BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

BOARD OF DIRECTORS
REGULAR MEETING
NOVEMBER 18, 2015

A regular meeting of the Bay Area Air Quality Management District Board of Directors will be held in the 7th 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

WEDNESDAY **BOARD ROOM**
NOVEMBER 18, 2015 **7TH FLOOR**
9:45 A.M.

CALL TO ORDER **Chairperson, Carole Groom**

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.

COMMENDATIONS/PROCLAMATIONS/AWARDS

3. *The Board of Directors will recognize outgoing Advisory Council Chairperson Liza Lutzker and Advisory Council Members Jessica Range, Jonathan Cherry, Sam Altshuler, Ana Alvarez, Robert Bornstein, Harold Brazil, Stan Hayes, Frank Imhof, Kraig Kurucz, Rick Marshall, Bruce Mast, Sarat Mayer, Timothy O'Connor, Laura Tam for their service, leadership and dedication to protecting air quality in the Bay Area.*

CONSENT CALENDAR (ITEMS 4 – 12) **Staff/Phone (415) 749-**

4. Minutes of the Board of Directors Meeting of October 21, 2015 **Clerk of the Boards/5073**

   The Board of Directors will consider approving the draft minutes of the Board of Directors Meeting of October 21, 2015.

5. Board Communications Received from October 21, 2015 through November 17, 2015

J. Broadbent/5052
jbroadbent@baaqmd.gov

A copy of communications directed to the Board of Directors received by the Air District from October 21, 2015 through November 17, 2015, if any, will be at each Board Member's place.

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

J. Broadbent/5052
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 months.

7. Quarterly Report of the Executive Office and Division Activities

J. Broadbent/5052
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 2015 – September 2015.

8. Projects and Contracts with Proposed Grant Awards over $100,000

J. Broadbent/5052
jbroadbent@baaqmd.gov

The Board of Directors will consider approval of Carl Moyer Program and Transportation Fund for Clean Air projects requesting grant funding in excess of $100,000, and authorize the Executive Officer/APCO to execute grant agreements for the recommended projects.

9. Authorization of Contracts for IT Infrastructure and IT Disaster Recovery

J. Broadbent/5052
jbroadbent@baaqmd.gov

The Board of Directors will consider authorizing the Executive Officer/APCO to enter into contracts not to exceed $3.3 million for Information Technology (IT) infrastructure with BerkCom Corporation; transfer of $1.4 million from undesignated reserves to the fiscal year ending (FYE) 2016 budget for the down payment on the IT infrastructure and the initial installment of a capital lease agreement for the remainder of the cost for the equipment; enter into a 6 year capital lease agreement for the remaining cost of the IT infrastructure ($2.3 million) consistent with past practice; and amend the current contract with Quality Technology Services, Inc. in an amount not to exceed $247,000 for a three year term for IT backup and disaster recovery colocation services.

10. Authorization of Procurement for Replacement of Computer Workstations

J. Broadbent/5052
jbroadbent@baaqmd.gov

The Board of Directors will consider authorizing the Executive Officer/APCO to enter into a purchase agreement with Gold Star Technology Corporation in an amount not to exceed $675,000 for the replacement of IT workstations; and in the event that vendor cannot meet the pricing and delivery schedule indicated in their RFP response, authorize the Executive Officer/APCO to enter into an alternate purchase agreement for the replacement of IT workstations, in an amount not to exceed $675,000, with the next highest scoring vendor.

11. Consider Establishing New Job Classifications

J. Broadbent/5052
jbroadbent@baaqmd.gov

The Board of Directors will consider establishing new job classifications of Staff Specialist I at Salary Level 130, Staff Specialist II at Salary Level 134, Senior Staff Specialist at Salary Level 138, and Supervising Staff Specialist at Salary Level 142.

12. Adoption of Proposed Amendments to the Air District's Record Retention Schedule

J. Broadbent/5052
jbroadbent@baaqmd.gov

The Board of Directors will consider adopting proposed amendments to the Air District's record retention schedule.

COMMITTEE REPORTS

13. Report of the **Mobile Source Committee** Meeting of October 22, 2015

CHAIR: S. Haggerty

J. Broadbent/5052
jbroadbent@baaqmd.gov

The Committee received the following reports:

A) **Overview of the Air District's Trip Reduction Programs**

1) None; receive and file.

B) **Consideration of Fiscal Year Ending (FYE) 2016 Transportation Fund for Clean Air (TFCA) Regional Fund Shuttle and Rideshare Projects**

1) Approve the proposed awards for the seven TFCA projects listed in Attachment A; and;

2) Authorize the Executive Officer/APCO to enter into agreements for the recommended TFCA projects in Attachment A to the staff memorandum.

C) **Transportation Fund for Clean Air (TFCA) County Program Manager (CPM) Fund Policies for Fiscal Year Ending (FYE) 2017 and Modification to FYE 2016 TFCA CPM Fund Policies**

1) Approve proposed FYE 2017 TFCA CPM Fund Policies in Attachment A to the staff memorandum, as amended to delete the following language relative to Policy 29, Bicycle Projects, on page 7, first paragraph, which reads, "Projects must also have a completed and approved environmental plan. If a project is exempt from preparing an environmental plan as determined by the public agency or lead agency, then that project has met this requirement."; and

2) Approve a proposed change to FYE 2016 TFCA CPM Fund Policy #28 to increase the cost-effectiveness limit to $175,000/ton of emissions reduced for shuttle projects to align it with the FYE 2015 TFCA Regional Fund cost-effectiveness limit.

14. Report of the **Public Engagement Committee** Meeting of October 26, 2015

CHAIR: M. Ross **J. Broadbent/5052**
jbroadbent@baaqmd.gov

The Committee received the following reports:

A) **2015 Spare the Air Campaign**

1) None; receive and file.

B) **Youth for the Environment and Sustainability (YES) Conference**

1) None; receive and file.

C) **Introduction of Winter Spare the Air Campaign**

1) None; receive and file.

15. Report of the **Legislative Committee** Meeting of October 26, 2015

CHAIR: T. Bates **J. Broadbent/5052**
jbroadbent@baaqmd.gov

The Committee received the following reports:

A) **Review of the 2015 Legislative Year**

1) None; receive and file.

PRESENTATIONS

16. **ADVISORY COUNCIL REPORT ON URBAN HEAT ISLAND IMPACTS**

J. Broadbent/5052
jbroadbent@baaqmd.gov

The Advisory Council will provide a report on Urban Heat Island impacts on energy use, climate, air pollution, greenhouse gases and health.

17. **ADVISORY COUNCIL SUMMARY OF PAST ACTIVITIES** **J. Broadbent/5052**
jbroadbent@baaqmd.gov

The Advisory Council will provide a summary of the Council's past activities.

CLOSED SESSION

18. **CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION**

Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Section 54956.9: one potential case.

OPEN SESSION

PUBLIC COMMENT ON NON-AGENDA MATTERS

19. **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.

BOARD MEMBERS' COMMENTS

20. *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

21. **Report of the Executive Officer/APCO**

22. **Chairperson's Report**

23. **Time and Place of Next Meeting**

Monday, November 30, 2015, Bay Area Air Quality Management District Office, 939 Ellis Street, San Francisco, California 94109 at 9:45 a.m.

24. **Adjournment**

The Board meeting shall be adjourned by the Board Chair.

CONTACT:

MANAGER, EXECUTIVE OPERATIONS
939 ELLIS STREET, SAN FRANCISCO, CA 94109
mmartinez@baaqmd.gov

(415) 749-5016
FAX: (415) 928-8560
BAAQMD homepage:
www.baaqmd.gov

- To submit written comments on an agenda item in advance of the meeting. Please note that all correspondence must be addressed to the "Members of the Board of Directors" and received at least 24 hours prior, excluding weekends and holidays, in order to be presented at that Board meeting. Any correspondence received after that time will be presented to the Board at the following meeting.

- To request, in advance of the meeting, to be placed on the list to testify on an agenda item.

- **Accessibility and Title VI:** The Air District provides services and accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Board matters. For accommodations or translations assistance, please call 415-749-5016 at least three days in advance of a meeting, so that arrangements can be made accordingly.

  Accesibilidad y Titulo VI: El Distrito del Aire ofrece servicios y realiza las adaptaciones necesarias para las personas con discapacidades y para las personas con un dominio limitado del inglés siempre que estos servicios se soliciten y se deseen tratar asuntos relacionados con la Junta. Si necesita ayuda con algún tipo de adaptación o traducción, llame al 415-749-5016 como mínimo tres días antes de la reunión de manera que puedan realizarse las adaptaciones necesarias.

  Magagamit na Tulong at Titulo VI: Nagbibigay ang Air District ng mga serbisyo at mga akomodasyon, kapag hiniling, sa mga taong may kapansanan at mga taong limitado ang kakayahan sa Ingles na gustong magpahayag tungkol sa mga usapin sa harap ng Lupon. Para sa mga tulong sa akomodasyon o sa pagsasalin, mangyaring tumawag sa 415-749-5016 nang tatlong araw man lamang na una pa sa miting, para makapaghanda ayon sa pangangailangan.

  可及度及標題VI：空氣管理局根據申請為殘障人士和英語熟練程度有限但卻希望參與董事會事宜的人員提供服務和住宿。關於住宿或者翻譯幫助，請至少在會議之前三天致電 415-749-5016，以便作出相應安排。

  Tạo Khả Năng Truy Cập và Chương VI: Đặc Khu cung cấp dịch vụ và phương tiện đáp ứng, khi có yêu cầu, cho những người bị khuyết tật và cho những cá nhân không thông thạo Anh ngữ muốn được tham gia các vấn đề của Hội Đồng. Để được phương tiện đáp ứng hoặc trợ giúp phiên dịch, xin gọi số 415-749-5016 ít nhất ba ngày trước khi có hội thảo, để tiện bố trí các phương tiện

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 District's offices 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 2015

TYPE OF MEETING	DAY	DATE	TIME	ROOM
Board of Directors Executive Committee *(Meets on the 3rd Monday of each Month)* - **CANCELLED**	**Monday**	**16**	**9:30 a.m.**	**Board Room**
Board of Directors Stationary Source Committee *(Meets on the 3rd Monday of each Month)* - **CANCELLED**	**Monday**	**16**	**10:30 a.m.**	**Board Room**
Board of Directors Nominating Committee *(At the Call of the Chair)* - **CANCELLED**	**Wednesday**	**18**	**9:30 a.m.**	**Room 716**
Board of Directors Regular Meeting *(Meets on the 1st & 3rd Wednesday of each Month)*	**Wednesday**	**18**	**9:45 a.m.**	**Board Room**
Board of Directors Climate Protection Committee *(Meets 3rd Thursday of every other Month)*	**Thursday**	**19**	**9:30 a.m.**	**Board Room**
Board of Directors Budget & Finance Committee *(Meets on the 4th Wednesday of each Month)* - **CANCELLED**	**Wednesday**	**25**	**9:30 a.m.**	**Board Room**
Board of Directors Mobile Source Committee *(Meets on the 4th Thursday of each Month)* - **CANCELLED**	**Thursday**	**26**	**9:30 a.m.**	**Board Room**
Board of Directors Special Meeting *(Meets on the 3rd Monday of each Month)*	**Monday**	**30**	**9:45 a.m.**	**Board Room**

DECEMBER 2015

TYPE OF MEETING	DAY	DATE	TIME	ROOM
Board of Directors Regular Meeting *(Meets on the 1st & 3rd Wednesday of each Month)* **- CANCELLED**	**Wednesday**	**2**	**9:45 a.m.**	**Board Room**
Advisory Council Meeting *(At the Call of the Chair)*	**Thursday**	**3**	**9:30 a.m.**	**Board Room**
Board of Directors Budget & Finance Committee *(Meets on the 4th Wednesday of each Month)*	**Monday**	**7**	**9:30 a.m.**	**Board Room**
Board of Directors Mobile Source Committee *(Meets on the 4th Thursday of each Month)*	**Monday**	**14**	**9:30 a.m.**	**Board Room**
Board of Directors Regular Meeting *(Meets on the 1st & 3rd Wednesday of each Month)*	**Wednesday**	**16**	**9:45 a.m.**	**Board Room**
Board of Directors Executive Committee *(Meets on the 3rd Monday of each Month)*	**Monday**	**21**	**9:30 a.m.**	**Board Room**
Board of Directors Stationary Source Committee *(Meets on the 3rd Monday of each Month)* **CANCELLED**	**Monday**	**21**	**10:30 a.m.**	**Board Room**
Board of Directors Budget & Finance Committee *(Meets on the 4th Wednesday of each Month)* - **CANCELLED**	**Wednesday**	**23**	**9:30 a.m.**	**Board Room**
Board of Directors Mobile Source Committee *(Meets on the 4th Thursday of each Month)* - **CANCELLED**	**Thursday**	**24**	**9:30 a.m.**	**Board Room**

MM – 11/5/15 (4:19 p.m.) **G/Board/ExecutiveOffice/Moncal**

AGENDA: 4

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson Carole Groom and Members
of the Board of Directors

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 5, 2015

Re: Minutes of the Board of Directors Meeting of October 21, 2015

RECOMMENDED ACTION

Approve the attached draft minutes of the Board of Directors (Board) Meeting of October 21, 2015.

DISCUSSION

Attached for your review and approval are the draft minutes of the Board Meeting of October 21, 2015.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Sean Gallagher
Reviewed by: Maricela Martinez

Attachment: Draft Minutes of the Board Meeting of October 21, 2015

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

Board of Directors Regular Meeting
Wednesday, October 21, 2015

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/about-the-air-district/board-of-directors/resolutionsagendasminutes.

1. CALL TO ORDER: Chairperson Carole Groom called the meeting to order at 9:56 a.m.

Opening Comments: None.

Roll Call:

Present: Chairperson Carole Groom; Vice-Chairperson Eric Mar; Secretary Liz Kniss; and Directors John Avalos, Teresa Barrett, David J. Canepa, Cindy Chavez, Scott Haggerty, David Hudson, Roger Kim (on behalf of Edwin Lee), Nate Miley, Karen Mitchoff, Jan Pepper, Katie Rice, Mark Ross, Rod Sinks, Jim Spering, Brad Wagenknecht and Shirlee Zane.

Absent: Directors Tom Bates, Margaret Fujioka and John Gioia.

Pledge of Allegiance: Chairperson Groom led the Pledge of Allegiance.

2. PUBLIC COMMENT ON NON-AGENDA MATTERS:

Bonnie Roelofs, Shell, addressed the Board of Directors (Board) regarding her proud employment at the Shell Martinez refinery and to suggest the proposed refinery regulations are not in the best interest of Bay Area communities.

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

Liz Rosales, Shell Refinery, addressed the Board regarding her gratitude for her job, her employer and the work of Air District staff and to request consideration of the impacts on employment of the proposed refinery regulations.

David Parker, Shell Oil, addressed the Board regarding his and his father's long-term employment in the refinery industry; to opine that Shell produces the cleanest gas available; and to suggest that the proposed refinery regulations will impact the regional economy.

Nancy Navarro, Shell, addressed the Board to report her skepticism about her employer's environmental commitment when she began her employment only to later be pleasantly surprised.

Mark Webster, Shell Martinez Refinery, addressed the Board regarding his ability to support his family through his employment; to suggest the international community looks to the Air District for directional leadership regarding operations; to recall a past relationship with the Air District that resulted in air quality improvements; to opine that the trust and respect of industry that was earned by the Air District is at risk because of political agendas; and to request a return to the traditional rulemaking process.

Richard Black, United Steel Workers (USW), addressed the Board regarding his long-term employment at the refinery in Rodeo and the difficult but successful air quality work that has been accomplished over the years; to encourage a big picture analysis of the impacts of the proposed refinery regulations; and to suggest the economic impact being suggested is real.

Kevin Buchan, Western States Petroleum Association, addressed the Board regarding the presence of refinery representatives in the audience; in opposition to greenhouse gas (GHG) caps; in support of the recommendations detailed in the letter from Richard W. Corey, Executive Officer, California Air Resources Board (ARB), dated September 17, 2015; and to request the postponement of all rulemakings scheduled for Board consideration on December 16, 2015.

Bob Feinbaum addressed the Board regarding his communication with staff, the notice of meeting provided, and the opportunity afforded for public comment.

Mike Miller, USW, addressed the Board regarding his employment at Phillips 66 and support of Assembly Bill 32 and past work of the Air District to ensure the cleanest fuels are refined in the Bay Area; and to request consideration of the economic impacts of additional regulations and postponement of the current rulemakings.

Tom Silva, California Apartment Association, submitted written material entitled, *Don't Let This Be You*, and addressed the Board to offer assistance with regulations impacting Bay Area housing.

Laura Leeds, Chevron, addressed the Board regarding her professional history, her and her husband's refinery employment, and to propose her economic stability is at risk in light of the proposed refinery regulations.

Steve Ardito, Chevron, addressed the Board regarding his long-term employment at Chevron and his long-term residency in the Bay Area; to suggest that his industry responsibly produces goods demanded by our society and all the individuals within it; and in opposition to additional regulations that will put the refineries out of business.

Kathy Wheeler, Shell, addressed the Board regarding her expectation to receive the newly revised proposed refinery rulemakings; to suggest this rulemaking process is broken by traditional standards and unlike any she has seen previously; to opine that industry supports good rules; and to request a postponement of the proposed refinery rulemakings.

Johnny Morales, Shell Oil Refinery, addressed the Board regarding his ability to support a family through his employment and to request consideration of the economic impacts of additional refinery regulations.

Erin Hallissy, Shell Martinez Refinery, addressed the Board regarding her personal experience discovering the cleanliness of the fuel produced and the scope of industry commitment to environmental stewardship and worker safety.

Jack Bean, Industrial Association of Contra Costa County, addressed the Board regarding his concern about proposed refinery rulemakings and to request a postponement of the same.

Jed Holtzman, 350 Bay Area, addressed the Board to suggest the staff memorandum for agenda item 6, *Notices of Violation Issued and Settlements in Excess of $10,000 in the Month of September 2015*, contains information that is difficult to reconcile with claims of environmental stewardship and community safety; and to suggest that community advocacy is not about the refinery staff addressing the Board today and instead about the industry and environment.

The Board and staff discussed the history and timelines for various proposed refinery rulemakings; opportunities for public comment past and future; possible dates and the appropriate format for an upcoming Stationary Source Committee meeting; Brown Act considerations; the desire for an informal meeting with enhanced opportunities for dialogue; and the economic analysis component of the rulemakings.

CONSENT CALENDAR (ITEMS 3 – 9)

3. **Minutes of the Board Meeting of October 7, 2015;**
4. **Board Communications Received from October 7, 2015 through October 20, 2015;**
5. **Air District Personnel on Out-of-State Business Travel;**
6. **Notices of Violation Issued and Settlements in Excess of $10,000 in the Month of September 2015;**
7. **Participation in Year Five of the California Goods Movement Bond Program;**
8. **Allocation to Support GHG Emission Reduction Fund Projects; and**
9. **Consider Authorization for a Contract Extension to Technical and Business Systems and Execution of a Purchase Order in Excess of $70,000 Pursuant to Administrative Code Division II Fiscal Policies and Procedures, Section 4.3 Contract Limitations, for Continued Operation of the BioWatch Monitoring Network.**

Board Comments: None.

Public Comments: No requests received.

Board Action:

Director Wagenknecht made a motion, seconded by Director Hudson, to approve Consent Calendar Items 3 through 9, inclusive; and the motion carried by the following vote of the Board:

AYES: Avalos, Barrett, Canepa, Chavez, Groom, Haggerty, Hudson, Kim, Kniss, Mar, Miley, Mitchoff, Pepper, Rice, Ross, Sinks, Spering, Wagenknecht and Zane.

NOES: None.
ABSTAIN: None.
ABSENT: Bates, Gioia and Fujioka.

COMMITTEE REPORTS

10. Report of the Nominating Committee (NC) Meeting of October 21, 2015

NC Chairperson Groom read:

> The NC met on Wednesday, October 21, 2015, and approved the minutes of November 17, 2014.
>
> The NC considered nomination of Board Officers for the 2016 Term of Office and recommends Eric Mar as Chairperson, Liz Kniss as Vice-Chairperson and Dave Hudson for Secretary.

Public Comments: No requests received.

Board Comments: None.

Board Action:

Chairperson Groom made a motion, seconded by Director Zane, to approve the recommendations of the NC; and the motion carried by the following vote of the Board:

AYES: Avalos, Barrett, Canepa, Chavez, Groom, Haggerty, Hudson, Kim, Kniss, Mar, Miley, Mitchoff, Pepper, Rice, Ross, Sinks, Spering, Wagenknecht and Zane.
NOES: None.
ABSTAIN: None.
ABSENT: Bates, Gioia and Fujioka.

PUBLIC HEARING

11. Public Hearing to Receive Testimony and Consider Adoption of Proposed Amendments to Regulation 6; Rule 3: Wood Burning Devices and Adoption of a Negative Declaration pursuant to the California Environmental Quality Act (CEQA)

Jack Broadbent, Executive Officer/Air Pollution Control Officer (APCO), introduced the topic and Tracy Lee, Air Quality Specialist of the Compliance and Enforcement Division, who gave the staff presentation *Public Hearing on Proposed Amendments to Regulation 6, Rule 3: Wood Burning Devices*, including a summary of the health impacts of wood smoke; Bay Area $PM_{2.5}$ [Fine Particulate Matter] Exceedances; $PM_{2.5}$ emissions from wood smoke; sources of winter $PM_{2.5}$ in the Bay Area; an overview of the rule amendment process; wood smoke reduction strategies; summaries of the narrowing exemptions and strengthening standards; administrative requirement component; proposed effective dates for various provisions of the proposed amendments; estimated $PM_{2.5}$ emission reductions expected; heating fuel costs and emissions; CEQA and socioeconomic analysis; summary of public comments; and recommendation.

Board Comments:

The Board and staff discussed the number of wood-burning devices in the Bay Area; effective dates of the provisions of the proposed rule; the nexus for the focus on the rental properties, instead of all properties, in areas without natural gas service; the timing of, plans for and general policy direction regarding the complete banning of wood burning on Spare the Air Days and in general; whether, and for which devices, the public will be able to get incentive funding under the newly narrowed exemptions; what county partnerships with the Air District are in place to address both indoor and outdoor air quality; the importance of outreach and coordination; the existence and sharing of a model ordinance for local governments; clarification regarding a lack of incentives for wood-burning devices; the value of a well-crafted real estate disclosure and support for the same regarding fireplaces; a suggestion to look at and include group homes in the upcoming staff analysis; whether existing U.S. Environmental Protection Agency (EPA)-certified devices will have to be replaced or upgraded; what will trigger the installation work required of rental properties; support for aligning the timeline for the disclosure requirement with that of the rental installation; clarification of the $PM_{2.5}$ reductions expected; the cost of electricity assumed by staff in preparing the presentation; whether natural gas devices will be incentivized; the difference in operational costs between gas and electric devices; support for incentivizing the cleanest devices possible, particularly if the difference in cost is negligible; an update on staff efforts to tailor a targeted response to high-impact regions; support for incentivizing EPA-certified wood-burning devices; whether a home built on 20 acres would be allowed a fireplace; to whom the legal responsibility attaches for the rental property provisions and why; concern about the requirements in the rental property provisions not being properly assigned to the property owner, and instead being placed on the tenant, through a loophole under the currently proposed language; and concern about the impact on the housing market of singling out rental properties.

Public Comments:

Jessica Epston, Silicon Valley Association of Realtors (SILVAR), addressed the Board regarding the fairness of the rulemaking process, to share a readiness to implement the disclosures and to request a postponement of the effective date of the same to allow for a more robust education campaign.

Mark Burns, SILVAR / Peninsula Regional Data Service, addressed the Board regarding readiness to implement the disclosures and to request a postponement of the effective date because of the scope of the process.

Porfirio Regna, Travis Industries, addressed the Board regarding emissions data regarding EPA-certified wood-burning devices in support of incentivizing the same.

Shannon Wright, Hearth, Patio & Barbecue Association (HPBA) / Travis Industries, addressed the Board regarding emissions data regarding EPA-certified wood-burning devices in support of incentivizing the same.

Jay Hanson, HPBA Pacific, addressed the Board to opine that current data suggests current $PM_{2.5}$ levels to be the result of gross polluters and to request the Air District incentivize removal of pre-EPA-certified devices to achieve ambient air quality targets.

Andrew Ferguson, North Bay Clean Energy Forum, addressed the Board to provide heat pump data regarding cost and use, their success in other markets and their increasing effectiveness through technological advancements.

Eleanor Butchart, On Fire Santa Rosa, addressed the Board regarding her professional experience helping clients to upgrade their heating sources over the years and provide data on the same.

David Kasten, Creative Energy, addressed the Board in support of gas fireplace inserts and the plugging of chimneys that are not in use.

Ryan Karcich addressed the Board to provide data on heating devices sold and air quality improvements achieved and in opposition to not incentivizing the purchase of gas-powered and EPA-certified wood-burning devices.

Sarah Chandler, HPBA, addressed the Board to question the policy focus of removing or altering the behavior of those deemed gross polluters instead of nurturing a net environmental impact viewpoint.

Colleen Hicks addressed the Board in support of incentivizing electric heat pumps.

Patti Weisselberg, Families for Clean Air (FCA), addressed the Board regarding the incomplete data and CEQA analysis and in support of expanding the proposed rental property requirement beyond the specified areas and to require yet cleaner devices.

Susan Goldsborough, FCA, addressed the Board in support of the proposed rulemaking; to request a robust and regionally balanced enforcement program; and to share her personal story of selling a residence to escape poor air quality in the San Geronimo Valley.

Ken Mandelbaum read a statement from Jenny Bard, American Lung Association, and then addressed the Board on his own behalf, both in support of incentivizing the installation of electric heat pumps.

Bob Feinbaum addressed the Board in opposition to providing any exemptions; to ask why the Air District does not incentivize the extension of natural gas lines by PG&E to unserved areas; and to suggest that the proposed incentives are both inadequate and ill-timed.

Tom Silva, Rental Housing Association, submitted written material entitled, *Comments on August 17, 2015 Staff Report Regulation 6: Particulate Matter & Visible Emissions Rule 3 Wood Burning Devices*, and addressed the Board to request a postponement of the effective date of the disclosures requirement, greater specificity in the provisions regarding $15,000 remodels, and further review of the provisions specific to landlords.

Jed Holtzman, 350 Bay Area / Sierra Club, addressed the Board in support of the proposed rulemaking with the incentive program included at the same time and to suggest the cost in staff models is flawed because it calculated gas prices during a supply glut when the real cost difference is negligible, particularly in light of the projected air quality gains.

Tony Fisher, Coalition for Clean Air, addressed the Board in opposition to the current proposals regarding the sale or transfer of real property and the $15,000 threshold for chimney and fireplace projects and in support of the Air District staff proposal regarding the same, dated March 2015.

Janice Blumenkrantz, League of Women Voters Bay Area, provided written material entitled, *Item 11 – Wood Burning Devices*, and addressed the Board to read from the same.

Stephanie Oxley, FCA, addressed the Board regarding concern regarding exemptions in areas without natural gas service and the uncertain impact of incentive funding.

Richard Gray, 350 Marin, addressed the Board to suggest air quality has not improved in the San Geronimo Valley despite the good work of the Air District; and in opposition to the bifurcation of incentivizing as well as the incentivizing of any non-electric devices.

Tracey Gant, FCA, addressed the Board in support of incentivizing only non-combustion heating devices and to opine that lab data on EPA-certified devices conflicts with that collected in the real world.

Board Comments (continued):

The Board and staff discussed the ongoing concerns about what and how to properly incentivize; the status of group homes; support for staff work to develop a program to find and attempt collaboration with gross polluters to bring about change; staff suggestion to postpone and Board member suggestion to advance the effective date of the real estate disclosure requirement; clarification of the rental loophole language and the staff recommendation that the Board adopt the staff recommendation today with direction to staff to propose refined rental language in the future; the reasoning for the bifurcation of incentive funding; staff response to the concerns expressed in the letter from the Rental Housing Owners Association of Southern Alameda County, dated August 26, 2015; Board member support for and opposition to postponing the disclosure requirement to November 2016; whether staff believe EPA-certified devices will result in air quality and climate change improvements and the proper stance for the incentivizing of the same; the successful balance of interests achieved in the staff proposal; support for not incentivizing wood-burning devices; the need to improve rental property language to avoid the penalization of tenants; the desire for improvements to the enforcement program; the value of working with permitting authorities in local government to streamline the permit process for these projects; $PM_{2.5}$ decreases expected; opposition to bifurcating the incentives component; support for incentivizing only non-wood burning devices; desire for a discussion about how to encourage tenants to decrease their use of wood-burning devices; support for eventually eliminating the sole source of heat exemption; industry concerns about false triggers of the provisions relative to remodels; a desire to see some deference for those residing on acreage with limited public health impact; discussions between air districts regarding wood smoke, particulate matter and greenhouse gases; the staff response to a suggestion that current $PM_{2.5}$ levels are the result of gross polluters and the subsequent request that the Air District incentivize removal of pre-EPA-certified devices to achieve ambient air quality targets; support for the staff recommendation and accelerating work on the incentives component; concern about an eventual conflict between the Air District and certain constituencies regarding EPA-certified devices; the value of taking old, poorly functioning fireplaces out of service even when replaced with EPA-certified devices; and clarification of the staff proposals today and in the near future.

Board Action:

Director Hudson made a motion, seconded by Director Canepa, to adopt the proposed amendments to Regulation 6: Rule 3: Wood Burning Devices and the Negative Declaration pursuant to CEQA.

Board Comments (continued):

The Board and staff discussed a desire for staff feedback on the question regarding deference for those residing on acreage whose emissions have a limited public health impact and the Air District's full compliance with the applicable CEQA requirements.

Board Action (continued):

The motion carried by the following vote of the Board:

AYES:	Barrett, Canepa, Groom, Haggerty, Hudson, Kim, Miley, Mitchoff, Pepper, Rice, Ross, Sinks, Spering, Wagenknecht and Zane.
NOES:	None.
ABSTAIN:	None.
ABSENT:	Avalos, Bates, Chavez, Gioia, Fujioka, Kniss and Mar.

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

13. BOARD MEMBERS' COMMENTS: None.

OTHER BUSINESS

14. Report of the Executive Officer/APCO: None.

15. Chairperson's Report:

Chair Groom announced the cancellation of the Board meeting on November 4, 2015.

16. Time and Place of Next Meeting

Wednesday, November 18, 2015, Bay Area Air Quality Management District Headquarters, 939 Ellis Street, San Francisco, California 94109 at 9:45 a.m.

17. Adjournment: The Board meeting adjourned at 1:14 p.m.

Sean Gallagher
Clerk of the Boards

AGENDA: 5

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson Carole Groom and Members
of the Board of Directors

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 9, 2015

Re: Board Communications Received from October 21, 2015, through November 17, 2015

RECOMMENDED ACTION

None; receive and file.

DISCUSSION

Copies of communications directed to the Board of Directors received by the Air District from October 21, 2015, through November 17, 2015, if any, will be at each Board Member's place at the November 18, 2015, 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 Carole Groom and Members of the Board of Directors

From: Jack P. Broadbent
Executive Officer/APCO

Date: October 29, 2015

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 2015. 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 2015:

- Eric Stevenson, Meteorology, Measurement and Rules Division Director, attended Air Toxics & National Association of Clean Air Agencies (NACCA) Steering Committee Meeting in Raleigh, North Carolina October 26, 2015 – October 30, 2015

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 Carole Groom and Members of the Board of Directors

From: Jack P. Broadbent
Executive Officer/APCO

Date: October 28, 2015

Re: Quarterly Report of the Executive Office and Division Activities for the Months of July 2015 - September 2015

EXECUTIVE AND ADMINISTRATIVE RESOURCES DIVISION – R. SANDERS, DIRECTOR

Human Resources

The Human Resources (HR) Office coordinated 22 recruitment exams including exams for Administrative Secretary (2), Advanced Projects Advisor, Air Quality Engineer (2), Air Quality Instrument Specialist (2), Air Quality Permit Technician (3), Air Quality Specialist (2), Air Quality Technician (2), Deputy Executive Officer, Office Assistant, Public Information Officer, Principal Accountant, Principal Air Quality Engineer, Temporary Air Quality Engineer, Temporary Air Quality Permit Technician, and Temporary Office Assistant. In addition, the HR Office offered training sessions, including: Time Management, Performance Evaluation, Preventing Harassment, Ethics, and Managing the Marginal Employee. The HR Office continues to administer payroll, benefits, safety, and labor/employee relations. There are currently 318 regular employees, 10 temporary employees and interns, and 47 vacant positions. There were 19 new employees, 6 promotions, 1 retirement and 3 employee separations from July to September 2015.

Business Office

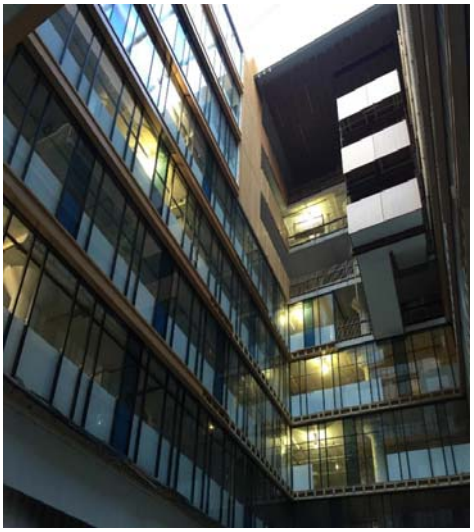
The Business Office issued 470 purchase orders. Fleet services outsourced 62 vehicles for maintenance and/or body shop repairs. There are currently 127 fleet vehicles: 1 electric, 12 plug-in hybrids, 23 gas, 21 CNG, and 70 hybrids. The department executed 6 leases, 90 contracts and 1 request for proposals during this period. The Business Office also continues to facilitate webcasts for District Board and Committee meetings.

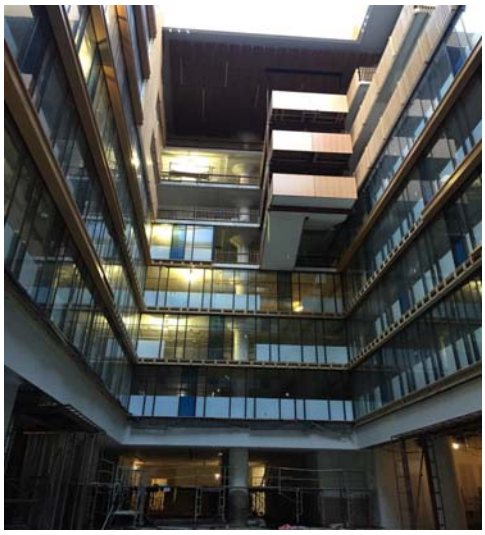
Facilities Office

Construction Update – 375 Beale Street

The timeline for construction activities at 375 Beale is slated for substantial completion on December 17, 2015. The Air District will move its operations and staff to 375 Beale by the end of first quarter 2016. The exterior painting and refurbishing of the windows are in progress, the painting of the building is complete. The interior Board Room wood ceiling installation is complete. Finishes and lighting are in progress and the installation of the dais is scheduled to start late October. The Data room was turned over to BAHA on September 17, 2015. The Air District walk-thru of the data room was held on October 1, 2015. The following photos are of the interior

of the building, with the scaffolding and netting in the atrium removed to allow for the construction of the lobby's concrete slab.





Inter-Agency Collaboration

The executive management from each of the agencies continue to meet monthly to discuss shared business operations and technology solutions. The Air District is working on parking solutions, fleet management, EV charging stations, infrastructure, security, and the condo association development and management.

Furniture Procurement

The ordering of furniture is 70 % complete.

Agencies are also identifying existing furniture that can be taken to 375 Beale (e.g., existing conference room chairs, conference room tables).

Move Coordination Update

BAHA issued a Request for Proposal for physical movers on August 25, 2015. Three bids were received and have been evaluated. A recommendation is scheduled to be taken to the BAHA Board at its November 4, 2015 meeting. Move Ambassador and Brown Bag meetings will continue to be held at the Air District.

COMPLIANCE AND ENFORCEMENT – W. KINO, DIRECTOR

Enforcement Program

Air District staff documented 95 air pollution violations that resulted in Notices of Violation and responded to 1002 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:

- From July 1, 2015 through September 30, 2015, staff received and investigated more than 563 air pollution complaints that alleged malodorous emissions in the greater Milpitas area (including portions of Fremont and San Jose). Although most complainants alleged the Newby Island Landfill (International Disposal Corporation of California) as the odorous source, there were several other potential odor sources in the area including: the Recyclery and Composting Facility located on landfill property, the San Jose – Santa Clara Waste Water Treatment Facility, the Milpitas pump station, and Zero Waste Energy Development Company (ZWED). Contributing to the odor situation was the fall biosolids transfer operation from the sewage treatment plant to the landfill.

