives are applied. Incremental cost is the difference in cost between the purchase or lease price of the new vehicle and its new conventional vehicle counterpart that meets, but does not exceed, current emissions standards.~~

~~Vehicles that are funded by the TFCA County Program Manager Fund are not eligible for additional funding shall not be co-funded with funds from the TFCA Regional Fund.~~

23. **Reserved.**

~~**Alternative Fuel Medium Heavy-Duty and Heavy Heavy-Duty Service Replacement Vehicles (low-mileage utility trucks in idling service):**~~

~~**Eligibility:** For TFCA purposes, medium and heavy-duty service vehicles are on-road motor vehicles with a GVWR of 14,001 lbs. or heavier. Eligible alternative fuel service vehicles are only those vehicles in which engine idling is required to perform the vehicles' primary service function (for example, trucks with engines to operate cranes or aerial buckets). In order to qualify for this incentive, each new vehicle must be placed into a service route that has a minimum idling time of 520 hours/year, and a minimum mileage of 500 miles/year. Eligible MHDV and HHDV vehicle types for purchase or lease are:~~

~~A. New hybrid-electric, electric, and CNG/LNG vehicles certified by the CARB or that are listed by the IRS as eligible for a federal tax credit pursuant to the Energy Policy Act of 2005.~~

~~Scraping Requirements: Grantees with a fleet that includes model year 1998 or older heavy-duty diesel vehicles must scrap one model year 1998 or older heavy-duty diesel vehicle for each new vehicle purchased or leased under this grant. Costs related to the scraping of heavy-duty vehicles are not eligible for reimbursement with TFCA funds.~~

#### 24. Alternative Fuel Heavy-Duty Replacement Vehicles (high mileage):

~~**Eligibility:** For TFCA purposes, Alternative Fuel Heavy-Duty Vehicles are defined as follows: Light-heavy-duty vehicles (LHDV) are those with a GVWR between 8,501 lbs. and 14,000 lbs., medium-heavy-duty vehicles (MHDV) are those with a GVWR between 14,001 lbs. and 33,000 lbs., and heavy-heavy-duty vehicles (HHDV) are those with a GVWR equal to or greater than 33,001 lbs. Eligible LHDV, MHDV and HHDV vehicle types for purchase or lease are: These projects are intended to accelerate the deployment of qualifying alternative fuel vehicles that operate within the Air District's jurisdiction. All of the following additional conditions must be met for a project to be eligible for TFCA Funds:~~

~~A. Vehicles purchased and/or leased have a GVWR greater than 14,000lbs; and~~

~~A.B. Are 2014 model year or newer New hybrid-electric, electric, and CNG/LNG, and hydrogen fuel cell -vehicles -certified by the CARB, -or that are listed by the IRS as eligible for a federal tax credit pursuant to the Energy Policy Act of 2005.~~

TFCA funds may not be used to pay for non-fuel system upgrades such as transmission and exhaust systems.

~~Scraping requirements are the as those in Policy #23.~~

~~**Scraping Requirements:** Grantees with a fleet that includes model year 1998 or older heavy-duty diesel vehicles must scrap one model year 1998 or older heavy-duty diesel vehicle for each new vehicle purchased or leased under this grant. Costs related to the scraping of heavy-duty vehicles are not eligible for reimbursement with TFCA funds.~~

~~TFCA funds awarded may not exceed incremental cost after all other applicable manufacturer and local/state rebates, tax credits, and cash equivalent incentives are applied. Incremental cost is the difference in cost between the purchase or lease price of the vehicle~~

and/or retrofit and its new conventional vehicle counterpart that meets, but does not exceed, current emissions standards.

Vehicles that are funded by the TFCA County Program Manager Fund are not eligible for additional funding shall not be co-funded with funds from the TFCA Regional Fund or other funding sources that claim emissions credits.

**25. Alternative Fuel Bus Replacement:**

**Eligibility:** For purposes of transit and school bus replacement projects, a bus is any vehicle designed, used, or maintained for carrying more than 15 persons, including the driver. A vehicle designed, used, or maintained for carrying more than 10 persons, including the driver, which is used to transport persons for compensation or profit, or is used by any nonprofit organization or group, is also a bus. A vanpool vehicle is not considered a bus. Buses are subject to the same eligibility requirements ~~listed in Policy #24~~ and the same scrapping requirements listed in Policy #~~24~~43.

Vehicles that are funded by the TFCA County Program Manager Fund are not eligible for additional funding shall not be co-funded with funds from the TFCA Regional Fund or other funding sources that claim emissions credits.

**26. Alternative Fuel Infrastructure:**

**Eligibility:** Eligible refueling infrastructure projects include new dispensing and charging facilities, or additional equipment or upgrades and improvements that expand access to existing alternative fuel fueling/charging sites (e.g., electric vehicle, CNG, hydrogen). This includes upgrading or modifying private fueling/charging sites or stations to allow public and/or shared fleet access. TFCA funds may be used to cover the cost of equipment and installation. TFCA funds may also be used to upgrade infrastructure projects previously funded with TFCA-generated funds as long as the equipment was maintained and has exceeded the duration of its years of effectiveness after being placed into service.

TFCA-funded infrastructure projects must be available to and accessible by the public. Equipment and infrastructure must be designed, installed and maintained as required by the existing recognized codes and standards and approved by the local/state authority.

TFCA funds may not be used to pay for fuel, electricity, operation, and maintenance costs.

Projects that are funded by the TFCA County Program Manager Fund are not eligible for additional funding shall not be co-funded with funds from the TFCA Regional Fund.

**27. Ridesharing Projects:** Eligible ridesharing projects provide carpool, vanpool or other rideshare services. Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible under this category.

