



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

**BOARD OF DIRECTORS
SPECIAL MEETING
December 2, 2020**

**THIS MEETING WILL BE CONDUCTED UNDER PROCEDURES AUTHORIZED BY
EXECUTIVE ORDER N-29-20 ISSUED BY
GOVERNOR GAVIN NEWSOM**

- **THE PUBLIC MAY OBSERVE THIS MEETING THROUGH THE WEBCAST BY CLICKING THE LINK AVAILABLE ON THE AIR DISTRICT'S AGENDA WEBPAGE AVAILABLE AT**

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- **THE PUBLIC MAY PARTICIPATE REMOTELY VIA ZOOM AT THE FOLLOWING LINK OR BY PHONE**

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- **THOSE PARTICIPATING BY PHONE WHO WOULD LIKE TO MAKE A COMMENT CAN USE THE "RAISE HAND" FEATURE BY DIALING "*9". IN ORDER TO RECEIVE THE FULL ZOOM EXPERIENCE, PLEASE MAKE SURE YOUR APPLICATION IS UP TO DATE**

BOARD OF DIRECTORS SPECIAL MEETING AGENDA

WEDNESDAY
DECEMBER 2, 2020
9:00 A.M.

Chairperson, Rod Sinks

1. **CALL TO ORDER - ROLL CALL**

PLEDGE OF ALLEGIANCE

PUBLIC MEETING PROCEDURE

The Board Chair shall call the meeting to order and the Clerk of the Boards shall take roll of the Board members.

This meeting will be webcast. To see the webcast, please visit www.baaqmd.gov/bodagendas at the time of the meeting. Closed captioning may contain errors and omissions and are not certified for their content or form.

***Public Comment on Agenda Items** The public may comment on each item on the agenda as the item is taken up. Members of the public who wish to speak on matters on the agenda for the meeting, will have three minutes each to address the Board. No speaker who has already spoken on that item will be entitled to speak to that item again.*

CONSENT CALENDAR (ITEMS 2-9)

Staff/Phone (415) 749-

2. Minutes of the Board of Directors Meeting of November 18, 2020

Clerk of the Boards/5073

The Board of Directors will consider approving the draft minutes of the Board of Directors Meeting of November 18, 2020.

3. Board Communications Received from November 18, 2020 through December 1, 2020

J. Broadbent/5052

jbroadbent@baaqmd.gov

A copy of communications directed to the Board of Directors received by the Air District from November 18, 2020 through December 1, 2020, if any, will be distributed to the Board Members by way of email.

4. Notices of Violations Issued and Settlements in Excess of \$10,000 in the Month of October 2020
J. Broadbent/5052
jbroadbent@baaqmd.gov

In accordance with Resolution No. 2012-08, the Board of Directors will receive a list of all Notices of Violations issued, and all settlements for amounts in excess of \$10,000 during the month of October 2020.

5. Air District Personnel on Out-of-State Business Travel
J. Broadbent/5052
jbroadbent@baaqmd.gov

In accordance with Section (b) of the Air District 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.

6. Authorization to Execute Contract Amendments for Production System Office
J. Broadbent/5052
jbroadbent@baaqmd.gov

The Board of Directors will consider authorizing the Executive Officer/APCO to execute contract amendments with Trinity Technology Group, Inc., in an amount not to exceed \$114,200.

7. Authorization to Execute Clean Cars for All Program Contracts
J. Broadbent/5052
jbroadbent@baaqmd.gov

The Board of Directors will consider authorizing the Executive Officer/APCO to amend contract with GRID Alternatives in an amount not to exceed \$300,000, and with Pick-n-Pull in an amount not to exceed \$51,000, as well as to accept \$45,000 from GRID Alternatives.

8. Authorization to Execute a Contract with U.C. Berkeley, Sponsored Research Office to Develop Advanced Modeling Tools
J. Broadbent/5052
jbroadbent@baaqmd.gov

The Board of Directors will consider authorizing the Executive Officer/APCO to execute a contract with U.C. Berkeley, Sponsored Research Office, to develop advanced modeling tools, in an amount not to exceed \$90,000.

9. Proposed Regulatory Agenda for 2021

J. Broadbent/5052
jbroadbent@baaqmd.gov

State law requires each Air District to publish a list of potential regulatory measures for the upcoming year. No regulatory measure can be brought before the Board that is not on the list, with specified exceptions. Consequently, the list contains all regulatory measures that may come before the Board of Directors in 2021.

COMMITTEE REPORTS

10. Report of the Climate Protection Committee Meeting of November 19, 2020

CHAIR: T. Barrett

J. Broadbent/5052
jbroadbent@baaqmd.gov

The Committee received the following reports:

A) Air District Regulation of Appliances

1) None; receive and file.

B) Update on the State 2022 Building Energy Code Update

1) None; receive and file.

C) Economic Impacts of Transitioning to Economy-Wide Building Decarbonization

1) None; receive and file.

For the full Committee agenda packet and materials, click on the link below:

www.baaqmd.gov/bodagendas

11. Report of the Budget and Finance Committee Meeting of November 23, 2020

CHAIR: C. Groom

J. Broadbent/5052
jbroadbent@baaqmd.gov

The Committee received the following reports:

A) Fourth Quarter Financial Report – Fiscal Year Ending (FYE) 2020

1) None; receive and file.

B) First Quarter Financial Report – Fiscal Year Ending 2021

1) None; receive and file.

C) Request to Amend the Fiscal Year Ending (FYE) 2021 Budget to Increase Staffing

- 1) *Recommend the Board of Directors (Board) amend the Fiscal Year Ending (FYE) 2021 budget to include funds for nine (9) of the ten (10) full-time regular positions that were previously approved by the Board.*

D) Funding for Other Post-Employment Benefit (OPEB) Obligations

- 1) *Recommend the Board of Directors (Board) approve the transfer of the \$4.0 million allocated to Other Post-Employment Benefits (OPEB) in the approved Fiscal Year Ending (FYE) 2021 budget to the existing OPEB investment trust.*

For the full Committee agenda packet and materials, click on the link below:

www.baaqmd.gov/bodagendas

PRESENTATIONS

12. Annual Progress Report on Owning Our Air: The West Oakland Community Action Plan
J. Broadbent/5052
jbroadbent@baaqmd.gov

The Board of Directors will receive the progress report on Owning Our Air: The West Oakland Community Action Plan.

13. Air District Board Composition and Compensation Discussion
J. Broadbent/5052
jbroadbent@baaqmd.gov

The Board of Directors will receive a presentation from Air District staff on Board composition in comparison to other California Air Districts and Board compensation.

14. Update on Bay Area Hyperlocal Air Quality Mapping Project
J. Broadbent/5052
jbroadbent@baaqmd.gov

The Board of Directors will receive a status update from Air District staff and Aclima on the project to measure typical block-by-block annual concentrations of critical air pollutants and greenhouse gases in the Bay Area.

PUBLIC COMMENT ON NON-AGENDA MATTERS

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

Members of the public who wish to speak on matters not on the agenda for the meeting, will have three minutes each to address the Board.

BOARD MEMBERS' COMMENTS

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

OTHER BUSINESS

17. Report of the Executive Officer/APCO

18. Chairperson's Report

19. Time and Place of Next Meeting:

Wednesday, December 16, 2020, at 9:00 a.m., via webcast, pursuant to procedures authorized by Executive Order N-29-20 issued by Governor Gavin Newsom.

20. Adjournment

The Board meeting shall be adjourned by the Board Chair.

CONTACT:

MANAGER, EXECUTIVE OPERATIONS
375 BEALE STREET, SAN FRANCISCO, CA 94105
vjohnson@baaqmd.gov

(415) 749-4941
FAX: (415) 928-8560
BAAQMD homepage:
www.baaqmd.gov

- 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 375 Beale Street, Suite 600, San Francisco, CA 94105, at the time such writing is made available to all, or a majority of all, members of that body.