- On July 30, 2015, staff participated in the quarterly South Bay Odor Stakeholder's Group meeting where they learned that CalRecycle was in the process of revising its composting requirements and carving out requirements for anaerobic digestion facilities.

- Staff provided input and guidance to the City of San Jose Planning Department during the Department's search for an odor consultant to conduct an odor study at the Newby Island Landfill. The odor study was requested by the San Jose Planning Commission. Staff met the chosen odor consultant, Environmental Resources Management (ERM), during the odor study kickoff meeting on September 29, 2015.

- On September 9, 2015, staff held an office conference with ZWED representatives to discuss outstanding compliance and permitting issues at the facility. ZWED operates a large scale commercial dry fermentation digestion facility which converts food waste to energy.

- On September 23, 2015 – September 24, 2015, staff accompanied the San Jose Local Enforcement Agency (LEA) on investigatory tours of two solid waste handling facilities in Southern California to learn and understand best management practices being employed for odor controls at these sites. The two sites were the Sunshine Canyon Municipal Sanitary Landfill, Sylmar and the Inland Empire Regional Compost Authority, Rancho Cucamonga.

- Staff toured the Central Marin Sanitation facility on September 22, 2015 to investigate its food waste processing operation and odor generating potential.

- Staff responded to a fire at ALCO Metals and Iron, Vallejo on August 2, 2015. The three alarm fire was limited to the main warehouse and generated a considerable smoke plume; there was one citizen inquiry but no complaints received from the general public.

- On August 13, 2015, staff met with the Mission Bay Development Company (Master Developer) and the Regional Water Quality Control Board (RWQCB) regarding construction activities on a 300 plus acre site in Mission Bay, San Francisco. The area contains naturally occurring asbestos (NOA) and was subject to the provisions governed by AB2061, a State equivalent to the federal CERCLA. RWQCB was the designated lead agency. Staff provided compliance assistance on the applicable air quality regulations including the State's Asbestos Air Toxic Control Measure for Construction, Grading, Surface Mining and Quarrying (asbestos ATCM). The Master Developer agreed to submit an asbestos dust mitigation plan, which was enforceable through the lead agency.

Compliance Assurance Program

Air District staff conducted over 2,063 inspections including permitted facilities, gasoline stations, asbestos, open burning, portable equipment and mobile sources. Additionally, highlighted inspection activities for the quarter are as follows:

- On July 15, 2015 – July 16, 2015, the Air District hosted the California Air Pollution Control Officers Association (CAPCOA) Vapor Recovery Sub-committee meeting in Oakland and received updates on upcoming Executive Order applications for gasoline dispensing facilities (GDFs) from the California Air Resources Board (CARB). CARB also provided the committee updates on the assist and balance systems' overpressure study.

- On July 27, 2015, staff participated in a multi-agency inspection of the US Naval Shipyard at Hunter's Point and learned of an on-site contaminated soil excavation project subject to Air District Regulation 8, Rule 40 (Aeration of Contaminated Soil) that was not properly inventoried and captured on the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) scoping document. Staff worked with Navy and US EPA staff to provide compliance assistance on the applicable requirement; the Navy agreed to comply with the requirements.

- Staff approved Asbestos Dust Mitigation Plans (ADMPs) for the following projects: 1) RIN #0107, Candlestick Point Sub-Phase CP-0234, San Francisco 2) RIN #0108, Eden Park II, Piercy Road Parcel 1-4, San Jose 3) RIN #0109, PG&E T-1065 Gas Transmission Line Strength Testing, Morgan Hill 4) RIN #0110, Venetian Terrace Gardens Development, San Jose. All of these NOA projects are required to perform asbestos ambient perimeter air monitoring and submit results to the Air District on a bi-weekly basis.

Staff completed and mailed out compliance advisories on the asbestos and open burn fee increases.

Idling Trucks, Port Of Oakland: Staff attended the monthly Trucker Work Group meeting at the port of Oakland on August 17, 2015. Staff reminded the Terminal Operators that trucks, that have appointments, "shall not operate in a manner that does not cause trucks to idle or queue for more than 30 minute while waiting to enter the gate into the marine terminal."

Compliance Assistance and Operations Program

Staff received and evaluated over 2,063 plans, petitions, and notifications required by the asbestos, coatings, open burn, tank and flare regulations. Staff received and responded to over 36 compliance assistance inquiries and green business review requests. Additionally, highlighted compliance assistance activities for the quarter included:

- Staff audited the Regulation 5, Open Burning Notification Fee Program implemented July 1, 2013. For the fiscal year ending June, 30, 2015, approximately 165 notifications had not been paid, which represented a 90% compliance rate. A letter requesting delinquent payment was mailed to the non-payers on July 17, 2015.

- Staff approved 3 prescribed burn smoke management plans in Marin County.

- Staff conducted 170 inspections for the Strategic Incentives Division (SID).

(See Attachment for Activities by County)

ENGINEERING DIVISION – J. KARAS, DIRECTOR

Permit Activity Statistics

The following tables summarize permit activity in the Third Quarter:

Permit Activity			
New applications received	216	New facilities added	104
Authorities to Construct issued	133	Permit Exemptions (entire applications deemed exempt)	5
Permits to Operate issued (new and modified)	307	Annual update packages completed	1,196
Registrations (new)	19		

Health Risk Analysis (HRA): 80 HRAs were completed during the reporting period.

Energy Projects

Staff continues to work with regulatory agencies and community groups to discuss permitting issues associated with proposed energy projects including Shell Greenhouse Gas Reduction, Valero Crude by Rail, WesPac Energy – Pittsburg Terminal and BP Richmond Terminal.

Shell Greenhouse Gas Reduction Project: This project proposes the permanent shut down of Shell's Flexicoker Unit. In addition, new and reconfigured energy-efficient equipment will be installed and existing equipment will be modified in order to process lighter crude oil. The project is not expected to increase the Refinery's total capacity. On September 28, 2015 the Air District received Shell's response submittal to the Air District's incomplete letter/information request. Contra Costa County is working on a Draft Environmental Impact Report (DEIR) for the project.

Valero Crude by Rail Project: The proposed project would allow the Valero Refinery located in Benicia to receive a portion of its crude by rail. The refinery currently receives crudes by ship and pipeline. Union Pacific Railroad would transport the crudes in railcars using existing rail lines to Roseville, California, and from there to the refinery. The project would allow Valero to receive up to 70,000 barrels per day of the crude oil by rail and reduce its shipments of crude by marine vessel by the same amount. The City of Benicia (City) is the CEQA lead agency for the Project. The City issued a Revised DEIR on August 31, 2015 for public input on potential impacts. The Revised DEIR is available for public comment until October 16, 2015. Air District staff is reviewing the Revised DEIR. The City plans to conduct public hearings on the Project to allow further public input.

WesPac Energy – Pittsburg Terminal Project: In early 2015, the applicant reactivated the project proposal. The new project description will exclude any rail activity. The proposed terminal is designed to receive crude oil and partially refined crude oil from marine vessels and pipelines. It will store the oil in the existing storage tanks, and then transfer it to nearby refineries. The City is working on a second Recirculated DEIR, which is expected to be ready in late 2015. The Air District has not received a permit application for this project.

BP Richmond Terminal Neat Ethanol Project (Richmond, CA): BP proposes to receive and distribute lower carbon ethanol for blending with fuels with the goal of complying with the State's Low Carbon Fuel Standard. BP owns/operates this existing organic liquid loading marine terminal and is applying for a Design Review Permit from the City of Richmond. BP has submitted a permit application for this project. The applicant has requested delaying the processing of this permit application to allow time for BP to further evaluate their options. The applicant mentioned a potential transfer of ownership of this facility and indicated that the new owner may want to continue this project.

CEQA Projects

San Jose-Santa Clara Regional Wastewater Facility: The wastewater facility is proposing upgrades to their Digester and Thickener Facilities. Staff reviewed and submitted comments on the Project Initial Study and Mitigated Negative Declaration. The city of San Jose is the CEQA lead agency for the Project. The Air District is reviewing a permit application for this project.

Permits and Projects

Tesla Motors Inc. (Fremont): Tesla was issued an Authority to Construct (ATC) to install new equipment and modify existing equipment at their North Paint Shop. The ATC will allow Tesla to coat up to 520,000 vehicles in the North Paint Shop by the year 2018.

Gillig: This facility is proposing to move their bus manufacturing operation from Hayward to Livermore. Staff completed our evaluation of this project and is currently waiting for Gillig to provide 41.86 tons of POC offsets. Gillig has filed a separate banking application to claim emission reduction credits (ERCs) from the closure of their Hayward facility. These ERCs will total 20.35 tons and be used to provide offsets for the new facility. Gillig is in the process of obtaining the balance of 21.51 tons of offsets required for the Livermore project.

ERM West Inc. (former PGE-San Rafael Gas Plant): ERM was issued an Authority to Construct (ATC) to excavate contaminated soil from the former PG&E manufactured gas plant located in downtown San Rafael. The Air District conducted a 30 day public notice prior to

issuing the ATC. The soil contains large amounts of naphthalene, PAHs, and metals. The applicant's public relations consultant is working closely with the City of San Rafael, community schools and the Air District's Community Outreach section to inform the public on this project.

Compost Project at West Contra Costa Sanitary Landfill: The Air District is conducting a 30 day Public Comment period regarding a proposed major modification to the compost operations at the West Contra Costa Sanitary Landfill facility in Richmond. The proposed compost operations will increase compost throughput to 130,000 tons/year and will use covered aerated static piles to reduce organic and particulate emissions from the project. This project will result in more than 40 tons per year of POC emission increases, which makes it a major modification. The public comment period for this project ends on October 30, 2015.

Las Gallinas Valley Sanitary District (San Rafael): This facility has submitted an application for converting digester gas to transportation fuel.

Regulation 2 Permitting Rules: Revisions to our New Source Review permitting rules were adopted by the Board of Directors in December 2012, but the revised rules do not become effective until EPA approves them for inclusion in the State Implementation Plan. On August 28, 2015, EPA published in the Federal Register a proposed limited approval and limited disapproval of our rules. Comments on EPA's proposed action are due Nov. 12, 2015. Staff will provide comments to EPA on key areas of concern. Staff is also working CAPCOA and NACAA to gather support of our position. The most significant issue is EPA's position that a facility must provide offsets more than once for the same emissions.

Petroleum Refinery Emissions Reduction Rules: In October 2014, the Air District Board of Directors adopted resolution 2014-17 to develop a regulatory strategy that would further reduce emissions from petroleum refineries, with a goal of an overall reduction of 20 percent (or as much as feasible) no later than 2020. In weekly meetings, staff has worked with the Rule Development to develop new or amend existing rules to achieve this reduction. Staff has participated in three Open Houses as well as provided extensive comments on the proposed rules including equipment leaks, cooling towers, coke calcining and fluid catalytic cracking.

Clean Power Plan – Section 111(d) Workgroup Meeting: The Clean Power Plan is a set of final emission guidelines for greenhouse gas emissions from existing fossil-fuel-fired power plants issued by EPA. Staff is working with Federal, State and local air agencies to develop a consistent approach of incorporating these requirements into their Title V permits.

CAPCOA Engineering Managers Committee Meeting: Staff participated in CAPCOA's Greenhouse Gas Reduction Exchange (GHG Rx) protocol and updates to OEHHA Health Risk Assessment Guidelines. In addition, staff made a presentation on two dry anaerobic digestion facilities in the Bay Area: Blue Line Transfer in South San Francisco which converts the waste into compressed natural gas to fuel their trucks and Zero Waste Energy in San Jose which produces 1.6 MW of electricity.

CAPCOA GHG Rx Protocol Review: The CAPCOA GHG Rx is a registry and information exchange for GHG emission reduction credits designed specifically to benefit the state of California. Credits listed on the GHG Rx come from voluntary emission reduction projects implemented in accordance with protocols and guidance approved by CAPCOA. Staff is reviewing several protocols for inclusion in the GHG Rx. Three (3) protocols deal with rice cultivation and management to reduce methane produced from anaerobic digestion. Another protocol is for Biochar which would reduce methane and nitrous oxide emissions from the burning, decomposing, and/or landfilling of biomass feedstock from forestry, agriculture, urban landscaping, and related industries.

Marin Carbon Project to Reduce GHG: Staff is working with the Marin Carbon Project (MCP) and CAPCOA's GHG Reduction Exchange (GHG Rx) coordinator to discuss challenges getting GHG emission reduction credits. We are presently discussing emission reduction credits (ERCs) for avoided GHG emissions due to diverting material from landfills and wastewater treatment plants for composting. MCP is a consortium of agricultural producers and institutions in Marin County, university researchers, county and federal agencies, and non-profit organizations. It was established in 2006 for the purpose of demonstrating the potential of carbon sequestration on range and agricultural lands.

Chrome Plating NESHAP and ATCM Conflicts: CARB extended the use of Perfluorooctane Sulfonate (PFOS) fume suppressants in chrome plating operations to September 21, 2016. This extension will allow CARB to identify alternative material that meets EPA's phase-out requirements. EPA wants to phase-out PFOS because it has been shown to be a persistent, bioaccumulative toxic compound.

LEGAL DIVISION – B. BUNGER, DISTRICT COUNSEL

(See Attachment for Penalties by County)

COMMUNICATIONS AND PUBLIC INFORMATION – L. FASANO

News Releases

The Air District issued 31 press releases and/or media advisories during the last quarter:

07/16/2015	Bay Area businesses join the Great Race for Clean Air
07/27/2015	Air District issues first 2015 Spare the Air Smog Alert
07/28/2015	Air District issues another Spare the Air Smog Alert
07/29/2015	Air District awards $20 million for Caltrain electrification project
07/29/2015	Onshore winds to help ease air pollution build up
07/29/2015	Funding approved for 12 new hydrogen re-fueling stations in Bay Area
07/30/2015	Air District awards Bay Area businesses more than $2.6 million to install cleaner engines and equipment
08/05/2015	Air District settles $4 million case with Tesoro Refinery
08/06/2015	Possibility of smoke impacts from Northern California wildfires
08/11/2015	Air District settles case with Chevron
08/15/2015	Air District issues Spare the Air Smog Alert

08/16/2015	Air District issues another Spare the Air Smog Alert
08/16/2015	Bay Area experiencing smoke impacts from Northern California wildfires
08/25/2015	Open burning season for double crop stubble ends; seasons for fall marsh management and stubble and straw begin
09/04/2015	Air District to host open houses for new draft refinery
09/07/2015	Air District issues a Spare the Air Alert
09/08/2015	Air District issues another Spare the Air Smog Alert
09/09/2015	Air District issues third consecutive Spare the Air Smog Alert
09/09/2015	Air District funds expansion of Breathmobile in the East Bay
09/16/2015	Smoke from Valley Fire likely to impact North Bay late this week
09/18/2015	Valley Fire smoke likely to impact the North Bay this weekend
09/18/2015	Air District seeks public comment on draft wood burning rule amendments
09/19/2015	Air District issues Spare the Air Smog Alert
09/20/2015	Air District issues another Spare the Air Smog Alert
09/23/2015	Permissive burn periods for crop replacement and flood debris fires open
09/24/2015	Air District to host final open house for new draft refinery rules
10/01/2015	Bay Area Air District statement on new US EPA ozone standard
10/07/2015	Air District offers $250,000 in community grants
10/14/2015	Permissive burn season closes for fall marsh management fires
10/20/2015	Air District settles case with Shell Oil Refinery
10/21/2015	Air District strengthens wood burning rule

Media Inquiries

Air District staff responded to 120 media inquiries during this quarter. Topics included:

- Air Quality Construction
- Wragg wildfire
- Oil refinery permitting
- ARB's draft methane rule
- Rocky wild fire
- Rule 9-8
- GHG emissions inventories and mitigation efforts
- Spare the Air program
- Hydrogen stations
- Caltrain electrification
- EPA vs. California AQ standards
- Breathmobile
- Refinery open houses
- Gas stations in the Bay Area
- Commercial lawnmower buyback
- Fire on Mare Island
- Valley Fire smock impacts
- Leaf blowers
- Alco fire

- Tesla Fire
- Chevron settlement
- Wildfire smoke
- Hydrogen station
- West Oakland air quality
- Refinery rule
- Asbestos
- EPA ozone standard
- Ferry fuel cell project
- Coal dust
- Google maps AQ monitoring
- Lehigh
- VW emissions
- Odors
- Wood smoke amendments
- Vehicle Idling
- Idling near schools

Media Highlights

The Air District and/or Spare the Air was mentioned in approximately 1,433 print/online stories and 598 video clips in the last quarter. Below are the last quarter's media coverage highlights:

- **SF Gate:** Tesoro settles Martinez refinery pollution suit for $4 million
- **Patch:** Air District Awards $20 Million to Caltrain Electrification Project
- **The Sacramento Bee**: SF Bay Area commuters make big shift away from cars
- **San Jose Mercury News**: Bay Area heat surges even as smoke from wildfires fades
- **CBS:** Google Street View Cars To Map Bay Area Pollution Levels
- **Concord Patch:** Air Quality Grant to Fund Education, Anti-Pollution Efforts
- **Half Moon Bay Review**: Cal Fire suspends burn permits
- **SFBayView.com**: Bayview Hunters Point Environmental Justice Response Task Force to kick off July 22
- **Santa Rosa Press Democrat**: State program helps rural school districts replace aging buses
- **San Francisco Chronicle**: Sewer project expected to clear the air in Bayview-Hunters Point
- **Gilroy Dispatch:** What's that awful smell in Gilroy, it's not garlic!
- **Benzinga.com:** Earthjustice Files Suit against EPA Alleging 10+ Years of delays in civil rights investigations
- **The Independent:** Enter the Great Race
- **Tri Valley Times:** Contra Costa Times editorial: Richmond concerns about coal dust deserve attention
- **Tri Valley Times:** Bay Area Weather: Hot, hot, hotter predicted for the week
- **Contra Costa Times:** Rodeo: Cause of refinery fire under investigation
- **KRON 4:** Martinez: $4M settlement reached in Tesoro air pollution violation
- **San Francisco Chronicle:** Records begin to fall as heat wave sweeps into Bay Area
- **The Sacramento Bee:** Most Californians back global warming policies
- **Tri Valley Times:** East Bay: Rodeo's Phillips 66 refinery fire extinguished

- **San Francisco Chronicle:** Rocky Fire doubles and shifts, but remains a threat to more homes
- **San Francisco Chronicle**: Jerusalem Fire grows to 23,500 acres, but now 33 percent contained
- **Union of Concerned Scientists**: New Analysis Finds 31 States Will Be More Than Halfway Toward Meeting Their 2022 Clean Power Plan Goals
- **ABC 7 News**: Bay Area residents concerned about smoky air from Northern California wildfires
- **San Francisco Chronicle**: More record-busting heat throughout the Bay Area
- **Transport Topics**: California Air Quality Regulators Target Nitrogen Oxide Emissions Reduction
- **Contra Costa Times**: Livermore: Tesla Fire 100 percent contained
- **San Francisco Chronicle**: SMART trains en route to North Bay; line to open in 2016
- **The Press Democrat**: Report highlights Sonoma County's growing market for electric vehicles
- **The Economic Times**: Vehicular air pollution increases heart attack risk
- **Contra Costa Times**: Pleasanton a testing ground for new carpooling app
- **Tech Times**: Spare The Air Alert Raised In Bay Area Due To Hot Weather
- **The Sacramento Bee:** Ride sharing can help state meet climate-change goals
- **PR Newswire**: CA Air in Critical Condition, Climate Action Needed, Lung Association Says
- **The Almanac**: Air district report: Leaf blowers present health risks
- **San Jose Mercury News**: Proposal to phase out fireplaces in Bay Area is dropped
- **KRON 4:** Unhealthy air alert: Spare the air issued for Bay Area
- **KRON 4:** Environmental group raises concerns about demolition plan for Bay Bridge pier
- **Daily Republic:** Bad smells from landfill prompts lawsuit
- **BREITBART:** San Francisco Supervisor Wants More Subways in City
- **Voice of America:** At Least 400 California Homes Consumed by Fire, Toll Seen Climbing
- **CBS SF Bay Area:** 3rd Straight Bay Area Spare The Air Alert Issued For Thursday
- **ABC 7 News:** Scientists measure pollution near Caldecott Tunnel
- **The Sonoma County Gazette:** The Quality of Our Air Regulations Under Review
- **Los Angeles Times:** California Gov. Jerry Brown rallies regulators working on new emissions plan
- **Contra Costa Times:** New EPA smog rules will help you breathe easier but at a price
- **CP&DR**: Google Collaborates on Air Pollution Monitoring
- **GOVTECH.COM:** Google Smog-Mapping Project Offers Alternative Approach to Internet of Things
- **San Jose Mercury News**: Google maps: New project will measure smog neighborhood by neighborhood
- **Contra Costa Times: Guest commentary:** Bulk terminal at old Army base will be boon to area
- **Danville San Ramon**: San Ramon commission to discuss hydrogen fuel station
- **The Independent**: Wood Burning Regulations
- **SF Gate:** Air district's environmental standards face skeptical justices
- **Inside Bay Area:** Berkeley: Shattuck Avenue will be closed to traffic, open to possibilities at Sunday Streets
- **Kaxan**: Idling cars could pose health risk to children while picking them up at school

- **CP&DR:** Cal Supremes Wrestle With "CEQA In Reverse" Case
- **Auto World News**: GOOGLE STREET VIEW CARS USE SENSORS TO SURVEY SMOG LEVELS IN SAN FRANCISCO
- **San Jose Mercury News**: Editorial: District correctly reverses course on sealing fireplaces after catching public heat
- **Napa Valley Register**: Syar hearings could be entering home stretch
- **JD Supra**: California Supreme Court Hears Oral Argument in Case Challenging 2010 Bay Area Air Quality Management District Air Quality Thresholds
- **Milpitas Post**: Milpitas council boosts odor consultant's contract
- **Sys-Con Media**: Free Electric Vehicle Test-Drives Return to Bay Area

Public Phone Inquiries

Air District staff responded to the following:

Phone Calls 599

Community Events

7/1- 5	Marin County Fair	San Rafael
7/3 - 4	Alameda County Fair	Pleasanton
7/12	Sunday Streets, Tenderloin	San Francisco
7/25	Jack London Pedalfest	Oakland
8/16	Sunday Streets Excelsior	San Francisco
9/5 - 6	Millbrae Art & Wine Festival	Millbrae
9/12 -13	Mountain View Art & Wine Festival	Mountain View
9/12 -13	Marin Fall Home Show	Marin
9/13	Sunday Streets Western Addition	San Francisco
9/15	Refinery Rules Open House	Martinez
9/17	Refinery Rules Open House	Oakland
9/17	USOAC's 12th Annual Healthy Living Festival`	Oakland
9/20	Love Our Lake Day	Oakland
9/28	Refinery Rules Open House	Richmond
10/2 - 4	San Mateo Fall Home Show	San Mateo
10/3	Monument Impact Carnival of Health	Concord
10/10	Home Front Festival By the Bay	Richmond
10/10	Ashland/Cherryland FamFest	San Leandro
10/11	6th Annual Day on the Bay Festival	Alviso
10/17-18	Half Moon Bay Pumpkin Festival	Half Moon Bay
10/17-18	East Bay Home Show	Richmond
10/18	Sunday Streets Mission	San Francisco
10/18	Sunday Streets Berkeley	Berkeley
10/20	SAP Employee Heath & Transportation Fair	Palo Alto

Publications

Social Media Guidance Document

The social media guidance document was presented and approved by the Executive Officer and Administrative Services Division.

Videos

Refinery Rules videos were finalized by staff and posted on YouTube's Air District site. Included URL's in press release on Air District website.

Campaigns

Spare the Air

Pleasanton Middle School Idle- Free event generated posts on Facebook, Twitter, Instagram and Pinterest.

Advertisements aired via Comcast on The Late Show with Stephen Colbert and The Tonight Show Starring Jimmy Fallon.

Advertised on Facebook, Pandora, Univision.com, Elmensajero.com, Impre network. LaGanga Online., WorldJournal.com., SingTao.com and RBTiQ.

Multicultural advertising began running on air in August on Cable TV.

Posted on Facebook every day in Chinese and Spanish page Likes increased from the Chinese and Spanish residents.

Staff prepared and approved a modified Multicultural Social Media Plan prepared by contractors.

An in-language media briefing in Mandarin and Tagalog took place on August 5 and a Spanish media briefing was held on August 19.

Irish Greg from KFOG Radio was at the Castro Valley BART station the week of September 23 to reward riders that take and/or ride their bikes to BART with Clipper cards, Spare the Air tote bags, and water bottles.
Ads will continue until November for the Commuter Benefits Program.

Winter Spare the Air

Staff is updating the voiceover for a TV commercial and is preparing for in-language media briefings in Spanish and Cantonese for November

Employer Program

Staff worked with Stanford Medical Outpatient Center and planned a campus event. Commute.org and staff coordinated for events in San Mateo, Redwood City and Palo Alto.

Staff worked with KTVU to create a Commuter Benefits Program public service announcement that ran on the station in September and October.

Prepared and held the Carpool Pilot Program event in the city of Hayward and Alameda County on the afternoon of August 19, 2015.

Great Race for Clean Air started September 1st and will continue to October 31, 2015. Staff was invited to join the Air Districts team to log green commutes.

COMMUNITY ENGAGEMENT – J. ROGGENKAMP, DAPCO

OUTREACH AND ENGAGEMENT PROGRAMS

Spare the Air Youth

- The Spare the Air Youth committee held a conference call on Tuesday, June 22. The committee discussed the Spare the Air Youth guidebooks and renewing grants for STAY grantees.

- The Spare the Air Youth committee held conference calls on Tuesday, July 7 and Wednesday, July 15. The committee discussed the YES Conference staffing changes and renewing grants for STAY grantees.

- The Spare the Air Youth committee held a conference call on Thursday, July 16 with the National Parks Association and discussed partnership on the YES Conference outreach.

- The Spare the Air Youth committee held conference calls on Tuesday, July 21. The committee discussed the YES Conference staffing changes and renewing grants for STAY grantees.

- The Spare the Air Youth committee held conference calls on Tuesday, August 4. The committee discussed the YES Conference staffing changes and renewing grants for STAY grantees.

- The Spare the Air Youth committee held conference calls on Tuesday, August 4. The committee discussed the YES Conference staffing changes and renewing grants for STAY grantees.

- The Spare the Air Youth committee held conference calls on Tuesday, August 18. The committee discussed the YES Conference logistics and save the date announcement.

- The Spare the Air Youth committee held conference calls on Tuesday, September 1. The committee discussed the YES Conference logistics and save the date announcement.

- The Spare the Air Youth (STAY) committee held a meeting on Wednesday, September 13. The committee discussed the YES Conference logistics and save the date announcement.

Public Participation Plan Implementation

- Staff has reviewed and updated the status of Public Participation Plan actions in preparation of a formal report to the Board of Directors later this year and in preparation of a Plan update process for 2016. Staff is presently developing a Limited English Proficiency outreach strategy per the Plan and focused on developing, in concert with community stakeholder groups, more effective web-based comment and compliant interface.

- Staff continues to develop and improve guidance documents for general Air District staff to implement public outreach activities more effectively.

- Staff will be sharing best practices and implementation lessons from the Public Participation Plan at the October 28, 2015 CAPCOA statewide conference.

- This quarter the Air District's new website was unveiled and continues to be developed. Staff working with IT and other divisions to ensure the Air District meets various web related Public Participation Plan Implementation Actions, including streamlined text, translation services, and Title VI Civil Rights complaint forms.

COMMUNITY OUTREACH

Resource Team Meetings

- **Tuesday, June 14 – San Jose Resource Team Public Transit Workshop** – Staff attended a Public Transit Workshop, an event to encourage San Jose city employees to take public transit.

- **Wednesday, July 15 – San Mateo Spare the Air Resource Team** – Staff participated in a conference call to discuss the team's Active Trips Incentive project, the budget and recruiting more team members.

- **Thursday, July 16 – Contra Costa Spare the Air Resource Team, Walnut Creek** – Staff attended a Contra Costa Spare the Air Resource Team meeting to continue discussion of broadening the Idle Free East Bay or Bay Area program, selecting future projects and planning local meetings to publicize the Team's work. Approximately 10 team members attended the meeting.

- **Thursday, July 16 – San Jose Spare the Air Resource Team –** Staff attended the *Shared Mobility Workshop: Options for City Employees*, an event to encourage city employees to use ridesharing, bike sharing and other commute alternatives.

- **Friday, July 24 – Sonoma Spare the Air Resource Team –** Staff attended *Greentivities at the Sonoma County Fair*, and discussed the Go Sonoma website with the public that encourages ridesharing, bike sharing and other commute alternatives.

- **Monday, August 3 – Sonoma Spare the Air Resource Team –** Staff attended the Sonoma STA Resource Team meeting in Santa Rosa where members discussed the Go Sonoma website as well as the hiring of an alternative transit outreach intern in the Fall of 2015.

- **Tuesday, August 4** – **Tri-Valley Spare the Air Resource Team –** Staff attended the Tri-Valley Resource Team meeting in Pleasanton and presented a synopsis of the Air District's Regional Climate Protection Strategy. Team members discussed the Air Quality Incentive Award and developments with the "Turn the Key Be Idle Free" campaign.

- **Wednesday, August 5** – **Sonoma Spare the Air Resource Team –** Staff attended *Greentivities at the Sonoma County Fair*, and discussed the Go Sonoma website with the public that encourages ridesharing, bike sharing and other commute alternatives.

- **Tuesday, August 11 - San Francisco Spare the Air Resource Team –** Staff attended the SF STA Resource Team meeting in San Francisco and presented a synopsis of the Air District's Regional Climate Protection Strategy. Team members discussed the *Fit-Trips Challenge* and heard a preview of Super Bowl 50 transit-related activities happening in San Francisco.

- **Monday, August 24** – **Santa Clara Spare the Air Resource Team –** Staff provided an Air District update to the Santa Clara STA Resource Team meeting conference call meeting.

- **Wednesday, September 2 – Contra Costa Resource Team –** Staff attended a meeting between Contra Costa Resource Team and County Supervisor John Gioia's staff to discuss current and future Resource Team projects and opportunities.

- **Thursday, September 3 – San Jose Green Vision Resource Team –** Staff attended the San Jose Green Vision Resource Team meeting in San Jose and presented a synopsis of the Air District's Regional Climate Protection Strategy. Team members discussed the *Green Commute Challenge* and *Green Commute Champions* and heard a summary of accomplishments of the *Stop Junk Mail* program.

- **Thursday, September 10 – San Mateo County Resource Team –** Staff attended the San Mateo County STA Resource Team meeting hosted by Facebook in Menlo Park and presented a synopsis of the Air District's Regional Climate Protection Strategy. Team members discussed the *Active Transportation Incentive.*

- **Friday, September 18 – Napa Clean Air Coalition –** Staff attended the Napa STA Resource Team meeting where team members discussed the *Active Transportation Incentive for meeting organizers.*

- **Monday, September 21 – San Jose Green Vision Resource Team –** Staff participated in a conference call to discuss potential new projects for the team initiate. Approximately 10 team members were on the call.

Conferences and Events

- **Wednesday, June 24 – CAPCOA Public Outreach Committee Meeting –** Staff attended the quarterly meeting of this committee. It was very helpful to meet statewide staff with similar roles and to hear updates from the California Air Resources Board and San Luis Obispo's Executive Director about their regional air quality challenges.

- **Thursday, July 2 –** Staff attended the Marin County Fair as part of the Air District's Spare the Air Booth.

- **Sunday, July 5 –** Staff attended the Alameda County Fair as part of the Air District's Spare the Air Booth.

- **Thursday, July 9 – Sunnyvale City Center Commuter Fair** – Staff attended the Sunnyvale City Center Commuter Fair as part of the Air District's Employer Commuter Benefits Program.

- **Friday, August 14 – San Francisco Unitarian Universalist Church Climate Talks-** Staff presented a synopsis of the Air District's Regional Climate Protection Strategy and answered questions from the audience.

- **Thursday, July 16 – Youth Plan Presentation –** Staff attended the UC-Berkeley sponsored YPLAN presentation involving high school students from Met High School in Oakland developing strategies for reducing greenhouse gases and improving quality of life in urbanized areas of the East Bay.

- **Saturday, July 18 – Global Community Monitors and US EPA Quality Assurance Planning for Community Air Monitoring** – Staff attended and represented the Air District at this all-day workshop hosted by the US EPA. Based on interviews with Eric Stevenson and Phil Martien, staff presented on the recent history of community monitoring supported by the Air District and the Air District's general perspective on community monitoring in relationship to quality assurance.

Community Meetings and Workshops

- **Tuesday, June 16 -** Staff met with Stephanie Anderson of Community Focus to discuss the creation of a scope of work to enhance our team's outreach to LEP (Limited English Proficiency) communities, as well as CARE community groups.

- **Wednesday, June 17 –** Staff had a virtual meeting with a representative from Peak Democracy to hear about features and advantages of their online civic engagement platform.

- **Thursday, June 18 – Meeting with MTC Outreach and Communications Staff** – Our team met with Ellen Griffin and her staff to discuss lessons learned from their recent Plan Bay Area open houses. The discussion was very helpful and we anticipate continuing this relationship for mutual benefit of our engagement efforts.

- **Thursday, June 18 – Meeting with the Bay Area Environmental Health Collaborative –** Staff met with members of the Bay Area Environmental Health Collaborative (BAEHC) to review the new website and discuss how the Air District can

better clarify the comment period on permit applications. Staff from Engineering, Information Technology and Community Outreach participated in the meeting.

- **Friday, June 19 –** Staff met with representatives of Communities for a Better Environment and the Alameda County Place Matters to discuss and plan a community meeting with Air District Compliance staff regarding the permit status of AB&I foundry and the results of a community-led air quality study.

- **Monday, June 22 – Call with the American Lung Association –** Staff spoke with Jenny Bard at the American Lung Association to discuss ongoing sponsorship activities, including developing podcasts with local health professionals to discuss the impacts of wood smoke on public health. These podcasts could later be posted to the Air District website as a yearlong resource for students, teachers and interested stakeholders.

- **Monday, June 22 –** Meeting with Dr. Tompkins – Staff met with Dr. Tompkins and staff from the CARE team to discuss and review potential strategies for community-based air monitors and further assessments of source pollution in the Bayview Hunters Point neighborhoods.

- **Tuesday, June 23 –** Staff met with representatives of the West Oakland Indicators Project to discuss and review potential involvement in the Air District's Bay Area Near Roadway Sensor project and locating community host sites for sensors as part of the study.

- **Tuesday, June 23 – Student Tour of the Air District –** Staff presented to a group of forty students and parents from the Greene Scholars STEM Summer Program and gave a tour of the Air District.

- **Wednesday, June 24 – Tour of Lincoln Elementary and Martinez Junior High –** Staff took a tour of Lincoln Elementary School in the City of Richmond and Martinez Junior High School in Martinez as potential sites for upcoming Refinery Emissions Reduction Strategy Open House public meetings.

- **Thursday, June 25 –** Managers met with Nick Despota, a member of the Sunflower Alliance. The goal was to begin building relationships and identify common ground and ways to move forward in partnership.

- **Monday, June 29 – Conference call with Bay Area Near Roadway Sensor Study –** Staff participated in a call with researchers and staff from UC Berkeley and the University of Washington about the Bay Area Near Roadway Sensor (BANRS) Study and collaboration with the Air District's Community Engagement Program and EJ partner organizations.

- **Friday, July 17 – Bay Area Near Roadway Sensor Study Meeting –** Staff participated in a community information meeting with researchers and staff from UC Berkeley and the University of Washington about the Bay Area Near Roadway Sensor (BANRS) Study and collaboration with the Air District's Community Engagement Program and EJ partner organizations (West Oakland Indicators Project, Communities for a Better Environment, City of Oakland).

- **Wednesday, July 22 – Bayview Hunters Point Environmental Justice Task Force Launch –** Staff attended the first meeting of the Bayview Hunters Point EJ Task Force, comprised of agency representatives and community leaders. Executive management staff also attended and spoke to the public briefly about the Air District's commitment to the task force. Staff viewed a presentation on the new Bayview Hunters Point IVAN website that allows residents to file on-line pollution complaints and track responses. Approximately 80 people attended the meeting.

- **Wednesday, July 22 – Communities for a Better Environment –** Staff met with Greg Karras from CBE to discuss upcoming Air District rules and plans in an effort to establish a collaborative working relationship.