**28. Shuttle/Feeder Bus Service:**

These projects are intended to reduce single-occupancy vehicle commute-hour trips by providing the short-distance connection between a mass transit hub and one or more



commercial hub or employment centers. All of the following conditions must be met for a project to be eligible for TFCA funds:

- A. The project's route must provide connections only between mass transit hubs, e.g., a rail or Bus Rapid Transit (BRT) station, ferry or bus terminal or airport, and distinct commercial or employment areas.
- B. The project's schedule must coordinate with the transit schedules of the connecting mass transit services.
- C. The service must be available for use by all members of the public.
- D. The project may not replace or duplicate existing local transit service or service that ceased to operate within the past five years. Any proposed service that would transport commuters along any segment of an existing or any such previous service is not eligible for funding.—The project may not duplicate existing local transit service or service that existed along the project's route within the last three years. "Duplication" of service means establishing a shuttle route where there is an existing transit service stop within 0.5 miles of the commercial hub or business center and that can be reached by pedestrians in 20 minutes or less. Projects that propose to increase service frequency to an area that has existing service may be considered for funding if the increased frequency would reduce the commuter's average transit wait time to thirty minutes or less.

Project applicants that were awarded FYE 2014 or FYE 2015 TFCA County Program Manager Funds that propose identical routes in FYE 2015 or in FYE 2016 may request an exemption from the requirements of Policy 28.—De. Provided they meet the following requirements: 1) No further TFCA project funding as of January 2017; 2) Submission of a financial plan to achieve financial self-sufficiency from TFCA funds within two years by demonstrating how they will come into compliance with this requirement or by securing non-TFCA Funds. The plan must document: i) the funding source(s) that will be targeted and the bases for eligibility of such funding, ii) the amounts from each funding source for which the applicant is eligible and that will be pursued; 3) the schedule (timeline) from application to receipt of such funds; 4) the process for securing each funding source; and 5) the specific efforts taken by the applicant to be eligible for such funds, and the status of the applicants' application for securing funds. These applicants would have to submit a plan demonstrating how they will come into compliance with this requirement within the next three years.—

- D. The project must include only commuter peak hour service, i.e., 5:00-10:00 AM and/or 3:00-7:00 PM
- E. Shuttle/feeder bus service applicants must be either: 1) a public transit agency or transit district that directly operates the shuttle/feeder bus service; or (2) a city, county, or any other public agency.
- E.
- F. Existing Pprojects must meet a cothe following cost-effectiveness of \$125,000 per ton of emissions reduced.

G. Pilot Shuttle/Feeder Bus Service: Pilot shuttle/feeder bus service projects are defined as ~~new~~ routes that are at least 70% unique and ~~where no other service was provided within the past three years~~ have not been in operation in the past five years. In addition to meeting the conditions listed ~~in Policy #28.A-F for shuttle/feeder bus service~~ above, pilot ~~shuttle/feeder bus service~~ project applicants must also comply with the following:

- i. ~~Applicants must p~~Provide data ~~and other evidence demonstrating the public's need for the service, including a demand assessment survey and letters supporting the demand for the service, including letters~~ of support from potential users. ~~and providers;~~
- ii. ~~Applicants must p~~Provide written documentation of plans for financing the service in the future;
- iii. ~~Provide a~~A letter from the local transit agency ~~denying service to the project's proposed service area, which includes the basis for denial of service to the proposed areas. The applicant must demonstrate that the project applicant has attempted to coordinate service with the local service provider and has provided the results of the demand assessment survey to the local transit agency. The applicant must provide the transit service provider's evaluation of the need for the shuttle service to the proposed area.~~
- iv. Pilot Pprojects located in Highly Impacted Communities as defined in the Air District Community Air Risk Evaluation (CARE) Program ~~must not exceed a cost-effectiveness of \$500,000/ton during the first year of operation, \$125,000/ton for the second year of operation, and \$90,000 by the end of the third year of operation (see Policy #2); and/or a Planned or Potential Priority Development Area (PDA) may receive a maximum of three years of TFCA Funds under the Pilot designation and must meet the following requirements:~~
  - a. During the first year of operation, projects must not exceed a cost-effectiveness of \$500,000/ton,
  - b. By the end of the second year of operation, projects must not exceed a cost-effectiveness of \$200,000/ton, and
  - c. By the end of the third year of operation, projects must not exceed a cost-effectiveness of \$125,000/ton and meet all of the requirements of Policy #28.A-F (existing shuttles).
- v. Projects located outside of CARE areas and PDAs may receive a maximum of two years of TFCA Funds under this designation and must meet the following requirements:
  - a. By the end of the first year of operation, projects shall meet a cost-effectiveness of \$200,000/ton, and
  - b. By the end of the second year of operation, projects shall cost \$125,000 or less per ton (cost-effectiveness rating) and shall meet all of the requirements of Policy #28. A-F (existing shuttles).
  - d. ~~Projects located outside of CARE areas must not exceed a cost-effectiveness of \$125,000 per ton of emissions reduced for the first two years of project operation.~~



~~e. Projects located in CARE areas may receive a maximum of three years of TFCA funds under the Pilot designation; projects located outside of CARE areas may receive a maximum of two years of TFCA funds under this designation. After these time periods, applicants must apply for subsequent funding under the shuttle/feeder bus service designation, described above.~~

### 29. Bicycle Projects:

New bicycle facility projects that are included in an adopted countywide bicycle plan or Congestion Management Program (CMP) are eligible to receive TFCA funds. Eligible projects are limited to the following types of bicycle facilities for public use that result in motor vehicle emission reductions:

- A. New Class-1 bicycle paths;
- B. New Class-2 bicycle lanes;
- ~~C.~~ New Class-3 bicycle routes;
- ~~C.D.~~ New Class-4 cycle tracks or separated bikeways;
- ~~D.E.~~ New bicycle boulevards;
- ~~E.F.~~ Bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels;
- ~~F.G.~~ Bicycle lockers;
- ~~G.H.~~ Capital costs for attended bicycle storage facilities;
- ~~H.I.~~ Purchase of two-wheeled or three-wheeled vehicles (self-propelled or electric), plus mounted equipment required for the intended service and helmets; and
- ~~I.J.~~ Development of a region-wide web-based bicycle trip planning system.