Accessibility and Non-Discrimination Policy

The Bay Area Air Quality Management District (Air District) does not discriminate on the basis of race, national origin, ethnic group identification, ancestry, religion, age, sex, sexual orientation, gender identity, gender expression, color, genetic information, medical condition, or mental or physical disability, or any other attribute or belief protected by law.

It is the Air District's policy to provide fair and equal access to the benefits of a program or activity administered by Air District. The Air District will not tolerate discrimination against any person(s) seeking to participate in, or receive the benefits of, any program or activity offered or conducted by the Air District. Members of the public who believe they or others were unlawfully denied full and equal access to an Air District program or activity may file a discrimination complaint under this policy. This non-discrimination policy also applies to other people or entities affiliated with Air District, including contractors or grantees that the Air District utilizes to provide benefits and services to members of the public.

Auxiliary aids and services including, for example, qualified interpreters and/or listening devices, to individuals who are deaf or hard of hearing, and to other individuals as necessary to ensure effective communication or an equal opportunity to participate fully in the benefits, activities, programs and services will be provided by the Air District in a timely manner and in such a way as to protect the privacy and independence of the individual. Please contact the Non-Discrimination Coordinator identified below at least three days in advance of a meeting so that arrangements can be made accordingly.

If you believe discrimination has occurred with respect to an Air District program or activity, you may contact the Non-Discrimination Coordinator identified below or visit our website at www.baaqmd.gov/accessibility to learn how and where to file a complaint of discrimination.

Questions regarding this Policy should be directed to the Air District's Non-Discrimination Coordinator, Terri Levels, at (415) 749-4667 or by email at tlevels@baaqmd.gov

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

375 BEALE STREET, SAN FRANCISCO, CA 94105

FOR QUESTIONS PLEASE CALL (415) 749-4941

EXECUTIVE OFFICE:

MONTHLY CALENDAR OF AIR DISTRICT MEETINGS

DECEMBER 2020

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Special Meeting	Wednesday	2	9:00 a.m.	Webcast only pursuant to Executive Order N-29-20
Board of Directors Legislative Committee - CANCELLED	Thursday	3	9:00 a.m.	Webcast only pursuant to Executive Order N-29-20
Board of Directors Mobile Source Committee	Thursday	3	11:30 a.m.	Webcast only pursuant to Executive Order N-29-20
Advisory Council Meeting	Thursday	3	2:00 p.m.	Webcast only pursuant to Executive Order N-29-20
Board of Directors Ad Hoc Committee on Equity, Access, and Inclusion	Monday	14	9:30 a.m.	Webcast only pursuant to Executive Order N-29-20
Board of Directors Special Meeting	Wednesday	16	9:00 a.m.	Webcast only pursuant to Executive Order N-29-20
Board of Directors & Advisory Council Joint Meeting	Wednesday	16	10:00 a.m.	Webcast only pursuant to Executive Order N-29-20
Board of Directors Stationary Source Committee	Thursday	17	11:30 a.m.	Webcast only pursuant to Executive Order N-29-20

AD - 11/25/2020 - 12:10 PM

G/Board/Executive Office/Moncal

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Rod Sinks and Members
of the Board of Directors

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 25, 2020

Re: Minutes of the Board of Directors Meeting of November 18, 2020

RECOMMENDED ACTION

Approve the attached draft minutes of the Board of Directors Meeting of November 18, 2020.

DISCUSSION

Attached for your review and approval are the draft minutes of the Board of Directors Meeting of November 18, 2020.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Marcy Hiratzka
Reviewed by: Vanessa Johnson

Attachment 2A: Draft Minutes of the Board of Directors Meeting of November 18, 2020

AGENDA 2A – ATTACHMENT

Draft Minutes - Board of Directors Regular Meeting of November 18, 2020

Bay Area Air Quality Management District
375 Beale Street, Suite 600
San Francisco, CA 94105
(415) 749-5073

Board of Directors Regular Meeting
Wednesday, November 18, 2020

DRAFT MINUTES

Note: Audio recordings of the meeting are available on the website of the Bay Area Air Quality Management District at www.baaqmd.gov/bodagendas

This meeting was conducted under procedures authorized by executive order N-29-20 issued by Governor Gavin Newsom. Members of the committee participated by teleconference.

CALL TO ORDER

1. **Opening Comments:** Board of Directors (Board) Chairperson, Rod Sinks, called the meeting to order at 9:32 a.m.

Roll Call:

Present: Chairperson Rod Sinks; Vice Chairperson Cindy Chavez; Secretary Karen Mitchoff; and Directors Teresa Barrett, John Bauters, David Canepa, Pauline Russo Cutter, John Gioia, Carole Groom, Scott Haggerty, David Hudson, Davina Hurt, Tyrone Jue, Liz Kniss, Nate Miley, Katie Rice, Mark Ross, Jim Spering, Brad Wagenknecht, and Lori Wilson.

Absent: Directors Margaret Abe-Koga, Shamann Walton, and Shirlee Zane.

CLOSED SESSION (9:37 a.m.)

NOTED PRESENT: Directors Miley and Wilson were noted present at 9:45 a.m.

2. **CONFERENCE WITH LEGAL COUNSEL**

EXISTING LITIGATION (Government Code § 54956.9(a))

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

- A. **Associated Industries Insurance Company v. Bay Area AQMD**, U.S. District Court, N.D. Cal. No. 4:19-cv-05277-DMR

Reportable Action: Brian Bunger, District Counsel, reported that the Board authorized a resolution of the case, which will be available once negotiations have been completed.

OPEN SESSION (9:59 a.m.)

CONSENT CALENDAR (ITEMS 3 - 10)

3. Minutes of the Board of Directors Meeting of October 7, 2020 and the Board of Directors Special Meeting of October 21, 2020
4. Board Communications Received from October 7, 2020 through November 17, 2020
5. Air District Personnel on Out-of-State Business Travel
6. Quarterly Report of California Air Resources Board Representative – Hon. John Gioia
7. Notices of Violations Issued and Settlements in Excess of \$10,000 in the Month of September 2020
8. Quarterly Report of the Executive Office and Division Activities for the Months of July 2020 – September 2020
9. Authorization to Amend a Contract with Kadesh & Associates, LLC
10. Authorization to Amend a Contract with Avantpage, Inc.

Public Comments

No requests received.

Board Comments

None.

Board Action

Director Cutter made a motion, seconded by Director Wagenknecht, to **approve** the Consent Calendar Items 3 through 10, inclusive; and the motion **carried** by the following vote of the Board:

AYES: Barrett, Bauters, Chavez, Cutter, Gioia, Haggerty, Hurt, Jue, Kniss, Miley, Mitchoff, Rice, Ross, Sinks, Spering, Wagenknecht, Wilson.
NOES: None.
ABSTAIN: None.
ABSENT: Abe-Koga, Canepa, Groom, Hudson, Walton, Zane.

COMMITTEE REPORTS

11. Report of the Advisory Council Meeting of October 9, 2020

Ex Officio Advisory Council member, Rod Sinks, read the following report:

The Advisory Council met on Friday, October 9, 2020, and approved the minutes of July 31, 2020. This meeting was conducted under procedures authorized by executive order N-29-20 issued by Governor Gavin Newsom. Members of the Council participated by teleconference.

The Council recognized Professor Severin Borenstein, for his five years of service on the Council. Professor Borenstein was acknowledged in particular for bringing an economist's perspective to Council deliberations on both the Particulate Matter Reduction and Refinery Emissions Cap strategies.

The Council then continued its deliberations on reducing fine Particulate Matter in the Bay Area and potential recommended measures to further protect public health, which will be presented to the Air District's Board of Directors at the end of the year. Deliberations will continue at the upcoming Council meeting.