- **Friday, July 24 – Super Bowl Sustainability Committee –** Staff from Community Engagement and Communications met with the Super Bowl Host Committee chair and the Fund 50 community outreach coordinator about co-branding and partnerships in the planned YES conference for January 30, 2016.

- **Monday, July 27 – Blue Greenway Tour with Bayview Hunters Point Youth –** Staff participated in a SF Parks Alliance led tour of greening projects planned for the Bayview Hunters Point area. The tour consisted of youth-led talks about transportation and climate change issues by students of the A. Philip Randolph Institute in Bayview Hunter's Point.

- **Monday, July 27 – Y-Plan Coordinating Convening, UC-Berkeley Center for Cities and Schools –** Staff presented to the Y Plan leaders about the upcoming YES conference and discussed ways that youth planning groups could become involved and present at the conference and also gathered input on examples of community-based mitigation projects that could be applicable for the development of the community grant program.

- **Friday, July 31 – Meeting with the American Lung Association, Conference Call –** Staff spoke with staff from the American Lung Association to develop podcasts that discuss the health impacts of wood smoke; as well as discuss possible upcoming sponsorship opportunities.

- **Tuesday, August 4 – Neighborhood Block Party National Night Out Oakland –** Staff participated in an Neighborhood Block Party National Night Out event in East Oakland alongside resident leaders of Communities for a Better Environment and conducted outreach for the Bay Area Near Roadway (BANRS) Study.

- **Wednesday, August 5 – Breathmobile Meeting –** Staff participated in a meeting between the Air District's Executive Office and Dr. Burns of the Breathmobile to identify potential avenues for collaboration. The Air District plans to sponsor Breathmobile activities in the East Bay over the coming year.

- **Thursday, August 6 – CAPCOA Public Outreach Committee –** Staff participated in a conference call regarding Aclima's Google Air Sensor Project. Staff heard about Aclima's pilot project in Denver and the current project underway in the San Francisco Bay Area.

- **Friday, August 7 – United for Success Academy Oakland –** Staff spoke with the teachers of United for Success Academy in Oakland about the BANRS study and the

upcoming YES conference and discussed ways that youth and parent groups could become involved and present at the conference and also gathered input on examples of community-based mitigation projects that could be applicable for the development of the community grant program.

- **Thursday, August 13 – Milpitas Youth Commission Meeting –** Staff presented to Milpitas Youth Commission about the STAY program and the upcoming YES conference and ways to get involved.

- **Monday, August 17 – Sustainable Silicon Valley (SSV) –** Staff had a conference call with the Director of Sustainable Silicon Valley. Staff discussed the group's goals for the coming year and how those goals align with the goals of the Air District's Regional Climate Protection Strategy. The Air District plans to continue support of the work of SSV through sponsorship.

- **Wednesday, August 19 – Bayview Hunters Point Environmental Justice Task Force, San Francisco –** Staff attended the second meeting of the Bayview Hunters Point EJ Task Force, comprised of agency representatives and community leaders. The Compliance and Enforcement Director also attended. Staff answered questions about Air District response to dust and odor issues. Approximately 40 people attended the meeting.

- **Wednesday, August 19 – Safe Routes to School Advisory Committee Meeting, Suisun City –** Staff attended SRTS meeting and talked about Spare the Air Campaign activities Bay Area wide and the YES Conference.

- **Monday, August 24 – The California Endowment, Richmond –** Staff had a conference call with Program Officers in Richmond about YES Conference, BANRS Study and Open House series as well as Community Grant Program.

- **Tuesday, August 25 – Shell Refinery Tour, Martinez –** Staff participated in a tour of the Shell Refinery in Martinez along with Mr. Broadbent, Mr. Kino, Directors Sinks and Barrett, other Air District Staff, and key refinery personnel.

- **Tuesday, August 25 – Energy Foundation, San Francisco –** Staff met with Director of Community Engagement Program and Program Officers about YES Conference, BANRS Study and Open House series.

- **Tuesday, August 25 –Refinery Strategy Collaboration –** Staff in Community Engagement and Meteorology, Measurement and Rules met with CBE (Greg Karras) to address mutual questions and concerns regarding upcoming refinery rulemaking.

- **Wednesday, August 26 - AB&I Foundry, Oakland –** Staff attended a joint meeting with Communities for a Better Environment and the Alameda County Public Health Department. Technical, enforcement, and engineering staff also attended and presented the community with information about the Air District's regulatory efforts with respect to the AB&I Foundry, a metal melting facility located in Oakland.

- **Thursday, August 27 – West Oakland Environmental Indicators Project, Oakland –** Staff attended a yard party/Community BBQ held by WOEIP to discuss the BANRS Study and recruit community members to host air quality monitors.

- **Tuesday, September 1 – Martinez Senior Center –** Staff conducted outreach to the Martinez Senior Center as well as 15 nearby churches, schools and health centers for the upcoming refinery rulemaking open house in Martinez.

- **Tuesday, September 1 – Concord Adult Health Clinic –** Staff conducted outreach to the Concord Adult Health Clinic as well as 4 nearby churches and community centers for the upcoming refinery rulemaking open house in Martinez.

- **Tuesday, September 1 – St. Dominic's Benicia –** Staff conducted outreach to the Benicia faith community including St. Dominic's and 4 other churches as well as 10 other community gathering places for the upcoming refinery rulemaking open house in Benicia.

- **Friday, September 4 – Lawrence Hall Academy, Berkeley –** Staff visited the Lawrence Hall Academy of Science at UC Berkeley as part of location scouting for the YES Conference.

- **Friday, September 4 – Soil not Oil Conference, Richmond –** Staff attended the Soil not Oil Conference in Richmond and spoke with environmental and EJ groups about the upcoming refinery rulemaking open house series.

- **Friday, September 4 – Richmond City Riders, Richmond –** Staff conducted outreach to the Richmond City Riders about the Spare the Air Youth Program, the YES Conference as well as the upcoming refinery rulemaking open house in Richmond.

- **Friday, September 4 – Native American Health Center, Richmond –** Staff conducted outreach to the Native American Health Center in Richmond as well as 5 other churches, health centers, youth and workforce development centers about the upcoming refinery rulemaking open house in Richmond.

- **Friday, September 4 – Solano County Health Clinic, Vallejo** – Staff conducted outreach to Solano County Family Health Services Clinic in Vallejo, as well as 8 nearby recreation centers, senior centers, and other community places, for the upcoming refinery rulemaking open house in Benicia.

- **Tuesday, September 8 – The Village, San Francisco –** Staff visited The Village at 969 Market Street in San Francisco as part of location scouting for the YES Conference as well as possible sponsorship of the YES Conference.

- **Tuesday, September 8 – Crockett Improvement Association, Crockett –** Staff attended a community meeting where various agencies were invited to share information about health and safety measures that are in place for refinery communities. Staff discussed the upcoming refinery rulemaking open house series.

- **Thursday, September 10 – YMCA, Rodeo –** Staff conducted outreach to the YMCA Rodeo center as well as 10 other churches, health centers, and community gathering

places in the Rodeo and Richmond area about the upcoming refinery rulemaking open house in Richmond.

- **Thursday, September 10 – Toxic Tour, Pittsburg –** Staff attended a Freedom Breathers presentation at Pittsburg High School and Toxics Tour of Pittsburg/Antioch area. Staff listened to community concerns about air quality and discussed upcoming Community Grant Program, YES Conference and refinery rulemaking open house series.

- **Thursday, September 10 – Milpitas Youth Commission, Milpitas -** Staff presented to the Milpitas Youth Commission about the upcoming YES Conference and opportunities within the Spare the Air Youth program.

- **Monday, September 14 – Hayward Youth Commission, Hayward -** Staff presented to the Hayward Youth Commission about the upcoming YES Conference and opportunities within the Spare the Air Youth program. 25 youth commissioners were present representing various high schools and middle schools in Hayward.

- **Tuesday, September 15 – Refinery Strategy Open House, Martinez –** Staff conducted the first of three open houses on the Refinery Emissions Reduction Strategy's four draft rules at the Las Juntas Elementary School in Martinez. The open house format allowed the public to speak one-on-one with District staff about the District's Refinery Strategy, the four draft refinery rules, and the District's Regional Climate Protection Strategy. District staff from Rule Development, Community Engagement, Communications, Engineering, Enforcement, and Planning staffed the event. Over 50 people attended the open house.

- **Wednesday, September 16 – Bayview Hunters Point Environmental Justice Task Force, San Francisco –** Staff attended the monthly meeting of the Bayview Hunters Point EJ Task Force, comprised of agency representatives and community leaders. Program Manager with Compliance and Enforcement also attended. Staff answered questions about Air District response to dust and odor issues. Approximately 40 people attended the meeting.

- **Thursday, September 17 – North Richmond Center for Health –** Staff conducted outreach to the Contra Costa Health Services Center for Health in North Richmond, as well as 12 other recreation centers, libraries, senior centers, and community places in North Richmond/Point Richmond, about the upcoming refinery rulemaking open house.

- **Thursday, September 17 – Refinery Strategy Open House, Benicia –** Staff conducted the second of three open houses on the Refinery Emissions Reduction Strategy's four draft rules at the Robert Semple Elementary School in Benicia. Over 30 people attended the open house.

- **Friday September 18 – Brookfield Village School -** Staff met with community groups associated with Brookfield and Madison park schools in East Oakland to get input o the proposed Community Grant program and to seek partners for the on-going Bay Area near Roadway Sensor Study.

- **Monday, September 21 – Danville Youth Council, Danville -** Staff presented to the Danville Youth Council about the upcoming YES Conference and opportunities within the

Spare the Air Youth program. 15 youth council members were present, representing various high schools and middle schools in Danville.

- **Monday, September 21** – **Oakland City Council -**Staff accompanied Director Hilken to testify at the City of Oakland special hearing on the health impacts of the proposed bulk coal export facility at the former Oakland Army Base.

- **Tuesday, September 22 – Breathe California Meeting, San Francisco –** Staff met with Linda Civitello and Alexandra Elliott to discuss details for next year's sponsorship opportunities.

- **Monday, September 28 – Refinery Strategy Open House, Richmond –** Staff conducted the last of three open houses on the Refinery Emissions Reduction Strategy's four draft rules at Lincoln Elementary School in Richmond. The open house format allowed the public to speak one-on-one with District staff about the District's Refinery Strategy, the four draft refinery rules, and the District's Regional Climate Protection Strategy. District staff from Rule Development, Community Engagement, Communications, Engineering, Enforcement, and Planning staffed the event. Over 50 people attended the open house.

Internal Collaboration Meetings

- **Tuesday, July 21 – Meeting with Strategic Incentives Division –** Staff met with Anthony Fornier to discuss opportunities for increasing outreach to agricultural businesses in Alameda and Santa Clara Counties.

- **Monday, August 10 - Wood Burning Rule Meeting and Outreach**– Staff met with Wood Burning Rule development staff to discuss proposed rule changes and contacted key stakeholders with information about the next round of interim public comments and future Board action.

- **Wednesday, August 13 – Planning Refinery Strategy Open Houses –** Staff met with Communications and Rule Development staff to refine talking points and continue to plan for upcoming Refinery Emission Reduction Open Houses in September**.**

- **Monday, August 17 and 25 – Wood Burning Rule Assistance –** Staff called key stakeholders that participated in public process of Regulation, 6 Rule 3to inform them about upcoming short comment period. Staff also participated in meeting between Air District and Families for Clean Air.

- **Wednesday, August 19 – Planning Refinery Strategy Open Houses –** Staff met with Rule Development staff to continue to plan for upcoming Refinery Emission Reduction Open Houses in September**.**

- **Wednesday, August 19 – Presentation Assistance –** Staff worked with Eric Stevenson to prepare a presentation for an upcoming conference in San Francisco.

- **Wednesday, August 19 – Spanish Media Briefing –** Staff worked with Communications Office in preparation for a Spanish media briefing.

- **Thursday, September 3 – Bayview Hunters Point Environmental Task Force –** Staff met with Compliance and Enforcement staff to coordinate efforts on responding to complaints that come to the Air District through the Bayview Hunters Point EJ Task Force's IVAN Network website.

- **Tuesday, September 8 –Refinery Strategy Mock Open Houses –** Staff held a mock open house for rulemaking, enforcement, planning, and communications staff as well as Directors and Management who will be participating in the refinery rulemaking open house series. Between 40-50 staff participated in the mock open house to practice their talking points and meet their station team members in preparation of the upcoming Refinery Emission Reduction Open Houses in September**.**

PLANNING AND CLIMATE PROTECTION DIVISION – H. HILKEN, DIRECTOR

Air Quality Planning

Staff briefed the Executive Committee on two recent US EPA actions related to the national ambient air quality standards for ozone: revisions to the 8 hour ozone standard to lower, more health-protective levels, and a finding that the Bay Area has an attainment record for the (previous) 8 hour ozone standard. The national 8-hour ozone primary and secondary standards were lowered from 75 parts per billion (ppb) to 70ppb. Staff completed an initial draft report to the Legislature on the results of Commuter Benefits Program (Regulation 14-1). Staff provided input to MTC staff regarding air quality (PM and ozone) and GHG indicators for MTC's "Vital Signs" initiative which will track progress toward key transportation, land use, environmental, and economic goals in the region. Staff met with MTC staff to discuss coordination in developing the 2015 Clean Air Plan/Regional Climate Protection Strategy and Plan Bay Area 2040. Staff continues to coordinate the update of the 2010 Clean Air Plan (CAP), including review of potential control measures for the Clean Air Plan/Regional Climate Protection Strategy (CAP/RCPS); completing drafts of various chapters of the CAP; and preparing material and content for public workshops. Staff participated in the District's refinery rules open houses and discussed the CAP/RCPS planning process with the public. Staff continued working on the draft of the Planning Healthy Places guidance document.

Staff continues implementation of the Air District's CEQA Guidelines, including tracking their use by lead agencies; reviewing air quality analyses in CEQA documents; drafting comment letters, and responding to inquiries from consultants, local governments and businesses. Staff provided CEQA comment letters to: the City and County of San Francisco on the Draft Supplemental Environmental Impact Report for the Event Center and Mixed-Use Development at Mission Bay Blocks 29-32; the California Department of Parks and Recreation on the Draft Environmental Impact Report for the Carnegie State Vehicle Recreation Area General Plan; the Port of Oakland on the Roundhouse Area Improvement Project Initial Study/Negative Declaration; the City of Pittsburg on the Second Recirculated Draft Environmental Impact Report for the West Pac Energy Infrastructure Project; the City of Campbell on the Draft Environmental Impact Report for the Dell Avenue Area Plan; the City of Foster City on a General Plan Update and Climate Action Plan and to the Contra Costa County Transportation Authority on the Notice of Preparation for a Recirculated Supplemental Environmental Impact Report on the 2014 Update to the Comprehensive Transportation Plan.

Climate Protection Program

Staff continued to work on the nine economic sector GHG gap analyses for the Regional Climate Protection Strategy (RCPS), including drafting and refining control measures. Staff presented on the RCPS and related efforts at the 2nd California Climate Action Planning Conference in San Luis Obispo, to San Francisco Planning and Urban Renewal Association (SPUR) staff, to a meeting of the Bay Area Regional Collaborative (BARC) Board, and to the Bay Area Regional Health Inequities Initiative Built Environment Committee. Staff met with MTC staff to discuss coordination on regional planning efforts, including the RCPS. Staff met with Community Engagement (CE) staff to plan for the RCPS public engagement processes.

Staff prepared material for presentations by the APCO/Executive Officer (1) on short-lived climate pollutants and the RCPS at the California Council for Environmental and Economic Balance Summer Issues Seminar and (2) on the RCPS for the Clean Environment Regulators Roundtable meeting in Antwerp. Staff developed materials for the following meetings (1) on the Climate Protection Program and GHG rule-making for the Board of Directors, (2) on methane monitoring, analysis and reduction for the Climate Protection Committee and (3) on the Refinery Strategy for the Stationary Source Committee. Staff continued working with the UC Berkeley Cool Climate program on a consumption-based GHG emissions inventory for the Bay Area, including mapping the data online.

Staff took part in numerous meetings, workshops and webinars this quarter. Staff participated in an Adaptive Management subcommittee meeting of the CAPCOA Climate Protection Committee; this subcommittee provides input to ARB on identifying and potentially mitigating where the Cap & Trade Program could result in increased criteria pollutants in communities already disproportionately affected. Staff participated in a meeting with the Marin Carbon Project to discuss preparing GHG reduction credits for potential sale on the CAPCOA GHG Reduction Exchange. Staff participated in three California joint agency symposia on the five climate change strategy "pillars" identified by Governor Brown in his January 2015 inaugural address. Staff participated in a California Public Utilities Commission workshop on natural gas leakage abatement. Staff participated in a Funders Roundtable for Climate Readiness Institute (a collaboration of UC Berkeley, UC Davis, Stanford and LBNL). Staff attended two staff-level BARC meetings. Staff met with ABAG staff to discuss ABAG's Bay Area Regional Energy Network (BayREN) program, which focuses on energy efficiency upgrading of existing residential buildings. Staff participated in the Air District's Refinery Emissions Reduction Strategy Open Houses in Martinez, Benicia and Richmond.

Staff updated information on funding opportunities from Cap & Trade auction proceeds, and distributed this information to Bay Area local government planners and climate staff. Staff provided comments to Foster City on its draft Climate Action Plan and DEIR.

A Senior Air Quality Engineer and a Principal Environmental Planner joined the Climate Protection Section.

Community Air Risk Evaluation (CARE)

In collaboration with Community Engagement staff, staff coordinated deployments of low-cost air quality sensors as part of the Bay Area Near-Roadway Sensors (BANRS) study funded by the Health Effects Institute and lead by Dr. Edmund Seto at the University of Washington. Sensors

for this study will be co-located at the District's West Oakland, Oakland International, and Laney College monitoring sites. Staff met with representatives from Google, the Environmental Defense Fund (EDF), the West Oakland Environmental Indicators Project (WOEIP), Aclima, and research partners from University of Texas at Austin, UC Berkeley and the Lawrence Berkeley National Laboratory (LBNL) to discuss the ongoing "Air View" collaboration, which will deploy mobile and stationary sensors to track air quality in Oakland and San Leandro. Staff completed updating screening-level risk and hazard estimates for Bay Area permitted stationary sources to support the Planning Healthy Places document. Staff worked with the San Francisco Department of Public Health and LBNL to design a second phase of an indoor air quality study, which would examine the effectiveness of stand-alone air filters in four San Francisco condominium units.

Emissions Inventory

Staff completed draft projections of greenhouse gas (GHG) emissions from 1990 to 2050, combining current GHG emission estimates with model-based trends derived from a projection model developed by Dr. Jeff Greenblatt at the Lawrence Berkeley National Laboratory (LBNL). Staff used the new emissions-inventory reporting platform to view, tabulate, and quality assure the projections and underlying data. Staff presented an update to the Climate Protection Committee on monitoring work and analyses underway to improve emissions estimates for methane in support of methane reduction measures. Staff submitted 2014 point-source emissions data to CARB, including criteria, toxic, and GHG emissions. Staff attended a kick-off meeting with the Metropolitan Transportation Commission (MTC) and consultants to start a project sponsored by the District to automate the delivery of vehicle travel data to local governments for Climate Action Plans. Staff also provided assistance to consultants for MTC working on a regional goods movement plan. Staff responded to several public records requests: from the Communities for Better Environment (CBE) for emissions from refineries and refinery-related facilities and from the Cities of Benicia and Richmond and the County of San Mateo for GHG emissions. Staff responded to several information requests from CARB, including a request for emissions from the Valero Refining Company and Bulk Terminal Plant; follow up queries on the District's 2014 point source emissions submission and questions on aircraft emissions from the San Francisco International Airport. Staff developed emissions inventory graphs and charts to support the Refinery Rule workshops; provided the latest GHG emissions projections to support updates to sector-specific Gap Analyses; and provided updates to emissions estimates from wood stoves and fireplaces for the staff report on amendments to the Wood Smoke Rule, Regulation 6, Rule 3. Staff developed a tutorial for new users of the recently developed emissions inventory-reporting platform, developed by section staff using the R programming language.

Research and Modeling Program

Staff continued to assist with the 2016 Clean Air Plan update, including continuing work on Bay Area 2012 and 2013 fine particulate matter (PM2.5) and ozone air quality simulations and updating the Multi-Pollutant Evaluation Method. Staff continued work on updating the District's modeling emissions database, focusing on spatial distribution of emissions. Staff developed a project with Sonoma Technology, Inc. to update the District's chemical speciation database used to prepare emissions inputs to photochemical models. Staff developed another project with UC Davis and CARB to monitor ultrafine particulate matter composition at two Bay Area air monitoring sites (East Oakland and San Pablo). Staff analyzed ozone trends at Livermore and Patterson Pass air monitoring sites. Staff continued work on analyzing the contribution of wood smoke to annual PM2.5 concentrations. Staff attended the Meteorological and Climate –

Modeling for Air Quality Conference in Sacramento and presented a poster on improving model performance for the Bay Area.

STRATEGIC INCENTIVES – K. SCHKOLNICK, ACTING DIRECTOR

Carl Moyer Program (CMP)

- *Program Management:*
  - Staff issued a Call for Year 17 projects on 8/17.
  - Staff completed a survey of participating off-road equipment vendors that requested input on program outreach and effectiveness measures, 8/21.
  - Staff sent out over 5,000 postcards to CMP stakeholders regarding Program Year 17 funding availability, 9/15.
  - Staff sent out an email announcement to thousands of CMP stakeholders regarding Program Year 17 funding availability, 9/16.
  - Staff tested and deployed the latest updates to the Air District's online grants application system, 7/29.

- *ARB:*
  - Staff submitted the Air District's 2015 CMP Yearly Report to ARB, 8/19.
  - Staff met with ARB and DOF auditors as part of the Audit Exit interview, 8/6. Staff received the ARB audit report summarizing their review of several of the Air District's grant programs (CMP, GMP, LESBP, and AB 118-AQIP), 9/2. In summary, findings from the report include the following:
    - Identified no audit findings for any of the grant programs reviewed
    - Made two recommendations for CMP procedural improvements:
      - Develop additional project file procedures to ensure their completeness
      - Use of a more detailed breakdown of project costs in staff project evaluations to reduce risk of including ineligible costs
    - Recognized Air District programs for three commendable efforts:
      - Successful deployment of an electronic filing system for CMP and GMP projects
      - Completeness of LESBP files and the effective and efficient administration of the LESBP
      - Quick implementation of the Year-3 GMP Port truck program
  - Staff submitted the Air District's final audit response letter to ARB, 9/22.
  - Staff submitted the following CMP disbursement requests to ARB, 8/14:
    - Requested $6,869,003 in CMP Year 17 project funds
    - Requested $285,000 in project funds and $150,000 in administrative funding from the Year 17 multi-district award.
  - Staff participated in an ARB webinar related to CARL database updates, 8/4.

- *EPA:*
  - Staff participated in a conference call regarding EPA Proposed Rulemaking for Phase 2 Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles, 8/18.

- Staff submitted Air District comments on the U.S. EPA/ U.S. DOT NHTSA proposed Phase 2 Greenhouse Gas Emissions Standards and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles, 9/23.

- *Meetings:*
  - Staff attended the training, Carl Moyer Program 2015 Yearly Reporting Webinar, 7/7.
  - Staff met with Community Engagement staff to discuss opportunities for enhancing grant program outreach, 7/21.
  - Staff met with Caltrain staff to discuss outstanding project questions and the development of the funding agreement for the Caltrain electrification project, 8/28.
  - Staff attended and presented information regarding off-road grant opportunities at the Associated General Contractors meeting in Pleasanton, 9/2.
  - Staff met with SCAQMD and other districts to discuss preparation for the CAPCOA grant symposium, 9/9.
  - Staff participated in a CAPCOA/ARB tactical team discussion regarding the implementation of SB 513 changes, 9/24.
  - Staff attended the CAPCOA mobile source and grants committee symposium in Ventura, 9/29-9/30.

SB513 (Beall):

- *Bill Activity:*
  - Senate Transportation Committee hearing for SB 513, 5/21.
  - SB 513 passed the Senate Floor vote unanimously and moved to the Assembly, 6/3.
  - Bill passed the Assembly Transportation Committee with a vote of 12 - 3, 7/13.
  - Assembly Appropriations Committee referred Bill to a suspense file hearing, 8/19.
  - Bill passed Assembly Appropriations Committee with a vote of 12-5, 8/28.
  - SB 513 passed Assembly Floor with a vote of 43-23, 9/2.
  - Bill passed Senate Floor concurrence vote unanimously and is on its way to the Governor, 9/3.
  - SB 513 was enrolled and presented to the Governor for consideration, 9/9.

- *Staff Meetings:*
  - Staff participated in a call with the Assembly Transportation committee consultant reviewing SB 513, 7/7.
  - Staff participated in the CAPCOA/ ARB Tactical team calls, 8/20, 7/23, 7/9, and 7/1.
  - Staff met with SCAQMD and ARB staff to discuss the next steps for implementing bill, 9/8.
  -

Goods Movement Program (GMP)

- *Program Management:*
  - ARB posted the Notice of Funding Availability (NOFA) for GMP Year 5 program funds, 7/6.
  - Staff submitted an application to ARB for $47 million on 8/4. On 9/24, the ARB awarded the Air District $48.1 million through a combination of Year 5 funding and remaining funds from prior grants for the following project categories:
    - $25.1 million for truck projects
    - $15 million for locomotive projects
    - $5 million for ships at berth and cargo-handling equipment projects
    - $3 million for Transportation Refrigeration Unit (TRU) projects

- Staff participated in the CAPCOA Grants Committee conference call, 7/8, 8/12.
- Staff participated in a statewide conference call with ARB and other air districts regarding Year 5 GMP planning, 8/19.
- Staff worked with Trinity Consulting to develop the online application system for Year 5 equipment projects, 7/15.
- Staff participated in the statewide (Local Agency) conference call with ARB and other air districts to discuss refinements to the Year 5 funding cycle, 7/15.
- Staff submitted quarterly reports to ARB for the Year 4 Truck program and for the Year 2 Shore Power program, 7/22.
- Staff hosted the Year 5 Pre-Application Community Meeting to solicit input from the public about our application to ARB, and to administer the Year 5 funding cycle. This meeting was attended by 19 stakeholders, 7/27.
- Staff participated in the Local Agency Meeting, with ARB and other air districts, to discuss application solicitation and other issues for the Year 5 program cycle, 9/16.
- Staff hosted an information table (attended by more than 110 truck owners) about Year 5 truck replacement options at the Port of Oakland, Trucker Appreciation Day event, Oakland, CA, 9/18.
- Solicitation for applications for the truck equipment segment of Year 5 opened on 9/14. Staff has been engaged in numerous outreach activities and has fielded more than three dozen inquiries to-date, 9/21.
- Staff sent out more than 6,000 GMP Year 5 brochures and publicity emails to truck owners and stakeholders, 9/29.

- *Meetings:*
  - Staff participated in informational conference calls with two cryogenic TRU manufacturers, 7/28 & 7/29.
  - Staff participated in the ARB Year-5 public workshop in Sacramento, 8/26.
  - Staff participated in the Hybrid & Zero-Emission Truck and Bus (HVIP) Public Work Group, 9/2.
  - Staff participated in an MTC Freight Emissions Reduction Action Plan Task Force meeting, 9/25.
  - Staff met with Dearman Engines (UK) representatives about cryogenic TRU funding opportunities in the Year 5 program, 9/28.

Grant Development

- Staff held a conference call with SCAQMD staff to discuss opportunities for collaboration on Cap & Trade applications, 7/14.

- *Cap & Trade - Zero-Emission Drayage Truck Demonstration:*
  - The Air District, in partnership with SCAQMD, SDAPCD, SJVUAPCD, and SMAQMD, submitted a proposal to the ARB under their Zero-Emission Drayage Truck Demonstration solicitation for $23,638,500 to demonstrate zero- and near-zero emission drayage trucks, 9/24.
  - Staff held or participated in conference calls with the following:
    - SMAQMD staff to discuss partnering with them on a Zero-emission Drayage Truck proposal, 7/1, to discuss joint proposal for drayage trucks operating between the two districts, 8/13, and to discuss their participation in the proposal, selection of a technology developer, and fueling issues, 9/2.
    - SCAQMD, which also included CALSTART, GNA, and Volvo representatives, to discuss a joint proposal between BAAQMD and SCAQMD, 8/21.
    - SCAQMD, Volvo, CALSTART, and GNA representatives to discuss the schedule for assembling the proposal, 8/26.
    - SMAQMD, US Hybrid, Devine Intermodal, and Air Products representatives to discuss hydrogen fueling, 8/26.
    - Representative of US Hybrid to discuss a zero-emission fuel cell drayage truck proposal for trucks operating between Sacramento and the Port of Oakland, 8/5.
    - BYD representative to discuss development of a proposal for battery-electric drayage truck technology demonstration, 8/19.
    - Hydrogenics representative to discuss hydrogen fueling options, 8/27.
    - Roger's Trucking representative to discuss their participation in the demonstration, 8/31.
    - Air Products representative to discuss their participation in the demonstration, 8/21.
    - GSC Logistics Trucking Co. representative to discuss their participation in the demonstration, 8/31.
  - Staff met with or held meetings with the following:
    - ARB's Zero Emission Drayage Truck Demonstration Solicitation Workshop, 7/16.
    - Calstart representatives to discuss funding opportunities, 8/4.
    - Representatives of Central Valley Agriculture to discuss a demonstration of zero-emission BEV drayage trucks for their operations, 8/6.

- *Cap & Trade - Multi-Source Demonstration:*
  - Air District staff submitted a proposal to ARB under their Zero-Emission Multi-source Facility Demonstration solicitation for $18,599,458 to demonstrate zero-emission technologies at the Port of Oakland, 9/24.
  - In preparation for this application, staff held or participated in conference calls with representatives from the following companies/agencies:
    - Dearman Engines, 7/1 and 8/6.
    - PlugPower, 7/6.
    - Port of Oakland staff and a BYD representative, 7/9.
    - ARB's Multi-Source Demonstration Solicitation Teleconference, 7/21.
    - Ports America at their facility at the Port of Oakland, 8/6.
    - Dean's at their facility, 8/10.
    - Cryometrix, 7/30 & 8/11.
    - Delta Airlines at Oakland and San Jose airports, 8/12.
    - Dreisbach Enterprises, 8/13.
    - Ports America and Hydrogenics, 8/13.

- Metis Design/Thermo King, 8/14.
- Southwest Airlines, 8/17.
- Port of Oakland, 8/19.
- Hydrogenics and Delta Airlines, 8/25.
- US Hybrid, Oakland Airport, and Delta Airlines, 8/26.
- Hydrogenics, Ports America, and Kone Cranes, 9/2.
- Hydrogenics and Kone Cranes, 9/3.

- *Commercial Lawn & Garden Equipment Exchange Program:*
  - Staff sent grant agreements to all ten school districts that submitted proposals, 7/9.
  - Inspection of equipment to be scrapped conducted for Berkeley, Sunol, Livermore, Dublin, and Orinda school districts, 7/28.
  - Staff conducted inspections of new equipment at Orinda USD and old equipment at San Ramon USD, 8/20.
  - Staff conducted inspections of equipment to be scrapped at four school districts, 8/28.
  - Fourteen contracts have been drafted encumbering $340,000 of the $423,000 available.

- *Vehicle Buy Back Program:*
  - The contract for the direct mail service with AdMail was amended to extend services for FYE 2016, 7/6.

- *Meetings:*
  - Staff participated in webinars on California's Fuel Efficiency, and Renewable Energy goals, 7/8 & 7/9.
  - Staff held conference call with Wind + Wing representative to discuss the development of a proposal for the 2015-16 GGRF solicitations for an electric ferry with a wing-sail assist, 8/14.
  - Staff held conference call with Office of the Governor Representative to discuss development of a DOE-funded showcase hydrogen station for research and development in Livermore, 8/18.

Lower-Emission School Bus Program (LESBP)

- Inspections conducted:
  - 20 school bus inspections at two different locations for First Student, Inc. for retrofit project, 8/26 & 9/2.
  - 4 school bus inspections for retrofit projects (First Student, Inc.) and 5 school bus inspections for replacement projects (Evergreen Elementary School District), 9/16.
- Payments made:
  - $99,989 to Mt. Diablo Unified School District (Contra Costa County) to replace CNG tanks on five MY 2001 public school buses.
  - $413,335 to Mountain View-Whisman School District (Santa Clara County) to replace two MY 1991 and one MY 1988 public school buses.
  - $407,244 to replace CNG tanks on 4 public school buses and to replace 2 public school buses.
  - $159,968.80 to replace CNG tanks on eight MY 2000 public school buses for Fremont Unified School District (Alameda County).
  - $2,010,000 to replace 12 model year (MY) 1993 school buses for the West County Transportation Agency (Sonoma County).

- Received one application to retrofit two school buses for the Loma Prieta Joint Union Elementary School District (Santa Clara County).
- One contract executed to replace CNG tanks on four public school buses: $79,792 to Evergreen Elementary School District (Santa Clara County).

TFCA

- ***Regional Fund***
  - ***Plug-in Electric Vehicle (PEV) Program:***
    - *Program Management:*
      - **Charge**:
        - Staff hosted a pre-application webinar on 9/29.
        - For FYE 2016, five applications were received requesting $371,751 for the deployment of 59 new electric vehicle charging stations. Of these, one application requesting $17,751 was deemed ineligible.
      - **PEV Rebate Program**
        - Staff hosted a pre-application webinar on 8/25 and 9/9.
        - For FYE 2016, one application was received requesting $12,000 for the purchase of 12 new plug-in hybrid electric vehicles.
      - **EV Charging Station Demonstration Program**
        - Staff issued a solicitation on 8/18. This program offers grant funding to public agencies using TFCA and Reformulated Gas Settlement Funds to quickly deploy charging infrastructure in the region, collect usage data and lessons learned, and share the project results in a White Paper.
        - Staff hosted two pre-application webinars to promote the availability of EV Charging Station Demonstration Program funding, 8/26 & 9/3.
      - Staff submitted a monthly progress report on the Bay Area Corridor Charging Expansion Project to the CEC, 8/10.
    - *Outreach*
      - Staff met with a representative from PG&E to discuss Air District current and future PEV grant opportunities, 7/1.
      - Staff presented information about the Air District's PEV incentive programs at the Northern California Clean Cities Funding Workshop, 7/9.
      - Staff participated in a conference call with the EV Coordinating Council Steering committee meeting on 8/3 and presented information about its incentive programs at the Council meeting on 8/25
      - Staff participated in a roundtable discussion on "EVs for Equity, A Clean Cities Coalition Event" at SFMTA, 7/8.
      - Staff presented with PEVC colleagues on PEV Charging 101, a webinar hosted by the PEVC, 7/28.
      - Staff hosted a booth at the National Drive Electric week EV Rally event at De Anza College in Cupertino, 9/19.
      - Staff attended the EV Roadmap 8: Getting to Scale conference, Portland OR, 7/29-30.
    - *Meetings*

- Staff held meeting with representatives from Vision Fleet and Bay Area Climate Collaborative (BACC) to discuss Vision Fleet's EV leasing program for public agencies and businesses, 8/5.
- Staff attended a webinar discussion led by the California Pollution Control Financing (CPCFA) on their new California Capital Access Program (CalCAP) that provides low-cost loan funding and rebates to small businesses that deploy EV charging stations, 8/6 and 9/1.
- Staff attended a CEC webinar on the Grant Funding Opportunity, GFO-15-601 - DC Fast Chargers for California's North-South Corridor, 8/7.
- Staff participated in a conference call with California Capital Access Program (CalCAP) representatives and CalCAP-approved lenders to coordinate outreach efforts on EV charging financing and potential opportunities to co-fund EV Infrastructure projects, 9/15.
- Staff attended the GNA Webinar for CA Alternative Fuel Vehicles & Infrastructure Funding Opportunities, 8/12.
- Staff attended "Paying for Juice," a webinar hosted by the CA PEV Collaborative on pricing policy options, 8/25.
- Staff participated in a conference call meeting with ARB staff to discuss the EMFP plus-up (scrap and replace) program that is currently being piloted in South Coast and SJACPD and the process for applying to ARB for the next round of funding, 8/27.
- Staff participated in a conference call meeting with City of Oakland and AltCar 2016 organizers to begin planning for the 2016 event, 9/4.
- Staff met with Mr. Harm-Jan Idema, a visitor from a leading Dutch e-Mobility firm, and exchanged information on the deployment of EVs in the Bay Area and the development of e-Mobility in the Netherlands, 9/16.
- DAPCO participated in a meeting with a representative from the Dutch Consul General for the Western United States to discuss e-mobility, 9/21.
- Staff attended a PEV Collaborative webinar on "Title 24: Reducing Barriers to EV Adoption through Building Codes," 9/22.
- Staff participated in a conference call meeting with MTC and Kearns & West to plan for the September EV Council meeting, 9/22, 9/8, 8/25, 7/15, 7/28, 8/3, 8/11, & 7/14.
- Staff participated in a CA PEV Collaborative conference call to discuss opportunities to advance charging infrastructure deployment at multi-dwelling units (MDUs) and workplaces, 9/25, 9/11, Working Group meeting 9/3, Co-chair meeting 8/26, 8/19 & 8/20, 7/22, 7/9, & 7/8.
- Staff held a conference call with representatives from San Luis Obispo, Monterey Bay Unified, and San Barbara APCDs to discuss collaboration on a CEC grant funding opportunity (GFO-15-601), to deploy DC fast chargers along California's north-south corridors, 9/16.
- Staff organized and participated in the EV Coordinating Council meeting held in Oakland City Hall, 9/30.