All bicycle facility projects must, where applicable, be consistent with design standards published in the California Highway Design Manual, or conform to the provisions of the Protected Bikeway Act of 2014.

### 30. Bay Area Bike Share

These projects make bicycles available to individuals for shared use for completing first- and last-mile trips in conjunction with regional transit and stand-alone short distance trips. To be eligible for TFCA funds, bicycle share projects must work in unison with the existing Bay Area Bike Share Project by either increasing the fleet size within the initial participating service areas or expanding the existing service area to include additional Bay Area communities. Projects must have a completed and approved environmental plan and a suitability study demonstrating the viability of bicycle sharing. Projects must ~~not exceed~~ meet a cost-effectiveness of \$500,000/ton. Projects may be awarded TFCA funds to pay for up to five years of operations.

### 31. Arterial Management:

Arterial management grant applications must identify a specific arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Projects that provide routine maintenance (e.g., responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funds. Incident management projects on arterials are eligible to receive TFCA funds. Transit improvement

projects include, but are not limited to, bus rapid transit and transit priority projects. For signal timing projects, TFCA funds may only be used for local arterial management projects where the affected arterial has an average daily traffic volume of 20,000 motor vehicles or more, or an average peak hour traffic volume of 2,000 motor vehicles or more (counting volume in both directions). Each arterial segment must meet the cost-effectiveness requirement in Policy #2.

**32. Smart Growth/Traffic Calming:**

Physical improvements that support development projects and/or calm traffic, resulting in motor vehicle emission reductions, are eligible for TFCA funds, subject to the following conditions:

- A. The development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, pedestrian plan, traffic-calming plan, or other similar plan; and
- B. The project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District plan for State and national ambient air quality standards. Pedestrian projects are eligible to receive TFCA funds.
- C. The project must have a completed and approved environmental plan.

Traffic calming projects are limited to physical improvements that reduce vehicular speed by design and improve safety conditions for pedestrians, bicyclists or transit riders in residential retail, and employment areas.

Commenter and Organization	Comments received from County Program Mangers between August 29 - September 26, 2014	Air District Staff's Responses
<p>Bill Hough and Marcella Rensi <i>Santa Clara Valley Transportation Authority</i></p>	<p>Legislation requiring Caltrans to establish engineering standards for cycletracks has been approved by the California Legislature and is awaiting the Governor's signature (AB 1193). We suggest including cycle tracks as one of the eligible bicycle facility types.</p>	<p>Staff has modified Policy 29 to include Class-4 cycle tracks or separated bikeways into the listing of eligible projects. These projects must either comply with engineering design standards in the California HDM or conform to the provisions of the Protected Bikeway Act of 2014.</p>
	<p>Current TFCA Policy #29 includes Class I bike paths, Class II bike lanes, Class III bike routes and bicycle boulevards as eligible projects, and notes that "All bicycle facility projects must, where applicable, be consistent with design standards published in the California Highway Design Manual." The policy does not recognize "cycletracks," which have been implemented in many communities throughout the Bay Area. Current California HDM does not include design guidance for cycletracks.</p>	<p>See response above.</p>
	<p>Currently, Policy 32 says that smart growth projects must have a completed and approved environmental plan prior to obtaining funding. This is beneficial in screening projects since there are no default assumptions for "smart growth" or traffic calming projects in the guidance. BAAQMD might want to consider expanding the environmental requirement to trail projects, which will hopefully allow for more reliable demand analysis for the completed trail.</p>	<p>The submitted remarks are noted. Staff will explore this idea further with the County Program Managers at the next workgroup meeting.</p>
	<p>Under Section 28. Shuttle/Feeder Service, 1st paragraph, please clarify what "definable" means and if needed, the definition should be vetted before incorporating into the policy.</p>	<p>The text has been revised to remove the term "definable". Staff will be discussing the idea of how to improve the language related to the Shuttle Program requirements with the County Program Managers at the next workgroup meeting.</p>
<p>John Hoang <i>San Mateo C/CAG</i></p>	<p>Under Section 28 D, regarding "duplication of services", this stipulation may not take into account the disparate nature of fixed route bus service and last mile commute shuttles. Please reconsider reworking the policy so as not to correlate between two different types of services.</p>	<p>The proposed policy is written to be consistent with the Regional Fund Shuttle and Ridesharing Program and to meet the goal of reducing new trips. The submitted remarks are noted and staff will be discussing the idea of how to improve the language related to the duplication requirement with the County Program Managers at the next workgroup meeting.</p>

Committer and Organization	Comments received from County Program Mangers between August 29 - September 26, 2014	Air District Staff's Responses
	<p>Under Section 28 G, requirement #1 states that "No further TFCA project funding as of January 2017". The funding is awarded by fiscal year therefore, as written, does that language apply to only the 6 months of FYE 2017?</p>	<p>Policy 28.D. is written to reflect that projects are eligible for TFCA funds pay for operations and services that are provided up through December 31, 2016. After that date, duplicative projects would no longer be eligible for TFCA funding. The submitted remarks are noted and staff will be discussing the idea of how to improve the language related to the duplication requirement with the County Program Managers at the next workgroup meeting.</p>
	<p>Also, for #2, the project sponsor that we provide TFCA funds to for shuttle services has indicated that as of today, there are no other sources of funds that can supplant the TFCA funding.</p>	<p>The proposed revisions to policy 28.D. serve to align the CPM Policies with the requirements of the Regional Fund Program. This policy requires project sponsors to submit a financial plan as a condition for obtaining an exemption to the duplication requirement - even if there are no other sources that can identified a this time. The purpose of the plan is to have project sponsors of duplicative project identify a series of options (develop a plan) that can be followed to pursue new sources of funds from local businesses, riders, etc.</p>
	<p><b>Policy 15. Combined Funds</b></p> <p>For clarity, staff suggests Policy 15 be revised to reflect that the draft Policies do not allow for the combining of Regional and County TFCA funds for certain project types. Policy 15 currently states, "TFCA funds may be combined with other grants (e.g., with TFCA Regional Funds or State funds) to fund a project that is eligible and meets the criteria for all funding sources", but Policies 22-26, for Alternative Fuel and Replacement projects, are proposed to include new language that specifically prohibits the combining of Regional and County TFCA sources for these project types.</p> <p>In general, it is seen as beneficial to be eligible for both Regional and County TFCA funds, but if specific projects are to be precluded from receiving both fund sources, this should be included in Policy 15 as well as under any project-specific policies.</p>	<p>Please see proposed modification to Policy 15; language has been updated to clarify that combining funds is not allowed for certain project categories.</p>