The next meeting of the Council was held on Monday, November 9, 2020, at 9:00 a.m., via webcast, pursuant to procedures authorized by Executive Order N-29-20 issued by Governor Gavin Newsom.

Council Chairman, Stan Hayes, gave the presentation *PM Strategy – Status Update*, including: milestones; schedule; findings; PM reduction statements; framework for evaluation PM reduction strategies; recommended actions; report components; and next steps.

Public Comments

No requests received.

Board Comments

The Board and staff discussed the Board's appreciation of the Council members' time spent on the deliberation that has shaped the draft report.

Board Action

None; receive and file.

12. Report of the Advisory Council Meeting of November 9, 2020 (OUT OF ORDER, ITEM 15)

Ex Officio Advisory Council member, Rod Sinks, read the following report:

The Advisory Council also met on Monday, November 9, 2020, and approved the minutes of October 9, 2020. This meeting was conducted under procedures authorized by executive order N-29-20 issued by Governor Gavin Newsom. Members of the Council participated by teleconference.

The Council then continued its deliberations on reducing fine Particulate Matter in the Bay Area and potential recommended measures to further protect public health, which will be presented to the Air District's Board of Directors at the end of the year. Deliberations will continue at the upcoming Council meeting.

The next meeting of the Council will be held on Thursday, December 3, 2020, at 2:00 p.m., via webcast, pursuant to procedures authorized by Executive Order N-29-20 issued by Governor Gavin Newsom. This concludes the Chair Report of the Advisory Council for meetings of October 9, 2020 and November 9, 2020.

Public Comments

No requests received.

Board Comments

None.

Board Action

None; receive and file.

13. Report of the Mobile Source Committee Meeting of October 19, 2020 (ITEM 12)

Mobile Source Committee Vice Chair, Tyrone Jue, read the following report:

The Mobile Source Committee met on Monday, October 19, 2020, and approved the minutes of September 24, 2020. This meeting was conducted under procedures authorized by executive order N-29-20 issued by Governor Gavin Newsom. Members of the committee participated by teleconference.

The Committee reviewed and discussed the staff presentation Projects and Contracts with Proposed Awards Over \$100,000. The Committee recommends the Board:

- 1) Approve recommended projects with proposed grant awards over \$100,000; and*
- 2) Authorize the Executive Officer/Air Pollution Control Officer to enter into all necessary agreements with applicants for the recommended projects.*

The Committee then reviewed and discussed the staff presentation Proposed Updates to the Transportation Fund for Clean Air County Program Manager Fund Policies for Fiscal Year Ending 2022. The Committee recommends the Board:

- 1) Approve the proposed updates to the Transportation Fund for Clean Air County Program Manager Fund Policies for Fiscal Year Ending 2022.*

Finally, the Committee reviewed and discussed the staff presentation Allocation of Mobile Source Incentive Funds for Electric Vehicles Charging Projects. The Committee recommends the Board:

- 1) Allocate \$1 million in Mobile Source Incentive Funds for electric vehicles charging project at multi-unit dwellings in Assembly Bill 617 communities.*

The next meeting of the Mobile Source Committee will be held on Thursday, December 3, 2020, at 11:30 a.m., via webcast, pursuant to procedures authorized by Executive Order N-29-20 issued by Governor Gavin Newsom. I move that the Board approve the Committee's recommendations. This concludes the Chair Report of the Mobile Source Committee.

Public Comments

No requests received.

Board Comments

The Board and staff discussed the desire to see the needs of the Bay Area transit agencies addressed by the Air District; the request that both the Ad Hoc Committee on Equity, Access, and Inclusion and Legislative Committee receive a presentation on electric bicycle and other active transit mobility incentives; and the fact that some Bay Area Community Choice Aggregation agencies offer such incentives.

Board Action

Director Jue made a motion, seconded by Director Rice, to **approve** the recommendations of the Mobile Source Committee; and the motion **carried** by the following vote of the Board:

- AYES: Barrett, Bauters, Chavez, Cutter, Gioia, Groom, Hudson, Hurt, Jue, Kniss, Miley, Mitchoff, Rice, Ross, Sinks, Spering, Wagenknecht, Wilson.
- NOES: None.
- ABSTAIN: None.
- ABSENT: Abe-Koga, Canepa, Haggerty, Walton, Zane.

14. **Report of the Executive Committee Meeting of October 21, 2020 (ITEM 13)**

Executive Committee Chair, Rod Sinks, read the following report:

The Executive Committee met on Wednesday, October 21, 2020, and approved the minutes of July 29, 2020. This meeting was conducted under procedures authorized by executive order N-29-20 issued by Governor Gavin Newsom. Members of the committee participated by teleconference.

The Committee received the Hearing Board Quarterly Report: July – September 2020, given by Hearing Board Chairperson, Valerie Armento.

The Committee then received the guest presentation Bay Area Regional Collaborative Work Plan Update, given by Executive Director, Allison Brooks.

The Committee then received the guest presentation Particulate Matter Strategy Status Update, given by Air District Advisory Council Chairperson, Stan Hayes.

The Committee then reviewed and discussed the staff presentation Status Update for the Production System Office.

The Committee then reviewed and discussed the staff presentation Request to Amend the Fiscal Year Ending 2021 Budget to Increase Staffing. The Committee referred the request to amend the Fiscal Year Ending 2021 budget to include funds for five of the ten regular positions previously approved by the Board to the Budget and Finance Committee.

Finally, the Committee reviewed and discussed the staff presentation Wildfire Air Quality Response Program Update.

The next meeting of the Executive Committee will be held at the Call of the Chair. This concludes the Chair Report of the Executive Committee.

Public Comments

No requests received.

Board Comments

None.

Board Action

None; receive and file.

15. Report of the Ad Hoc Committee on Equity, Access, and Inclusion Meeting of November 5, 2020 (ITEM 14)

Chair of the Ad Hoc Committee on Equity, Access, and Inclusion, Davina Hurt, read the following report:

The Ad Hoc Committee on Equity, Access, And Inclusion met on Thursday, November 5, 2020, and approved the minutes of September 10, 2020. This meeting was conducted under procedures authorized by executive order N-29-20 issued by Governor Gavin Newsom. Members of the committee participated by teleconference.

The Committee welcomed Michelle Pierce, Executive Director of Bayview Hunter's Point Community Advocates, and asked her to share her experiences in conducting surveys and investigating placing air monitors to characterize the air quality in eastern San Francisco. Ms. Pierce shared the challenges of working with the Air District and urged the Air District to expedite its activities in Bayview Hunter's Point to regain the community's trust.

The Committee then reviewed and discussed the staff presentation Development of a Community Advisory Council. The Committee had a robust discussion of how to best bring voices of people living in communities inequitably burdened by air pollution into Air District decision-making. Based on the results of its discussions and input it is seeking from impacted communities, the Ad Hoc Committee on Equity, Access, and Inclusion plans to provide feedback on the recruitment process for this council to the Personnel Committee.

The Committee then reviewed and discussed the staff presentation Discussion of the Advisory Council Recruitment Process. The Air District's existing "scientific" Advisory Council advises the Executive Officer and Board of Directors in technical and policy matters. Air District staff proposed five principles for candidate selection that the Committee referred to the Personnel Committee to guide the recruitment of new members.

The Committee then reviewed and discussed the staff presentation Discussion on the Development of a Community Benefit Fund. This is intended to provide monetary resources for projects in impacted communities to reduce exposure to air pollution and address public health impacts.

The Committee then reviewed and discussed the staff presentation Update on Assembly Bill 617 Efforts.

Finally, the Committee reviewed and discussed the staff presentation Update on Office of Diversity, Equity, and Inclusion – Internal and External Efforts to Advance Racial Equity.