- ***Hydrogen Fueling Infrastructure:***
  - For FYE 2015, five awards were made totaling $2.7 million in TFCA funding. The agreements are being routed for signature, 9/8.
  - Staff participated in a MD/HD FCEV Action Plan task force webinar hosted by the California Fuel Cell Partnership (CaFCP), 9/23.
  - Staff continued working on developing the solicitation package for the FYE 2016 cycle which is tentatively scheduled to open in October.
- ***Shuttles/Ridesharing FYE16:***
  - Staff issued a notice of intent to open a call for projects for the FYE 2016 Shuttle and Ridesharing solicitation via email, 7/23 and issued a Call for Projects on 8/4.
  - Staff hosted a pre-application webinar on 8/11.
  - Nine FYE 2016 applications received by the 9/1 deadline with a total of $4.1M TFCA funds requested, 9/23.
  - Staff attended the TDM Working Group & Rideshare TAC at MTC, 7/16.
  - Staff met representatives from Carma (City CarShare) to discuss strategies for reducing trips through a new carshare/rideshare model, 9/24.
- ***Electronic Bike Lockers FYE16:***
  - A call for FYE 2016 projects was issued on 9/22 and staff has scheduled a pre-application webinar for 10/1. The application deadline is January 12, 2016.
  - For FYE 2015, nine applications requesting a total of $530,000 in funding were received and $505,000 in funding was awarded to eight applicants. Eight agreements are fully executed and one application was withdrawn, 8/25.
  - All 10 projects that were awarded FYE 2014 funding have executed contracts, 8/25.
- ***Bike Rack Voucher Program (BRVP)FYE16:***
  - A call for FYE 2016 (Year-3) projects was issued on 8/12 and staff hosted a pre-application webinar on 9/15. The application deadline is January 29, 2016.
  - Year-2 Program: 32 applications were received and 29 applicants were awarded a total of $131,958.37 in funding. Two applicants were deemed to be ineligible, and one withdrew, 8/11. Approximately 2,200 new bike parking spaces were created through this round of funding.
- ***Bike Share:***
  - Statistics from 8/29/13 to 9/30/15**:**
    - Active Accounts (Annual and 30-Day) – 3,888
    - Annual Memberships – 6,871
    - 30-day Trial Memberships – 730
    - Casual Memberships – 53,088
    - System Wide Trips – 700,507
  - DAPCO and staff participated in a conference call with MTC to discuss the transfer of the bike share equipment and the continuation of the Bike Share Program Agreement, 8/5.
  - Staff met with Post-Pilot Working Group representatives to discuss future concepts for the system, 8/11, 7/31, & 7/7.
  - Staff participated in a conference call with representatives from MTC, Motivate, and the Peninsula bike share partners to discuss the specifics of continuing bike share in Mountain View, Palo Alto, and Redwood City through June 2016, 7/31 & 7/10.

- Staff participated in a conference call with the Partner Working Group representatives to discuss local issues, contract implementation issues, and strategic marketing and outreach, 9/23, 9/9, 9/16, 8/19, 8/12, 8/5, 7/29 7/22, 7/15, 7/8, & 7/1.
- Staff participated in a conference call with representatives from Motivate and MTC to discuss contract administration and implementation issues, the strategic marketing plan, operations, and invoicing, 9/29, 9/22, 9/15, 8/25, 8/21, 8/18, 8/11, 8/4, 7/21, 7/14, & 7/7.

- ***County Program Managers:***
  - Staff attended the September Congestion Management Agency (CMA) Director's monthly meeting in Oakland, 9/25.
  - FYE 2017 policies:
    - Draft FYE 2017 CPM Policies were formally issued for public comment on 7/16, and comments were due by 9/16.
    - Staff held a workgroup meeting with the nine county program managers to discuss proposed updates to the FYE 17 policies, 7/7 and 9/9. Staff held follow-up calls with CMAs to discuss policies and cost-effectiveness evaluations for bicycle projects on 7/27and 8/6.
    - Staff received written comments from 3 out of 9 CPMs, Santa Clara County, and City of Cupertino.
- ***Other:***
  - Staff participated in MTC's Active Transportation Work Group meeting in Oakland, 7/16 and 9/17.
  - Staff participated in a conference call with MTC Climate Grants' Parking/TDM Grant Program Evaluation Committee, 7/27 and 8/17.
  - Staff attended LearnIT's Time Management training, 8/27.
  - Staff attended ARB's research webinar on National Bicycle Policy in Germany, 9/3.
  - Staff attended the Contra Costa Transportation Authority-Technical Coordinating Committee meeting, 9/17.

METEOROLOGY, MEASUREMENT AND RULES – E. STEVENSON, DIRECTOR

Air Quality

During the 3rd quarter of 2015, there were five exceedances of the 75 ppb national 8-hour ozone standard. The first two exceedances occurred on August 16, 2015 and August 17, 2015. Inland temperatures reached 106°F on August 16, 2015 and 104°F on August 17, 2015. The third exceedance occurred on September 9, 2015 during a heat wave with temperatures reaching 107°F. The fourth and fifth exceedances occurred on September 19, 2015 and September 20, 2015. Spare the Air Alerts were called on each of the days with the exception of September 19, 2015. A Spare the Air Alert was not issued for September 19, 2015, because inland temperatures were expected to be low and winds were predicted to be strong onshore. However, winds were unexpectedly light throughout most of the day, resulting in higher ozone concentrations than predicted.

Air Monitoring

31 air monitoring sites were operational from July through September 2015. The new Napa air monitoring site, located at Napa Valley College, was installed and power was provided. The site is currently undergoing testing and calibration before being brought online.

The setup of the ambient greenhouse gas monitoring network continued with the establishment of a background site at the UC Davis research facility at Bodega Bay. Instrumentation has also been installed and is being evaluated at the District's Bethel Island site.

In September, an open recruitment for two Air Quality Instrument Specialist (AQIS) positions was started with interviews due to be conducted in October. These positions are open due to retirement and the promotion of current staff.

The Air Monitoring Section continued to collaborate on a number of special projects including a project with Lawrence Berkeley National Laboratory measuring ethane and methane at air monitoring sites in Oakland, and a project with UC Davis which involves the characterization of ultrafine particulate matter at sites in Oakland and San Pablo.

The U.S. Environmental Protection Agency (EPA) performed a Technical System Audit (TSA) of the entire air monitoring system that included auditing the performance and procedures of the Air Monitoring Section, the Laboratory Service Section and the Performance Evaluation Group. This audit is performed every three years and looks at all aspects of how air monitoring data is collected, evaluated and processed. Results of the audit are expected in six to eight months.

Performance Evaluation

The Performance Evaluation Group conducted EPA-mandated performance audits at 16 District air-monitoring stations, verifying 59 separate parameters during the 3rd Quarter of 2015. The National Air Quality System Database was updated with all the audit results.

Ground-Level Monitoring (GLM) network audits of Hydrogen Sulfide (H_2S) and Sulfur Dioxide (SO_2) monitors were conducted at sites in the vicinity of Phillips 66, Tesoro, Chevron and Valero refineries. Audits were performed at 15 monitoring locations and 27 gas analyzers were tested. All of the GLM locations tested met District's performance criteria.

An open recruitment for an AQIS vacancy in the Performance Evaluation Group was held to fill a vacancy due to a transfer of existing staff. Interviews were held and the position filled in August.

The Performance Evaluation Group performed audits for a special air monitoring study located at the Marin Rock Quarry in San Rafael, primarily focusing on PM.

The Performance Evaluation Group calibrated ozone equipment for Dr. John Balmes and Hofer Wong of the Human Exposure Lab, UC San Francisco, Division of Occupational and Environmental Medicine.

Rule Development Program

Refinery Emissions Monitoring and Risk Limits:

Final draft versions of Regulation 12, Rule 15: Petroleum Refining Emissions Tracking and Regulation 12, Rule 16: Petroleum Refining Emissions Risk Limits were released to the public for comment on October 9th.

Staff has modified Rules 12-15 and 12-16 from previous versions based on public input. The new versions are intended to be more protective of community health and, if approved, would put hard caps on refinery toxic emissions and on other pollutants (sulfur dioxide and fine particulate matter).

Refinery Emission Reduction Rulemaking:

Staff held public Open Houses on the first phase of rule-making designed to reduce emissions from refineries by 20% by 2020. The first phase includes the following rules:

Refinery Emission Reductions: Phase 1

Rule	Pollutant	Description
9-14: Petroleum Coke Calcining Operations	SO_2	Substantially reduce emissions at the one coke calciner in the Air District.
6-5: Fluid Catalytic Cracking Units	Ammonia, $PM_{2.5}$	Optimize ammonia injections in these units to minimize $PM_{2.5}$ emissions. This should also reduce ammonia emissions.
8-18: Equipment Leaks	VOCs, Air Toxics	Expand the number of components subject to inspection and repair requirements, substantially reducing VOC emissions, some portion of which are toxic.
11-10: Cooling Towers	VOCs, Air Toxics	Requires timely detection and repair of cooling tower leaks. This will reduce VOC emissions, some portion of which are toxic.

Staff held a series of open house style workshops where information regarding the above rules were provided to interested parties. The workshops were held on September 15, 2015, in Martinez, September 17, 2015, in Benicia and September 28, 2015 in Richmond. Comments were received from stakeholders and staff is considering those comments.

Some of the refinery emission reduction rules will require more time to complete. Staff intends to bring these rules to the Board for consideration in the second quarter of 2016.

Refinery Emission Reductions: Phase 2

Rule	Pollutant	Description
6-5: Fluid Catalytic Cracking Units – Part 2	$PM_{2.5}$, SO_2	After $PM_{2.5}$ emissions have been minimized through optimizing the current control system, staff will evaluate the feasibility of additional controls for $PM_{2.5}$. Staff will also evaluate the feasibility of reducing SO_2 emissions from these sources.
9-9: Stationary Gas Turbines	NO_X	Reduce NO_X emissions from turbines burning gaseous fuels. This will impact three large refinery turbines and may impact some smaller sources.
9-1: Refinery SO_2 emissions	SO_2	Reduce SO_2 emissions from fuel gas combustion, sulfur recovery units and sulfur plants.

In addition to the Phase 2 rulemaking, Staff is preparing modifications of the Air District's permitting rules that would impact oil refineries. If approved, these changes would require permit review for significant changes in crude oil characteristics. They would also require a Best Available Control Technology review for greenhouse gas emissions. Staff is planning to bring these changes to the Board for consideration in the first or second quarter of 2016.

Greenhouse Gas Rulemaking Efforts

Staff continues to work on rules to reduce emissions of methane and black carbon, two key greenhouse gases. The initial black carbon rule will be for backup generators, which are also a key source of toxic emissions. Staff is also working with the Air Resources Board and the California Public Utility Commission to limit methane leaks from PG&E natural gas distribution network. And staff is evaluating other opportunities to reduce emissions from other methane sources such as landfills and capped oil and gas wells.

Laboratory

In addition to routine ongoing analyses, nine aqueous samples from the catalytic oxidizer at Grace Baking, Richmond were analyzed for ethanol content.

Laboratory	
Sample Analyzed	1,060
Inter-Laboratory Analyses	2

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) and 12-16 (Refinery Emissions Risk Limits; as well as providing assistance in formulating new methodology for testing cooling towers. Additional workgroup activities include rule development for $PM_{2.5}$ testing at refineries and approving Regulation 9-10 CEM installation protocols for Tesoro, Valero, Chevron and Phillips 66 refineries.

Eighteen Regulation 9, Rule 10 carbon monoxide source tests were done by the Air District CEM group:

Three at Phillips 66, eleven at Chevron, and four at Tesoro.

Evaluation of EPA's Method 201A and revisions to Method 202 for particulate particle size sampling also continues.

The Source Test Section is assisting the Enforcement and Engineering Divisions in establishing analytical criteria for evaluating CEM data of the mercury monitor at Lehigh; as well as evaluating performance specification tests performed at this site's new exhaust stack.

An open recruitment for an AQIS vacancy in Source Test was held to fill a vacancy due to retirement. Interviews were held and the position filled in August.

Routine Source Test Sections duties continued which includes:

- Performance of Continuous Emissions Monitoring (CEM) Field Accuracy Tests on monitors installed at large source emission points.
- Performance of source tests to determine emissions of precursor organic compounds, filterable particulate matter and toxic air contaminates.
- 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 June, July, and August were reviewed.

STATISTICS

Administrative Services:

Accounting/Purchasing/Comm.

General Checks Issued	1,209
Purchase Orders Issued	470
Checks/Credit Cards Processed	4,187
Contracts Completed	90
RFP's	1

Executive Office:

Meetings Attended	185
Board Meetings Held	3
Committee Meetings Held	6
Advisory Council Meetings Held	0
Hearing Board Meetings Held	
Variances Received	

Information Systems

New Installation Completed	40
PC Upgrades Completed	0
Service Calls Completed	826

Human Resources

Manager/Employee Consultation (Hrs.)	350
Management Projects (Hrs.)	400
Employee/Benefit Transaction	600
Training Sessions Conducted	7
Applications Processed	632
Exams Conducted	16
New Hires	19
Promotions	6
Payroll Administration (Hrs.)	500
Safety Administration	150
Inquiries	4,000

Facility/Vehicle

Request for Facility Service	188
Vehicle Request(s)/Maintenance	62

Compliance Assistance and Operations Program

Asbestos Plans Received	1,624
Coating and other Petitions Evaluated	5
Open Burn notifications Received	23
Prescribed Burn Plans Evaluate	3
Tank/Soil Removal Notifications Received	7
Compliance Assistance Inquiries Received	29
Green Business Reviews	14
Refinery Flare Notifications	24

Compliance Assurance Program

Industrial Inspections Conducted	984
Gas Station Inspections Conducted	242
Asbestos Inspections Conducted	216
Open Burning Inspections Conducted	2
PERP Inspections Conducted	43
Mobile Source Inspections	406
Grants Inspections Conducted	170

Engineering Division:

Annual Update Packages Completed	1,196
New Applications Received	216
Authorities to Construct Issued	133
Permits to Operate Issued	307
Exemptions	5
New Facilities Added	104
Registrations (new)	19

Communications and Outreach:

Presentations Made	15
Responses to Media Inquiries	120
Events staffed with Air District Booth	13
Visitors (District Tour)	40

STATISTICS (continued)

Compliance and Enforcement Division:

Enforcement Program

Violations Resulting in Notices of Violation	95
Violations Resulting in Notice to Comply	15
New Hearing Board Cases Reviewed	3
Reportable Compliance Activity investigated	72
General Complaints Investigated	1,002
Smoking Vehicle Complaints Received	30
Woodsmoke Complaints Received	202
Mobile Source Violations	38

Meteorology Measurements & Rules:

3rd Quarter 2015 Ambient Air Monitoring

Days Exceeding Nat'l 24-hour $PM_{2.5}$ Std	0
Days Exceeding Nat'l 24-hour PM_{10} Std	0
Days Exceeding State 24-hour PM_{10} Std	0
Days Exceeding the Nat'l 8-hour Ozone Std	5
Days Exceeding the State 1-hour Ozone Std	4
Days Exceeding the State 8-hour Ozone Std	8

Ozone Totals, Year to Date 2015

Days Exceeding State 1-hour Ozone Std	4
Days Exceeding Nat'l 8-hour Ozone Std	5
Days Exceeding State 8-hour Ozone Std	11

Particulate Totals, Year to Date 2015

Days Exceeding Nat'l 24-hour $PM_{2.5}$ Std	7
Days Exceeding the Nat'l 24-hour PM_{10} Std	0
Days Exceeding State 24-hour PM_{10} Std	0

$PM_{2.5}$ Winter Season Totals for 2014-2015

Days Exceeding Nat'l 24-hour $PM_{2.5}$ Std	6

3rd Quarter 2015 Agricultural Burn Days

July-Sept Permissive Burn Days – North	47
July-Sept No-Burn Days – North	45
July-Sept Permissive Burn Days – South	49
July-Sept No-Burn Days – South	43
July-Sept Permissive Burn Days – Coastal	47
July-Sept No Burn Days – Coastal	45

Laboratory

Sample Analyzed	1,060
Inter- Laboratory Analyses	2

Technical Library

Titles Indexed/Cataloged	0
Periodicals Received/Routed	0

Source Test

Total Source Tests	76
Pending Source Tests	7
Violation Notices Recommended	7
Contractor Source Tests reviewed	4,114
Outside Test Observed	11
Violation Notices Recommended After Review	1

Continuous Emissions Monitoring (CEM)

Indicated Excess Emission Report Eval	108
Monthly CEM Reports Reviewed	121
Indicated Excesses from CEM	20

Ground Level Monitoring (GLM)

July-Sept Ground Level Monitoring SO_2 Excess Reports	0
July-Sept Ground Level Monitoring H_2S Excess Reports	1

These facilities have received one or more Notices of Violations
Report period: July 1, 2015 – September 30, 2015

Alameda

Site Name	Site #	City	Penalty Amount	# of Violations Closed
167th Ave Gas Station	X2913	San Leandro	$1,000	1
All Star Gas	V6271	San Leandro	$8,500	2
Allegro Coffee Company	E2173	Berkeley	$1,000	1
Auto Craft Body & Paint	A5493	Hayward	$500	1
City of Fremont	X2986	Fremont	$250	1
Discovery Foods LLC	B6663	Hayward	$3,000	2
Hasselgren Egineering, Inc.	B2338	Berkeley	$250	1
Livermore Beacon	C8876	Livermore	$3,000	4
Livermore Gas Mart	X4052	Livermore	$2,000	6
Maintenance Center	X2985	Fremont	$250	1
Pacific Coast Container Inc.	X3037	San Leandro	$300	1
United States Pipe & Foundry Company, LLC	A0083	Union City	$10,000	1
Xtra Oil Company	X0698	Castro Valley	$250	1
		Total Violations Closed:		**23**

These facilities have received one or more Notices of Violations
Report period: July 1, 2015 – September 30, 2015
(continued)

Contra Costa

Site Name	Site #	City	Penalty Amount	# of Violations Closed
Andy's Tee Shirts, Inc	A8401	Concord	$450	1
Chevron Products Company	A0010	Richmond	$157,000	39
EGC Service Station	X3580	El Sobrante	$5,000	2
NRG Marsh Landing, LLC	B9169	Antioch	$10,000	1
Plains Products Terminals LLC	A7034	Martinez	$10,000	1
Shell Martinez Refinery	A0011	Martinez	$64,000	6
Tesoro Refining & Marketing Company LLC	B2758	Martinez	$4,000,000	9
West Contra Costa County Landfill	A1840	Richmond	$9,000	4
		Total Violations Closed:		**63**

Marin

Site Name	Site #	City	Penalty Amount	# of Violations Closed
Craft Auto Body	B0157	San Rafael	$938	15
Irwin Shell	X4859	San Rafael	$250	1
Lexus of Marin Attn: P Terrel	X4860	San Rafael	$750	1
			Total Violations Closed:	**17**

These facilities have received one or more Notices of Violations
Report period: July 1, 2015 – September 30, 2015
(continued)

Napa

Site Name	Site #	City	Penalty Amount	# of Violations Closed
Ramon & Julieta Lopez	V7060	Napa	$600	1
		Total Violations Closed:		**1**

San Francisco

Site Name	Site #	City	Penalty Amount	# of Violations Closed
Design Max, Inc	X3000	San Francisco	$3,000	1
San Francisco, City & County, PUC	A4116	San Francisco	$1,000	1
Synergy Project Management	X3260	San Francisco	$500	1
The Build Group	V9612	San Francisco	$10,000	1
Valero SS#7959	W1971	San Francisco	$5,000	1
		Total Violations Closed:		**5**

San Mateo

Site Name	Site #	City	Penalty Amount	# of Violations Closed
Atlantic Richfield Company c/o Stantec	E0271	San Bruno	$15,000	3
Bertetta Tanklines, Inc.	X3587	South San Francisco	$500	1
California Image Body & Paint	B0097	Burlingame	$750	1
Nichols Concrete Cutting	X1492	Redwood City	$500	1
Palo Alto Regional Water Quality Control Plant	A0617	Palo Alto	$5,000	1
		Total Violations Closed:		**7**

These facilities have received one or more Notices of Violations
Report period: July 1, 2015 – September 30, 2015
(continued)

Santa Clara

Site Name	Site #	City	Penalty Amount	# of Violations Closed
City of Sunnyvale Water Pollution Control	A0733	Sunnyvale	$2,400	1
County of Santa Clara	X3061	San Jose	$1,500	1
FRIT, Santana Row	B3040	San Jose	$1,500	3
Maxim Integrated Products, Incorporated	B1696	San Jose	$500	1
Regional Medical Center of San Jose	A2457	San Jose	$500	1
Rojas Auto Body	X0791	San Jose	$400	2
Santa Clara Unified School District	X3062	Santa Clara	$2,000	1
Saratoga 76	X4861	San Jose	$1,000	1
Veselin Cukic	X3405	Campbell	$750	1
Xeres Ventures LLC	B8801	Santa Clara	$5,000	1
		Total Violations Closed:		**13**

Solano

Site Name	Site #	City	Penalty Amount	# of Violations Closed
Alliance Tank Lines, Inc	X4525	Dixon	$1,000	1
Bonfare Markets #31	W7501	Fairfield	$3,000	1
Valero Refining Company - California	B2626	Benicia	$122,500	27
		Total Violations Closed:		**29**

These facilities have received one or more Notices of Violations
Report period: July 1, 2015 – September 30, 2015
(continued)

Sonoma

Site Name	Site #	City	Penalty Amount	# of Violations Closed
Ann Marie Frediani	X3004	Kenwood	$250	1
BoDean Company Inc	A1641	Santa Rosa	$40,000	2
Gas Club	X2650	Petaluma	$500	1
Syar Industries Inc	A2157	Santa Rosa	$500	1
Timber Cove Recycling	X2989	Santa Rosa	$3,000	2

Total Violations Closed: 7

District Wide

Site Name	Site #	City	Penalty Amount	# of Violations Closed
Sell and Auto Transportation	X3029	Seattle	$300	1

Total Violations Closed: 1

Closed Notice of Violations with Penalties by County
July 1, 2015 – September 30, 2015

Alameda County

STATUS DATE	SITE #	SITE NAME	CITY	COUNTY	Reg Title
9/8/2015	A0703	Pacific Steel Casting Company LLC	Berkeley	Alameda	Ringelmann No. 1 Limitation
9/29/2015	B2250	Alberto's Paint Body & Frame	Hayward	Alameda	Permits - General Requirements
8/19/2015	A0030	Owens-Brockway Glass Container Inc	Oakland	Alameda	Opacity Limitation
7/13/2015	J1257	Silverado Contractors	Oakland	Alameda	Ringelmann No. 1 Limitation
9/22/2015	J4245	Valley Crest Landscape	Pleasanton	Alameda	Commerical Idling
8/20/2015	X4857	167th Ave Gas Station	San Leandro	Alameda	Permits - General Requirements
8/20/2015	X4857	167th Ave Gas Station	San Leandro	Alameda	Gasoline Dispensing Facilities

Contra Costa County

STATUS DATE	SITE #	SITE NAME	CITY	COUNTY	Reg Title
7/20/2015	C1124	Lone Tree Gas & Food	Antioch	Contra Costa	Permits - General Requirements
9/8/2015	X4210	Lone Tree Gas & Food	Antioch	Contra Costa	Permits - General Requirements
9/29/2015	B2855	Henkel Corporation-Aerospace Grp	Bay Point	Contra Costa	Permits - General Requirements
8/19/2015	B2855	Henkel Corporation-Aerospace Grp	Bay Point	Contra Costa	Permits - General Requirements
7/13/2015	B2855	Henkel Corporation-Aerospace Grp	Bay Point	Contra Costa	Permits - General Requirements
9/22/2015	X4006	Ralph & Camille Saviano	Brentwood	Contra Costa	Open Burning
8/20/2015	A4022	SFPP, L P	Concord	Contra Costa	Storage of Organic Liquids
8/20/2015	A4022	SFPP, L P	Concord	Contra Costa	Permits - General Requirements
8/19/2015	A4022	SFPP, L P	Concord	Contra Costa	Permits - General Requirements
9/29/2015	X5694	Fashion Cleaners	Concord	Contra Costa	Perchloroethylene & Synthetic Solvent Dry Cleaning Ops

Closed Notice of Violations with Penalties by County
July 1, 2015 – September 30, 2015
(continued)

Contra Costa County Continued

STATUS DATE	SITE #	SITE NAME	CITY	COUNTY	Reg Title
7/7/2015	A0907	Central Contra Costa Sanitary District	Martinez	Contra Costa	Major Facility Review
8/19/2015	B2758	Tesoro Refining & Marketing Co LLC	Martinez	Contra Costa	Inorganic Gaseous Pollutants
8/19/2015	B2758	Tesoro Refining & Marketing Co LLC	Martinez	Contra Costa	Storage of Organic Liquids
8/19/2015	B2758	Tesoro Refining & Marketing Co LLC	Martinez	Contra Costa	Flares at Petroleum Refineries
7/6/2015	X3771	Golden Gate Service Station	Pittsburg	Contra Costa	Permits - General Requirements
7/6/2015	X3771	Golden Gate Service Station	Pittsburg	Contra Costa	Permits - General Requirements
8/25/2015	A0023	Chemtrade West US LLC	Richmond	Contra Costa	Major Facility Review
7/28/2015	A0072	Chevron Inc (Americas OE/HES)	Richmond	Contra Costa	Gasoline Bulk Terminals & Gasoline Delivery Vehicles
7/14/2015	A0016	Phillips 66 Company - SF Refinery	Rodeo	Contra Costa	Storage of Organic Liquids

Marin County

STATUS DATE	SITE #	SITE NAME	CITY	COUNTY	Reg Title
8/20/2015	X4859	Irwin Shell	San Rafael	Marin	Gasoline Dispensing Facilities
8/20/2015	X4860	Lexus of Marin Attn: P Terrel	San Rafael	Marin	

Monterey County

STATUS DATE	SITE #	SITE NAME	CITY	COUNTY	Reg Title
9/16/2015	J0257	Toro Petroleum	Salinas	Monterey	Gasoline Bulk Terminals & Gasoline Delivery Vehicles

Closed Notice of Violations with Penalties by County
July 1, 2015 – September 30, 2015
(continued)

San Francisco County

STATUS DATE	SITE #	SITE NAME	CITY	COUNTY	Reg Title
8/20/2015	B3897	Hotel Nikko	SF	SF	Permits - General Requirements
8/20/2015	B3897	Hotel Nikko	SF	SF	Permits - General Requirements
9/14/2015	B4150	SFMTA	SF	SF	Commerical Idling
7/13/2015	V4878	The John Stewart Company	SF	SF	NOA
7/13/2015	X3968	San Francisco Public Works	SF	SF	NOA
9/29/2015	X5645	Dbl Rock Ventures, LLC	SF	SF	NOA

San Mateo County

STATUS DATE	SITE #	SITE NAME	CITY	COUNTY	Reg Title
8/20/2015	B7040	Ameresco Half Moon Bay LLC	Half Moon Bay	San Mateo	Waste Disposal Sites
8/20/2015	B6930	San Mateo County Youth Services Ctr	San Mateo	San Mateo	Permits - General Requirements

Santa Barbara County

STATUS DATE	SITE #	SITE NAME	CITY	COUNTY	Reg Title
9/16/2015	X5407	Thomspon & Harvey	Santa Maria	Santa Barbara	Gasoline Bulk Terminals & Gasoline Delivery Vehicles

Santa Clara County

STATUS DATE	SITE #	SITE NAME	CITY	COUNTY	Reg Title
8/20/2015	A0778	San Jose-SCRW	San Jose	Santa Clara	Major Facility Review
7/20/2015	X4143	ARCO #07004	San Jose	Santa Clara	Permits - General Requirements
8/20/2015	X4856	Valero Refining Co SS#7544	San Jose	Santa Clara	Gasoline Dispensing Facilities
8/20/2015	X4861	Saratoga 76	San Jose	Santa Clara	Permits - General Requirements
7/23/2015	X4212	Kool Metal Awning Co	Santa Clara	Santa Clara	Permits - General Requirements

Closed Notice of Violations with Penalties by County
July 1, 2015 – September 30, 2015
(continued)

Solano County

STATUS DATE	SITE #	SITE NAME	CITY	COUNTY	Reg Title
9/8/2015	A0901	Valero Benicia Asphalt Plant	Benicia	Solano	Equipment Leaks
9/17/2015	B2626	Valero Refining Company - CA	Benicia	Solano	Hydrogen Sulfide
9/17/2015	B2626	Valero Refining Company - CA	Benicia	Solano	Equipment Leaks
8/6/2015	X4525	Alliance Tank Lines, Inc	Dixon	Solano	Gasoline Bulk Terminals & Gasoline Delivery Vehicles
9/21/2015	A2039	Potrero Hills Landfill, Inc	Suisun City	Solano	Waste Disposal Sites
9/29/2015	A8720	The Ideal Body Shop	Vallejo	Solano	Permits - General Requirements
9/29/2015	X5649	Nino Quality Motors, Inc.	Vallejo	Solano	Permits - General Requirements
9/29/2015	X5649	Nino Quality Motors, Inc.	Vallejo	Solano	Permits - General Requirements

Sonoma County

STATUS DATE	SITE #	SITE NAME	CITY	COUNTY	Reg Title
8/20/2015	A2254	Republic Services of Sonoma Cty	Petaluma	Sonoma	Waste Disposal Sites
8/20/2015	A2254	Republic Services of Sonoma Cty	Petaluma	Sonoma	Major Facility Review
9/28/2015	B5951	A'Roma Roasters & Coffee House	Santa Rosa	Sonoma	Ringelmann No. 1 Limitation
9/29/2015	X5648	America Truck	Santa Rosa	Sonoma	Permits - General Requirements
9/29/2015	X5648	America Truck	Santa Rosa	Sonoma	Permits - General Requirements

Yolo County

STATUS DATE	SITE #	SITE NAME	CITY	COUNTY	Reg Title
9/16/2015	N1032	KAG West, LLC	W. Sacramento	Yolo	Gasoline Bulk Terminals & Gasoline Delivery Vehicles
9/16/2015	X5403	Henner Tank Lines	Winters	Yolo	Gasoline Bulk Terminals & Gasoline Delivery Vehicles

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
AI	Aluminium
AI_2O_3	Alumina (Aluminium Oxide)
AIF_3	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
^{O}C	Degrees Celsius
C	Carbon
C_aO	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_4	Methane
CI^-	Chloride(s)
CI	Confidence Interval
CMAQ	Community Model Air Quality (system)
CMC	Criteria Maximum Concentration
CN	Cyanide
CO	Carbon monoxide
CO_2	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_{Aeq}	'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
DNPH	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_{10} sampler manufacturer)

GPS	Global Positioning System
GWP	Global Warming Potential
H_2S	Hydrogen sulfide
HAL 275	Norsk Hydro Reduction Technology
HAP	Hazardous Air Pollutants
HAZID	Hazard Identification
HC	Hydrocarbon
HCI	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_{eq}	Unweighted energy-equivalent noise level
LCS	Laboratory Control Sample
LDAR	Leak Detection and Repair
LLD	Lower Limit of Detection
LNB	Low NOx Burner
LOD	Limit of Detection
LOQ	Limit of Quantitation
lpm	Liters per minute
l/s	Litres per second
L_{WA}	‘A’ weighted sound power level
M	Million
m	Metre
m/s	Metres per second

m^3/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^3	Milligrams per cubic metre
mg/Nm^3	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^3" are also expressed as dry gas, at 15% O_2.
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^3	Million standard cubic metres
MW	Megawatts
MWe	Megawatts electrical (electrical output)
MWth	Megawatts thermal (thermal input)
N	Nitrogren
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_3AIF_6	Cryolite
NaCI	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^3	Normal cubic metre (i.e. expressed at 237K and 101.3 kPa); in the case of gas turbines, gas volumes in units of "Nm^3" are also expressed as dry gas, at 15% O_2.
Nm^3/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^3" are also expressed as dry gas, at 15% O_2.
NMHC	Non-Methane Hydrocarbons
NMSC	National Monitoring Strategy (or Steering) Committee
NMVOC	Non-Methane Volatile Organic Compounds
N_2O	Nitrous Oxide
NOy	Odd Nitrogen
NIOSH	National Institute for Occupational Safety and Health
NIST	National Institute of Standards and Technology
NO	Nitrogen monoxide/Nitric oxide
NO_2	Nitrogen dioxide
NO_x	Oxides of nitrogen
NOAA	National Oceanic and Atmospheric Administration
NMHC	Non-methane hydrocarbon
NMOC	Non-methane organic carbon
NO_x/NOy	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_2	Oxygen
O_3	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_{10}	Particulate matter with mean aerodynamic diameter of 10 microns
$PM_{2.5}$	Particulate matter with mean aerodynamic diameter of 2.5 microns
$PM_{10-2.5}$	PM_{10} minus $PM_{2.5}$
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
QEWC	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_2	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
ΔT	Temperature differential
µg/l	Microgrammes per litre
$\mu g/m^3$	Micrograms (one millionth of a gram) per cubic metre
µm	Micrometers
µM/l	Micromoles per litre

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson Carole Groom and Members of the Board of Directors

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 4, 2015

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

RECOMMENDATIONS

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 as shown in Attachment 1; and

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 under the CMP.

On February 18, 2015, the Board of Directors authorized Air District participation in Year 17 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.

In 1991, the California State Legislature authorized the 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 within the Air District's jurisdiction. The statutory authority for the

Transportation Fund for Clean Air (TFCA) and requirements of the program are set forth in California Health and Safety Code Sections 44241 and 44242. Each year, the Board allocates funding and adopts policies and evaluation criteria that govern expenditure of TFCA funding.

Sixty percent of TFCA funds are awarded directly by the Air District to eligible projects and programs implemented directly by the Air District (e.g., Spare the Air, Plug-in Electric Vehicle Program) and to a program referred to as the TFCA Regional Fund.

CMP and TFCA Regional Fund projects with grant award amounts over $100,000 are brought to the Mobile Source 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

The Air District closed the CMP Year 16 funding cycle on June 30, 2015 and started accepting project applications for CMP Year 17 funding cycle on August 17, 2015. The Air District has approximately $9 million available for CMP projects from a combination of MSIF and CMP funds for the Year 17 cycle. Project applications are being accepted and evaluated on a first-come, first-served basis.

As of September 7, 2015, the Air District had received 98 project applications for the CMP Year 16 cycle and two applications for the Year 17 cycle. Of the applications that have been evaluated between June 15, 2015 and September 7, 2015, seven (7) eligible projects have proposed individual grant awards over $100,000. These projects will replace the following diesel-powered equipment: twelve (12) off-road tractors, one (1) loader, and nine (9) marine engines. These projects will reduce over 9.57 tons of NOx, ROG and PM per year. Staff recommends the allocation of $1,160,520 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 September 7, 2015, 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 29% 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 VBB funding since the Year 11 funding cycle (more than $90 million awarded to 680 projects). As part of the presentation for this report staff will also provide an overview of ongoing CMP outreach efforts.

Transportation Fund for Clean Air (TFCA)

On May 6, 2015, the Board allocated $24.47 million in TFCA funding for eligible projects in Fiscal Year Ending (FYE) 2016, authorized cost-effectiveness limits and evaluation criteria for Air District sponsored FYE 2016 programs, and authorized the Executive Officer/APCO to execute grant agreements and amendments for TFCA-funded projects with individual grant award amounts up to $100,000. On July 29, 2015, the Board adopted policies and evaluation criteria for the FYE 2016, TFCA Regional Fund program.