Committer and Organization	Comments received from County Program Mangers between August 29 - September 26, 2014	Air District Staff's Responses
<p>Jacki Taylor Alameda County Transportation Commission</p>	<p>Policy 28D. Shuttle/Feeder Bus Service – Duplication of service</p> <p>In general, staff feels that Policy 28D, as written, may be too restrictive and could limit the ability to fund shuttles that are cost-effective, reduce SOV trips and promote last-mile connections. It is suggested the duplication of service definition be revised to clarify that the 0.5 mile restriction is intended for shuttle routes that share a common route with existing public transit and not simply a shared stop.</p>	<p>The submitted remarks are noted. The proposed revisions to policy 28.D. serve to align the CPM Policies with the requirements of the Regional Fund Program and to meet the goal of reducing new trips. Staff will be discussing the idea of how to improve the language related to the duplication requirement with the County Program Managers at the next workgroup meeting.</p>
	<p>Policy 28E. Shuttle/Feeder Bus Service – Matching funds</p> <p>Staff requests the proposed 10% matching funds requirement for shuttle projects be removed from the Policies. It should continue to be up to the discretion of the County Program Managers whether or not to have a matching funds requirement for shuttles -- or any project type.</p>	<p>Staff has modified the requirement and removed the 10% matching funds requirement to provide County Program Managers the flexibility to choose whether to require matching funds and if so, the amount they feel is appropriate for each project type.</p>
	<p>Policy 28G. Shuttle/Feeder Bus Service – Duplication of service exemption</p> <p>In the first sentence, the referenced fiscal years should be updated to FYE 2015 and FYE 2016, respectively.</p>	<p>Please see proposed modification to the Policy 28.D. Staff has included both years since some County Program Mangers have awarded projects that have duration of two years.</p>
	<p>Policy 28I. Shuttle/Feeder Bus Service – Pilot service</p> <p>Staff suggests the proposed requirement for pilot shuttle applicants to provide a financial plan for transitioning to a self-sustaining service and/or for reducing reliance on TFCA funding within 5 years be removed from the Policies. As long as a pilot shuttle project continues to be cost-effective for TFCA, it should be up to the discretion of each County Program Manager how long and at what level the shuttle can continue to be funded with County TFCA.</p>	<p>Staff has modified the requirement and removed the explicit requirements in order to provide County Program Managers the flexibility to choose how to implement this requirement.</p>
	<p>As a final comment, in general it is requested that a longer review period be provided for the annual review of the draft Policies to allow more time for a typical agency review process, which may include requesting review and feedback from one or more of our committees.</p>	<p>The submitted remarks are noted. Staff will be exploring options for modifying the next year's schedule with the County Program Managers at the next workgroup meeting.</p>

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Scott Haggerty and Members  
of the Mobile Source Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: October 30, 2014

Re: Consideration of Fiscal Year Ending (FYE) 2015 Transportation Fund for Clean Air  
(TFCA) Regional Fund Shuttle and Rideshare Projects

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RECOMMENDED ACTIONS

Recommend Board of Directors:

1. Approve a proposed change to FYE 2015 TFCA Regional Fund Policy #2 to increase the cost-effectiveness limit to \$175,000/ton of emissions reduced for existing shuttle projects, year 2 pilot shuttle projects, and year 3 pilot shuttle projects in CARE and/or PDA areas;
2. Approve proposed awards for the TFCA Shuttle and Ridesharing projects listed in Attachment A at the revised cost-effectiveness limit of \$175,000/ton of emissions reduced; and
3. Authorize the Executive Officer/APCO to enter into agreements for the recommended TFCA projects in Attachment A.

BACKGROUND

In 1991, the California State Legislature authorized the Bay Area Air Quality Management District (Air District) to impose a \$4 surcharge on motor vehicles registered within the nine-county Bay Area to fund projects that reduce on-road motor vehicle emissions. Since 1992, the Air District has allocated these funds to its Transportation Fund for Clean Air (TFCA) Program to fund eligible projects. The statutory authority for the TFCA and requirements of the program are set forth in California Health and Safety Code (HSC) Sections 44241 and 44242.

Sixty percent of TFCA funds are awarded by the Air District to eligible programs and projects implemented directly by the Air District (e.g., the Smoking Vehicle, Enhanced Mobile Source Enforcement, Spare the Air, and Bicycle Facility Programs) and through a grant program known as the Regional Fund. The remaining 40 percent of TFCA funds are forwarded to a designated agency within each Bay Area county to be distributed via the County Program Manager Fund.

Staff will present an overview of the FYE 2015 TFCA Regional Fund Shuttle and Ridesharing Incentive Program policies and evaluation criteria, project evaluation results, and recommendations for grant awards for the eligible FYE 2015 shuttle and rideshare projects.

## DISCUSSION

The Air District's Board of Directors allocated up to \$4 million for the FYE 2015 Shuttle & Rideshare Program on May 21, 2014. The Board of Directors subsequently approved Policies and Evaluation Criteria for the FYE 2015 cycle on June 4, 2014. Staff opened a call for projects on June 26, 2014 and held two grant application workshops in San Francisco on July 2, 2014 and July 14, 2014. Both of these workshops were also accessible via an online webinar.