The next meeting of this committee will be held Monday, December 14, 2020 at 9:30 a.m. This concludes the report of the Ad Hoc Committee on Equity, Access, And Inclusion.

Public Comments

No requests received.

Board Comments

The Committee and staff thanked Chair Hurt for her time spent on advocacy of varying overburdened communities within the Bay Area, in her capacity as Committee Chair.

Board Action

None; receive and file.

16. Report of the Legislative Committee Meeting of November 12, 2020

Legislative Committee Vice Chair, Brad Wagenknecht, read the following report:

The Legislative Committee met on Thursday, November 12, 2020, and approved the minutes of September 30, 2020. This meeting was conducted under procedures authorized by executive order N-29-20 issued by Governor Gavin Newsom. Members of the committee participated by teleconference.

Alan Abbs, Legislative Officer, described several of the Air District's legislative priorities, which are currently being pursued and developed. These include:

- Identifying a new author and updating the language for failed Assembly Bill 3211 (Bauer-Kahan), which would allow air districts to adopt local rules related to toxic air contaminants at indirect sources of air pollution, and allow collection of data that will help air districts work with these sources and communities to reduce health impacts;*
- Composition of Bay Area Air Quality Management District Board membership;*
- Reauthorization of the Carl Moyer Program, which provides grant funding for cleaner-than-required vehicular engines and equipment. This program is scheduled to sunset in 2023, and program allocations to air districts specifically, have been reduced, due to a State budget cap;*

- *Maintaining and increasing multi-year, Assembly Bill 617 funding for implementation and incentives. This is contingent upon Cap and Trade auction revenues that are being impacted by the COVID-19 pandemic;*
- *Identifying a new author and updating the language for failed Assembly Bill 2882 (K. Chu), which would require that private schools and charter schools meet the same siting requirements as public schools; and*
- *Work with the California Air Resources Board to procure the funding promised for the Wildfire Smoke Clean Air Centers for Vulnerable Populations Incentive Pilot Program, derived from Assembly Bill 836 (Wicks), which the Governor passed in 2019. This bill provides funding to retrofit ventilation systems to create a network of clean air centers to mitigate adverse health impacts due to wildfires and other smoke events.*

The next meeting of this Committee will be Thursday, December 3, 2020 at 9:00 a.m. This concludes the Chair's Report of the Legislative Committee.

Public Comments

No requests received.

Board Comments

None.

Board Action

None; receive and file.

17. Report of the Nominating Committee Meeting of November 18, 2020

Nominating Committee Chair, Rod Sinks, read the following report:

The Nominating Committee met on Wednesday, November 18, 2020, and approved the minutes of November 20, 2019. This meeting was conducted under procedures authorized by executive order N-29-20 issued by Governor Gavin Newsom. Members of the committee participated by teleconference.

The Committee considered nomination of Board Officers for the 2021 Term of Office and recommends Cindy Chavez as Chairperson, Karen Mitchoff as Vice-Chairperson, and John Bauters as Secretary.

I move that the Board of Directors approve recommendations of the Nominating Committee.

Public Comments

No requests received.

Board Comments

The Board and staff discussed the Nominating Committee’s difficulty in making its recommendation.

Board Action

Chair Sinks made a motion, seconded by Director Hudson, to **appoint** Cindy Chavez as Chairperson, Karen Mitchoff as Vice-Chairperson, and John Bauters as Secretary for the 2021 Term of Office; and the motion **carried** by the following vote of the Board:

- AYES: Barrett, Bauters, Chavez, Cutter, Gioia, Groom, Hudson, Hurt, Jue, Kniss, Miley, Mitchoff, Rice, Ross, Sinks, Spering, Wagenknecht, Wilson.
- NOES: None.
- ABSTAIN: None.
- ABSENT: Abe-Koga, Canepa, Haggerty, Walton, Zane.

PRESENTATIONS

18. **Summary of 2020 Spare the Air Summer Campaign and Update of 2020-2021 Spare the Air Winter Campaign**

Wayne Kino, Deputy Air Pollution Control Officer of Operations, introduced Kristine Roselius and Dr. Tim McLarney, President of True North Research, who gave the presentation *Summary of 2020 Spare the Air Summer Campaign and the Update of 2020- 21 Spare the Air Winter Campaign*, including: winter campaign – advertising and media and social media; and summer campaign – media and social media, outreach, employer program, and survey results.

Public Comments

Public comments were given by Rob Rennie, Los Gatos City Council; and Tony Fisher, Coalition for Clean Air.

Board Comments

The Board and staff discussed changes in travel behavior in the Bay Area over the summer of 2020, and how the average vehicle travel reduction compares with those from previous years; how to quantify the vehicle miles traveled (VMT) in terms of emissions reductions and as a percentage of total VMT; whether the Air District educates the public on the impacts of aerosols; whether the Air District should promote the use of N95 respirators to protect against COVID-19; the suggestion that the placement and distribution of eco posters throughout the Bay Area be improved, and free signage be given to jurisdictions; and the observation that more Bay Area residents are aware of air quality impacts now, and that the Air District should take this opportunity to further educate residents about best air quality practices and consciousness.

Board Action

None; receive and file.

19. **Wildfire Air Quality Response Program Update**

Jack P. Broadbent, Executive Officer/Air Pollution Control Officer, introduced Mr. Kino, who gave the staff presentation *Wildfire Air Quality Response Program Update*, including: 2020 wildfire review; Spare the Air comparisons; Wildfire Air Quality Response program; program strategies; evolving program; additional program initiatives; and new grant program concepts.

Public Comments

No requests received.

Board Comments

The Board and staff discussed the expansion of the Air District's Agricultural Waste Chipping program; the suggestion that the Air District adopts a formal position on the efficacy of N95 respirators to protect against woodsmoke *and* COVID-19; and the cost of High Efficiency Particulate Air (HEPA) filtration units.

Board Action

None; receive and file.

20. **Source Test 101**

The Board of Directors was to receive an overview of source testing of emissions from Bay Area Industrial Facilities. **In the interest of time, this item will be continued until December 2, 2020.**

21. **Update on Bay Area Hyperlocal Air Quality Mapping Project**

The Board of Directors was to receive a status update from Air District staff and Aclima on the project to measure typical block-by-block annual concentrations of critical air pollutants and greenhouse gases in the Bay Area. **In the interest of time, this item will be continued until December 2, 2020.**

PUBLIC COMMENT ON NON-AGENDA MATTERS

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

No requests received.

BOARD MEMBERS' COMMENTS

23. **Board Members' Comments**

None.

OTHER BUSINESS

24. Report of the Executive Officer/Air Pollution Control Officer

Jack P. Broadbent, Executive Officer/Air Pollution Control Officer, announced the retirement of Mr. Kino, who has worked for the Air District for 35 years.

25. Chairperson's Report

Chair Sinks announced the following:

- Directors Abe-Koga, Bauters, Hudson, Hurt, and Ross were re-elected or re-appointed to their respective city councils.
- On December 9, 2020, at 10:00 a.m., the Air District will host a moderated discussion, followed by Q&A with Dr. Ibram X. Kendi, professor, historian, and author of How to Be an Antiracist.

Chair Sinks presented Mr. Kino with a proclamation to honor his distinguished career, and the Board provided individual comments to Mr. Kino as well.

26. Time and Place of Next Meeting

Wednesday, December 2, 2020, at 9:00 a.m., via webcast, pursuant to procedures authorized by Executive Order N-29-20 issued by Governor Gavin Newsom.

27. Adjournment

The meeting adjourned at 12:10 p.m.

Marcy Hiratzka
Clerk of the Boards

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Rod Sinks and Members
of the Board of Directors

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 25, 2020

Re: Board Communications Received from November 18, 2020 through December 1,
2020

RECOMMENDED ACTION

None; receive and file.