Between July 1, 2014 and September 7, 2015, the Air District reviewed 73 applications that were found to be eligible for FYE 2015 and FYE 2016 TFCA funding. Of the applications that were evaluated between June 15, 2015 and September 7, 2015, one eligible project has a proposed individual grant award over $100,000. This project will deploy 39 electric vehicle (EV) charging stations that are integrated with roof top solar power generation and battery storage capabilities at 37 multi-family dwelling properties. These 39 electric vehicle charging stations will reduce over .074 tons of NOx, ROG and PM per year. Staff recommends allocating $234,000 to this project from TFCA fund revenues. Attachment 1, Table 2, provides additional information on this project.

Attachment 4, lists all of the eligible projects that have been received by the Air District as of September 7, 2015. Attachment 5 summarizes the allocation of funding by project category (Figure 1), and county (Figure 2). In total these 73 projects represent more than $8 million in TFCA funding awards and will reduce nearly 89 tons of NOx, 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 and Chengfeng Wang
Reviewed by: Karen Schkolnick

Attachment 1: Projects with Grant Awards Greater than $100,000 (evaluated between 6/15/15 and 9/7/15)

Attachment 2: Summary of all CMP/ MSIF and VIP Approved and Eligible Projects (evaluated between 5/6/14 and 9/7/15)

Attachment 3: Summary of Program Distribution by County and Equipment Category for CMP/ MSIF and VIP Projects for Years 11-17

Attachment 4: Summary of all TFCA Approved and Eligible Projects (received between 7/1/14 and 9/7/15)

Attachment 5: Summary of Distribution of TFCA Funds by County and Project Category (received between 7/1/14 and 9/7/15)

AGENDA 8 - ATTACHMENT 1

Table 1 - Summary of Carl Moyer Program/ Mobile Source Incentive Fund projects with grant awards greater than $100k (Evaluated between 6/15/15 and 9/7/15)

Project #	Applicant name	Equipment category	Project description	Proposed contract award	Total project cost	Emission Reductions (Tons per year)			County
						NOx	ROG	PM	
16MOY85	Madrigal Vineyard Management, LLC	Ag/ off-road	Replacement of four diesel-powered tractors	$ 123,256.00	$ 169,365.80	0.479	0.097	0.034	Napa
16MOY84	Jackson Family Wines, Inc.	Ag/ off-road	Replacement of eight diesel-powered tractors.	$ 226,280.00	$ 462,987.00	0.909	0.187	0.051	Sonoma
16MOY88	Pina Vineyard Management , LLC.	Ag/ off-road	Replacement of one diesel-powered tractor.	$ 108,370.00	$ 180,228.00	0.483	0.026	0.008	Napa
16MOY93	Flash Sport Fishing, DBA, Flash Sport Fishing	Marine	Replacement of two diesel-powered engines in a charter fishing vessel.	$ 114,096.00	$ 134,233.00	1.304	0.020	0.048	San Francisco
16MOY94	James Edward Robertson, DBA, Outer Limits (Charter fishing)	Marine	Replacement of two diesel-powered engines in a charter fishing vessel.	$ 204,108.00	$ 240,129.00	2.299	-0.044	0.093	Marin
16MOY96	Pacific Rim Fisheries Inc.	Marine	Replacement of three diesel-powered engines in a commercial fishing vessel.	$ 200,360.00	$ 237,523.75	1.539	0.015	0.060	San Mateo
16MOY91	Robert C. and Sherry M. Ingles (Charter fishing)	Marine	Replacement of two diesel-powered engines in a charter fishing vessel.	$ 184,050.00	$ 216,534.66	1.874	-0.032	0.076	San Mateo
		7 Projects		**$ 1,160,520.00**		**8.887**	**0.269**	**0.370**	

Table 2 - Summary of Transporation Fund for Clean Air projects with grant awards greater than $100k (Evaluated between 6/15/15 and 9/7/15)

Project #	Project Sponsor	Project Category	Equipment Category	City	Est. C/E	Proposed Contract Award	Emission Reductions (Tons per year)			County
							NO_x	ROG	PM	
16EV003	Powertree Services Inc.	Charge	Plug-in Electric Vehicle (PEV) Charger	San Francsico	$ 499,736.00	$234,000	0.030	0.039	0.004	San Francisco
1	**Project**					**$234,000**	**0.030**	**0.039**	**0.004**	

AGENDA 8 - ATTACHMENT 2

Summary of all CMP, MSIF and VIP approved/ eligible projects (between 5/6/14 and 9/7/15)

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	$ 71,508.00	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	$ 177,919.00	Colinas Farming Company	0.394	0.090	0.032	10/15/2014	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	0.399	0.003	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	10/15/2014	Santa Clara
16MOY2	Ag/ off-road	Equipment replacement	2	$ 289,836.00	Rankins AG, Inc.	2.947	0.298	0.111	10/15/2014	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	10/15/2014	Sonoma
15MOY126	Marine	Engine replacement	2	$ 188,580.00	C & W Diving Services, Inc.	1.524	0.051	0.067	10/15/2014	Alameda
16MOY17	Ag/ off-road	Equipment replacement	1	$ 126,130.00	Spaletta Ranch	0.305	0.056	0.020	11/17/2014	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	11/17/2014	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	11/17/2014	Sonoma
16MOY21	Ag/ off-road	Equipment replacement	1	$ 161,789.00	Louise R. Dei	0.752	0.094	0.032	11/17/2014	Sonoma
16MOY22	Ag/ off-road	Equipment replacement	4	$ 115,896.00	FN Viticultures, LLC DBA Vinescape	0.453	0.081	0.039	11/17/2014	Napa
16MOY13	Marine	Engine replacement	1	$ 79,480.00	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	11/17/2014	Alameda
16MOY14	Marine	Engine replacement	2	$ 136,295.00	Bouna Pesca L.L.C.	0.576	-0.008	0.022	11/17/2014	Monterey
16MOY8	Marine	Engine replacement	2	$ 33,675.00	Blue and Gold Fleet L.P.	0.268	0.006	0.019	APCO	San Francisco
16MOY30	Off-road	Equipment replacement	1	$ 191,400.00	W.R. Forde Associates	1.130	0.140	0.054	11/17/2014	Contra Costa
16MOY12	Ag/ off-road	Equipment replacement	1	$ 48,860.00	James McIsaac dba McIsaac Dairy	0.113	0.027	0.014	APCO	Marin
16MOY27	Marine	Engine replacement	1	$ 49,155.00	Mendler Brothers Fish LLC	0.231	0.004	0.009	APCO	Contra Costa
16MOY26	Marine	Engine replacement	2	$ 46,000.00	Golden Gate Scenic Steamship Corp. dba Red and White Fleet	0.350	0.000	0.027	APCO	San Francisco
16MOY6	Marine	Engine replacement	2	$ 227,250.00	Captain Joe's Sportfishing	0.951	0.025	0.044	2/18/2015	San Francisco
16MOY28	Marine	Engine replacement	2	$ 149,650.00	Amigo Adventure	1.747	0.024	0.067	2/18/2015	San Francisco
16MOY1	Off-road	Equipment replacement	3	$ 82,460.00	American Soil Products, Inc.	0.239	0.066	0.027	APCO	Alameda
16MOY34	Marine	Engine replacement	1	$ 56,425.00	Pound the Zone Fishing DBA Pound the Zone Fishing	0.207	0.005	0.008	APCO	Contra Costa
16MOY33	Off-road	Equipment replacement	87	$ 2,540,187.00	United Airlines, Inc.	14.292	2.158	0.858	3/18/2015	San Mateo
16MOY29	Ag/ off-road	Equipment replacement	2	$ 224,076.00	Sprague Custom Farming, LLC	0.909	0.093	0.034	3/18/2015	Sonoma
16MOY39	Ag/ off-road	Equipment replacement	6	$ 188,687.00	Dutton Ranch corp.	0.778	0.182	0.056	3/18/2015	Sonoma
16MOY23	Ag/ off-road	Equipment replacement	2	$ 57,408.00	Huneeus Vintners, LLC.	0.304	0.079	0.033	APCO	Napa
16MOY5	Marine	Engine replacement	2	$ 68,000.00	Squalicum Mountain Enterprises	0.281	0.005	0.011	APCO	Marin
16MOY18	Off-road	Equipment replacement	1	$ 52,876.00	F.A. Maggiore & Sons, LLC	0.322	0.054	0.016	APCO	Contra Costa
16MOY50	Marine	Engine replacement	1	$ 100,000.00	FV Tradition (Commercial fishing)	1.075	0.019	0.034	APCO	San Francisco
16MOY3	Off-road	Equipment replacement	1	$ 85,372.00	Dependable Highway Express, Inc.	0.784	0.045	0.014	APCO	Alameda
16MOY25	Ag/ off-road	Equipment replacement	1	$ 30,098.00	Ramos Vineyards, LLC.	0.073	0.015	0.005	APCO	Napa
16MOY36	Ag/ off-road	Equipment replacement	1	$ 38,700.00	Sweet Lane Nursery and Vineyards, Inc.	0.041	0.028	0.008	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		
16MOY40	Ag/ off-road	Equipment replacement	3	$ 128,442.00	M. German & Son Partnership (Vineyard)	0.610	0.129	0.046	5/6/2015	Solano
16MOY41	Ag/ off-road	Equipment replacement	1	$ 191,816.00	Complete Equipment, Inc.	0.676	0.070	0.024	5/6/2015	Sonoma
16MOY37	Ag/ off-road	Equipment replacement	1	$ 24,754.00	Martinelli Farms Inc.	0.035	0.020	0.005	APCO	Sonoma
16MOY42	Ag/ off-road	Equipment replacement	3	$ 98,743.00	Redwood Empire Vineyard Management	0.541	0.116	0.030	APCO	Sonoma
16MOY48	Ag/ off-road	Equipment replacement	5	$ 168,160.00	Michael Wolf Vineyard Services Inc.	0.595	0.156	0.061	5/6/2015	Napa
16MIOY52	Off-road	Equipment replacement	1	$ 90,670.00	L.H. Voss Materials	0.593	0.061	0.022	APCO	Contra Costa
16MOY53	Ag/ off-road	Equipment replacement	1	$ 150,014.00	Bar M Dairy, Inc.	0.802	0.113	0.041	5/6/2015	Sonoma
16MOY56	Ag/ off-road	Equipment replacement	1	$ 161,789.00	Morrison Bros. Dairy	0.962	0.100	0.034	5/6/2015	Sonoma
16MOY43	Ag/ off-road	Equipment replacement	1	$ 27,811.00	Devoto Gardens, LLC.	0.077	0.022	0.007	APCO	Sonoma
16MOY45	Ag/ off-road	Equipment replacement	1	$ 33,693.00	Sanchietti Ranch	0.101	0.022	0.008	APCO	Sonoma
16MOY49	Ag/ off-road	Equipment replacement	1	$ 21,960.00	Tommy Eugene Bourland (Vineyard)	0.028	0.018	0.005	APCO	Solano
16MOY54	Ag/ off-road	Equipment replacement	1	$ 41,933.00	T and M Agricultural Services, LLC	0.119	0.023	0.007	APCO	Napa
16MOY55	Ag/ off-road	Equipment replacement	1	$ 29,030.00	Yellow Clay Farm Co. dba McKenzie-Mueller Vineyards & Winery	0.068	0.014	0.005	APCO	Napa
16MOY58	Ag/ off-road	Equipment replacement	1	$ 124,010.00	Bordessa Family Dairies	0.561	0.098	0.035	7/29/2015	Sonoma
16MOY59	Ag/ off-road	Equipment replacement	2	$ 79,890.00	Regusci Vineyard Management, Inc.	0.203	0.052	0.022	APCO	Napa
16MOY61	Ag/ off-road	Equipment replacement	1	$ 31,945.00	Swanson Vineyards and Winery dba Swanson Vineyards	0.074	0.016	0.006	APCO	Napa
16MOY62	Ag/ off-road	Equipment replacement	1	$ 29,075.00	Ronald L. Nicoli	0.074	0.013	0.005	APCO	Solano
16MOY63	Ag/ off-road	Equipment replacement	3	$ 80,989.00	Heritage Vineyard Management Inc.	0.261	0.059	0.018	APCO	Napa
16MOY64	Ag/ off-road	Equipment replacement	1	$ 29,485.00	Elizabeth C Williamson / Dalraddy Vineyards	0.068	0.015	0.005	APCO	Napa
16MOY66	Ag/ off-road	Equipment replacement	1	$ 32,000.00	Terra de Promissio Vineyard	0.068	0.021	0.007	APCO	Sonoma
16MOY65	Marine	Engine replacement	1	$ 136,875.00	Jeremy George Petty DBA FV Janae (Commercial fishing)	1.238	0.023	0.040	7/29/2015	Sonoma
16MOY67	Ag/ off-road	Equipment replacement	1	$ 117,116.00	Global Mushrooms LLC.	0.377	0.059	0.022	7/29/2015	Santa Clara
16MOY51	Off-road	Equipment replacement	6	$ 150,550.00	Southwest Airlines Co.	0.985	0.106	0.036	7/29/2015	Alameda
16MOY69	Ag/ off-road	Equipment replacement	1	$ 39,498.00	Dale Ricci dba Ricci Vineyards Carneros, Inc.	0.143	0.024	0.004	APCO	Sonoma
16MOY70	Ag/ off-road	Equipment replacement	1	$ 31,478.00	Niebaum Coppola Estate Winery, LP dba Inglenook	0.209	0.044	0.012	APCO	Napa
16MOY71	Off-road	Equipment replacement	1	$ 59,570.00	Half Moon Bay Building & Garden Supply, Inc.	0.362	0.044	0.015	APCO	San Mateo
16MOY76	Ag/ off-road	Equipment replacement	4	$ 130,265.00	T and M Agricultural Services, LLC	0.665	0.120	0.030	7/29/2015	Napa
16MOY72	Ag/ off-road	Equipment replacement	1	$ 21,335.00	Pomponio Ranch, LLC	0.027	0.017	0.004	APCO	San Mateo
16MOY68	Ag/ off-road	Equipment replacement	1	$ 103,225.00	McClelland's Dairy	0.328	0.039	0.014	7/29/2015	Sonoma
16MOY81	Ag/ off-road	Equipment replacement	26	$ 922,791.00	Walsh Vineyards Management Inc.	2.396	0.670	0.244	7/29/2015	Napa

Project #	Equipment category	Project type	# of engines	Proposed contract award	Applicant name	Emission Reductions (Tons per year)			Board approval date	County
						NOx	ROG	PM		
16MOY38	Locomotive	Equipment replacement	1	$ 760,000.00	Richmond Pacific Rail Corporation	2.977	0.621	0.060	7/29/2015	Contra Costa
16MOY73	Ag/ off-road	Equipment replacement	1	$ 64,195.00	Circle LC, Corp	0.335	0.058	0.015	APCO	Sonoma
16MOY74	Ag/ off-road	Equipment replacement	1	$ 33,470.00	Humberto Castaneda (Vineyard)	0.183	0.039	0.010	APCO	Sonoma
16MOY75	Ag/ off-road	Equipment replacement	1	$ 13,275.00	Solano Land Trust	0.014	0.010	0.003	APCO	Solano
16MOY77	Ag/ off-road	Equipment replacement	1	$ 33,530.00	Grotheer Ranch	0.167	0.030	0.009	APCO	Solano
16MOY78	Ag/ off-road	Equipment replacement	1	$ 24,663.00	Hicks Valley Catlle/Barboni	0.113	0.020	0.008	APCO	Sonoma
16MOY80	Ag/ off-road	Equipment replacement	1	$ 57,483.00	McClure Dairy Inc.	0.192	0.058	0.019	APCO	Marin
16MOY82	Ag/ off-road	Equipment replacement	2	$ 77,856.00	Balletto Ranch, Inc.	0.220	0.064	0.021	APCO	Sonoma
16MOY85	Ag/ off-road	Equipment replacement	4	$ 123,256.00	Madrigal Vineyard Management, LLC	0.479	0.097	0.034	TBD	Napa
16MOY86	Ag/ off-road	Equipment replacement	1	$ 14,555.00	Hal Holbrook (Vineyard)	0.019	0.012	0.003	APCO	Napa
16MOY89	Ag/ off-road	Equipment replacement	1	$ 82,730.00	Robert McClelland Dairy	0.265	0.048	0.023	APCO	Sonoma
16MOY90	Ag/ off-road	Equipment replacement	1	$ 46,770.00	La Prenda Vineyards Management, inc.	0.117	0.025	0.009	APCO	Sonoma
16MOY92	Ag/ off-road	Equipment replacement	1	$ 26,590.00	Rancho Chimiles LP	0.034	0.021	0.006	APCO	Napa
16MOY97	Ag/ off-road	Equipment replacement	1	$ 32,500.00	Imhof Tractor Service, Inc.	0.161	0.009	0.002	APCO	Alameda
16MOY84	Ag/ off-road	Equipment replacement	8	$ 226,280.00	Jackson Family Wines, Inc.	0.909	0.187	0.051	TBD	Sonoma
16MOY88	Ag/ off-road	Equipment replacement	1	$ 108,370.00	Pina Vineyard Management , LLC.	0.483	0.026	0.008	TBD	Napa
16MOY93	Marine	Engine replacement	2	$ 114,096.00	Flash Sport Fishing, DBA, Flash Sport Fishing	1.304	0.020	0.048	TBD	San Francisco
16MOY94	Marine	Engine replacement	2	$ 204,108.00	James Edward Robertson, DBA, Outer Limits (Charter fishing)	2.299	-0.044	0.093	TBD	Marin
16MOY96	Marine	Engine replacement	3	$ 200,360.00	Pacific Rim Fisheries Inc.	1.539	0.015	0.060	TBD	San Mateo
16MOY91	Marine	Engine replacement	2	$ 184,050.00	Robert C. and Sherry M. Ingles (Charter fishing)	1.874	-0.032	0.076	TBD	San Mateo
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
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
VIP256	VIP	Truck Replacement	1	$ 45,000.00	Antonino Esqueda	0.878	0.013	0.000	APCO	Sacramento
VIP257	VIP	Truck Replacement	1	$ 45,000.00	Gurjot Singh Pawar / Amrik Singh Pawar	0.851	0.029	0.000	APCO	Santa Clara
VIP259	VIP	Truck Replacement	1	$ 20,000.00	Martin Minh Ngo	0.812	0.011	0.016	APCO	Alameda
VIP260	VIP	Truck Replacement	1	$ 30,000.00	Gurpartap Singh	0.720	0.020	0.000	APCO	Contra Costa
VIP262	VIP	Truck Replacement	1	$ 45,000.00	Nanak Singh	1.050	0.010	0.000	APCO	Contra Costa
VIP263	VIP	Truck Replacement	1	$ 10,000.00	Damanjit Singh Mahal	0.280	0.010	0.000	APCO	Contra Costa
VIP264	VIP	Truck Replacement	1	$ 15,000.00	Todd Kahl	0.340	0.010	0.000	APCO	San Francisco
	124	**Projects**	**308**	**$ 13,972,060.00**		**75.699**	**8.738**	**3.664**		

Figure 1: CMP/ MSIF Funding Distribution by Equipment Category as of 6/15/15

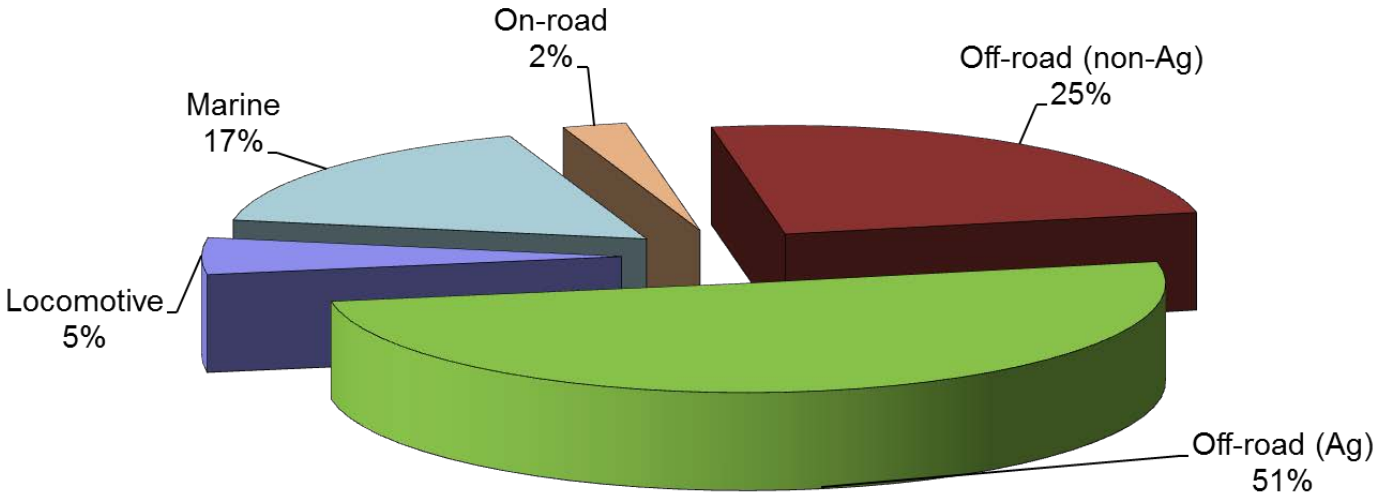
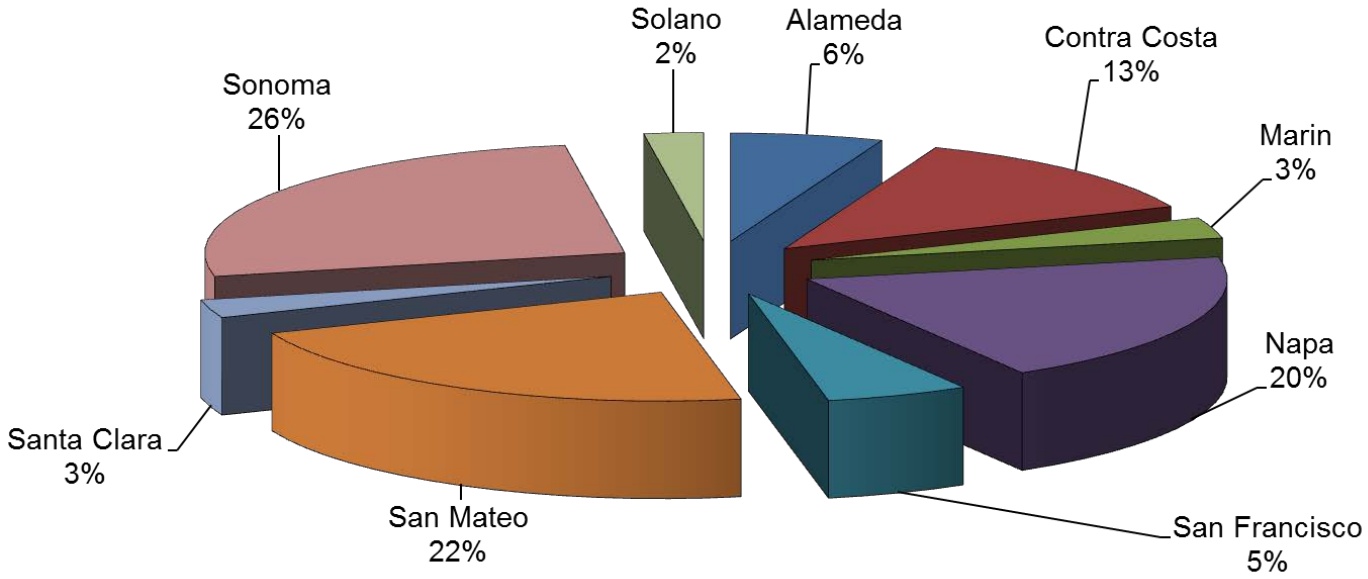


Figure 2: CMP/ MSIF Funding Distribution by County as of 6/15/15



AGENDA 8 - ATTACHMENT 3

Figure 3: CMP, MSIF, VBB and VIP funding since 2009 by equipment category

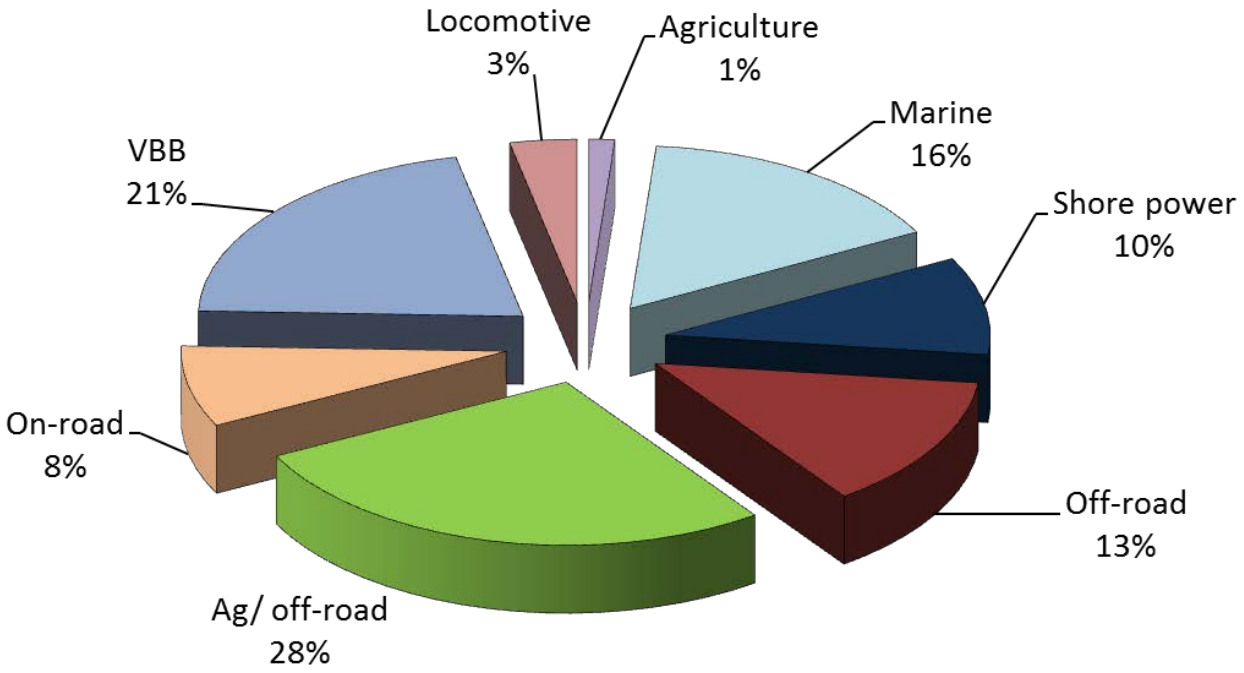
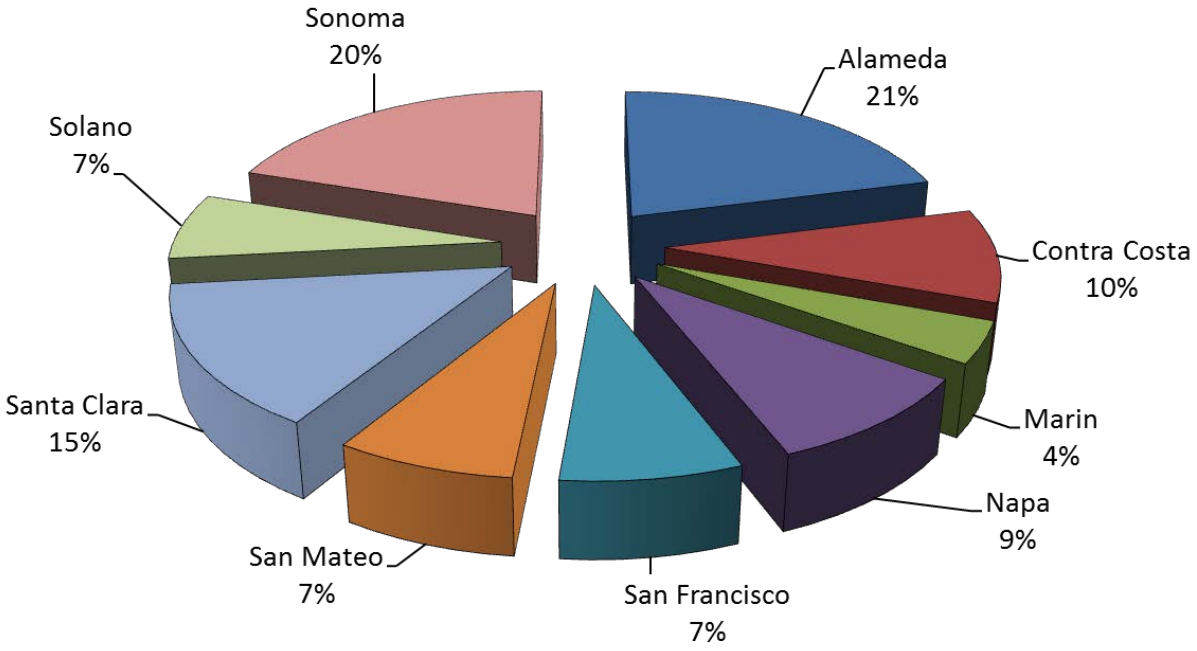


Figure 4: CMP, MSIF, VBB and VIP funding since 2009 by county



AGENDA 8 - ATTACHMENT 4

Summary of all TFCA approved and eligible projects (received between 7/1/14 and 9/7/15)

Project #	Project Category	Project Description	Award Amount	Applicant Name	Emission Reductions (Tons per year)			Board Approval Date	County
					NO_x	ROG	PM		
15R27	Alt. Fuel Infrastructure	Install seven hydrogen stations	$875,000	FirstElement Fuel Inc.	0.300	0.386	0.043	4/23/15	Regional
15R28	Alt. Fuel Infrastructure	Install two Compressed Natural Gas (CNG) stations (1 new and 1 upgrade)	$400,000	Clean Energy, a California Corporation	0.164	0.177	0.079	4/23/15	Regional
15R29	Alt. Fuel Infrastructure	Install one CNG station	$170,500	Integrys Transportation Fuels, dba Trillium CNG	0.019	0.022	0.008	4/23/15	Alameda
15R30	Alt. Fuel Infrastructure	Install four hydrogen stations	$1,200,000	Linde LLC	0.381	0.490	0.054	4/23/15	Regional
15R31	Alt. Fuel Infrastructure	Install one hydrogen station	$145,000	HTEC Hydrogen Technology & Energy Corporation	0.043	0.055	0.006	4/23/15	San Mateo
13BR028	Bicycle Rack	Install 32 bicycle racks (64 bike capacity)	$3,750	Alameda County General Services Agency	0.001	0.002	0.001	7/9/14	Alameda
13BR029	Bicycle Rack	Install 30 bicycle racks (120 bike capacity)	$7,200	Jordan Middle School	0.002	0.003	0.0018	7/2/14	Santa Clara
13BR030	Bicycle Rack	Install 22 bicycle racks (172 bike capacity)	$10,320	Palo Alto High School	0.003	0.005	0.0026	7/2/14	Santa Clara
13BR031	Bicycle Rack	Install 27 bicycle racks (54 bike capacity)	$3,240	City of Novato	0.001	0.001	0.0008	7/2/14	Marin
13BR032	Bicycle Rack	Install four bicycle racks (8 bike capacity)	$480	Marin County Free Library System, Corte Madera Library	0.000	0.000	0.000	7/2/14	Marin
13BR033	Bicycle Rack	Install twelve bicycle racks (24 bike capacity)	$1,440	City of Pittsburg	0.000	0.001	0.0004	7/9/14	Contra Costa
13BR034	Bicycle Rack	Install 30 bicycle racks (60 bike capacity)	$3,170	City of Martinez	0.001	0.002	0.0009	7/9/14	Contra Costa
13BR035	Bicycle Rack	Install 30 bicycle racks (60 bike capacity)	$3,600	City of Sausalito	0.001	0.002	0.0009	7/3/14	Marin
13BR036	Bicycle Rack	Install 15 bicycle racks (32 bike capacity)	$1,920	City of Richmond	0.001	0.001	0.0005	7/3/14	Contra Costa
15BR001	Bicycle Rack	Install 10 bike racks (80 bike capacity)	$4,800	Los Altos High School	0.002	0.002	0.0010	12/29/14	Santa Clara
15BR003	Bicycle Rack	Install seven (7) bike racks (14 bike capacity)	$839	Town of Yountville	0.000	0.000	0.0002	1/21/15	Napa
15BR004	Bicycle Rack	Install six (6) bike racks (44 capacity)	$2,640	Fremont High school	0.001	0.001	0.0007	2/19/15	Santa Clara
15BR005	Bicycle Rack	Install 79 bike racks (196 capacity)	$8,880	Palo Alto Unified School District	0.003	0.004	0.0022	2/26/15	Santa Clara
15BR006	Bicycle Rack	Install 50 bike racks (100 bike capacity)	$2,644	City of Calistoga	0.001	0.001	0.0007	2/26/15	Napa
15BR007	Bicycle Rack	Install eight (8) bike racks (64 bike capacity)	$3,840	Dublin High School	0.001	0.002	0.0010	2/26/15	Alameda
15BR008	Bicycle Rack	Install 43 bike racks (188 bike capacity)	$11,167	County of Napa	0.004	0.005	0.0028	2/26/15	Napa
15BR010	Bicycle Rack	Install 30 bike racks (100 bike capacity)	$3,000	San Francisco State University	0.001	0.001	0.0007	2/26/15	San Francisco
15BR011	Bicycle Rack	Install 40 bike racks (80 bike capacity)	$4,800	Town of Windsor	0.002	0.002	0.0010	3/9/15	Sonoma
15BR012	Bicycle Rack	Install 125 bike racks (250 bike capacity)	$15,000	City of Union City	0.005	0.007	0.004	3/23/15	Alameda
15BR015	Bicycle Rack	Install nine (9) bike racks (72 bike capacity)	$4,320	San Lorenzo High School	0.001	0.002	0.001	4/28/15	Alameda
15BR016	Bicycle Rack	Install five (5) bike racks (10 bike capacity)	$600	Town of Tiburon	0.000	0.000	0.000	4/27/15	Marin
15BR017	Bicycle Rack	Install 15 bike racks (112 bike capacity)	$6,720	Neil Cummins Elementary School	0.002	0.003	0.002	4/28/15	Marin

AGENDA 8 - ATTACHMENT 4

Summary of all TFCA approved and eligible projects (received between 7/1/14 and 9/7/15)