Fourteen applications for FYE 2015 funding were received by October 6, 2014, including 12 applications for shuttle projects (totaling 45 routes) and two rideshare projects. All projects were evaluated for conformance with Board-approved Policies and Evaluation Criteria. Staff is recommending a change to FYE 2015 TFCA Regional Fund Policy #2 to increase the cost-effectiveness limit to \$175,000/ton of emissions reduced for existing shuttle projects, year 2 pilot shuttle projects, and year 3 pilot shuttle projects in CARE and/or PDA areas (from \$125,000/ton) to counter balance the impacts caused by California Air Resources Board's (CARB) revisions to emissions factors that were implemented during the FYE 2015 cycle. This change will also minimize the impact to existing projects while the program is undergoing review.

Based on a cost-effectiveness threshold of \$175,000/ton of emissions reduced, eight projects are recommended for award at the full request amount (totaling \$2,704,978), and one project (#15R13 – 24 routes) is recommended at a reduced award amount (totaling \$992,528 ) in order to meet the revised cost-effectiveness criteria. These nine projects will result in the combined reduction of over 87 tons of NOx, ROG, and PM and 47,810 tons of greenhouse gases. Staff recommends awarding \$3,697,506 to these nine projects from FYE 2015 TFCA Regional Funds.

Additionally, the Board-approved Policies require that 60% of funding be reserved for projects that are located in Highly Impacted Communities (HIC), as defined by the Air District's Community Air Risk Evaluation (CARE) program and by Priority Development Areas (PDA). Approximately 68% (\$2,532,234) of the funds are being recommended for award to projects that reduce emissions in highly impacted Bay Area communities to projects in CARE areas or PDAs (\$1,684,578 in CARE areas, \$663,011 in PDAs, and \$184,645 in both). Attachment A provides additional information on these projects.

Five projects are not recommended for award because of one or more of the following reasons:

- The proposed service duplicates existing transit service and is not eligible for a temporary waiver.
- The proposed project is not cost-effective at any dollar amount.
- The application was received after the due date and was incomplete as of October 6, 2014, so a determination of eligibility could not be made in time for this report.

A listing of the projects that are not recommended for funding is included in Attachment B.

BUDGET CONSIDERATION / FINANCIAL IMPACT

None. The Air District distributes program monies as “pass-through” funds on a reimbursement basis. Administrative costs for project staffing are provided by the Air District’s Transportation Fund for Clean Air.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Ken Mak  
Reviewed by: Karen Schkolnick

Attachment A: Projects Recommended for Award – FYE 2015 Regional Fund TFCA Shuttle and Ridesharing

Attachment B: Projects Not Recommended for Award and Incomplete Applications – FYE 2015 Regional Fund TFCA Shuttle and Ridesharing