DISCUSSION

Copies of communications directed to the Board of Directors received by the Air District from November 18, 2020 through December 1, 2020, if any, will be distributed to the Board Members by way of email.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Amanda Balneg
Reviewed by: Vanessa Johnson

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Rod Sinks and Members
of the Board of Directors

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 25, 2020

Re: Notices of Violations Issued and Settlements in Excess of \$10,000 in the month of
October 2020

RECOMMENDED ACTION

None; receive and file.

DISCUSSION

In accordance with Resolution No. 2012-08, attached to this memorandum is a listing of all Notices of Violations issued, and all settlements for amounts in excess of \$10,000 during the calendar month prior to this report.

BUDGET CONSIDERATION/FINANCIAL IMPACT

The amounts of civil penalties collected are included in the Air District's general fund budget.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Brian C. Bunger

Attachment 4A: Notices of Violations for the Month of October 2020

AGENDA 4A - ATTACHMENT

NOTICES OF VIOLATIONS ISSUED

The following Notice(s) of Violations were issued in October 2020:

Site Name	Site #	City	NOV #	Issuance Date	Regulation	Comment
Alaska Gasoline	C8866	Oakland	A60503A	10/14/2020	2-1-307	No torque since 2016. Permit condition 27160.
Ameresco Vasco Road LLC	E0432	Livermore	A57397A	10/5/2020	2-6-307	Failure to submit semi-annual and annual reports.
ERI	Z8010	Hayward	A59488A	10/7/2020	11-2-303.1	303.1 (No Water).
IMX Incorporated	K2475	Oakland	A55952A	10/15/2020	11-2-401.3	Demo notification not submitted.
Mission Valley Rock Co.	A0595	Sunol	A57396A	10/2/2020	2-1-307	Exceeded daily permit conditions on four days. P/C 30099 subsection 2A, 3A, 4A, 5A.
P.W. Stephens Environmental, Inc.	Z6634	Hayward	A59144A	10/30/2020	11-2-405	Non-payment of operation fees.
P.W. Stephens Environmental, Inc.	Z6634	Hayward	A59144B	10/30/2020	3-317	Non-payment of operation fees.
Salkhi Petroleum Inc.	Z8126	San Leandro	A59274A	10/20/2020	2-1-307	Permit condition #23223 and #27160. Failed to conduct source tests in 2019.
SV Apartments LLC	Z8129	Fremont	A59490A	10/13/2020	11-2-401.3	401.3 (Failure to notify).
SV Apartments LLC	Z8129	Fremont	A59489A	10/13/2020	11-2-303	303 (Demo, renovation, and removal).
SV Apartments LLC	Z8129	Fremont	A59489B	10/13/2020	11-2-304	304 (Waste Disposal).
Tesla, Inc.	A1438	Fremont	A58771A	10/5/2020	2-6-307	S-1002 was not abated at all times of operation by A-30192 (RCA#07U71 and RCA#07U80).

TraPac	Z8135	Oakland	A60178A	10/19/2020	8-7-301.1	Uncertified ph I equipment (vapor adaptor/cap).
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Contra Costa						
Site Name	Site #	City	NOV #	Issuance Date	Regulation	Comment
ARCO #07144	Z8137	Pittsburg	A60528A	10/29/2020	8-7-308	One inch of gasoline in 91 spill buckets.
ARCO #07144	Z8137	Pittsburg	A60528B	10/29/2020	8-7-301.2	Loose 91 fill swivel adapters.
Chevron Products Company	A0010	Richmond	A59536A	10/2/2020	1-301	Complaints confirmed to flare event 8/14/2020.
Lone Tree Golf Course	Z4218	Antioch	A58718A	10/8/2020	1-301	H&S code - 41700 Public Nuisance.
Lone Tree Golf Course	Z4218	Antioch	A58718B	10/8/2020	5-301	Prohibited open burning.
Murillo Construction	Z8124	San Pablo	A59176A	10/27/2020	11-2-401.3	ASB116714 APP#629872 Late Notifier.

Napa						
Site Name	Site #	City	NOV #	Issuance Date	Regulation	Comment
Clover Flat Resource & Recovery Park	B1247	Calistoga	A60453A	10/22/2020	2-1-307	Source Test NTV-2233 Fail TRS>100PPM. PC#25307 part 8.
Clover Flat Resource & Recovery Park	B1247	Calistoga	A60454A	10/22/2020	8-34-301.1	Less than continuous operation of collection/abatement systems.
Clover Flat Resource & Recovery Park	B1247	Calistoga	A60454B	10/22/2020	CCR	CCR 17 95464(b)(1)(A).

San Francisco						
Site Name	Site #	City	NOV #	Issuance Date	Regulation	Comment
San Francisco Public Utilities Commission	A4116	San Francisco	A59179A	10/22/2020	2-1-307	Digester gas vented into atmosphere w/out abatement.
SFT Construction	Z8133	San Francisco	A59491A	10/20/2020	11-2-401.3	ASB116570 Failure to notify.
Tosco Marketing #3243	C2436	San Francisco	A60179A	10/26/2020	8-7-301.5	91 Vapor adaptor frozen torque (NTC 48048) Non Compliance.
Tosco Marketing #3243	C2436	San Francisco	A59327A	10/1/2020	2-1-307	Failure to conduct, pass, submit permit required source test.
VCA San Francisco Veterinary Specialists	B9994	San Francisco	A59009A	10/29/2020	2-1-307	Failed St (NTV-2350), Late Notification.

Santa Clara						
Site Name	Site #	City	NOV #	Issuance Date	Regulation	Comment
Alliance Environmental Group	Z6632	San Jose	A59175A	10/19/2020	11-2-405	Unpaid Asbestos Operation Fees.
Alliance Environmental Group	Z6632	San Jose	A59175B	10/19/2020	3-317	Unpaid Asbestos Operation Fees.
International Disposal Corp of CA	A9013	Milpitas	A55718A	10/13/2020	2-6-307	Failure to maintain minimum temperature limitations for flares. Denial of Breakdown 07T96 and 07T98.
Nilsene Builder Inc.	Z2503	Cupertino	A59145A	10/30/2020	11-2-405	Non-payment of operation fees.
Nilsene Builder Inc.	Z2503	Cupertino	A59145B	10/30/2020	3-317	Non-payment of operation fees.

Robinson Oil Corporation	Z7198	Santa Clara	A59275A	10/28/2020	2-1-307	Failed to complete start-up tests per A/C#506156.
San Jose-Santa Clara Regional Wastewater Facility	A0778	San Jose	A60478A	10/26/2020	6-1-301	Visible emissions in excess of Ringelmann 1 for 7 1/2 minutes from biosolids loading activities.

District Wide						
Site Name	Site #	City	NOV #	Issuance Date	Regulation	Comment
Disaster Kleen Up Specialist	Y7256	Seaside	A59174A	10/5/2020	11-2-303.6	No view port.
RB Environmental Inc.	Z5667	Stockton	A59173A	10/5/2020	11-2-401.5	Failure to revise start date.

SETTLEMENTS FOR \$10,000 OR MORE REACHED

There was one settlement for \$10,000 or more completed in September 2020.

- 1) On September 28, 2020, the Air District reached settlement with Kaiser Permanente San Rafael Medical Center for \$31,000, regarding the allegations contained in the following 1 Notice of Violation:

NOV #	Issuance Date	Occurrence Date	Regulation	Comments from Enforcement
A55781A	5/23/2017	1/19/2015	9-7-307	Noncompliance w/ NOx @ 3% O2 limit.

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Rod Sinks and Members
of the Board of Directors

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 25, 2020

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 District personnel who have traveled on out-of-state business.

The report covers the out-of-state business travel for the month of October 2020. The monthly out-of-state business travel report is presented in the months following travel completion.

DISCUSSION

There were no out-of-state business travel activities that occurred in the month of October 2020.