Project #	Project Category	Project Description	Award Amount	Applicant Name	Emission Reductions (Tons per year)			Board Approval Date	County
					NO_x	ROG	PM		
15BR018	Bicycle Rack	Install 16 bike racks (32 bike capacity)	$1,920	City of Pacifica	0.001	0.001	0.000	5/7/15	San Mateo
15BR019	Bicycle Rack	Install 13 bike racks (26 bike capacity)	$1,560	CA State University, East Bay - Parking & Transportation Services	0.000	0.001	0.000	5/4/15	Alameda
15BR020	Bicycle Rack	Install 120 bike racks (240 bike capacity)	$14,400	San Jose State University	0.005	0.007	0.004	5/26/15	Santa Clara
15BR021	Bicycle Rack	Install 65 bike racks (130 bike capacity)	$6,022	City of East Palo Alto	0.002	0.004	0.002	5/7/15	San Mateo
15BR022	Bicycle Rack	Install 25 bike racks (50 bike capacity)	$3,000	Palo Alto Unified School District	0.001	0.001	0.001	6/4/15	Santa Clara
15BR023	Bicycle Rack	Install six (6) bike racks (30 bike capacity)	$1,800	Foothill High School	0.001	0.001	0.000	5/22/15	Alameda
15BR024	Bicycle Rack	Install 26 bike racks (198 bike capacity)	$11,880	Castro Valley Unified School District	0.004	0.005	0.003	5/14/15	Alameda
15BR025	Bicycle Rack	Install 12 bike racks (24 bike capacity)	$1,349	El Verano Elementary	0.000	0.001	0.000	6/4/15	Sonoma
15BR026	Bicycle Rack	Install 10 bike racks (60 bike capacity)	$3,600	Fremont Unified School District	0.001	0.002	0.001	6/2/15	Alameda
15BR027	Bicycle Rack	Install 26 bike racks (52 bike capacity)	$3,120	City of Napa - Parks and Recreation Services Department	0.001	0.001	0.001	6/2/15	Napa
15BR028	Bicycle Rack	Install six (6) bike racks (12 bike capacity)	$720	Town of Moraga	0.000	0.000	0.000	6/2/15	Contra Costa
15BR029	Bicycle Rack	Install 12 bike racks (24 bike capacity)	$1,440	Town of San Anselmo	0.001	0.001	0.000	6/4/15	Marin
15BR030	Bicycle Rack	Install four (4) bike racks (8 bike capacity)	$480	City of Cupertino	0.000	0.000	0.000	6/4/15	Santa Clara
15BR031	Bicycle Rack	Install 32 bike racks (64 bike capacity)	$3,700	City of Richmond	0.001	0.002	0.001	6/2/15	Contra Costa
15BR032	Bicycle Rack	Install 65 bike racks (110 bike capacity)	$6,281	City of Fremont	0.002	0.003	0.002	6/23/15	Alameda
15R18	Electronic Bicycle Locker	Install 28 eLocker Quads totaling 112 lockers	$280,000	Bay Area Rapid Transit District	0.089	0.128	0.070	2/9/15	Regional
15R19	Electronic Bicycle Locker	Install two (2) eLocker Quads and one (1) eLocker Double totaling 10 lockers	$25,000	University of California, Berkeley	0.008	0.011	0.008	12/9/14	Alameda
15R21	Electronic Bicycle Locker	Install three (3) eLocker Quads totaling 12 lockers	$30,000	City of Emeryville	0.010	0.014	0.007	12/16/14	Alameda
15R22	Electronic Bicycle Locker	Install four (4) eLocker Quads totaling 16 lockers.	$40,000	Peninsula Corridor Joint Powers Board	0.013	0.018	0.010	12/18/14	San Mateo
15R23	Electronic Bicycle Locker	Install 11 eLocker Quads totaling 44 lockers	$90,000	Capitol Corridor Joint Powers Authority	0.035	0.050	0.027	1/30/15	Regional
15R24	Electronic Bicycle Locker	Install two (2) eLocker Quads totaling 8 lockers	$20,000	Napa County Transportation and Planning Agency	0.006	0.009	0.005	2/2/15	Napa
15R25	Electronic Bicycle Locker	Install one (1) eLocker Quad totaling 4 lockers	$10,000	City of Richmond	0.003	0.005	0.002	2/5/15	Contra Costa
15R26	Electronic Bicycle Locker	Install one (1) eLocker Quad totaling 4 lockers	$10,000	City of Concord	0.003	0.005	0.002	2/13/15	Contra Costa
14PEV001	Plug-in Electric Vehicle (PEV)	Purchase 24 PEVs	$60,000	County of Alameda, General Services Agency	0.008	0.011	0.001	8/19/14	Alameda
14PEV002	PEV	Purchase 22 PEVs	$55,000	County of Sonoma	0.008	0.011	0.001	10/18/14	Sonoma
14PEV003	PEV	Purchase 1 PEV	$2,500	City of Morgan Hill	0.000	0.000	0.000	10/30/14	Santa Clara

AGENDA 8 - ATTACHMENT 4

Summary of all TFCA approved and eligible projects (received between 7/1/14 and 9/7/15)

Project #	Project Category	Project Description	Award Amount	Applicant Name	Emission Reductions (Tons per year)			Board Approval Date	County
					NO_x	ROG	PM		
14PEV004	PEV	Purchase 3 PEVs	$7,500	City of Oakland	0.001	0.001	0.000	1/21/15	Alameda
14PEV005	PEV	Purchase 4 PEVs	$5,500	San Francisco Public Works	0.001	0.002	0.000	1/21/15	San Francisco
14PEV006	PEV	Purchase 1 PEV	$1,000	Ross Valley Fire Department	0.000	0.000	0.000	3/26/15	Marin
14PEV007	PEV	Purchase 6 PEVs	$15,000	Contra Costa County, Public Works Fleet Services Division	0.002	0.003	0.000	4/21/15	Contra Costa
14PEV008	PEV	Purchase 15 PEVs	$15,000	San Francisco Public Works	0.004	0.007	0.000	4/22/15	San Francisco
14PEV009	PEV	Purchase 2 electric motorcycles	$5,000	Walnut Creek Police Department	0.000	0.014	0.000	6/9/15	Contra Costa
14PEV010	PEV	Purchase 3 PEVs	$7,500	Town of Danville	0.001	0.001	0.000	6/30/15	Contra Costa
15DCFC01*	PEV Charger	Install 2 Direct Current Fast Chargers (DCF) and 8 Level 2 (L2) chargers in Rohnert Park	$146,396	Federated Indians of Graton Rancheria	0.032	0.041	0.004	10/15/14	Sonoma
15DCFC02*	PEV Charger	Install 2 DCF and 4 L2 chargers in Fremont and Sunol	$160,000	Resurgens Renewables, LLC	0.024	0.031	0.003	10/15/14	Alameda
15DCFC04*	PEV Charger	Install 4 DCF chargers at San Francisco International Airport (SFO)	$272,000	City & Co of San Francisco, Airport Commission	0.033	0.042	0.004	10/15/14	San Mateo
16EV001	PEV Charger	Install 10 L2 chargers at Santana Row	$30,000	Car Charging, Inc.	0.008	0.010	0.001	APCO	Santa Clara
16EV003	PEV Charger	Install 39 L2 chargers at 37 Multi-family Dwelling Unit properties	$234,000	Powertree Services Inc.	0.030	0.039	0.004	Pending	San Francisco
15R05	Shuttle & Rideshare	Regional Rideshare Program (511.org)	$1,000,000	Metropolitan Transportation Commission	19.546	20.615	18.197	11/17/14	Regional
15R06	Shuttle & Rideshare	SJSU Ridesharing & Trip Reduction	$140,000	Associated Students, San Jose State University	0.659	0.644	0.537	11/17/14	Regional
15R07**	Shuttle & Rideshare	ACE Shuttle 53 & Shuttle 54	$100,000	San Joaquin Regional Rail Commission	0.440	0.360	0.400	11/17/14	Contra Costa
15R11	Shuttle & Rideshare	Broadway Shuttle	$229,173	City of Oakland	0.547	0.398	0.437	11/17/14	Alameda
15R12	Shuttle & Rideshare	ACE Shuttle Bus Program (8 Routes)	$960,000	Santa Clara Valley Transportation Authority	3.429	3.819	3.487	11/17/14	Santa Clara
15R13**	Shuttle & Rideshare	Caltrain Shuttle Program (24 Routes)	$989,378	Peninsula Corridor Joint Powers Board	3.968	3.212	3.777	11/17/14	San Mateo
15R16	Shuttle & Rideshare	Embarcadero Cove Pilot Shuttle	$56,092	County of Alameda	0.079	0.081	0.071	11/17/14	Alameda
15R17	Shuttle & Rideshare	PresidiGo Shuttle	$75,000	Presidio Trust	0.324	0.328	0.294	11/17/14	San Francisco
	# of Projects: 73		**$8,027,180**		**30.28**	**31.12**	**27.58**		

*Award amount reflects TFCA and CEC funds awarded. On July 8, 2014, the California Energy Commission (CEC) provided co-funding in the amount of $449,708 to the Air District for the deployment of 10 direct current (DC) fast chargers and 12 level 2 chargers at six Bay Area locations.

**Table shows contracted amount - Project sponsors received the difference between Award Amount and contracted amount through County Program Manager

AGENDA 8 - ATTACHMENT 5

Summary of distribution of TFCA funds by county and project category (for eligible projects evaluated between 7/1/14 and 9/7/15)

Figure 1: Eligible TFCA Projects (Received 7/1/2014 thru 9/7/15) by Project Category

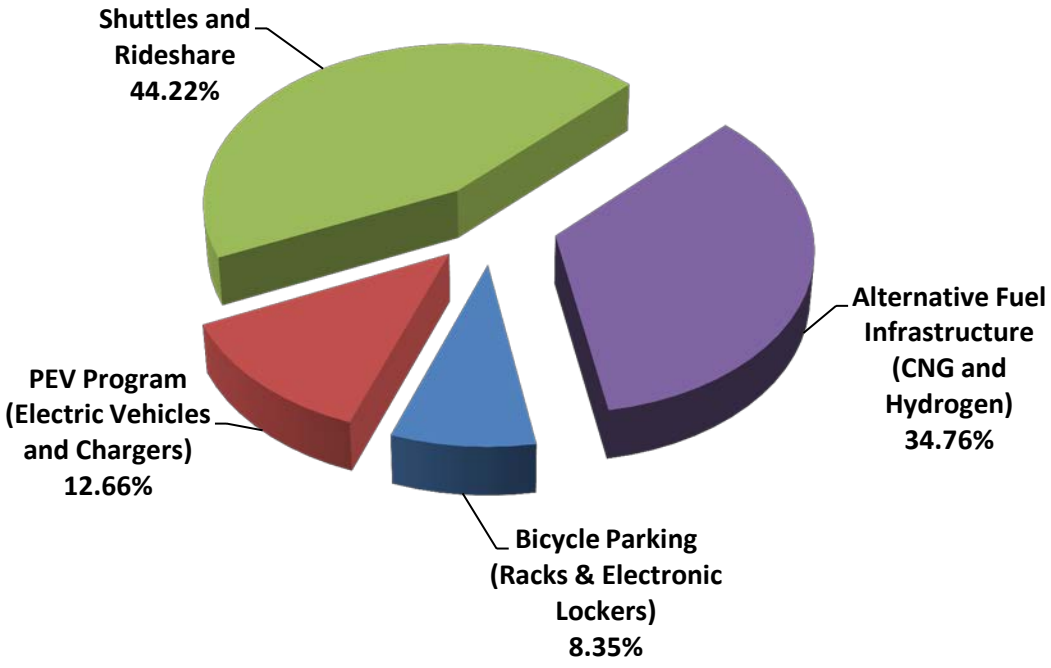
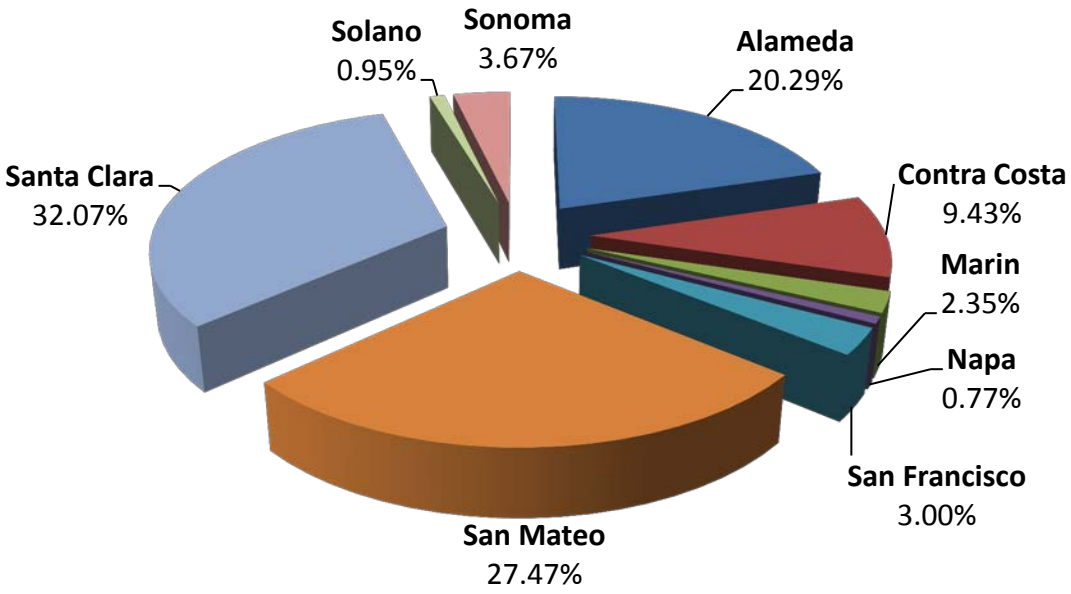


Figure 2: Eligible TFCA Projects (Received 7/1/2014 thru 9/7/15) by County



BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson Carole Groom and Members of the Board of Directors

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 4, 2015

Re: Authorization of Contracts for IT Infrastructure and IT Disaster Recovery

RECOMMENDED ACTION

Recommend Board of Directors authorize the Executive Officer/APCO to:

- Enter into a contract not to exceed $3.3 million for Information Technology (IT) infrastructure with Berkeley Communications (BerkCom) Corporation;

- Transfer $1.4 million from undesignated reserves to the fiscal year ending (FYE) 2016 budget for the down payment on this IT infrastructure and the initial installment of a capital lease agreement for the remainder of the cost for the equipment;

- Enter into a 6 year capital lease agreement for the remaining cost of the IT infrastructure ($2.3 million) consistent with past practice; and

- Amend the current contract with Quality Technology Services, Inc. (QTS) in an amount not to exceed $247,000 for a three year term for IT backup and disaster recovery colocation services.

BACKGROUND

On May 6, 2015, the Board of Directors authorized the Executive Officer/APCO to enter into a contract with BerkCom Corporation not to exceed $90,000 for the design of new (IT) infrastructure for 375 Beale Street. The design for that infrastructure was completed on September 18, 2015. On September 23, 2015, the Air District issued a request for proposal (RFP) not to exceed $3.3 million, for procurement and installation, of the equipment. The Air District now seeks to select a vendor and enter into a contract for the procurement and installation of IT equipment. Additionally, as part of the IT infrastructure re-design the Air District seeks to expand its disaster recovery site in Sacramento which is currently operated by Quality Technology Services, Inc. (QTS).

This memorandum includes the selected IT infrastructure solution, the results of the RFP for this equipment, and a recommendation on financing for completion of this project.

DISCUSSION

The IT design vendor, BerkCom, commenced its work in June 2015 and completed their effort in August 2015. As part of this work, staff requested several possible system configurations in order to fully explore a range of capabilities for its new IT infrastructure. Key principles behind the design were: that the new infrastructure should allow for an upgrade of the Air District's IT security posture; that it be scalable for anticipated growth in Air District operations over the next five to six years; and that it provide for a full remote recovery of all systems in the event of a disaster. In order to meet these requirements, BerkCom proposed the following three designs:

The **Minimal** design allows for operations similar to what we have today with a minor improvement in performance and scalability. This design replaces the Air District's obsolete equipment that will no longer be supported by manufacturers, allows for minimal growth and allows for minor security improvements.

The **Balanced** design allows for substantially improved operations with significant improvement in performance and scalability. This design allows the Air District to support anticipated growth over the next five to six years. It contains appropriate hardware and software to allow the Air District to comply with federal IT security standards and it also provides for a fully capable disaster recovery co-location system.

The **Maximum** design allows improvements in performance and scalability that would likely be in excess of Air District needs over the next five to six years. This design contains extra hardware and software to allow the Air District to have no scheduled downtime of systems for upgrading hardware components, and allows for no lag or downtime during a switchover to the disaster recovery co-location system.

Table 1 below summarizes features and costs of the three design options:

Table 1 – Comparison of IT Design Options

Feature	Minimal	Balanced	Maximum
Allows compliance with federal IT security standards	NO	YES	YES
Allows scalability to accommodate growth	Very Limited	Would allow for 25% growth	Would allow for large scale growth
Provides full disaster recover co-location	NO	YES	YES
Provides for no scheduled downtime for equipment patching	NO	NO	YES
Provides for no downtime when transitioning to disaster recovery systems	NO	NO	YES
Budgetary Cost (USD)	2.2 Million	3.3 Million	5.2 Million
Selected Option	NO	YES	NO

Staff selected the balanced design option as it provides adequate functionality and scalability without excessive cost. The total budgetary cost of the balanced design options is approximately $3.3 million.

In order to find a vendor to provide the balanced design, the Air District issued a RFP not to exceed $3.3 million for procurement and installation of the equipment. The RFP was directly sent to nine vendors who are known to have expertise in the specific technical area, and the RFP was posted on the Air District's website. During the three week period that the RFP was open, the Air District responded to written questions, and upon closing, two proposals were received. The scoring matrix showing the proposal scores from the vendors is show below in Table 2.

Table 2 – Comparison of IT Proposals Scores

Score Criteria	**BerkCom**	**dgi**
Expertise (22 max)	20.7	18.3
Skill (16 max)	14.3	11.7
Approach (20 max)	18.7	10.3
Cost (20 max)	17.0	13.0
References (20 max)	19.7	13.3
Focus (2 max)	1.0	0.0
Total (100 max)	91.4	66.6

The proposals were evaluated under the Air District's RFP evaluation procedures, and the BerkCom proposal was found to be very responsive to the Air District's needs, receiving the highest total score of 91.4 on a one hundred point scale. BerkCom has previously completed other contract work at the Air District on time and on budget, meeting all deliverables acceptably.

The total cost of the proposal is $3.3 million. In order to keep costs for IT infrastructure consistent from year to year, the Air District has historically funded this cost over a 6 year period by utilizing a capital lease. Over the preceding 6 years, the annualized cost of the lease has been $368,000. To keep the cost approximately the same, the Air District recommends utilizing $1 million from reserves as a down payment to the $3.3 million dollar total infrastructure costs, with the remainder being covered by a capital lease financing agreement spanning the next 6 years. The Air District also recommends utilizing an additional $0.4 million from reserves for the initial (FYE) 2016 payment for the financing.

A portion of the equipment required for the selected design will be installed in the Air District's current disaster recovery center located in Sacramento, CA. The Air District has leased this location over the past 6 years to provide limited back-up for some of the Air District's critical IT systems. The new design enhances current Disaster Recovery capabilities by protecting all critical IT infrastructure. The enhancement requires additional equipment increasing the amount of space required in Sacramento from approximately one-half of a standard computer cabinet to approximately three standard cabinets. This change requires an amendment of the contract with contractor, QTS which will increase the Air District's annual costs for the backup site from $18,000 to $82,333.

BUDGET CONSIDERATION/FINANCIAL IMPACT

The recommended actions would require the transfer of $1.4 million from undesignated reserves to the FYE 2016 budget and for the Air District to enter into a capital lease agreement for the remaining cost of the IT equipment - $2.3 million.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Reviewed by: Damian Breen
Reviewed by: John Chiladakis

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson Carole Groom and Members of the Board of Directors

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 4, 2015

Re: Authorization of Procurement for Replacement of Computer Workstations

RECOMMENDED ACTION

Recommend the Board of Directors authorize the Executive Officer/APCO to:

- Enter into a purchase agreement with Gold Star Technology Corporation (GST), in an amount not to exceed $675,000, for the replacement of IT workstations; and

- In the event that GST cannot meet the pricing and delivery schedule indicated in their RFP response, authorize the Executive Officer/APCO to enter into an alternate purchase agreement for the replacement of IT workstations, in an amount not to exceed $675,000, with the next highest scoring vendor.

BACKGROUND

Every 5 to 6 years computer workstations used by Air District staff approach end-of-life and are replaced. The Air District utilizes a single procurement to take advantage of the cost reductions that are available with a large purchase. In addition to pricing, a single computer workstation configuration provides efficiency in troubleshooting, maintenance calls, spare parts, and user training.

The computer workstations currently used by staff are approximately 5 years old; maintenance issues are increasing, vendor support is close to end of life, and the latest versions of software programs that operate on the computers are taxing the capability of the hardware to operate them properly.

DISCUSSION

Various models of computer workstations were considered for this procurement taking into account the needs for a mobile workforce, paper reduction, longevity and cost. After reviewing traditional workstations and comparing them to mobile laptop, laplet, and tablet computers both in functionality and price, IT staff recommended procuring the laplet form factor Microsoft Surface Pro 4 computers configured with sufficient power to provide for the planned 5 to 6 year longevity of the system.

The relatively small laplet form factor of the Surface computers not only allows them to be used in a desktop mode in the office, but also allows for mobile use by inspectors and other field staff. Additionally, the compact form factor lends itself to using the computers in meetings thus eliminating much of the need to take paper copies of documents for distribution.

In order to validate this selection, Air District staff engaged in a 6 month pilot study where 30 staff in key roles adopted a Surface computer for their day to day activities. The pilot was successful with all staff reporting a better than satisfactory user experience with the hardware.

In order to find a vendor for the Surface computers, the Air District issued a RFQ for procurement of the equipment. The RFQ was directly sent to nine vendors who are known to have expertise in pre-configured delivery of this type of hardware, and the RFQ was posted on the Air District's website. During the two week period that the RFQ was open, the Air District responded to written questions, and upon closing, nine quotes were received. The scoring matrix showing the average RFQ scores by vendor is show below in Table 1.

Table 1 – Quote Score Comparison

Vendor	Cost (60 max)	Responsiveness (25 max)	References (13 max)	Focus (2 max)	Total (100 max)
GST	60	20	9	0	**89**
CDW-G	39	16	13	0	**68**
CD-3k	32	25	8	0	**65**
Sigmanet	40	16	7	0	**64**
Aprisa	36	9	12	0	**57**
CompuWave	5	23	11	0	**39**
Microsoft	21	7	9	0	**37**
Best Buy	0	10	13	0	**23**
CDI	0	16	0	0	**16**

The quotes were evaluated under the Air District's RFP evaluation procedures, and the GST quote was found to be very responsive to the Air District's needs, receiving the highest total score of 89 on a 100 point scale.

The total cost of the quote is less than $675,000 dollars and is budgeted in the current fiscal year end (FYE) 2016 budget.

BUDGET CONSIDERATION/FINANCIAL IMPACT

This procurement is currently budgeted in the FYE 2016 budget. No additional impact is anticipated.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Reviewed by: Damian Breen
Prepared by: John Chiladakis

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson Carole Groom and Members of the Board of Directors

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 7, 2015

Re: Consider Establishing New Job Classifications

RECOMMENDATION

Establish new job classifications of Staff Specialist I at Salary Level 130, Staff Specialist II at Salary Level 134, Senior Staff Specialist at Salary Level 138, and Supervising Staff Specialist at Salary Level 142.

BACKGROUND

The current classification plan includes a variety of administrative positions that are staffed throughout the agency. These administrative positions have varying levels of work responsibilities and complexity. These positions do not allow for staff mobility because they are not classified in the same series.

DISCUSSION

The Staff Specialist job series are designed to perform a variety of complex, administrative, technical duties, and are specialized in areas such as contracts, incentives, business services, finance, budget and facility management. These newly created job classifications will allow more flexibility in recruiting for administrative positions. They are also intended to provide staff mobility and promotional opportunities within the agency.

BUDGET CONSIDERATION/FINANCIAL IMPACT

There is no budget impact beyond that already contemplated in the fiscal year ending 2016 budget. This recommendation will not increase FTEs.

Respectfully Submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Judy Yu
Reviewed by: Rex Sanders

Attachment 1: Draft Job Description Staff Specialist I/II
Attachment 2: Draft Job Description Senior Staff Specialist
Attachment 3: Draft Job Description Supervising Staff Specialist
Attachment 4: Draft Staff Specialist Salary Table

STAFF SPECIALIST I/II

DEFINITION

Under direction, performs a variety of responsible administrative, technical and specialized functions in the areas of incentives, contracts, business services, finance, budget, and facility management; and performs related work as assigned.

DISTINQUISHING CHARACTERISTICS

Staff Specialist I is the entry level in this series. Initially under close supervision, incumbents learn District, state and federal procedures and policies while performing the more routine technical duties. As experience is gained, assignments become more diversified and are performed with less supervision. This class is alternately staffed with Staff Specialist II and incumbents may advance to the higher level classification after gaining experience and demonstrating proficiency which meet the qualifications of the higher level class.

Staff Specialist II is the journey level class of this series, fully-proficient to perform difficult and technical work. Incumbents are expected to exercise independent judgment.

This class is distinguished from Senior Staff Specialist in that the latter is responsible for more complex work and may perform lead duties.

EXAMPLES OF DUTIES

Participates and assists in the development of policies and guidelines for assigned programs.

Researches technical feasibility and control proposals for new or revised programs; Develops and applies quality control and assurance measures to ensure the effectiveness of programs and appropriate application of methods in accordance with District policies, rules, and regulations.

Reviews, analyzes, and administers a variety of grants, contracts, and other agreements in support of District activities; monitors expenditures and charges against agreements; prepares fiscal status reports for management and prepares cost analyses.

Prepares Requests for Proposal (RFPs) and Requests for Quotations (RFQs); prepares contract documents and other agreements using standard District procedures; and reviews contract terms and conditions.

Calculates emissions reductions, analyzes cost-effectiveness, assesses emissions inventories and performs other technical work within the context of mobile sources and incentives, contracts, business services, finance, budget, and facility management; reviews and summarizes data, prepares special and periodic reports.

DRAFT

Coordinates and facilitates workshops, meetings, and trainings on the technical application and interpretation of District programs, regulations and rules; makes presentations and develops supporting technical materials.

Maintains computer databases and program records.

Assists in internal and external audits for programs and physical inspections to ensure compliance with program requirements.

Prepares and presents staff reports to the District's Board of Directors, and/or sub-committees; conducts research and prepares and presents reports as assigned.

Provides routine outreach and communication on behalf of the District with industry, the public and other agencies to obtain and disseminate technical and operational information.

Prepares and responds to correspondence directed toward public and private organizations relative to programs; responds to oral and written requests for information about programs.

Explains and interprets technical policies, rules and regulations regarding programs; gathers and prepares background information.

Performs other duties as assigned.

QUALIFICATIONS

NOTE: The level and scope of the knowledge and skills listed below are related to job duties as defined under Distinguishing Characteristics. Positions may be filled at either the I or II level depending on the needs of the agency.

Knowledge of:

Methods and techniques of administrative analyses

Administrative organization and operating principles and practices.

Training theory, methods and techniques.

Computer software applications.

Project development and management.

Applicable District, local, state and federal laws, rules and regulations.

English usage, including spelling, grammar and punctuation.

Basic theories, principles, and practices of air quality, control technologies/methods, and emission sources.

DRAFT

Skill in:

Developing and administering effective programs.

Preparing clear and concise technical reports, correspondence and other written materials.

Exercising sound independent judgment within established guidelines.

Establishing and maintaining effective working relationships with those contacted in the course of the work.

Other Requirements:

Specified positions must possess a valid California driver's license.

Education and Experience:

A typical way to obtain the knowledge and skills is:

Staff Specialist I: Equivalent to a Bachelor's degree and two years of professional analytical experience.

Staff Specialist II: In addition to the above, two years of professional analytical experience.

Some positions may require more specialized education, training and experience.

DRAFT

SENIOR STAFF SPECIALIST

DEFINITION

Under direction, provides lead direction and performs the more complex administrative, technical, and specialized functions in the areas of incentives, contracts, business services, finance, budget, and facility management; and performs related work as assigned.

DISTINQUISHING CHARACTERISTICS

This is the advanced lead level in the Staff Specialist series. Incumbents may provide lead direction and may be assigned to perform the more complex duties. This class is distinguished from the Supervising Staff Specialist in that the latter assigns, supervises, reviews and evaluates the work of assigned staff. This class is distinguished from Staff Specialist I/II, which is at the journey level, and does not typically perform lead work or the most complex duties.

EXAMPLES OF DUTIES

Provides lead direction, training and work review to technical and support staff, prioritizes and follows up on work assignments to ensure timely completion.

Provides input into selection decisions and performance evaluations, and provides for technical development and training.

Provides lead direction in the development of policies and guidelines for assigned programs

Researches technical feasibility and control proposals for new or revised programs; Develops and applies quality control and assurance measures to ensure the effectiveness of programs and appropriate application of methods in accordance with District policies, rules, and regulations

Reviews, analyzes, and administers a variety of grants, contracts, and other agreements in support of District activities; monitors expenditures and charges against agreements; prepares fiscal status reports for management; advises contractors and management regarding issues involving contract administration and interpretation; and prepares cost analyses.

Prepares Requests for Proposal (RFPs) and Requests for Quotations (RFQs); prepares contract documents and other agreements using standard District procedures; and reviews contract terms and conditions.

Calculates emissions reductions, analyzes cost-effectiveness, assesses emissions inventories and performs other technical work within the context of mobile sources and incentives, contracts, business services, finance, budget, and facility management; reviews and summarizes data, prepares special and periodic reports.

DRAFT

Coordinates and facilitates workshops, meetings, and trainings on the technical application and interpretation of District programs, regulations and rules; makes presentations and develops supporting technical materials.

Maintains computer databases and program records.

Leads internal and external audits for programs and assists in physical inspections to ensure compliance with program requirements; prepares and presents staff reports to the District's Board of Directors, and/or sub-committees.

Conducts research and prepares and presents reports as assigned

Independently provides routine outreach and communication on behalf of the District with industry, the public and other agencies to obtain and disseminate technical and operational information.

Prepares and responds to correspondence directed toward public and private organizations relative to programs. Responds to oral and written requests for information about programs;

Explains and interprets technical policies, rules and regulations regarding programs; gathers and prepares background information;

Performs other duties as assigned.

QUALIFICATIONS

NOTE: The level and scope of the knowledge and skills listed below are related to job duties as defined under Distinguishing Characteristics.

Knowledge of:

Methods and techniques of administrative analyses

Administrative organization and operating principles and practices.

Training theory, methods and techniques.

Computer software applications.

Project development and management.

Applicable District, local, state and federal laws, rules and regulations.

Correct English usage, including spelling, grammar and punctuation.

Basic legal principles as they relate to environmental enforcement.

Basic theories, principles, and practices of air quality, control technologies/methods, and emission sources.

DRAFT

Skill in:

Planning, assigning, directing and reviewing the work of others.

Training others in work procedures.

Developing and administering effective programs.

Preparing clear and concise technical reports, correspondence and other written materials.

Exercising sound independent judgment within established guidelines.

Establishing and maintaining effective working relationships with those contacted in the course of the work.

Other Requirements:

Specified positions must possess a valid California driver's license.

Education and Experience:

A typical way to obtain the knowledge and skills is:

Equivalent to a Bachelor's degree and four years of professional analytical experience, including developing and administering programs.

Some positions may require more specialized education, training and experience.

DRAFT

SUPERVISING STAFF SPECIALIST

DEFINITION

Under direction, supervises the staff and activities for assigned programs in the areas of incentives, contracts, business services, finance, budget, and facility management; and performs related work as assigned.

DISTINQUISHING CHARACTERISTICS

This is the supervisory level in the Staff Specialist series. This class provides both supervision and professional services in support of the District's goals and objectives. Incumbents are responsible for accomplishing program goals and objectives within policy guidelines. This class is distinguished from manager levels in that the latter have overall management responsibility for assigned programs and staff.

EXAMPLES OF DUTIES

Organizes, assigns, supervises, reviews, trains and evaluates the work of professional, technical and support staff; recommends staff assignment and provides for staff training and development.

Advises staff about technical, regulatory or contractual issues.

Supervises staff in research, administrative and technical activities necessary to achieve program objectives.

Supervises the development of policies, procedures, manuals and forms; analyzes issues, prepares reports and recommendations.

Researches technical feasibility and control proposals for new or revised programs; Develops and applies quality control and assurance measures to ensure the effectiveness of programs and appropriate application of methods in accordance with District policies, rules, and regulations.

Reviews, analyzes, and administers a variety of grants, contracts, and other agreements in support of District activities; monitors expenditures and charges against agreements; prepares fiscal status reports for management; advises contractors and management regarding issues involving contract administration and interpretation; and prepares cost analyses.

Supervise preparation of Requests for Proposal (RFPs) and Requests for Quotations (RFQs); prepares contract documents and other agreements using standard District procedures; and reviews and negotiates contract terms and conditions.

Coordinates and facilitates workshops, meetings, and trainings on the technical application and interpretation of District programs, regulations and rules; makes presentations and develops supporting technical materials.

DRAFT

Maintains computer databases and program records.

Supervises internal and external audits for programs and physical inspections to ensure compliance with program requirements; prepares and presents staff reports to the District's Board of Directors, and/or sub-committees.

Supervises and coordinates research and prepares and presents reports as assigned.

Provides liaison and represents the District with industry, attorneys, the public and other agencies to obtain and disseminate technical and operational information.

Oversees the preparation and response to correspondence directed toward public and private organizations relative to programs; responds to oral and written requests for information about programs.

Explains and interprets technical policies, rules and regulations regarding programs; gathers and prepares background information.

Performs other duties as assigned.

QUALIFICATIONS

Knowledge of:

Principles and practices of employee supervision, including selection, planning, training, work evaluation and discipline.

Theories, principles and practices of program administration and project management, including applicable research and analysis.

Applicable District rules and regulations and state and federal laws.

Basic principles and practices of public administration.

Basic theories, principles, and practices of air quality, control technologies/methods, and emission sources.

Skill in:

Assigning, supervising, reviewing and evaluating the work of professional, technical and support staff.

Assigning and motivating staff and providing for their training and professional development.

Developing and supervising effective programs.

DRAFT

Analyzing technical problems, evaluating alternative solutions and developing effective recommendations.

Analyzing and interpreting rules, policies and procedures.

Preparing clear and concise technical reports, correspondence and other written materials.

Negotiating settlements and problem resolutions tactfully and effectively .

Exercising sound independent judgment within established guidelines.

Establishing and maintaining effective working relationships with those contacted in the course of the work.

Other Requirements:

Specified positions must possess a valid California driver's license.

Education and Experience:

A typical way to obtain the knowledge and skills is:

Equivalent to a Bachelor's degree and four years of experience developing and administering programs.

Some positions may require more specialized education, training and experience.

DRAFT

New Classifications	Salary Range	Salary
Staff Specialist I	130	$76,675.09 - $93,199.05
Staff Specialist II	134	$84,534.29 - $102,751.95
Senior Staff Specialist	138	$93,199.05 - $113,284.03
Supervising Staff Specialist	142	$102,751.95 - $124,895.64

AGENDA: 12

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson Carole Groom and Members
of the Board of Directors

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 4, 2015

Re: Adoption of Proposed Amendments to the Air District's Record Retention Schedule

RECOMMENDED ACTION

Recommend Board of Directors adopt proposed amendments to the Air District's record retention schedule.

BACKGROUND

At its regular meeting of February 3, 2010, the Board of Directors adopted amendments to Division I of the Administrative Code, Operating Polices and Procedures, adding subsections 11.1 through 11.4 concerned with management, retention, and destruction of public records. Subsection 11.3 requires the APCO to "create and periodically revise a record retention schedule that classifies all of the District's records by category and establishes a retention period for each category."

At the same meeting, the Board adopted the initial record retention schedule. California Government Code section 60201 requires Board approval of a record retention schedule and of any amendments to the schedule.

Section 60201 leaves record retention periods to the discretion of the legislative body of a district, with some specified exceptions. For example, a district must permanently retain district ordinances, minutes of legislative body meetings, and records relating to district formation and organization . Guidance from the California Secretary of State says that records should be kept only as long as they have some administrative, fiscal, or legal value.

When the initial record retention schedule was adopted, staff expected to bring periodic amendments to the Board. The attached amendments to the record retention schedule are the first such proposed amendments and are, in part, the product of preparations to move District records to the new building. The original record retention schedule organized records by retention interval; this amended version organizes records by record type (e.g., "financial," or "permitting") to make it easier for staff to use. In inventorying records, staff have found opportunities to minimize unnecessary retention of records, particularly for long-closed facilities; to narrow categories to allow assignment of separate retention periods to records formerly within a broad category; and to clarify descriptions of categories.

The proposed amendments make the following substantive changes to the retention schedule: (1) they require retention of permit, emission monitoring, source testing, and enforcement records for the life of a facility plus seven years, instead of permanently for all; (2) they require retention of permitted facility update forms for three years after form data is entered into the District database, instead of permanently; (3) they reorganize financial record categories to more closely reflect accounting conventions; (4) they add video files of meetings to the schedule and assign the same one-year retention interval that applies to audio files of meetings; and (5) they require retention of enforcement records for 25 years, except for closed facilities, instead of permanently.

BUDGET CONSIDERATION/FINANCIAL IMPACT

The proposed amendments are expected to reduce records management costs.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Damian Breen
Reviewed by: William Guy

Attachment: Proposed Amendments to Record Retention Schedule

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

Record Retention Schedule

This schedule is a catalog of all record types employed by the Bay Area Air Quality Management District (Air District) in carrying out the work of the agency. Pursuant to California Government Code section 60201, this schedule and any revisions to the schedule must be adopted by the Air District Board of Directors. This schedule is a component of the Air District's records management program. Guidelines for the records management program are set forth in the Air District Administrative Code, Division I, Operating Policies and Procedures, Section 11. The purpose of this program is to maintain records in a manner that furthers the public purposes of the Air District while ensuring prompt and accurate retrieval of records and compliance with all legal requirements.

For each record type, the schedule establishes a retention period. The record types are sorted by retention period. Certain records will be kept permanently because of their continuing importance to the Air District and the public. For records not kept permanently, the schedule establishes a retention period. The retention period is the period of time that the Air District will keep a record after its "use period" is over. For most records, use occurs at a point in time, with the retention period beginning after this brief active use period. Most of the records in this schedule are of this type.

For certain records, the use period extends over a significant period of time. Examples include building blueprints, equipment manuals, contract documents, and grant documents. For these records, the schedule indicates the triggering event for the running of the retention period.