**ATTACHMENT A: Projects Recommended for Award - FYE 2015 Regional Fund TFCA Shuttle and Ridesharing**

FYE 2015 Shuttle and Ridesharing Applications, Projects Recommended for Funding													
Project #	Project Sponsor	Proposed Project Title	Route	Est. C/E	Recommended Award Amount (at \$175k limit)	Total TFCA Funds requested	Total Project / Route Cost	ROG (tons)	NOX (tons)	PM10 (tons)	CO2 (tons)	Total Boardings or Trips / Year	Award Amount (at \$125k limit)
15R05	MTC	Regional Rideshare Program		\$ 16,776	\$ 1,000,000	\$ 1,000,000	\$ 3,548,006	19.55	20.61	18.20	31,461	6,074,880	\$ 1,000,000
15R06	Associated Students, SJSU	SJSU Ridesharing & Trip Reduction		\$ 70,858	\$ 140,000	\$ 140,000	\$ 164,707	0.66	0.64	0.54	938	761,400	\$ 140,000
15R07	SJRRRC	ACE Shuttle	Route 53	\$ 134,284	\$ 110,000	\$ 110,000	\$ 170,494	0.29	0.21	0.27	463	35,739	\$ 102,390
			Route 54	\$ 166,764	\$ 73,500	\$ 73,500	\$ 139,736	0.15	0.15	0.12	216	25,276	\$ 55,092
15R09	SFMTA	82X Levi Express Shuttle		\$ 33,501	\$ 61,213	\$ 61,213	\$ 774,584	0.71	0.47	0.64	1,111	176,877	\$ 61,213
15R11	City of Oakland	Broadway Shuttle		\$ 154,678	\$ 229,173	\$ 229,173	\$ 370,314	0.55	0.40	0.44	736	392,112	\$ 185,200
15R12	Santa Clara Valley Transportation Authority	ACE Shuttle Bus Program	Brown	\$ 71,120	\$ 102,619	\$ 102,619	\$ 146,130	0.43	0.48	0.44	757	41,703	\$ 102,619
			Gray	\$ 73,134	\$ 152,377	\$ 152,377	\$ 216,986	0.63	0.70	0.64	1,086	60,418	\$ 152,377
			Green	\$ 121,565	\$ 86,262	\$ 86,262	\$ 122,838	0.21	0.24	0.22	370	27,447	\$ 86,262
			Orange	\$ 95,890	\$ 95,971	\$ 95,971	\$ 136,662	0.30	0.34	0.31	513	25,742	\$ 95,971
			Purple	\$ 109,448	\$ 104,468	\$ 104,468	\$ 148,763	0.29	0.32	0.29	495	34,239	\$ 104,468
			Red	\$ 81,476	\$ 155,214	\$ 155,214	\$ 215,816	0.57	0.64	0.58	988	58,688	\$ 155,214
			Violet	\$ 91,645	\$ 109,645	\$ 109,645	\$ 156,135	0.36	0.40	0.36	617	38,732	\$ 109,645
Yellow	\$ 66,667	\$ 153,444	\$ 153,444	\$ 218,506	0.69	0.77	0.70	1,205	62,447	\$ 153,444			
15R13	Peninsula Corridor Joint Powers Board	Caltrain Shuttle Program	Bayshore/Brisbane	\$ 162,283	\$ 14,600	\$ 14,600	\$ 94,958	0.04	0.04	0.04	48	20,204	\$ 11,200
			Bayside	\$ 124,135	\$ 58,700	\$ 58,700	\$ 86,789	0.15	0.16	0.14	235	50,518	\$ 58,700
			Belmont / Hillsdale	\$ 218,640	\$ 5,762	\$ 7,200	\$ 88,831	0.02	0.02	0.02	21	17,622	\$ 4,100
			Bowers / Walsh	\$ 174,995	\$ 24,710	\$ 24,710	\$ 111,805	0.05	0.03	0.05	80	20,760	\$ 17,600
			Bridge Park	\$ 124,493	\$ 68,000	\$ 68,000	\$ 128,003	0.17	0.17	0.17	290	38,245	\$ 68,000
			Broadway / Millbrae	\$ 127,559	\$ 23,600	\$ 23,600	\$ 117,761	0.07	0.07	0.06	94	47,958	\$ 23,000
			Campus Drive	\$ 148,069	\$ 22,200	\$ 22,200	\$ 102,445	0.05	0.03	0.05	87	23,079	\$ 18,680
			Clipper - RW Shores	\$ 124,614	\$ 19,900	\$ 19,900	\$ 103,466	0.05	0.03	0.06	93	23,663	\$ 19,900
			Deer Creek	\$ 360,509	\$ 5,480	\$ 11,290	\$ 99,552	0.01	-0.04	0.05	86	26,842	\$ 3,900
			Duane Avenue	\$ 129,176	\$ 44,800	\$ 44,800	\$ 114,358	0.11	0.11	0.11	181	25,928	\$ 43,200
			EA - Redwood Shores	\$ 124,488	\$ 67,000	\$ 67,000	\$ 110,000	0.18	0.18	0.16	249	39,849	\$ 67,000
			Embarcadero	\$ 147,854	\$ 53,000	\$ 53,000	\$ 203,019	0.13	0.09	0.12	188	49,198	\$ 44,700
			Lincoln Centre	\$ 140,286	\$ 44,700	\$ 44,700	\$ 126,049	0.11	0.08	0.11	175	37,634	\$ 39,700
			Marguerite	\$ 21,284	\$ 105,000	\$ 105,000	\$ 284,570	1.76	1.34	1.64	2,936	805,083	\$ 105,000
			Mariners Island	\$ 125,715	\$ 40,000	\$ 40,000	\$ 102,598	0.10	0.09	0.10	163	38,777	\$ 39,600
			Marsh Road	\$ 143,245	\$ 32,300	\$ 32,300	\$ 132,303	0.07	0.07	0.07	120	31,977	\$ 28,100
			Mary Moffett	\$ 172,816	\$ 32,900	\$ 32,900	\$ 100,000	0.08	0.07	0.05	76	18,260	\$ 23,700
			Mission College	\$ 124,412	\$ 89,000	\$ 89,000	\$ 104,147	0.22	0.24	0.21	362	35,990	\$ 89,000
			North Bayshore	\$ 131,927	\$ 50,600	\$ 50,600	\$ 208,000	0.12	0.13	0.11	180	27,825	\$ 47,800
			Oracle	\$ 124,567	\$ 9,600	\$ 9,600	\$ 128,199	0.03	0.03	0.02	30	28,184	\$ 9,600
Pacific Shores	\$ 124,220	\$ 85,600	\$ 85,600	\$ 128,981	0.22	0.21	0.21	360	62,882	\$ 85,600			
Shoreline - Google	\$ 157,329	\$ 58,700	\$ 58,700	\$ 208,000	0.12	0.13	0.11	162	43,671	\$ 46,500			
Sierra Point	\$ 177,460	\$ 15,876	\$ 16,100	\$ 110,000	0.03	0.03	0.03	22	19,447	\$ 11,300			
Willow Road	\$ 135,837	\$ 20,500	\$ 20,500	\$ 88,491	0.05	0.04	0.05	79	24,334	\$ 18,800			
15R16*	County of Alameda	Embarcadero Cove Pilot Shuttle		\$ 252,863	\$ 56,092	\$ 56,092	\$ 62,325	0.08	0.08	0.07	110	29,500	\$ 56,092
15R17	Presidio Trust	PresidioGO Shuttle		\$ 75,829	\$ 75,000	\$ 75,000	\$ 450,478	0.32	0.33	0.29	430	279,159	\$ 75,000
<b>TOTAL:</b>					\$ 3,697,506	\$ 3,704,978	\$ 10,124,805	29.74	30.13	27.85	47,810	9,682,289	\$ 3,559,667

\* Pilot Project in CARE area

**ATTACHMENT B: Projects Not Recommended for Award and Incomplete Applications -  
FYE 2015 Regional Fund TFCA Shuttle and Ridesharing**

FYE 2015 Shuttle and Ridesharing Applications, Projects Not Recommended for Funding											
Project Number	Project Sponsor	Proposed Project Title	Route	Est. C/E	Total TFCA Funds requested	Total Project / Route Cost	Reason	ROG (tons)	NOX (tons)	PM10 (tons)	CO2 (tons)
15R08	City of Alameda	Estuary Crossing Shuttle		\$ 4,727,640	\$ 100,000	\$ 441,640	Not C/E, Duplicates service	0.03	-0.06	0.05	60
15R10	SFMTA	UCSF Mission Bay Shuttle		\$ 99,746	\$ 230,000	\$ 1,275,817	Duplicates service	0.89	0.61	0.77	1321
15R13	Peninsula Corridor Joint Powers Board	Caltrain Shuttle Program	Norfolk	\$ (75,119)	\$ 8,500	\$ 97,340	Not C/E at any amount	0.02	-0.09	0.01	20
15R14	Alameda-Contra Costa Transit District	Union City BART Pilot Shuttle		\$ 2,281,523	\$ 373,500	\$ 415,000	Not C/E, Duplicates service	0.06	0.05	0.04	60
15R15	City of Richmond	Commuter Shuttle		TBD	TBD	TBD	Application Incomplete	TBD			
15R15*	City of Richmond	Commuter Shuttle	Route 1	TBD	TBD	TBD	Application Incomplete	TBD			
			Route 2	TBD	TBD	TBD		TBD			

\*New Application; supercedes previous application of the same name

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Nate Miley and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/APCO

Date: November 6, 2014

Re: Report of the Nominating Committee Meeting of November 17, 2014

RECOMMENDED ACTION

The Nominating Committee (Committee) may recommend Board of Directors' (Board) approval of Board Officers for:

- Chairperson;
- Vice Chairperson; and
- Secretary.