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 Rod Sinks and Members
of the Board of Directors

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 25, 2020

Re: Authorization to Execute Contract Amendments for Production System Office

RECOMMENDATION

Recommend the Board of Directors authorize the Executive Officer/APCO to execute contract amendments with the following vendor in the amount listed below:

Vendor	Amount	Service Description
Trinity Technology Group, Inc.	\$114,200	Business analysis, reporting, extract, transform, and load services for legacy systems.
TOTAL	\$114,200	

BACKGROUND

As is its practice, Air District staff recommends amendments on existing vendor contract assisting with software development to meet 2020-2021 fiscal year goals for the Production System Office.

DISCUSSION

The Production System Office is composed of the Permitting and Compliance System, Data Services, and Online Services. These systems and services abide by a continuous improvement process, whereby existing functionality is maintained while new features are implemented, extending functionality to match evolving business requirements. These efforts include expanding permitting and compliance system functionality, extending the availability of tools for website content management, and expanding our web presence.

In order to continue to support improvements to the Air District’s reporting abilities, staff plans to engage in the following activities for the first half of the 2021 calendar year:

- Criteria Pollutant and Toxics Emissions Reporting
- No net increase, including emissions banking and cumulative increases
- Health risk assessments

Staff recommends the continued use of software and professional services providers proven familiar with the production system office.

Vendor	Type of Services	Contract	Procurement Method
Trinity Technology Group, Inc.	Business analysis, reporting, extract, transform, and load services for legacy systems.	FYE 2015	Request for Qualifications process in collaboration with the Business Services Division Fiscal Year Ending (FYE) 2020.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None. Funding for the vendor contract recommendations is included in 725, 309, and 125 program budgets for 2020-2021fiscal year.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Blair Adams
Reviewed by: Damian Breen

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Rod Sinks and Members
of the Board of Directors

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 25, 2020

Re: Authorization to Execute Clean Cars for All Program Contracts

RECOMMENDED ACTIONS

Recommend the Board of Directors:

1. Authorize the Executive Officer/APCO to amend the Air District contract with GRID Alternatives to include an additional \$300,000 to continue case management services for the Clean Cars for All program;
2. Authorize the Executive Officer/APCO to amend the Air District contract with Pick-n-Pull to include an additional \$51,000 to continue vehicle inspection and dismantling services for the Clean Cars for All program;
3. Authorize the Air District to accept \$45,000 from GRID Alternatives to continue coordination and integration between the Clean Cars for All program and the statewide One-Stop-Shop Pilot; and
4. Authorize the Executive Officer/APCO to enter into all agreements necessary to accept, obligate, and expend these funds.

BACKGROUND

The Clean Cars for All (CCFA) program provides incentives to qualifying low-income households (up to 400 percent of the Federal Poverty Level) to retire older, high-polluting vehicles and replace them with a newer, cleaner vehicle and supporting charging infrastructure or with mobility options (e.g. public transit and electric bicycles). This program reduces criteria pollutants and greenhouse gas emissions and supports the goal of equitable access to clean transportation alternatives, including electric vehicles.

Since the program opened in March 2019 over 2,000 applications have been submitted, and 1,331 awards have been made (totaling over \$10 million). The CCFA program is currently funded through a combination of the state's California Climate Investments, Volkswagen Mitigation Settlement fund and the Air District's Transportation Fund for Clean Air. This memo describes three contract services needed to support the CCFA program.

DISCUSSION

GRID Alternatives: CCFA Case Management

GRID Alternatives, a nonprofit in Oakland, was selected through an Air District 2018 Request for Proposal to provide outreach support and one-on-one multilingual and multicultural assistance to eligible Bay Area residents that apply for the CCFA program. Due to the high demand for the program, continued case management support is necessary to help participants apply, receive an incentive, and retire their old vehicle. The Air District currently has a contract with GRID Alternatives that was executed on September 10, 2018 for case management support with a total value of \$549,773. Staff recommends the Board of Directors (Board) authorize the Executive Officer/APCO to amend the Air District contract with GRID Alternatives to include an additional \$300,000 in CCFA administrative funds to continue case management services.

Pick-n-Pull

The California Air Resources Board (CARB) requires the Air District use dismantlers under contract with the Bureau of Automotive Repair (BAR) to scrap old vehicles retired through the CCFA program. The Air District has contracted with both Pick-n-Pull and Infinity Salvage, the only BAR contracted dismantlers in the Bay Area. Pick-n-Pull has six locations across the Bay Area and processes most of the vehicles retired through the CCFA program. The Air District currently has a contract with Pick-n-Pull that was executed on May 30, 2019 for dismantler vehicle services with a total value of \$74,000. Staff recommends the Board authorize the Executive Officer/APCO to amend the Air District contract with Pick-n-Pull to include an additional \$51,000 in CCFA administrative funds to continue inspection and dismantler services for the CCFA program.

GRID Alternatives: Statewide One-Stop-Shop Pilot Program

In 2018, CARB launched the statewide One-Stop-Shop Pilot Program, also referred to as Access Clean California, to streamline and improve access to clean transportation-related incentives available to income-qualified consumers across the state. CARB selected GRID Alternatives to administer this program, which includes coordinated community-based outreach and a single multilingual application for low-income consumers to access multiple available programs, including: the Clean Vehicle Rebate Project, the Clean Vehicle Assistance Program, the Drive Clean Assistance Program, and relevant programs from California Air Districts, utilities, and Community Choice Aggregators. The Air District originally contracted with GRID Alternatives on February 19, 2019 for One-Stop-Shop pilot collaboration with a total value of \$30,000. Staff recommends the Board authorize the Air District to accept an additional \$45,000 from GRID Alternatives, to continue coordination and integration between the CCFA program and the statewide One-Stop-Shop Pilot Program.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None. The Air District distributes “pass-through” funds to grantees on a reimbursement basis. Administrative costs for the CCFA program are provided by the funding sources.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Tin Le
Reviewed by: Anthony Fournier

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Rod Sinks and Members
of the Board of Directors

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 25, 2020

Re: Authorization to Execute a Contract with U.C. Berkeley, Sponsored Research Office
to Develop Advanced Modeling Tools

RECOMMENDED ACTION

Recommend the Board of Directors authorize the Executive Officer/APCO to execute a contract with U.C. Berkeley, Sponsored Research Office, to develop advanced modeling tools, in an amount not to exceed \$90,000.

BACKGROUND

The Air District is actively developing methods for estimating the contribution of directly emitted pollutants to local air quality and human exposure at a community level. Findings from these efforts are being used for planning and evaluating the effectiveness of proposed and adopted emission controls. The estimates are supported by both ambient measurements and air quality modeling.

Historically, air quality models have either been applied regionally to evaluate the impacts over relatively large areas or applied for individual facilities to evaluate near-fence-line impacts. While the Air District has made progress in modeling air pollution impacts at a community scale, more development is needed to ensure that such modeling is broadly applicable in different parts of the Bay Area, including communities with hills and complex wind flows. Such development is needed to effectively and efficiently support various Air District programs, such as Assembly Bill (AB) 617.

DISCUSSION

Air District modeling staff and researchers at U.C. Berkeley have been collaborating to develop advanced modeling tools. This contract would support continuation of that ongoing collaboration. The outcome of the collaboration would support the Air District's ongoing efforts to assess the impacts of toxic and particulate matter emissions from stationary and mobile sources on Bay Area communities.