The substance of a record, rather than the format or medium in which it is held, determines the appropriate category for the record. Thus, paper records, emails, and electronic data alike acquire the retention period of the applicable substantive category.

Record type	Including these specific records:	Retention period
	General	
General correspondence	General interoffice memoranda, general correspondence	3 years
Policies, procedures and workbooks	Policy documents, including enforcement policies and procedures, BACT/TBACT workbook, permit handbook, and source test protocols and plans	Revised + 7 years
Requests from public	Public records requests and responses	3 years
	Boards and Executive	
Board audio and video records	Audio and video records of Advisory Council, Board of Directors, and committee meetings; Hearing Board hearings	1 year
Board files	Oaths of office, expense reports for Advisory Council, Board, Hearing Board, Board member correspondence, Board member travel authorizations and Board expense claims	End of term + 7 years
Board records	Board, Board committees, Hearing Board, Advisory Council and Advisory Council committees: agenda packages, minutes, reports, resolutions, and rosters	Permanent
Executive files	Chronological correspondence files, conflict of interest forms, lobbyist employer/lobbyist registration	7 years
Hearing Board docket	All case related files	Final compliance date + 7 years
Legislative and bill files	Bill file (documents, analyses, correspondence), Legislative Committee records	3 years
	Administrative	
Bonds, insurance and warrants records	Bonds, property and liability insurance policies and documentation, warrants	Permanent
Building records	Building blueprints, building equipment information, building maintenance information, construction drawings & information, drawings – space plans, maintenance working records.	Life of building + 7 years
Cal OSHA reports	Cal OSHA reports and citations	7 years

Record type	Including these specific records:	Retention period
Contracts	Contract files and any related task orders or purchase orders, and any related bids, RFPs, RFQs or accepted proposals, contractor timesheets, contractor logs	Contract final expiration + 7 years
Fleet vehicle records	Vehicle maintenance expenses, vehicle mileage reports, vehicle request forms, vehicle registration fees, travel trip slips	Life of vehicle + 3 years
Mailroom records	Certified mail log, certified mail receipts – fee invoices, fee billing invoices, fee billing problem resolution files, returned mail (fee invoices and validations)	3 years
Physical security reports	Security guard activity reports	3 years
Rejected bids	RFPs/RFQs/evaluations/unaccepted proposals and bids	Fiscal year of bid + 3 years
Stockroom records	Stockroom requisitions	1 year
Tort and workers compensation claims	Tort claim liability files, worker's compensation files	Until closed + 7 years
	Emission Monitoring, Source Testing, and Ambient Monitoring	
Emission monitoring records	Continuous emission monitoring (CEMS) monthly reports, CEM indicated excesses – source test evaluation forms, CEM approvals pursuant to Regulation 1, Section 522	Life of facility + 7 years
Laboratory samples and air quality monitoring data	PM 2.5 filters and PM 10 filters collected from sampling equipment, ambient air monitoring data – strip charts, air monitoring station log books, asbestos samples submitted for analysis, instrument log books, laboratory notebooks, results, methods of analysis, photo-micrographics, standard operating procedures	7 years
Meteorological and air monitoring data	Ambient air monitoring data – data logger data, forecasts, meteorological monitoring data, ground level monitoring data; ground level monitoring audit reports	Permanent
Meteorological reports	Meteorological reports	1 year

Record type	Including these specific records:	Retention period
QA/QC and calibration records	Lab, source test, and air monitoring equipment calibration records and QA/QC records, quality assurance manual	7 years
Source test results and raw data	Source test results and raw data from both the District and outside contractors, field accuracy test results, raw data, and reports, contractor-conducted source test notifications (ref: Volume IV, V, MOP)	Life of facility + 7 years
Technical equipment records	Manuals and maintenance records, 10% quality assurance analysis reports, additional records required by NVLAP accreditation program, audit records, blind sample analysis reports, inter-laboratory analysis reports, maintenance and calibration reports, proficiency test, quality control charts and data	Life of equipment + 3 years
	Enforcement	
Activity authorization	Open burns, exemption petitions, tank pulls/excavations, PERP, landfill reports	7 years
Activity authorization	Asbestos dust mitigation plans, asbestos removal, naturally occurring asbestos reports	Permanent
Complaints	All complaint information including wood smoke and smoking vehicle complaints	7 years
Compliance records	Compliance advisories and compliance reports required by regulation (Regs. 8-5, 8-10, 8-17, 8-18, 8-40, 9-10)	7 years
Flare records	Flare minimization – approved plans (Reg. 12-12), flaring notifications and reports (Reg. 12-12), plan review documents (Reg. 12-12), flare monitoring reports (Reg. 12-11)	7 years
Inspection records	Inspection reports, internal correspondence on inspections	7 years
Title V reports	Title V semi-annual and annual reports, Title V 10-day and 30-day deviation reports	7 years
Violation records	Notice of Violation files and Notice to Comply files, including all supporting documentation	Lesser of 25 years or life of facility + 7 years

Financial

Accounts payable - general	General accounts payable invoices, general checks-cancelled or voided, Board of Directors travel and meeting expenses, credit card payments and records, travel expense reimbursement requests, fixed assets invoices	7 years
Accounts payable check register, reports	Accounts payable check register, accounts payable general ledger post report, accounts payable journal voucher report	3 years
Accounts payable - grants	Grant accounts payable files	End of project + 10 years (longer if required by grantor)
Accounts receivable - general	Bank check deposits/permit check deposits, supporting documents for check deposits, credit card reports and supporting documents	5 years
Accounts receivable - other	Wire transfers/NSF checks, other accounts receivable reports/registers	3 years
Budget - adopted	Annual adopted budget	Permanent
Budget - other	Draft budget, proposed budget and supporting documents, budget transfers and adjustments	3 years
Deposit records - general	General monthly bank statements, general bank reconciliations	7 years
Deposit records - grants	Grant bank statements and related records	End of project + 10 years (longer if required by grantor)
Fixed asset files	Acquisition/disposal/sale/surplus records for personal property; lease/rent schedule and supporting documents for leased property; inventory and schedule of infrastructure and buildings for real property	Asset disposal/lease expiration/life of building + 7 years
I-Bond (Goods Movement) documents	Grant financial files and supporting documents	35 years
Refunds/unclaimed property	Refund and unclaimed property files	3 years
Tax documents	1099, W9 and other related documents; Board of Equalization sales tax reports	7 years (longer if related to grant and required by grantor)

Year-end financial statements and related reports	Annual audited financial statements and related reports, journal entries and supporting documents, certificate of participation records/bonds	Permanent

Human Resources

Employee accident and injury records	Accident files, employee injury (first aid) files	7 years
Employee benefit records	Tuition reimbursement, COBRA documentation, Section 125 documentation	7 years
Employee HR records	Disciplinary action log, employee workforce data, grievances & arbitrations, negotiations, complaint summary logs	Permanent
Employee recruitment records	Classification studies, class specifications, recruitment files, wage and salary data, acquisition records	7 years
Equal employment opportunity plan	Equal employment opportunity plan	Until replaced
Insurance benefits records	Insurance contracts, life insurance documentation, health insurance documentation	Life of policy + 3 years
Payroll records	Payroll registers, tickler files, timecards, vacation requests, family/medical leave requests	7 years
Payroll records	Payroll direct deposit records, CALPERS reports, Form 941 quarterly reports, payroll history YTD totals report, year end clearing/closing reports	Permanent
Personnel files	Personal and professional files of Executive Officer, deputies and staff. disciplinary support files, discrimination complaint files	Last day of employment + 7 years
Tax records	457 deferred comp documents, W2, W2 reports, transmittal of W2	7 years
Training records	Training program files, employee training completion records	Permanent

Incentives

Grant files	Program audit documents, program eligibility guideline documents; grant application, review and decision documents; grant program financial records; grantee monitoring documents; internal activity and tracking documents; project audit documents	End of project + 5 years
I-Bond grant records	I-Bond grant files	35 years
Reports to CARB/EPA	Grant reports to CARB/EPA	7 years
Vehicle Buy Back program	Vehicle Buy Back program - copies of vehicle eligibility documents provided to District for review	3 years

Information Systems

IT system backups	System backups	Until replaced

Legal

Legal records	Comments on legislative, administrative and hearing board matters	7 years
Legal records	Litigation-pleadings and orders, settlement agreements, opinions and advice files, rule interpretations/opinions, civil enforcement case records	Permanent

Permitting

Data update forms	Responses to facility data update questionnaires	Data entry + 3 years
EPA grants	EPA 105 grant documents	Final report + 3 years
Permit application records	Authority to Construct documents, Permit to Operate documents, banking documents, registration documents, application forms, permit exemptions	Life of facility or emission reduction credit + 7 years
Permit advisories	Advisories regarding permitting	7 years
Plant (facility) files	Permit documents, ownership/facility status records, emission-related documentation, regulatory plan submittals, source data forms	Life of facility + 7 years
Reports to CARB/EPA	Engineering reports to CARB/EPA	7 years
Toxics Hotspots records	Toxics emissions inventory reports, risk assessments	Life of facility + 7 years

Planning

Air quality plans	State and federal air quality plans and supporting documentation, including emission inventory and modeling records, environmental and socioeconomic review documents, and any associated plan-related reports to ARB or EPA	Permanent
CEQA records	CEQA comments as responsible agency or commenting agency	7 years
Emission inventory records	Final emission inventory reports and supporting material for greenhouse gases, criteria pollutants, and toxic air contaminants; emission inventory annual reports submitted to ARB CEIDARS database	Permanent

Public Relations and Outreach

Annual reports	Annual reports	Permanent
Community meeting records	Community outreach community meeting files and resource team records	7 years
Mailing lists	Mailing lists	Until replaced
News media records	News releases and clips	Permanent
Outreach documents	Brochures	Until replaced
Publications	Newsletters and other publications	7 years
Requests from public	Requests for general information, requests for publications, requests for speakers	3 years

Rulemaking

Rules and regulations	All versions of rules and regulations that were adopted or made available to the public; rule development files and any associated economic or environmental analyses	Permanent

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson Carole Groom and Members
of the Board of Directors

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 5, 2015

Re: Report of the Mobile Source Committee Meeting of October 22, 2015

RECOMMENDED ACTION

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

A) Overview of the Air District's Trip Reduction Programs:

1) None; receive and file;

B) Consideration of Fiscal Year Ending (FYE) 2016 Transportation Fund for Clean Air (TFCA) Regional Fund Shuttle and Rideshare Projects:

1) Approve the proposed awards for the seven TFCA projects listed in Attachment A to the staff memorandum; and

2) Authorize the Executive Officer/Air Pollution Control Officer (APCO) to enter into agreements for the recommended TFCA projects in Attachment A to the staff memorandum.

C) TFCA County Program Manager (CPM) Fund Policies for Fiscal Year Ending (FYE) 2017 and Modification to FYE 2016 TFCA CPM Fund Policies:

1) Approve proposed FYE 2017 TFCA CPM Fund Policies in Attachment A to the staff memorandum, as amended to delete the following language relative to Policy 29, *Bicycle Projects*, on page 7, first paragraph, which reads, "Projects must also have a completed and approved environmental plan. If a project is exempt from preparing an environmental plan as determined by the public agency or lead agency, then that project has met this requirement."; and

2) Approve a proposed change to FYE 2016 TFCA CPM Fund Policy #28 to increase the cost-effectiveness limit to $175,000/ton of emissions reduced for shuttle projects to align it with the FYE 2015 TFCA Regional Fund cost-effectiveness limit.

BACKGROUND

The Committee met on Thursday, October 22, 2015, and received the following reports and recommendations:

A) Overview of the Air District's Trip Reduction Programs;

B) Consideration of FYE 2016 TFCA Regional Fund Shuttle and Rideshare Projects; and

C) TFCA CPM Fund Policies for FYE 2017 and Modification to FYE 2016 TFCA CPM Fund Policies.

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

BUDGET CONSIDERATION/FINANCIAL IMPACT

A) None.

B) 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.

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

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Sean Gallagher
Reviewed by: Maricela Martinez

Attachment 13A: 10/22/15 – Mobile Source Committee Meeting Agenda #4
Attachment 13B: 10/22/15 – Mobile Source Committee Meeting Agenda #5
Attachment 13C: 10/22/15 – Mobile Source Committee Meeting Agenda #6

AGENDA: 4

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 6, 2015

Re: Overview of the Air District's Trip Reduction Programs

RECOMMENDATIONS

None; receive and file.

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 forty percent of TFCA funds are forwarded to a designated agency within each Bay Area county to be distributed via the County Program Manager Fund.

With more than 5.5 million on-road motor vehicles in the region, tailpipe emissions account for more than 40% of the criteria air pollutants and about 36% greenhouse gases (GHGs) generated in the Bay Area[1, 2]. For this reason, emission reductions from the on-road transportation sector are essential to attaining State and Federal ambient air quality standards and to meeting the region's GHG reduction commitments. Reducing motor vehicle trips is a key strategy to reducing mobile source emissions.

DISCUSSION

Since the inception of the TFCA program in 1992, the Air District has allocated $80 million

[1] BAAQMD, Bay Area Emissions Inventory Summary Report: Criteria Air Pollutants Base Year 2011, May 2014.

[2] BAAQMD, Bay Area Emissions Inventory Summary Report: Greenhouse Gases Base Year 2011, January 2015.

(approximately 43%) to trip reduction projects. The Air District's TFCA has provided funding for a wide-variety of programs and projects including the regional rideshare and guaranteed ride home programs, vanpools and carpool matching, bicycle projects, shuttle services, rail-bus integration, and transit information. For the past six years, the TFCA Regional Fund has primarily provided funding for shuttle and rideshare projects that achieve emission reductions from eliminated single-occupant vehicle (SOV) commute trips, while the County Manager Program has continued to provide funding for all eligible trip-reduction project types.

Over time, the cost-effectiveness of trip reduction projects has been (negatively) affected; as the Bay Area's fleet becomes increasingly cleaner, it has become increasingly difficult to provide the same amount of funding for on-going shuttle and rideshare projects without increasing the cost-effectiveness limit. For more than two years, Air District staff has conducted extensive outreach to solicit input from trip-reduction project stakeholders and interested parties to obtain their feedback on options for meeting this challenge. Based on this feedback, staff proposed that a new program category be added to the Regional Fund portfolio to allow for innovative and cost-effective projects that provide first- and last-mile connections. In May of this year, the Board approved $4.36 million in TFCA funds to be allocated to the Trip Reduction Program, which will provide funding for both existing shuttle and regional rideshare programs and a new pilot trip reduction program, which is scheduled to open in early 2016.

In addition to the Air District's efforts, the Metropolitan Transportation Commission (MTC) also implements projects and programs in the Bay Area to reduce on-road motor vehicle trips, and thereby reduce emissions from these vehicles. Among the programs implemented by MTC, through transportation control measures (TCMs) are: voluntary trip reduction programs; improvements to area-wide transit service, regional rail service, access to rail and ferries interregional rail service, ferry service, bicycle access and facilities; youth transportation; construction of carpool/express bus lanes on freeways; transit use incentives; rideshare/vanpool services and incentives; and pedestrian improvements. The Air District works closely with MTC in the preparation of the Clean Air Plans to implement all feasible trip reduction measures and on the development and implementation of numerous trip reduction incentive programs.

Staff will present an overview of trip reduction measures that are being implemented by the Air District and MTC, including background information related to the different trip reduction programs and projects.

BUDGET CONSIDERATION / FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Joseph Steinberger
Reviewed by: Chengfeng Wang

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 6, 2015

Re: Consideration of Fiscal Year Ending (FYE) 2016 Transportation Fund for Clean Air (TFCA) Regional Fund Shuttle and Rideshare Projects

RECOMMENDATIONS

Recommend Board of Directors:

1. Approve the proposed awards for the seven TFCA projects listed in Attachment A; and

2. 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% 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 Fiscal Year Ending (FYE) 2016 TFCA Regional Fund Shuttle /Feeder Bus Service and Regional Rideshare Projects policies and evaluation criteria, project evaluation results, and recommendations for grant awards for the eligible FYE 2016 shuttle and rideshare projects.

DISCUSSION

On May 6, 2015, the Air District's Board of Directors allocated up to $4.36 million for the

TFCA FYE 2016 Trip Reduction Program, which included funding for shuttle, regional rideshare, and pilot trip reduction projects. Later, on July 29, 2015, Air District's Board of Directors approved the Regional Fund Policies and Evaluation Criteria for the FYE 2016 cycle. Staff opened a call for the Shuttle and Regional Rideshare Programs on August 4, 2015, and held a grant application workshop via webinar on August 11, 2015.

Eight applications for FYE 2016 funding were received by September 1, 2015, and one application was received after the September 1 deadline, on September 2, 2015. Of the nine applications received, seven applications were for shuttle projects (totaling 38 routes) and two were for regional ridesharing projects. All projects were evaluated for conformance with Board-approved Policies and Evaluation Criteria and staff worked with all applicants over the review phase to ensure that all information received was accurate and complete.

Based on a cost-effectiveness threshold of $200,000/ton of emissions reduced for projects in highly impacted communities, and a threshold of $175,000/ton of emissions reduced for all other projects, five projects are recommended for award at the full requested amount (totaling $2,280,000). Two other projects, the City of Oakland's Broadway Shuttle and portions of the Peninsula Corridor Joint Powers Board's Caltrain Shuttle Program, are recommended at a reduced award amount in order to meet the Board-approved cost-effectiveness criteria.

Staff recommends awarding $3,242,400 in FYE 2016 TFCA Regional Funds to these seven projects, leaving a balance of approximately $1.12 million available for the Pilot Trip Reduction Program. In total, the recommended projects will result in the combined reduction of over 47 tons of criteria pollutants (ROG, NOx, and PM), and 18,210 tons of greenhouse gases.

The Board-approved Policies also 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). Over 77% ($2,503,946) of the funds being recommended for award are for projects that reduce emissions in these highly impacted Bay Area communities.

Two projects and portions of the Peninsula Corridor Joint Powers Board's Caltrain Shuttle Program are not recommended for award because they are not cost-effective at any funding amount based on their low ridership numbers and these project sponsors notified by the Air District of this determination. 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: Chengfeng Wang

Attachment A: Projects Recommended for Award – FYE 2016 Regional Fund TFCA Shuttle and Ridesharing

Attachment B: Projects Not Recommended for Award – FYE 2016 Regional Fund TFCA Shuttle and Ridesharing

ATTACHMENT A: Projects Recommended for Award - FYE 2016 Regional Fund TFCA Shuttle and Ridesharing

FYE 2016 Shuttle and Ridesharing Applications, Projects Recommended for Funding											
Project #	**Project Sponsor**	**Project Title**	**Recommended Award (total project)**	**Est C-E (total project)**	**Total Project Cost**	**Route**	**Recommended Award (route)**	**Est C-E (route)**	**Criteria Pollutants (tons)**	**CO2 (tons)**	**CARE Area or PDA**
16R11	Metropolitan Transportation Commission	511 Regional Carpool Program	$ 1,000,000	$ 49,848	$ 1,600,000	-	$ 1,000,000	$ 49,848	21.34	4383	YES
16R12	Associated Students, San Jose State University	SJSU Ridesharing & Trip Reduction	$ 140,000	$ 25,139	$ 164,707	-	$ 140,000	$ 25,139	5.19	2758	YES
16R15	San Joaquin Regional Rail Commission	ACE Shuttle 53 & 54	$ 80,000	$ 64,630	$ 297,297	Route 53	$ 50,000	$ 50,395	0.94	569	YES
						Route 54	$ 30,000	$ 122,129	0.23	193	YES
16R17	Presidio Trust	PresidiGo Shuttle	$ 100,000	$ 88,689	$ 452,779	PresidiGo Shuttle	$ 100,000	$ 88,689	1.10	480	YES
16R18	City of Oakland	Broadway Shuttle	$ 186,500	$ 199,553	$ 410,000	Broadway Shuttle	$ 186,500	$ 199,553	0.87	481	YES
16R19	Peninsula Corridor Joint Powers Board	Caltrain Shuttle Program	$ 775,900	$ 106,066	$ 3,502,200	Bayshore/Brisbane-Commute	$ 22,900	$ 199,228	0.11	55	YES
						Bayshore East - Mtn View	$ 46,600	$ 199,983	0.23	86	YES
						Bayshore West - Mtn View	$ 92,300	$ 199,985	0.44	231	YES
						Bayside – Burlingame	$ 30,600	$ 174,474	0.17	67	NO
						Belmont / Hillsdale	$ 11,600	$ 173,618	0.07	20	NO
						Broadway / Millbrae	$ 10,500	$ 173,777	0.06	28	NO
						Duane Avenue - Mtn View	$ 34,700	$ 199,546	0.17	87	YES
						Lincoln Centre - Foster City	$ 51,100	$ 174,945	0.28	130	NO
						Marguerite – Stanford Combined	$ 195,000	$ 50,692	3.59	1960	NO
						Mariners Island - San Mateo	$ 28,200	$ 174,899	0.16	68	NO
						Mary Moffett - Google - Mtn View	$ 13,400	$ 199,783	0.07	19	YES
						Mission College – Sunnyvale	$ 82,100	$ 199,865	0.39	209	YES
						Oracle - Redwood Shores	$ 20,400	$ 174,982	0.12	54	NO
						Pacific Shores - Redwood City	$ 76,900	$ 122,884	0.59	292	NO
						Sierra Point (Millbrae) – Brisbane	$ 41,600	$ 174,692	0.22	124	NO
						Twin Dolphin - RW Shores	$ 18,000	$ 174,855	0.10	51	NO
16R20	Santa Clara Valley Transportation Authority	ACE Shuttle Bus Program	$ 960,000	$ 85,678	$ 1,361,152	Brown	$ 95,781	$ 66,899	1.34	755	YES
						Gray	$ 160,498	$ 78,500	1.92	1068	YES
						Green	$ 93,538	$ 118,572	0.74	412	NO
						Orange	$ 89,263	$ 90,087	0.93	520	YES
						Purple	$ 97,507	$ 94,732	0.97	538	YES
						Red	$ 160,057	$ 82,856	1.82	1008	YES
						Violet	$ 102,339	$ 115,924	0.83	454	YES
						Yellow	$ 161,016	$ 75,824	1.99	1111	NO
		TOTAL:	**$ 3,242,400**	**$ 68,549**	**$ 7,788,134**	**28 Shuttle Routes; 2 Ridesharing**			**47.01**	**18,210**	

ATTACHMENT B: Projects Not Recommended for Award - FYE 2016 Regional Fund TFCA Shuttle and Ridesharing

FYE 2016 Shuttle and Ridesharing Applications, Projects Not Recommended for Funding									
Project #	**Project Sponsor**	**Project Title**	**Total Project Cost**	**Route**	**Requested Amount**	**Est C-E (route)**	**Criteria Pollutants (tons)**	**CO2 (tons)**	**Reason for Rejection**
16R13	County of Alameda	Embarcadero Cove Shuttle Project	$ 84,783	Embarcadero Cove	$ 71,060	$ 1,607,436	0.06	40	Not Cost-effective at any dollar amount
16R14	City of Richmond	Commuter Shuttle	$ 249,600	Route I	$ 112,320	$ (7,831,900)	-0.01	-20	
				Route II	$ 112,320	$ (5,084,851)	-0.02	-22	
16R19	Peninsula Corridor Joint Powers Board	Caltrain Shuttle Program	$ 785,000	Bowers / Walsh - Sunnyvale	$ 15,000	$ 498,969	0.03	9	
				Campus Drive - San Mateo (Hillsdale)	$ 25,000	$ 348,235	0.03	8	
				Clipper - RW Shores	$ 25,000	$ 14,558,907	0.01	-2	
				Electronic Arts - Redwood Shores	$ 70,000	$ 426,158	0.05	9	
				Embarcadero - Palo Alto	$ 60,000	$ 394,253	0.06	15	
				Marsh Road - Menlo Park	$ 35,000	$ 387,881	0.04	13	
				Willow Road	$ 25,000	$ 404,925	0.01	-3	
		TOTAL:	**$ 1,119,383**	**10 Shuttle Routes**	**$ 550,700**	**$ 3,109,425**	**0.26**	**46.25**	

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 6, 2015

Re: Transportation Fund for Clean Air (TFCA) County Program Manager (CPM) Fund Policies for Fiscal Year Ending (FYE) 2017 and Modification to FYE 2016 TFCA CPM Fund Policies

RECOMMENDATIONS

Recommend Board of Directors:

1. Approve the proposed FYE 2017 TFCA CPM Fund Policies; and

2. Approve a proposed change to FYE 2016 TFCA CPM Fund Policy #28 to increase the cost-effectiveness limit to $175,000/ton of emissions reduced for shuttle projects to align it with the FYE 2015 TFCA Regional Fund cost-effectiveness limit.

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 through its 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 Sections 44241 and 44242.

By law, forty percent of these revenues are distributed to designated CPMs in each of the nine counties within the Air District's jurisdiction. Each year the Air District Board of Directors (Board) is required to adopt policies to allocate these funds to maximize emissions reductions and public health benefits. During the Committee meeting, staff will present an overview of the proposed changes to the TFCA CPM Fund Policies for FYE 2017 and public input process.

DISCUSSION

The proposed FYE 2017 TFCA CPM Fund Policies are based on revisions to the prior year's Policies to ensure consistency with Health and Safety Code requirements and to reflect input received over the last year from the Board, CPM representatives, and members of the public.

On July 16, 2015, staff issued a request for comments on the draft proposed FYE 2017 Policies to the nine Bay Area CPMs and four workgroup meetings were held with CPM representatives to

discuss the proposed policy updates (on May 27th, July 7th, July 27th, and September 9th of 2015.) By the September 16, 2015 deadline, comments were received from three of the nine CPMs, the City of Cupertino, and the County of Santa Clara County. Based on the feedback and comments received during the past year and during the public comment period, staff updated the Policies to include the following changes:

- Streamlined and improved wording to clarify and to ensure adherence to state statute;
- Revised policy language related to shuttle projects to align it with the Board-adopted FYE 2016 TFCA Regional Fund Policies;
- Removed Annual Daily Traffic (ADT) and Peak Hour Traffic requirements for arterial management projects;
- Included language to require an environmental review for bicycle facility projects;
- Increased the cost-effectiveness limit for alternative fuel vehicle and infrastructure, smart growth, shuttle, arterial management, and bicycle facility projects to align it with the Board-adopted FYE 2016 TFCA Regional Fund Policies; and
- Clarified that TFCA CPM Funds may not be combined with TFCA Regional Funds unless the project scope is broadened.

Attachment A contains the proposed FYE 2017 Policies, Attachment B shows the changes between the proposed Policies and the previous year's Policies, and Attachment C contains a listing of the comments received and the responses from staff.

Staff is also recommending a change to FYE 2016 TFCA CPM Fund Policy #28 to increase the cost-effectiveness limit for shuttle projects to align it with the limit set in the FYE 2015 Regional Fund.

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 2017

Attachment B: Proposed TFCA County Program Manager Fund Policies for FYE 2017 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 2017.

   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 not exceed the maximum cost-effectiveness (C-E) limit noted in Table 1. Cost-effectiveness ($/weighted ton) is based on the ratio of TFCA funds awarded divided by the sum of surplus emissions reduced of reactive organic gases (ROG), nitrogen oxides (NOx), and weighted PM10 (particulate matter 10 microns in diameter and smaller) over a project's useful life. All TFCA-generated funds (e.g., 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.

Table 1: Maximum Cost-Effectiveness for FYE 2017 County Program Manager Fund Projects

Policy No.	Project Category	Maximum C-E ($/weighted ton)
22	Alternative Fuel Light-Duty Vehicles	250,000
23	Reserved	Reserved
24	Alternative Fuel Heavy-Duty Vehicles and Buses	250,000
25	Alternative Fuel Bus Replacement	250,000
26	Alternative Fuel Infrastructure	250,000
27	Ridesharing Projects	90,000
28 A-H	Shuttle/Feeder Bus Service – Existing	175,000; 200,000 for services in CARE Areas or PDAs
28 I	Shuttle/Feeder Bus Service - Pilot	Year 1 - 200,000 Year 2 - 175,000
28 I	Shuttle/Feeder Bus Service – Pilot in CARE Areas or PDAs	Year 1 - 500,000 Year 2 - 200,000 Year 3 - 175,000
29	Bicycle Projects	250,000

30	Bay Area Bike Share	500,000
31	Arterial Management	175,000
32	Smart Growth/Traffic Calming	175,000

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 (Policies #8-10).
   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 2017. "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 three(3) 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. **Maintain Appropriate 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:** Duplicative projects are not eligible. Projects that propose to expand and achieve additional emission reductions of existing projects are eligible (e.g., shuttle service or route expansion, previously-funded project that has completed its Project Useful Life).
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.
14. **Cost of Developing Proposals:** Grantees may not use TFCA funds to cover the costs of developing grant applications for TFCA funds.

USE OF TFCA FUNDS

15. **Combined Funds:** Unless otherwise specified in policies #22 through #32, TFCA County Program Manager Funds may not be combined with TFCA Regional Funds to fund a County Program Manager Fund project. Projects that are funded by the TFCA County Program Manager Fund are not eligible for additional funding from other funding sources that claim emissions credits. (For example, County Program Manager-funded projects are eligible for Congestion Mitigation and Air Quality (CMAQ) funds because CMAQ does not require emissions reductions for funding eligibility.)
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 the price of its new conventional vehicle counterpart that meets, but does not exceed, 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.

23. **Reserved.**

24. **Alternative Fuel Heavy-Duty Vehicles and Buses:**

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 either have a GVWR greater than 14,000lbs or are classified as urban buses; and
B. Are 2015 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.

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.

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.

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 trips by providing short-distance connections. All of the following conditions must be met for a project to be eligible for TFCA funds:

A. The service must provide direct connections between a mass transit hub (e.g., a rail or Bus Rapid Transit (BRT) station, ferry or bus terminal or airport) and a distinct commercial or employment location.

B. The service's schedule must be coordinated to have a timely connection with the corresponding mass transit service.

C. The service must be available for use by all members of the public.

D. TFCA funds may be used to fund only shuttle services to locations that are under-served and lack other comparable service. For the purposes of this policy, "comparable service" means that there exists, either currently or within the last three years, a direct, timed, and publicly accessible service that brings passengers to within one-third (1/3) mile of the proposed commercial or employment location from a mass transit hub. A proposed service will not be deemed "comparable" to an existing service that brings passengers from a mass transit hub to within 1/3 mile of the employment location or commercial hub if the passengers' proposed travel time will be at least 15 minutes less than and will be at least 33% shorter than the existing service's travel time to the proposed destination.

E. Project applicants that were awarded FYE 2014 or FYE 2015 or FYE 2016 TFCA Funds that propose identical routes in FYE 2015 or in FYE 2016 or FYE 2017 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 1, 2017; 2) The proposed service must serve the identical transit hub and commercial or employment locations as the previously funded project; and 3) Submission of a plan to achieve financial self-sufficiency from TFCA funds by January 1, 2017, or a plan to come into compliance with Policy 28.D.and all other eligibility criteria.

F. 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.

G. Shuttle/feeder bus service applicants must submit a letter of concurrence from the transit district or transit agency that provides service in the area of the proposed route, certifying that the service does not conflict with existing service.

H. Existing projects must meet a cost-effectiveness of $175,000 per ton of emissions reduced. Projects that would operate in Highly Impacted Communities or Episodic Areas as defined in the Air District Community Air Risk Evaluation (CARE) Program, or in Priority Development Areas (PDAs), may qualify for funding at a cost-effectiveness limit of $200,000 per ton of emissions reduced.

I. 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-H for shuttle/feeder bus service, pilot shuttle/feeder bus service, project applicants must also comply with the following application criteria and agree to comply with the project implementation requirements:

   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. Project applicants must agree to conduct a passenger survey for each year of operation.
   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. For these projects, the project applicants understand and must agree that such projects will be evaluated every year, and continued funding will be contingent upon the projects meeting 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 $175,000/ton and meet all of the requirements of Policy #28.A-H (existing shuttles).

   v. Projects located outside of CARE areas and PDAs may receive a maximum of two years of TFCA Funds under this designation. For these projects, the project applicants understand and must agree that such projects will be evaluated every year, and continued funding will be contingent upon the projects meeting the following requirements:

      a. By the end of the first year of operation, projects shall meet a cost-effectiveness of $200,000/ton, and

         By the end of the second year of operation, projects shall cost $175,000 or less per ton (cost-effectiveness rating) and shall meet all of the requirements of Policy #28.A-H (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. Projects must also have a completed and approved environmental plan. If a project is exempt from preparing an environmental plan as determined by the public agency or lead agency, then that project has met this requirement. 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. Reserved.
F. Bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels;
G. Electronic bicycle lockers;
H. Capital costs for attended bicycle storage facilities; and
I. Purchase of two-wheeled or three-wheeled vehicles (self-propelled or electric), plus mounted equipment required for the intended service and helmets.
J. Reserved.

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 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. Signal timing projects are eligible to receive TFCA funds. 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. If a project is exempt from preparing an environmental plan as determined by the public agency or lead agency, then that project has met this requirement.

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 2016~~6~~7.

   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 $90,000 of TFCA funds per ton of total weighted emissions reduced, unless a different value is specified in the policy for that project type. (See "Eligible Project Categories" below.)~~ not exceed the maximum cost-effectiveness (C-E) limit noted in Table 1. Cost-effectiveness ($/weighted ton) is based on the ratio of TFCA funds awarded divided by the sum of surplus emissions reduced ~~total tons~~ of reactive organic gases (ROG), nitrogen oxides ~~of nitrogen~~ (NOx), and weighted PM10 (particulate matter 10 microns in diameter and smaller) ~~(PM10)~~ over a project's useful life ~~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.

Table 1: Maximum Cost-Effectiveness for FYE 2017 County Program Manager Fund Projects

Policy No.	Project Category	Maximum C-E ($/weighted ton)
22	Alternative Fuel Light-Duty Vehicles	250,000
23	Reserved	Reserved
24	Alternative Fuel Heavy-Duty Vehicles and Buses	250,000
25	Alternative Fuel Bus Replacement	250,000
26	Alternative Fuel Infrastructure	250,000
27	Ridesharing Projects	90,000
28 A-H	Shuttle/Feeder Bus Service – Existing	175,000; 200,000 for services in CARE Areas or PDAs
28 I	Shuttle/Feeder Bus Service - Pilot	Year 1 - 200,000 Year 2 - 175,000
28 I	Shuttle/Feeder Bus Service – Pilot in CARE Areas or PDAs	Year 1 - 500,000 Year 2 - 200,000

		Year 3 - 175,000
29	Bicycle Projects	250,000
30	Bay Area Bike Share	500,000
31	Arterial Management	175,000
32	Smart Growth/Traffic Calming	175,000

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 (Policies~~y~~ #8-10).
   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 201~~6~~7. "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 three~~five~~ (3~~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. **Maintain Appropriate 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:** Duplicative projects are not eligible. Projects that propose to expand and achieve additional emission reductions of existing projects are eligible (e.g., shuttle service or route expansion, previously-funded project that has completed its Project Useful Life). ~~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.

~~14.~~ USE OF TFCA FUNDS

15. **Combined Funds:** Unless otherwise specified in policies #22 through #32, TFCA County Program Manager Funds may not be combined with TFCA Regional Funds to fund a County Program Manager Fund project. Projects that are funded by the TFCA County Program Manager Fund are not eligible for additional funding from other funding sources that claim emissions credits. (~~-~~For example, County Program Manager-funded projects are eligible for ~~i.e., TFCA funds may be combined with funding sources that do no claim emissions credits, such as~~ Congestion Mitigation and Air Quality (CMAQ) funds because CMAQ does not require ~~claim~~ emissions reductions for funding eligibility.)~~.~~ ~~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 the price of its new conventional vehicle counterpart that meets, but does not exceed, 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 Fu~~

23. **Reserved.**

24. **Alternative Fuel Heavy-Duty ~~Replacement~~ Vehicles and Buses ~~(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 either have a GVWR greater than 14,000lbs or are classified as urban buses; and

B. Are ~~2014~~2015 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 trips ~~commute hour trips~~ by providing ~~the~~ short-distance connections ~~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 service~~project's route~~ must provide direct connections ~~only~~ between a mass transit hub~~s,~~ (e.g., a rail or Bus Rapid Transit (BRT) station, ferry or bus terminal or airport)~~,~~ and a distinct commercial or employment location~~areas~~.

B. The ~~project's~~ service's schedule must be coordinated to have a timely connection with the corresponding ~~with the transit schedules of the connecting~~ mass transit service~~s~~.