BACKGROUND

The Committee will meet on Monday, November 17, 2014 and consider the slate of Board Officers for the 2015 Term of Office.

Chairperson Miley will give an oral report of the meeting.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Sean Gallagher  
Reviewed by: Maricela Martinez

Attachment: 11/17/14 – Nominating Committee Meeting Agenda #4

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Nate Miley and Members  
of the Nominating Committee

From: Jack P. Broadbent  
Executive Officer/APCO

Date: November 6, 2014

Re: Consideration and Nomination of Board Officers for the Term of Office  
Commencing 2015

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RECOMMENDED ACTION

Consider recommending Board of Directors' approval of Board Officers for:

- Chairperson;
- Vice Chairperson; and
- Secretary

DISCUSSION

Air District Counsel, Brian Bunger has provided a memorandum addressed to Chairperson Nate Miley that is attached for discussion. The memorandum includes pertinent provisions from the Air District's Administrative Code and the Board of Directors' Operating Policies and Procedures. The memorandum also discusses the role of the Nominating Committee.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Vanessa Johnson  
Reviewed by: Maricela Martinez

Attachment 1: Criteria for Recommendation of Officers of the Board of Directors  
Attachment 2: Administrative Code – Selected Provisions Section 2 Board of Directors,  
Officers - Duties

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

**OFFICE OF DISTRICT COUNSEL**

**MEMORANDUM**

**DATE:** November 6, 2014

**TO:** Nate Miley, Chairperson  
and Members of the Nominating Committee of the Board of Directors

**FROM:** Brian C. Bunger  
District Counsel

**SUBJECT:** Criteria for Recommendation of Officers of the Board of Directors

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The function of the Nominating Committee is “to recommend to the Board the officers for each calendar year.” Bay Area Air Quality Management District Administrative Code (“Admin. Code”), Division I, Section 6.8. In order to assist with this function, this Memorandum discusses the criteria to be applied by the Nominating Committee in making its recommendations for officers to the Board.

The Administrative Code contains certain criteria that the Nominating Committee must follow in making its recommendation for officers of the Board.

First, “the Committee shall not be bound by a recommendation of a previous Nominating Committee.” Admin. Code, Div. I, § 6.8.

Second, “[t]he Committee need not follow a strict rule of rotation between supervisor and city members but may take into account their proportionate membership on the Board of Directors.” Admin Code, Div. I, § 6.8.

Third, Section 6.8 further requires that “the Committee shall take into account the provisions of Section I-2.7.” Admin. Code, Div. I, § 6.8.

Section 2.7 of Division I of the Administrative Code sets forth a policy of the Board to rotate the positions of the Chairperson, Vice Chairperson and Board Secretary among the members of the Board “in a manner to assure participation in the affairs of the District from a wide representation of the membership.” Admin. Code, Div. I § 2.7. In this regard, Section 2.7 provides that “[I]n making its recommendations, the Nominating Committee shall take into account such factors as representation by those members appointed by Boards of Supervisors, those members appointed by City selection committees, those members from large counties, and those from small counties.” Admin. Code, Div. I § 2.7.

Thus, the Board has expressed a policy of rotating officer positions in order to ensure broad participation by all Board members in the affairs of the District. However, the Nominating Committee is not required to follow a strict rule of rotation between supervisor and city members. Nor is the Committee to be bound by the actions of any prior Nominating Committee. Finally, the Nominating Committee must take into account such factors as representation of supervisor and city members on the Board and the representation of members from large and small counties.

For your convenience, attached are copies of the pertinent sections of the District's Administrative Code.

**ADMINISTRATIVE CODE – SELECTED PROVISIONS****SECTION 2 BOARD OF DIRECTORS, OFFICERS - DUTIES****2.1 OFFICERS OF THE BOARD. (Revised 1/21/04)**

The presiding officer of the Board is the Chairperson of the Board of Directors. The Chairperson, Vice Chairperson and Secretary shall, no later than the first meeting in December of each year, be elected by the Board of Directors and assume office January 1, (effective January 1, 2005). The Chairperson shall preserve order and decorum at regular and special meetings of the Board. The Chairperson shall state each question, shall announce the decision, shall decide all questions of order subject to an appeal to the Board. The Chairperson shall vote on all questions, last in order of the roll, and shall sign all ordinances and resolutions adopted by the District Board while the Chairperson presides. (see Section II-4.3)

In the event that the Chairperson is unable, for whatever reason, to fulfill his or her one-year term of office, the Vice-Chairperson shall succeed the Chairperson and the Secretary shall succeed the Vice-Chairperson. Section 2.3 below shall determine the filling of the Secretary vacancy. In any event, no Board Officer shall serve more than three (3) years in any one Board office (Chairperson, Vice-Chairperson, or Secretary).

**2.2 CHAIRPERSON. (Revised 1/14/09)**

The Chairperson shall take the chair at the hour appointed for the meeting and call the District Board to order. In the absence of the Chairperson, the Vice-Chairperson shall call the Board to order and serve as temporary Chairperson. Upon arrival of the Chairperson, the Vice-Chairperson shall relinquish the chair upon the conclusion of the business then pending before the Board. In the absence, or self-determined inability to act, of the Chairperson, or the Vice-Chairperson when the Chairperson is absent, the Board Secretary shall call the Board to order and serve as temporary Chairperson. Upon arrival of the Chairperson or Vice-Chairperson, the Secretary shall relinquish the Chair upon the conclusion of the business then pending before the Board. In the absence, or self-determined inability to act, of the Chairperson, Vice Chairperson or Secretary, members of the Board of Directors shall, by an order on the Minutes, select one of their members to act as temporary Chairperson. Upon the arrival or resumption of ability to act, the Chairperson or Vice-Chairperson shall resume the Chair, upon the conclusion of the business then pending before the Board. It shall be the duty of the Chairperson to attend all meetings of the Bay Area Air Quality Management District Advisory Council.