Professor Rob Harley would be leading this sponsored research project on behalf of U.C. Berkeley. Dr. Harley has served as a member of the Air District's Advisory Council and has a national reputation for conducting outstanding air quality studies, with a focus on combining both measurements and modeling. This contract would support the continued participation of a graduate student researcher and help align U.C. Berkeley's research agenda with Air District priorities. A previous sponsored research contract in Fiscal Year Ending (FYE) 2020 in the amount of \$90,429 with this research team has produced results that have directly informed and expanded the Air District's modeling capabilities.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None. Funds for this contract (\$90,000) are included in the FYE 2021 budget.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Saffet Tanrikulu and Phil Martien
Reviewed by: Greg Nudd

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Rod Sinks and Members
of the Board of Directors

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 25, 2020

Re: Proposed Regulatory Agenda for 2021

RECOMMENDED ACTION

None; receive and file.

DISCUSSION

Each year, the Air District is required by Health and Safety Code section 40923 to publish a list of regulatory measures scheduled or tentatively scheduled for consideration during the next calendar year. If a measure is not on this list, it may not be brought before the Board of Directors unless it is necessary to:

1. Satisfy federal requirements;
2. Abate a substantial endangerment to public health or welfare;
3. Comply with state toxic air contaminant requirements;
4. Comply with California Air Resources Board (CARB) requirement that the Air District adopt contingency measures due to inadequate progress towards attainment;
5. Preserve an existing rule's "original intent"; or
6. Allow for alternative compliance under an existing rule.

The attached list includes all measures that may come before the Board in calendar year 2021. Some of the measures may fall within exceptions listed above but are nevertheless included for completeness. It is very unlikely that all the measures on the list will be enacted during the calendar year. Rules are listed in numerical order as they appear in the Air District Rules and Regulations.

All new rules and rule amendments must be adopted at a public hearing conducted by the Board of Directors of the Air District. Public comment is accepted at these hearings. Public notice of hearings is provided, as required by law. In addition, the Air District staff typically conducts public workshops and provides opportunities for oral and written comments before scheduling a rule for public hearing for the Board's consideration. Information on workshops, hearings, and other rule development issues may be obtained from the Air District website.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Victor Douglas
Reviewed by: Greg Nudd

Attachment 9A: Bay Area Air Quality Management District Proposed Regulatory Agenda
Calendar Year 2021

AGENDA 9A – ATTACHMENT

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT
PROPOSED REGULATORY AGENDA
CALENDAR YEAR 2021**

Regulation, Rule	Title	Objectives ¹
Reg. 1	General Provisions and Definitions	Clarify and enhance Air District policies, definitions
Reg. 2, Rule 1	General Requirements (Permits)	GHG threshold, community health protection
Reg. 2, Rule 2	New Source Review	GHG threshold, community health protection
Reg. 2, Rule 4	Emissions Banking	Community health protection
Reg. 2, Rule 5	New Source Review for Toxic Air Contaminants	Clarifications, community health protection
Reg. 2, Rule 9	Interchangeable Emission Reduction Credits	Community health protection
Reg. 2, Rule TBD	Biogas Flares	Reduce emissions
Reg. 3	Fees	Cost recovery
Reg. 4	Air Pollution Episode Plan	Reduce emissions
Reg. 5	Open Burning	Reduce emissions
Reg. 6	General Provisions	Standardize administrative requirements
Reg. 6, Rule 1	Construction and Cement Plants	CERPs, reduce emissions
Reg. 6, Rule 2	Commercial Cooking Devices	CERPs, reduce emissions
Reg. 6, Rule 3	Wood Burning Devices	CERPs, clarifications, reduce emissions
Reg. 6, Rule 4	Metal Recycling and Shredding Operations	CERPs, clarifications, reduce emissions
Reg. 6, Rule 5	Fluid Catalytic Cracking Units	AB 617 BARCT, reduce emissions, definitions
Reg. 6, Rule TBD	Glass Melting and Forming Operations	Reduce emissions
Reg. 6, Rule TBD	Reduction of Risk from Particulate Matter	Reduce emissions and risk
Reg. 7	Odorous Substances	Clarifications, reduce emissions
Reg. 8, Rule 1 and others	General Provisions	Applicability, VOC and refinery definitions, remove methane exemption, if applicable
Reg. 8, Rule 2	Miscellaneous Operations	Clarifications
Reg. 8, Rule 3	Architectural Coatings	Clarifications, flexibility
Reg. 8, Rule 4	General Solvent and Surface Coating Operations	Clarifications, reduce emissions
Reg. 8, Rule 5	Storage of Organic Liquids	AB 617 BARCT, reduce emissions
Reg. 8, Rule 6	Organic Liquid Bulk Terminals and Bulk Plants	Clarifications, reduce emissions
Reg. 8, Rule 7	Gasoline Dispensing Facilities	CERPs, reduce emissions

Regulation, Rule	Title	Objectives ¹
Reg. 8, Rule 8	Wastewater Collection and Separation Systems	AB 617 BARCT, clarifications, definitions, emission reductions
Reg. 8, Rule 9	Vacuum Producing Systems	Clarifications, definitions
Reg. 8, Rule 10	Process Vessel Depressurization	Clarifications, definitions, reduce emissions
Reg. 8, Rule 11	Metal Container, Closure and Coil Coating	Clarifications, definitions, reduce emissions
Reg. 8, Rule 12	Paper, Fabric and Film Coating	Clarifications, definitions, reduce emissions
Reg. 8, Rule 13	Light and Medium Duty Motor Vehicle Assembly Plants	Clarifications, definitions, reduce emissions
Reg. 8, Rule 14	Surface Preparation and Coating of Large Appliances and Metal Furniture	Clarifications, definitions, reduce emissions
Reg. 8, Rule 15	Emulsified and Liquid Asphalts	Reduce emissions
Reg. 8, Rule 16	Solvent Cleaning Operations	Clarifications, reduce emissions
Reg. 8, Rule 18	Equipment Leaks	AB 617 BARCT, clarifications, definitions, applicability, reduce emissions, changes to address legal concerns
Reg. 8, Rule 19	Surface Preparation and Coating of Miscellaneous Metal Parts and Products	Clarifications, definitions, reduce emissions
Reg. 8, Rule 20	Graphic Arts Operations	Clarifications, reduce emissions, EPA policy
Reg. 8, Rule 21	Rubber Tire Manufacturing Operations	Clarifications, definitions
Reg. 8, Rule 22	Valves and Flanges at Chemical Plants	Clarifications, definitions
Reg. 8, Rule 23	Coating of Flat Wood Paneling and Wood Flat Stock;	Clarifications, definitions, reduce emissions
Reg. 8, Rule 24	Pharmaceutical and Cosmetic Manufacturing Operations;	Clarifications, definitions, reduce emissions
Reg. 8, Rule 26	Magnet Wire Coating Operations	Clarifications, definitions, reduce emissions
Reg. 8, Rule 28	Episodic Releases from Pressure Relief Devices at Petroleum Refineries and Chemical Plants	Clarifications, flexibility, definitions, reduce emissions
Reg. 8, Rule 29	Aerospace Assembly and Component Coating Operations	Clarifications, definitions, reduce emissions
Reg. 8, Rule 30	Semiconductor Manufacturing Operations	Reduce emissions
Reg. 8, Rule 31	Surface Coating of Plastic Parts and Products	Clarifications, definitions, reduce emissions
Reg. 8, Rule 32	Wood Products Coatings	Clarifications, flexibility, reduce emissions
Reg. 8, Rule 33	Gasoline Bulk Terminals and Gasoline Delivery Vehicles	Clarifications
Reg. 8, Rule 34	Solid Waste Disposal Sites	Climate protection, reduce emissions
Reg. 8, Rule 35	Coating, Ink and Adhesive Manufacturing	Clarifications, definitions, reduce emissions