C. The service must be available for use by all members of the public.

D. TFCA funds may be used to fund only shuttle services to locations that are under-served and lack other comparable service. For the purposes of this policy, "comparable service" means that there exists, either currently or within the last three years, a direct, timed, and publicly accessible service that brings passengers to within one-third (1/3) mile of the proposed commercial or employment location from a mass transit hub. A proposed service will not be deemed "comparable" to an existing service that brings passengers from a mass transit hub to within 1/3 mile of the employment location or commercial hub if the passengers' proposed travel time will be at least 15 minutes less than and will be at least 33% shorter than the existing service's travel time to the proposed destination. ~~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.~~

E. Project applicants that were awarded FYE 2014 or FYE 2015 or FYE 2016 TFCA Funds that propose identical routes in FYE 2015 or in FYE 2016 or FYE 2017 may request an exemption from the requirements of Policy 28.D. ~~P~~provided they meet the following requirements: 1) No further TFCA project funding as of January 1, 2017; 2) The proposed service must serve the identical transit hub and commercial or employment locations as the previously funded project; and 3) Submission of a ~~financial~~ plan to achieve financial self-sufficiency from TFCA funds by January 1, 2017, or~~within two years by demonstrating how they will~~ a plan to come into compliance with Policy 28.D.~~this requirement~~and all other eligibility criteria. ~~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.~~

F. 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.

G. Shuttle/feeder bus service applicants must submit a letter of concurrence from the transit district or transit agency that provides service in the area of the proposed route, certifying that the service does not conflict with existing service.

~~E.~~H. Existing projects must meet a cost-effectiveness of $172~~2~~5,000 per ton of emissions reduced. Projects that would operate in Highly Impacted Communities or Episodic Areas as defined in the Air District Community Air Risk Evaluation (CARE) Program, or in Priority Development Areas (PDAs), may qualify for funding at a cost-effectiveness limit of $200,000 per ton of emissions reduced.

~~F.~~I. 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-H~~F~~ for shuttle/feeder bus service, pilot shuttle/feeder bus service, project applicants must also comply with the following application criteria and agree to comply with the project implementation requirements:

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. Project applicants must agree to conduct a passenger survey for each year of operation.
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. For these projects, the project applicants understand and must agree that such projects~~,~~ will be evaluated every year, and continued funding will be contingent upon the projects ~~must~~ meeting 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 $172~~2~~5,000/ton and meet all of the requirements of Policy #28.A-H~~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. For these projects, the project applicants understand and must agree that such projects~~,~~ will be evaluated every year, and continued funding will be contingent upon the projects ~~must~~ meeting 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 $172~~2~~5,000 or less per ton (cost-effectiveness rating) and shall meet all of the requirements of Policy #28.-A-H~~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. Projects must also have a completed and approved environmental plan. If a project is exempt from preparing an environmental plan as determined by the public agency or lead agency, then that project has met this requirement. -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;~~Reserved.
F. Bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels;
G. Electronic ~~B~~bicycle lockers;
H. Capital costs for attended bicycle storage facilities; and
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~~Reserved.

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 s~~Signal timing projects are eligible to receive TFCA funds~~, 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. If a project is exempt from preparing an environmental plan as determined by the public agency or lead agency, then that project has met this requirement.

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 Managers (CPMs) between July 16 - September 16, 2015	Air District Staff's Responses
Bill Hough *Santa Clara Valley Transportation Authority*	Increasingly stringent Cost Effectiveness methodologies are making it difficult to comply with policy #2 which states that *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 weighted emissions reduced, unless a different value is specified in the policy for that project type.* As vehicles become cleaner, the Air District tightens up the cost-effectiveness methodology and revises the spreadsheets to, in effect, make it more difficult for a given project to justify emission reductions at $90,000/ton. For example, in Santa Clara County, an arterial management project that was approved at $67,824/ton with the 2013 cost effectiveness spreadsheet comes in at $290,988 under the current methodology. We have reached a time in the 20 year old TFCA program where the CPMs will find it increasingly difficult to *Allocate (program) all new TFCA funds within six months of the date of the Air District Board of Director's approval of the Expenditure Plan* because of the increasing difficulty in meeting the $90,000 threshold. As vehicles become cleaner and the CE standards tighten, VTA suggests relaxing the CE requirement to a more reasonable amount. This suggestion takes on extra urgency if the useful life of certain types of projects is to be reduced by BAAQMD.	The proposed Policies have been revised to address these concerns by increasing the cost-effectiveness limits for alternative fuel vehicle and infrastructure, smart growth, arterial management, shuttle, and bicycle facility projects to better align with the TFCA Regional Fund Program.
	There is an inherent conflict between policy 2 which mandates a TFCA cost-effectiveness figure of $90,000/ton on an individual project basis and policies 6 and 18 which together impose "timely use of funds" requirements. The problem with CE remaining at $90,000/ton as discussed above sets up a conflict with the policy #6 requirement that *Projects must commence by the end of calendar year 2017* and policy #18 which states that *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.* Effectively, as the CE rules tighten, the Program Manager must scramble to use its yearly TFCA allotment and sometimes funding less-than-optimal projects simply to use all of the money. Excessive amounts of staff time must be spent trying to justify projects into the ever-more-stringent CE requirements. Eventually, it will no longer be possible for Program Managers to expend all their funds every year because projects cannot meet the CE threshold.	See above.

Commenter and Organization	Comments received from County Program Managers (CPMs) between July 16 - September 16, 2015	Air District Staff's Responses
	VTA strongly supports the revision to policy #29 that states that Projects must also have a completed and approved environmental plan. Similar requirements exist in the TDA Article 3 program and they serve to screen out projects that are not "ready to go." To get around the timely use of funds requirements discussed above, project sponsors have brought forward projects that were not ready to start construction. Eventually, this requires approving multiple time extensions and/or ultimately cancelling the project. Because some of the pushback against this change involves agency reluctance to doing additional and unnecessary environmental reviews, it is important to emphasize that if a project is exempt from preparing an environmental plan as determined by the public agency or lead agency, then that project has met this requirement. VTA recognizes that there will be concerns about adding this language to policy #29 and emphasizes that the cost effectiveness requirements need to be relaxed at the same time in order for this to work. Please refer to comment #1 above.	Staff has included this requirement for Bicycle Projects (Policy #29) and has clarified the meaning in the Guidance. Staff will discuss refining this language at the next workgroup meeting.
	VTA completely agrees with simplifying policy 31. Removing Average Daily Traffic and Peak Hour Traffic requirements for arterial management projects will make it easier to fund these projects.	Noted.
	The revisions to the TFCA Bicycle Facility Assumptions distributed by BAAQMD partially address the comment that I submitted on August 7 regarding TFCA policy #2. The new cost-effectiveness numbers are in line with what I was suggesting when I wrote that *VTA suggests relaxing the CE requirement to a more reasonable amount.* However, we need to keep the "balanced approach" that currently exists within the TFCA program. VTA staff feels that all currently-eligible TFCA project types benefit air quality in Santa Clara County and therefore feels that only changing the CE threshold for bike projects unfairly discriminates against other useful project types. Accordingly, VTA recommends that revised CE thresholds for the other project types need to be introduced at the same time as the new bicycle CE numbers in order to maintain fairness.	The proposed Policies have been revised to address these concerns by increasing the cost-effectiveness limits for alternative fuel vehicle and infrastructure, smart growth, arterial management, shuttle, and bicycle facility projects to better align with the TFCA Regional Fund Program.
	VTA was disappointed to review the August 26 revisions to the Draft FYE 2017 TFCA County Program Manager Policies. Although the relaxed CE threshold for bike projects is a welcome change, VTA is disappointed that CE requirements for other projects, most notably smart growth and arterial management, were not revised in a similar manner. The increasingly stringent Cost Effectiveness methodologies are making it difficult to comply with policy #2's $90,000 CE threshold.	See above.
	If BAAQMD refuses to relax the CE requirements for all project categories, VTA requests relief from policies 6 and 18 which together impose "timely use of funds" requirements. With more stringent CE requirements, it is becoming more difficult to program eligible projects in a timely manner and the policies need to reflect this new reality.	See above.

Commenter and Organization	Comments received from County Program Managers (CPMs) between July 16 - September 16, 2015	Air District Staff's Responses
Aruna Bodduna Santa Clara County	Bullet 15 [Policy 15] – Combined Funds (under "Use of TFCA Funds") (Page 3) – County requests the current language remain unchanged. It does protect from double credit for the same emission reductions and is clear that the applicant can leverage various funding sources to create a full funding package for projects.	Staff has included language to clarify that funding from sources that do not claim emissions credits can be combined with TFCA funds (Policy #15).
	Bullet 19 [Policy 29] – Bicycle Projects (Page 7) – County requests to change this item to "Bicycle and Pedestrian Projects" and add the following item under types of eligible projects - Pedestrian crosswalk safety/timing improvements	Pedestrian projects are eligible under Policy #32 Smart Growth/Traffic Calming.
David Stillman *City of Cupertino*	With respect to Item #29, "Bicycle Projects", I urge you to consider including enhancements to existing bike lanes as eligible projects. Studies have shown that enhanced or protected Class-2 bicycle lanes provide a greater comfort level, and hence attract a greater ridership, than unenhanced or unprotected facilities. Clearly there is an air quality to benefit to enhancing an existing Class-2 facility, that is currently unrecognized in the proposed TFCA policy. By limiting eligible projects to new facilities only, local jurisdictions are denied an opportunity to seek funding assistance for some bikeway projects that will unquestionably result in motor vehicle emission reductions. Please consider incorporating a provision to include bikeway enhancements as eligible for funding through the TFCA program.	Currently, TFCA funding policy is focused on expanding the region's current bicycle network and infrastructure. There appears to be little quantitative data on the benefits of repainting bicycle paths or lanes. However, the Air District will continue to evaluate this project category.
Jacki Taylor *Alameda County Transportation Commission*	Policy 2. TFCA Cost-effectiveness In general, staff supports the proposed increases to the cost-effectiveness maximums. Staff requests also including the identified/proposed "useful life" for each project type, so that CPMs have an opportunity to review and comment on proposed changes to these values. Changes to the useful life are a concern because although reducing the useful life for a project is beneficial – and supported - from an administrative stand point, it can also reduce the overall cost effectiveness of a project, which in turn lowers the amount of TFCA funding that can be awarded. Staff requests that future changes to established cost-effectiveness maximums and "useful life" periods be proposed in such a way that avoids a resultant decrease in the levels of TFCA funding for projects that achieve a consistent number of eliminated SOV trips from year to year.	Staff provided information regarding cost-effectiveness and project useful life changes in correspondence sent on 8/14/2015, 9/3/2015, and conference calls held on 7/27/2015, 9/9/2015. Staff has provided this information in a separate table in the Guidance.

Commenter and Organization	Comments received from County Program Managers (CPMs) between July 16 - September 16, 2015	Air District Staff's Responses
	Policy 28/28A. Shuttle/Feeder Bus Service Staff suggests revising the first sentence in Policy 28 and Policy 28A so they are consistent with each other and to clarify that a single shuttle route may serve one or more mass transit hubs as well as one or more employment locations. As proposed, the revised language may limit the ability of a single shuttle route to provide connections between multiple mass transit hubs and multiple employment centers.	Staff has revised the language for consistency.
	Policy 28D. Shuttle/Feeder Bus Service – Duplication of service In general, staff believes that Policy 28D continues to be too restrictive and may limit the ability of CPMs to fund shuttles in their respective counties that are cost-effective, reduce SOV trips and promote last-mile connections. It's understood that the Policies for the Regional and County programs can differ and that not all changes to the Regional Policies need to be incorporated into the CPM Policies.	The duplication language, which aligns with the TFCA Regional Fund Program, serves to maximize access to transit. Recognizing that funding shuttle projects in urban areas may be difficult, CPMs may request to waive this policy requirement, which will require Board approval. Given that some CPMs are supportive of this language, staff will discuss any refinements at the next workgroup meeting.
	Policy 28G. Shuttle/Feeder Bus Service – Concurrence Policy 28G appears to be expanding the requirement for new/pilot shuttles to obtain concurrence from a transit agency that serves the area to also apply to existing shuttle service. Staff requests that the required concurrence from a transit agency be limited to new/pilot routes and that the language under Policy 28G be moved to the section for new/pilot shuttles, Policy 28I.	This requirement aligns with the TFCA Regional Fund Program. Given that some CPMs are supportive of this language, staff will discuss any refinements at the next workgroup meeting.
	Policy 29. Bicycle Projects – Environmental Plan Staff requests removing the new requirement for bike projects to have "a completed and approved environmental plan" in order to be awarded TFCA funding. In our County the proposed language may limit our ability to fund the design phase of small Class 2 bike lane projects, which often begins prior to completion of the environmental phase. Counties that have had issues in the past with delays to the environmental phase can choose to restrict TFCA funding to the construction phase. If the requirement cannot be removed altogether from the Policies, staff requests adding clarification as to what constitutes "a completed and approved environmental plan".	Staff has included environmental review requirements for Bicycle Projects (Policy #29) and has clarified the meaning in the Guidance. Staff will discuss refining this language at the next workgroup meeting.

Commenter and Organization	Comments received from County Program Managers (CPMs) between July 16 - September 16, 2015	Air District Staff's Responses
Chad Rathmann *San Francisco County Transportation Authority*	1. Please consider defining/adding to the Glossary of Terms 'useful life' and 'years effectiveness' relative to the policies and cost effectiveness forms. Similarly, defining 'contract term' per the funding agreement may also be useful. Overall, we feel that these clarifications would help applicants and county program managers better understand roles and expectations.	Staff has defined these terms in the Guidance.
	2. Please also confirm that the number of years effective of non-capital projects (e.g., TDM) would rarely, if ever, exceed the term of the funding agreement since most TFCA-funded non-capital projects reimburse operations that occur over a limited time within the term of the funding agreement as well as associated materials and collateral that have no inherent useful lives of their own.	Staff responded to Mr. Rathmann via telephone call on 10/1/2015. Staff has also defined the years of effectiveness in the Guidance.
	Policy 11. Duplication: We support clarification of this policy.	Noted.
	Policy 15. Combined Funds: 3. Include a 'Changes from Last Year' section in the Guidance document to detail substantive changes in the FYE 2017 policies, including changes to Policy 15.	Staff will include this section in the Guidance.
	Policy 28. Shuttles/Feeder Bus Service: We support the revised definition of 'comparable service' over past year definitions. We continue to support language that would allow for the cost effectiveness of a shuttle project to speak for its eligibility as opposed to the 'comparable service' language, which we feel is more confusing and may not allow for full shuttle project context. We feel it would also be useful to define 'under-served' locations.	Noted.
	Policy 29. Bicycle Projects: We support the elimination of the 'new bicycle boulevards' category as they are likely to be included under other existing bicycle facility categories.	Noted.
	Policy 31. Arterial Management: We support the removal of language specifying that eligible projects must have ADT of 20,000 or more or average peak hour traffic of 2,000 or more. This allows for more flexibility in project applications and allows cost effectiveness to speak more directly to project benefits.	Noted.
	Policies 29 and 32. Bicycle Projects and Smart Growth/Traffic Calming: We oppose the requirement that these project types must have a completed and approved environmental plan. This requirement should not be used as a screening requirement, and requiring completion of environmental phase before application, award, or project start should be left to the discretion of county program	Staff has included this requirement for Bicycle Projects (Policy #29) and has clarified the meaning in the Guidance. Staff will discuss refining this language

Commenter and Organization	Comments received from County Program Managers (CPMs) between July 16 - September 16, 2015	Air District Staff's Responses
	managers. If the environmental plan requirement remains in these two policies, please consider specifying what is meant by 'environmental plan' (e.g., CEQA and NEPA clearance) and timing of the approval relative to the TFCA annual program schedule.	at the next workgroup meeting.

AGENDA: 14

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson Carole Groom and Members of the Board of Directors

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 4, 2015

Re: Report of the Public Engagement Committee Meeting of October 26, 2015

RECOMMENDED ACTION

The Public Engagement Committee (Committee) received only information items and has no recommendations of approval by the Board of Directors (Board).

A) None; receive and file.

B) None; receive and file.

C) None; receive and file.

BACKGROUND

The Committee met on Monday October 26, 2015, and received the following reports:

A) 2015 Spare the Air Campaign;

B) Youth for the Environment and Sustainability (YES) Conference; and

C) Introduction of Winter Spare the Air Campaign.

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

BUDGET CONSIDERATION/FINANCIAL IMPACT

A) Funding for the campaign is included in the Fiscal Year End (FYE) 2015 budget and FYE 2016 budget. The campaign is funded primarily through the Congestion Mitigation Air Quality (CMAQ) program, supplemented by the Transportation Fund for Clean Air (TFCA).

B) Air District funding for this program is included in the Fiscal Year Ending (FYE) 2016 budget.

C) Funding for the outreach program is included in the Fiscal Year End 2016 budget.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Vanessa Johnson
Reviewed by: Maricela Martinez

Attachment 15A: 10/26/15 – Committee Meeting Agenda #4
Attachment 15B: 10/26/15 – Committee Meeting Agenda #5
Attachment 15C: 10/26/15 – Committee Meeting Agenda #6

AGENDA: 4

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, 2015

Re: 2015 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. Past Spare the Air campaigns have targeted the general population, household decision-makers, young adults and solo drivers.

DISCUSSION

The 2015 Spare the Air campaign featured a URL-based advertising campaign that focused on alternatives to driving alone to work. The campaign was refreshed this season and targeted commuters region-wide, including non-English speakers.

The 2015 Spare the Air campaign's commuter-focused messaging and advertising complemented outreach efforts for the Commuter Benefits Program. Results from the summer campaign will be provided.

BUDGET CONSIDERATION/FINANCIAL IMPACT:

Funding for the campaign was included in the Fiscal Year Ending (FYE) 2015 and FYE 2016 budgets. The campaign is funded primarily through the Congestion Mitigation Air Quality program, supplemented by the Transportation Fund for Clean Air.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Kristine Roselius
Reviewed by: Lisa Fasano

AGENDA: 5

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

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

From: Jack P. Broadbent
Executive Officer/APCO

Date: October 15, 2015

Re: Youth for the Environment and Sustainability (YES) Conference

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

The Youth for the Environment and Sustainability or YES Conference is an annual Spare the Air Youth event jointly sponsored by the Metropolitan Transportation Commission and the Air District.

The conference provides high school students the opportunity to present and discuss active transit, clean air and climate change projects and ideas with their peers from around the Bay Area. For this year's conference, staff has partnered with the Super Bowl 50 Sustainability campaign to boost attendance and message alternative transportation options.

DISCUSSION

The 2016 YES Conference will be held Saturday, January 30, 2016 at the UC-Berkeley Lawrence Hall of Science from 10:00 a.m. - 3:00 p.m. Staff from MTC and the Air District have been working with the Spare the Air Youth Technical Advisory Committee to increase attendance, outreach and impact. We are targeting high school students from throughout the nine counties of the San Francisco Bay Area.

Staff is doing extensive outreach to Bay Area teen organizations and schools to boost participation. To incentivize and attract attention to this year's event, we are working in partnership with the Super Bowl 50 Sustainability host committee.

BUDGET CONSIDERATION/FINANCIAL IMPACT

Air District funding for this program is included in the Fiscal Year Ending (FYE) 2016 budget.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: David Ralston
Reviewed by: Jean Roggenkamp

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, 2015

Re: Introduction of Winter Spare the Air Campaign

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

In July 2008, the Board of Directors adopted Regulation 6; Rule 3: Wood Burning Devices. Since the rule was passed, efforts have focused on both outreach and enforcement. The upcoming wood smoke regulatory season will run from November 1, 2015, through February 29, 2016. The Board will consider amendments to the rule on October 21 to strengthen provisions and improve enforceability.

DISCUSSION

The new 2015-2016 Winter Spare the Air campaign features the same strong message from last season and links the serious health impacts from wood smoke to those of cigarette smoke. Advertising that clearly illustrates this link and has resonated so well with the public will be refreshed for the upcoming winter season.

The Winter Spare the Air campaign will highlight changes to the wood burning rule, publicize the benefits of changing out old fireplaces and continue to focus on the localized health impacts from wood smoke. 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 2016 Budget.

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 Carole Groom and Members
of the Board of Directors

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

Date: November 4, 2015

Re: Report of the Legislative Committee Meeting of October 26, 2015

RECOMMENDED ACTION

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

BACKGROUND

The Committee met on Monday, October 26, 2015, and considered the Review of the 2015 Legislative Year.

Chairperson Tom Bates will give an oral report of the meeting.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Vanessa Johnson
Reviewed by: Maricela Martinez

Attachment A: 10/26/15 – Legislative Committee Meeting Agenda #4

AGENDA: 4

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson Tom Bates and Members of the Legislative Committee

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

Date: October 13, 2015

Re: Review of the 2015 Legislative Year

RECOMMENDED ACTION

None; receive and file

BACKGROUND

On September 11, 2015, the California Legislature ended its work for the first year of the current two-year session, and on October 11, 2015, the Governor concluded his work of signing and vetoing bills that the Legislature had sent him. The Legislature introduced 2,422 bills this year, of which the Governor signed 808 bills into law, and vetoed 133. One strong theme that emerged from the Capitol this year was the increasing influence of the moderate Democrats in the Assembly. Most observers attribute this to the effects of the current system of top-two primary elections, redistricting, and revised term limits. Whatever the reason, it has significant implications for major environmental legislation going forward. A telling example of the 'business-friendly' nature of the current Capitol is that of the 19 bills listed by the California Chamber of Commerce as 'job killers' this year, only one became law.

DISCUSSION

This year, the Air District sponsored Senate Bill (SB) 773, authored by Senator Ben Allen (D-Santa Monica). This bill would have the University of California study the issue of unregistered vehicles, and vehicles in California with out-of-state plates. As a result of these vehicles operating illegally outside the smog check program, they have significant public health impacts, as well as represent perhaps several hundred million dollars in lost revenues to local cities, counties, and the state through non-payment of the annual vehicle license fees. The Legislature has never considered this issue before, and the bill had unanimous, bipartisan support in the Senate.

Unfortunately, Assembly leadership refused to allow the bill to be heard in the Assembly Transportation Committee. There was tension between the houses over so-called 'study bills'. Multiple bills involving studies were not heard and failed to advance this year, with the two houses refusing to allow study bills from the opposite house to have hearings. Nevertheless, the Speaker's office expressed both support for the concept, and was actively seeking to include the

idea in a bill to be introduced during the special session to address transportation funding shortfalls. The bill is still alive, and is eligible to be heard in 2016.

A critical bill for the Air District in 2015 was SB 513, authored by Senator Jim Beall (D- San Jose). This bill was sponsored by the California Air Pollution Control Officers Association and was signed into law by the Governor on October 8, 2015. This bill provides badly needed modernization to the Carl Moyer and Assembly Bill (AB) 923 incentive programs that the Air District administers. The Carl Moyer program began in 1998, but its statutory language has yet to be updated, despite a host of changes in the world of clean vehicle technologies. AB 8 of 2013 (Perea) extended sunsets to 2024 for both the Carl Moyer and AB 923 programs, and required a stakeholder process to evaluate and suggest improvements to these programs. SB 513 came out of that public process.

SB513 expands project categories for both programs, allows the Carl Moyer program to adapt to future clean technologies, and establishes a process to adjust the outdated cost-effectiveness limit including: projects providing co-benefits such as greenhouse gas (GHG) reductions or air quality improvements in the most polluted communities; encourages leveraging with other funding sources; and streamlines and updates administrative requirements.

None of the ten bills the Air District opposed became law. In fact, none of these measures passed out of the Legislature. Many of these bills would have limited or constrained California's efforts to cut GHG emissions, as well as, the ability of air districts or the ARB to implement existing programs to cut air pollution. This good news was countered, however, by the fact that few of the measures that the Air District supported became law or became law without significant modifications being made to them.

This trend is exemplified by how the Legislature handled major climate legislation this year. SB 350, authored by Senate Pro Tem Kevin De Leon (D-Los Angeles), was introduced with much fanfare early in the year. It would have codified three goals the Governor outlined in his January 2015 inaugural address. Specifically, it required:

1) Cutting petroleum use by 50% by 2030;
2) Increasing the renewable portfolio standard (RPS) to 50% renewables by 2030 (the current RPS is 33% by 2020); and
3) Increasing the energy efficiency of existing buildings by 50% by 2030.

The bill passed the Senate with relative ease, but late in the legislative year fierce opposition from the oil industry caused a lack of support for the petroleum reduction component of the bill, particularly among moderate Assembly Democrats. Thus, the bill that passed the Legislature and was signed contains only the second and third requirements above, but not the first.

The two other most significant climate bills of the year were SB 32, authored by Senator Fran Pavley (D-Agoura Hills) and AB 1288, authored by Assembly Speaker Toni Atkins (D-San Diego). SB 32 was a bill to extend AB 32 of 2006 beyond 2020. AB 32 essentially requires that California achieve 1990 levels of GHGs by 2020. SB 32 would have had the state cut GHGs 80% below 1990 levels by 2050, and 40% below 1990 levels by 2030. The bill failed to pass the

Assembly Floor on the last week of session. The bill was amended to delete the 2050 requirement (but retain the 2030 requirement), and can be reconsidered in 2016.

AB 1288 would have extended ARB's authority to implement cap-and-trade programs to cut GHGs beyond 2020 and have stated the Legislature's intent to continue to direct cap-and-trade revenues into disadvantaged communities after 2020. Like SB 32, it passed the Senate but lacked the votes to pass the Assembly Floor. However, on the last day of the session, it was amended to strip the previous content and instead add two new seats to the ARB. The new board members essentially are to represent environmental justice communities and are to be appointed by the Speaker and the Senate Rules Committee (previously, all ARB appointments were made by the Governor). This version of the bill passed the Legislature and was signed October 8, 2015.

Lastly, the vast majority of measures outside the budget process that were introduced to direct cap-and-trade funding into particular programs failed to advance this year.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Tom Addison
Reviewed by: Jean Roggenkamp

Attachment: BAAQMD Bill Discussion List

BAAQMD BILL DISCUSSION LIST

October 2015

BILL NO.	AUTHOR	SUBJECT	STATUS	POSITION (Positions in italics are staff recommendations)
AB 21	Perea	ARB to determine statewide GHG reductions target for 2030, and consult with CEC and PUC in doing so.	Failed passage	
AB 23	Patterson	Exempts from AB 32 requirements certain entities until 2021.	Failed passage	*Oppose*
AB 33	Quirk	Establishes Energy Integration Advisory Council to advise ARB on how to increase efficiency of energy grid.	Failed passage	
AB 156	Perea	Requires that communities identified as disadvantaged under CalEnviroScreen receive additional funds to help them prepare applications for cap-and-trade funds.	Failed passage	Oppose
AB 175	Mathis	Low-emission vehicle spot bill.	Failed passage	
AB 197	E. Garcia	Modifies RPS to require consideration of grid reliability *(earlier version on which support was based required RPS of 50% by 2030, which was accomplished in SB 350).*	Failed passage	Support
AB 239	Gallagher	Eliminates ARB's ability to adopt regulations to implement AB 32.	Failed passage	Oppose
AB 280	Brown	Increases small claims court cap for government agencies to the same $10,000 cap for private parties.	Failed passage	*Support*
AB 335	Patterson	Requires air districts and ARB to implement a minor violations program, and avoid penalties for minor violations.	Failed passage	Oppose
AB 450	McCarty	Allows cap-and-trade funding for Property Assessed Clean Energy (PACE) Reserve program.	Failed passage	
AB 577	Bonilla	Limits biogas development to landfill diversion, ultralow carbon transportation fuel, and electrical generation.	Failed passage	
AB 590	Dahle	Funds Biomass State Cost Share Account with cap-and-trade funds.	Failed passage	
AB 642	Dahle	ARB spot bill.	Failed passage	
AB 645	Williams	Extends Renewable Portfolio Standard to 50% renewable power by 2030.	Failed passage	

AB 678	O'Donnell	ARB to develop Energy Efficient Ports Program.	Failed passage	
AB 692	Quirk	Would require state agencies to buy increasing percentages of very low carbon transportation fuels.	Chaptered	
AB 720	Cooley	Would have ARB cap the price of allowances under cap-and-trade.	Failed passage	*Oppose*
AB 742	Gallagher	Prohibits ARB from enforcing heavy-duty diesel regulations until completing a study of the safety of PM retrofit filters.	Failed passage	*Oppose*
AB 761	Levine	Establishes $50M grant program for carbon sequestration farmland projects.	Failed passage	
AB 777	Harper	Repeals AB 32 (California Global Warming Solutions Act of 2006).	Failed passage	*Oppose*
AB 802	Williams	Spot bill on CEC existing building energy efficiency program.		
AB 857	Perea	Reserves 50% of Clean Truck, Bus, & Off-Road Vehicle Technology Program funds for vehicles meeting optional low NOx standard.	Failed passage	
AB 876	McCarty	Requires local govts. to plan for compostable organics recycling.	Chaptered	
AB 904	Perea	Extends Air Quality Improvement Program new vehicle incentives to used.	Failed passage	
AB 945	Ting	Partial sales tax exemption for sale of clean vehicles.	Failed passage	*Support*
AB 946	Ting	Legislative intent to improve existing electric vehicle infrastructure.	Failed passage	
AB 1008	Quirk	States that sellers of hydrogen for use as a transportation fuel are not automatically deemed to be public utilities.	Chaptered	
AB 1030	Ridley-Thomas	Requires state agencies awarding cap-and-trade funds to prioritize projects with project labor agreements, community workforce agreements, etc.	Failed passage	
AB 1045	Irwin	Requires CalRecycle to streamline permitting and regulation of composting.	Chaptered	
AB 1059	E. Garcia	Requires updating of CalEnviroscreen to reflect environmental data on communities in the California-Mexico border region.	Chaptered	*Support if amended*
AB 1062	Bonta	Expands CalEPA's Environmental Justice Small Grant Program to physical projects.	Failed passage	
AB 1068	T. Allen	Allows each legislator to designate one project annually as a Priority Project for CEQA purposes, thereby reducing CEQA challenges to such projects.	Failed passage	
AB 1071	Atkins	Requires CalEPA agencies to adopt policies on Supplemental Environmental Projects to benefit CalEnviroscreen- communities.	Chaptered	
AB 1087	Grove	Affects the High Speed Rail project components that can be funded through the 25% of cap-and-trade funds set aside for them.	Failed passage	
AB 1094	Williams	Requires CEC to study and then cut electricity used by plug-in equipment.	Failed passage	

AB 1098	Bloom	Spot bill on congestion management programs.	Failed passage	
AB 1176	Perea	Directs at least 50% of AB 118 funds to EJ areas identified by CalEnviroscreen; establishes Advanced Low Carbon Diesel Fuels Access program, and dire.	Failed passage	*Oppose*
AB 1236	Chiu	Requires local jurisdictions to expedite and streamline EV charging permitting.	Chaptered	
AB 1288	Atkins	Allows cap-and-trade under AB 32 to continue beyond 2020 (*amended to add two new representatives for EJ communities to ARB).*	Chaptered	
AB 1324	Williams	States legislative intent to extend AB 32 beyond 2020.	Failed passage	
AB 1330	Bloom	Energy Efficiency Resource Standard Act; CEC to mandate efficiency requirements for utilities, with at least 25% of savings in EJ areas.	Failed passage	
AB 1332	Quirk	ARB required to create an offset protocol for renewable energy projects able to ramp up or down during times of peak demand.	Failed passage	
AB 1336	Salas	Increases from 25% to 40% share of cap-and-trade funds to CalEnviroscreen communities.	Failed passage	
AB 1345	Dahle	Puts $100M of cap-and-trade funds into fighting wildfires.	Failed passage	
AB 1367	Williams	Spot bill on greenhouse gas reporting.	Failed passage	
AB 1398	Wilke	Sustainable Environmental Protection Act.	Failed passage	
AB 1482	Gordon	Strategic Growth Council to oversee state agency climate change adaptation; triennial update of state adaptation plan.	Chaptered.	
AB 1496	Thurmond	ARB, in consultation with districts, to adopt methane reduction program.	Chaptered	
AB 1501	Rendon	Requires air districts to establish a methane emission standard for well-stimulation treatment, via permitting, and monitor the well.	Failed passage	
SB 1	Gaines	Delays to 2025 application of AB 32 requirements for certain sources subject to market-based compliance.	Failed passage	*Oppose*
SB 5	Vidak	Delays to 2020 application of AB 32 requirements for certain sources subject to market-based compliance.	Failed passage	*Oppose*
SB 9	Beall	Makes changes to cap-and-trade funded Transit and Intercity Rail Capital Program.	Chaptered	
SB 32	Pavley	Establishes a GHG reductions target for 2050 of 80% below 1990 levels.	Failed passage	Support
SB 39	Pavley	Increases by an unspecified amount the plug-in hybrids allowed HOV access.	Failed passage	

SB 40	Gaines	Limits clean vehicle rebates to vehicles with an MSRP of under $40K.	Failed passage	
SB 122	Jackson	Requires CEQA lead agency to prepare record of proceedings concurrently with other environmental documents for projects.	Failed passage	
SB 167	Gaines	AB 32 spot bill.	Failed passage	
SB 185	De Leon	Public Divestiture of Thermal Coal Companies Act.	Chaptered	
SB 189	Hueso	Establishes the Clean Energy and Low Carbon Economic and Jobs Growth Blue Ribbon Committee to advise state agencies.	Failed passage	
SB 206	Gaines	Prohibits ARB from using on-board diagnostics data from vehicles.	Failed passage	
SB 207	Wieckowski	Requires cap-and-trade 3-year investment plan adopted by Dept. of Finance to identify conflicting or overlapping strategies.	Failed passage	
SB 231	Gaines	Allows certain water-borne transit to receive cap-and-trade funds.	Chaptered	
SB 246	Wieckowski	Establishes Integrated Climate Adaptation and Resiliency Team through OPR to coordinate local and regional adaptation efforts with state strategy.	Chaptered	
SB 350	De Leon and Leno	Clean Energy and Pollution Reduction Act of 2015; increases renewable energy to 50% and doubles building energy efficiency, both by 2030.	Chaptered	Support
SB 360	Cannella	PUC may allow utilities to invest in ratepayer-funded bio-methane collection.	Failed passage	
SB 367	Wolk	Enhances Environmental Farming Program to include new focus on GHGs.	Failed passage	
SB 398	Leyva	Establishes Green Assistance Program, using cap-and-trade funds to assist small businesses and small cities in complying with air quality regulations, and to compete for cap-and-trade grants.	Failed passage	
SB 400	Lara	Requires 25% of high speed rail cap-and-trade funding to offset construction GHGs for system.	Failed passage	
SB 491	Beall et al.	Transportation Omnibus; deletes AB 434 requirement that CMA's have annual public meeting adopting expenditure criteria, unless they change.	Chaptered	
SB 506	Fuller	ARB required to consider benefits of renewable electric generation.	Failed passage	
SB 513	Beall	Updates Carl Moyer program, including increasing eligible project types and cost-effectiveness, allows co-funding, and adds GHGs as co-benefit.	Chaptered	*Support*
SB 544	Lara	AB 32 scoping plan spot bill.		
SB 673	Lara	Revises DTSC permitting process and public participation requirements.	Chaptered	
SB 677	Mendoza	Spot bill on penalties for Smog Check violations.	Failed passage	
SB 687	Allen	Requires ARB to adopt a carbon-based renewable natural gas standard.	Failed passage	

SB 698	Cannella	Uses cap-and-trade funds for school zone safety transportation projects.	Failed passage	
SB 760	Mendoza	Disadvantaged Community Enhancement Act; uses cap-and-trade funds for enhancement of communities identified by CalEnviroscreen.	Failed passage	
SB 773	Allen	Study of unregistered vehicles and registration fraud.	Failed passage	Sponsor
SB 786	Allen	Requires progress report on implementation of advanced technology parking incentives by DGS and CalTrans.	Failed passage	

AGENDA: 16

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson Carole Groom and Members
of the Board of Directors

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

Date: November 5, 2015

Re: Advisory Council Report on Urban Heat Island Impacts

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

The Advisory Council will present a report on their investigations in the first half of 2015 of Urban Heat Island Impacts on Energy Use, Climate, Air Pollution, Greenhouse Gases, and Health.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Saffet Tanrikulu
Reviewed by: Jean Roggenkamp

AGENDA: 17

BAY AREA AIR QUALITY MANAGEMENT DISTRICT
Memorandum

To: Chairperson Carole Groom and Members
of the Board of Directors

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

Date: November 5, 2015

Re: Advisory Council Summary of Past Activities

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

The Advisory Council will present a summary of the Council's past activities.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Saffet Tanrikulu
Reviewed by: Jean Roggenkamp