**2.3 VICE CHAIRPERSON.**

If, for any reason, the Chairperson ceases to be a member of the Board, the Vice-Chairperson shall automatically assume the office of Chairperson and the Board Secretary shall automatically assume the office of Vice-Chairperson. If, for any reason, the Vice-Chairperson ceases to be a member of the Board, the Board Secretary shall automatically assume the office of Vice-Chairperson. In either eventuality, the Board Nominating Committee shall, upon the request of the Chairperson, make a recommendation at the Board meeting following such request to fill the office of Board Secretary. An election will then immediately be held for that purpose.

**2.4 BOARD SECRETARY.**

The Board Secretary shall be official custodian of the Seal of the District and of the official records of the District and shall perform such secretarial duties as may require execution by the Board of Directors. The Board Secretary may delegate any of these duties to the APCO, or to the Clerk of the Boards.

**2.5 MEETING ROLL CALL.**

Before proceeding with the business of the Board, the Clerk of the Boards shall call the roll of the members, and the names of those present shall be entered in the Minutes. The names of members who arrive after the initial roll call shall be noted in the Minutes at that stage of the Minutes.

**2.6 QUORUM.**

A majority of the members of the Board constitutes a quorum for the transaction of business, and may act for the Board.

**2.7 OFFICER ROTATION.**

It is intended that the positions of Chairperson, Vice Chairperson, and Board Secretary be rotated among the members in a manner to assure participation in the affairs of the District from a wide representation of the membership. In making its recommendations, the Nominating Committee shall take into account such factors as representation by those members appointed by Boards of Supervisors, those members appointed by City selection committees, those members from large counties, and those from small counties.

**SECTION 6 BOARD OF DIRECTORS, COMMITTEES**

**6.8 NOMINATING COMMITTEE. (Revised 10/4/95)**

The Nominating Committee will consist of the Chairperson of the Board, the past Chairperson of the Board and three (3) appointees of the Chairperson of the Board, or in the event the past Chairperson of the Board is no longer serving on the Board, four (4) appointees of the Chairperson of the Board. The Nominating Committee shall be appointed no later than the second Board Meeting in November of each year and shall serve until the appointment of a new Committee. It is the function of the Nominating Committee to recommend to the Board the officers for each calendar year. In making its recommendation, the Committee shall not be bound by a recommendation of a previous Nominating Committee. The Committee need not follow a strict rule of rotation between supervisor and city members but may take into account their proportionate membership on the Board of Directors. Additionally, the Committee shall take into account the provisions of Section I-2.7.



**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

Memorandum

To: Chairperson Nate Miley and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/APCO

Date: November 3, 2014

Re: Health Risk Assessment Guidelines Revisions

RECOMMENDED ACTION

None; receive and file.

SUMMARY

The Air District implements several programs that are designed to identify and reduce public exposure to toxic air contaminants (TACs). The Air District's Permitting and Air Toxics Hot Spots Programs rely on standardized procedures to assess potential health impacts from new and existing facilities. The state Office of Environmental Health Hazard Assessment (OEHHA) develops these Health Risk Assessment (HRA) guidelines and periodically reviews and updates them. Earlier this year, OEHHA proposed major revisions to the HRA guidelines.

DISCUSSION

On June 20, 2014, OEHHA proposed revisions to the HRA guidelines that reflect improved methods for calculating public exposure and that account for the added sensitivity of children to air toxic contaminants. The proposed public exposure calculation procedures include changes to breathing rate, exposure duration, and multi-pathway exposure assumptions, calculation procedures and sensitivity factors. The Air District expects that the proposed HRA guidelines will result in new calculated health risks, for the same emissions, that are at least twice as high as those calculated using current procedures. Staff will provide a summary of the proposed HRA Guideline revisions and the potential impacts to the Air District and regulated community.

Respectfully,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Jim Karas  
Reviewed by: Jeff McKay

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT**

## Memorandum

To: Chairperson Nate Miley and Members  
of the Board of Directors

From: Jack P. Broadbent  
Executive Officer/APCO

Date: November 3, 2014

Re: Overview of the 2014/2015 Wood Smoke Reduction Program

**RECOMMENDED ACTION**

None; receive and file.

**BACKGROUND**

The 2014/2015 winter marks the seventh season that the *Winter Spare the Air (WSTA)* program includes a mandatory curtailment of wood burning throughout the Bay Area when a *WSTA* alert is issued. This program is an important and successful part of the Air District's efforts to attain health-based ambient air quality standards for fine particulate matter.

**DISCUSSION**

For the 2014/2015 *WSTA* season, the Air District is continuing to work with local governments and the public to inform them about the air quality impacts and health hazards of wood burning as well as the Air District's wood burning rule. The advertising and outreach campaign will continue to use multiple language TV, radio, print, web, billboard, grassroots and in-theater spots. Educational materials will be distributed to the public via direct mail, public events, door-to-door canvassing and through the website. Continuing this season, the program will include a Wood Smoke Awareness School for first time offenders of the rule and increased fines for repeat offenders. More focused enforcement techniques will be employed this season along with review of exemptions in an attempt to address localized impacts. In addition, the Air District is continuing the partnership with Marin County from last season to provide rebates up to \$1500 for change-out of older, polluting wood burning devices in the San Geronimo Valley (an area in which natural gas service is unavailable and wood burning prevalent).

The Air District is also planning to amend the current rule (Regulation 6, Rule 3) to address exemptions, improve enforceability, and to explore improvements in technology. Public workshops are targeted for the first quarter of 2015.

BUDGET CONSIDERATIONS/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent  
Executive Officer/APCO

Prepared by: Wayne Kino  
Reviewed by: Jeff McKay