Regulation, Rule	Title	Objectives ¹
Reg. 8, Rule 36	Resin Manufacturing	Clarifications, definitions, reduce emissions
Reg. 8, Rule 37	Natural Gas and Crude Oil Production Facilities	Reduce emissions, consistency with ARB standards, definitions
Reg. 8, Rule 38	Flexible and Rigid Disc Manufacturing	Clarifications, VOC definition, reduce emissions
Reg. 8, Rule 39	Gasoline Bulk Plants and Gasoline Delivery Vehicles	Clarifications
Reg. 8, Rule 40	Aeration of Contaminated Soil and Removal of Underground Storage Tanks	Clarifications, definitions
Reg. 8, Rule 41	Vegetable Oil Manufacturing Operations	Clarifications, definitions
Reg. 8, Rule 43	Surface Preparation and Coating of Marine Vessels	Clarifications, definitions, reduce emissions
Reg. 8, Rule 44	Marine Vessel Loading	Clarifications, reduce emissions
Reg. 8, Rule 45	Motor Vehicle and Mobile Equipment Coating Operations	CERPs, reduce emissions, clarifications, flexibility
Reg. 8, Rule 46	Marine Tank Vessel to Marine Tank Vessel Loading	Clarifications
Reg. 8, Rule 47	Air Stripping and Soil Vapor Extraction Operations	Clarifications, organic compound definition
Reg. 8, Rule 49	Aerosol Paint Products	Clarifications, consistency with ARB standards, reduce emissions
Reg. 8, Rule 50	Polyester Resin Operations	Clarifications
Reg. 8, Rule 51	Adhesive and Sealant Products	Clarifications, reduce emissions
Reg. 8, Rule 52	Polystyrene, Polypropylene and Polyethylene Foam Product Mfg. Ops.	Clarifications
Reg. 8, Rule 53	Vacuum Truck Operations	Clarifications, definitions
Reg. 8, Rule TBD	Green Waste Operations	Reduce emissions
Reg. 8, Rule TBD	Livestock Waste/Confined Animal Facilities	Reduce emissions
Reg. 8, Rule TBD	Digital Printing	Reduce emissions
Reg. 8, Rule TBD	Natural Gas Transmission and Distribution	Reduce emissions
Reg. 8, Rule TBD	Wastewater from Coke Cutting	Reduce emissions
Reg. 8, Rule TBD	Wineries	Reduce emissions
Reg. 8, Rule TBD	Vanishing Oils and Rust Inhibitors	Reduce emissions
Reg. 8, Rule TBD	LPG, Propane, Butane, and other Pressurized Gases	Reduce emissions
Reg. 9, Rule 1	Sulfur Dioxide	Monitoring, recording requirements, reduce emissions
Reg. 9, Rule 2	Hydrogen Sulfide	Monitoring, recording requirements, reduce emissions
Reg. 9, Rule 4	NOx from Fan Type Residential Central Furnaces	Reduce emissions

Regulation, Rule	Title	Objectives ¹
Reg. 9, Rule 6	NOx from Natural Gas-Fired Water Heaters	Clarifications, reduce emissions
Reg. 9, Rule 7	NOx and CO from Boilers, Steam Generators and Process Heaters	Clarifications, reduce emissions
Reg. 9, Rule 8	Stationary IC Engines	CERPs, clarifications, reduce emissions
Reg. 9, Rule 9	Stationary Gas Turbines	Reduce emissions
Reg. 9, Rule 10	Refinery boilers, steam generators and process heaters	Reduce emissions
Reg. 9, Rule 12	NOx, SO ₂ and Particulate from Glass Melting Furnaces	Reduce emissions
Reg. 9, Rule 13	NOx, Particulate Matter and Toxic Air Contaminants from Cement Kilns	AB 617 BARCT, clarifications, reduce emissions
Reg. 9, Rule 14	SOx from Petroleum Coke Calcining	AB 617 BARCT, reduce emissions
Reg. 9, Rule TBD	NOx from Kilns, Ovens and Furnaces	Reduce emissions
Reg. 9, Rule TBD	NOx from Large Residential and Commercial Space Heating	Reduce emissions
Reg. 9, Rule TBD	Sulfur content for gaseous fuels	Reduce emissions
Reg. 9, Rule TBD	Sulfur content for liquid fuels	Reduce emissions
Reg. 9, Rule TBD	PM Exposure Reduction	Reduce emissions
Reg. 9, Rules TBD	Source-Specific PM Reductions Rules.	Reduce emissions
Reg. 10	Standards of Performance for New Stationary Sources	Federal standards update
Reg. 11	Hazardous Air Pollutants	Reference federal standards
Reg. 11, Rule 1	Lead	Clarifications, reference federal standards
Reg. 11, Rule 2	Asbestos Demolition, Lead Paint Removal, Renovation and Manufacturing	Clarifications
Reg. 11, Rule 10	Hexavalent Chromium from All Cooling Towers and Total Hydrocarbon Emissions from Petroleum Refinery Cooling Towers	Clarifications, changes to address legal concerns
Reg. 11, Rule 14	Asbestos-Containing Serpentine	Clarifications
Reg. 11, Rule 18	Reduction of Risks from Air Toxics at Existing Facilities	Clarifications
Reg. 11, Rule TBD	Backup Generators	Reduce emissions and risk
Reg. 12, Rule 11	Flare Monitoring at Petroleum Refineries	Clarifications, definitions
Reg. 12, Rule 12	Flares at Petroleum Refineries	Reduce emissions, definitions
Reg. 12, Rule 13	Foundry and Forging Operations	CERPs, reduce emissions
Reg. 12, Rule 15	Refinery Emissions Tracking	Monitor emissions, assess health impacts, definitions
Reg. 12, Rule 16	Petroleum Refining Facility-Wide Emissions Limits	Ensure that some refinery emissions do not increase
Reg. 13:	Climate Pollutants	Standardize definitions and administrative requirements
Reg. 13, Rule 1	Significant Methane Releases	Reduce emissions

Regulation, Rule	Title	Objectives ¹
Reg. 13, Rule 2	Organic Materials Handling	Climate protection
Reg. 13, Rule 3	Composting Operations	Climate protection
Reg. 13, Rule 4	Sewage Treatment Facilities and Anaerobic Digesters	Climate protection
Reg. 13, Rule 5	Petroleum Refinery Hydrogen Systems	Climate protection
Reg. 13, Rule TBD	Petroleum Refinery Carbon Intensity Limits	Climate protection
Reg. 13, Rule TBD	Short-Lived Climate Pollutants	Climate protection
Reg. 13, Rule TBD	Refrigeration Management	Climate protection
Reg. 13, Rule TBD	Heat Mitigating Technologies Deployment	Climate protection
Reg. 13, Rule TBD	Energy Use in Residential, Commercial and Industrial Sectors	Climate protection
Reg. 13, Rule TBD	Livestock Waste	Climate protection
Reg. 14, Rule 1	Commuter Benefits Program	Expand Program
Reg. 15:	Disaster Preparedness & Response Program	Reduce emissions, respond to emergencies
Reg. and Rule TBD	Indirect Source Review	Reduce emissions
Reg. and Rule TBD	Episodic Controls	Reduce emissions
Reg. and Rule TBD	Sulfur Hexafluoride	Reduce emissions
Reg. and Rule TBD	Magnet Source Rule	Reduce emissions
Reg. and Rule TBD	Emergency Stand-by Stationary IC Engines	Reduce emissions
Reg. and Rule TBD	Refinery Fuel Gas	Reduce emissions
Reg. and Rule TBD	Limiting Health Impacts from Particulate Matter Pollution	Reduce emissions and health impacts
Reg. and Rule TBD	Sulfuric Acid Plants	Reduce emissions
Reg. and Rule TBD	Sulfur Plants	Reduce emissions
Reg. and Rule TBD	Refinery Delayed Cokers	Reduce emissions
Reg. and Rule TBD	Methane and Air Toxics from Oil & Gas Capped Wells	Reduce emissions
Reg. and Rule TBD	Ammonia from Stationary Sources	Reduce emissions
Reg. and Rule TBD	Sample and Analyze Episodic Event Plumes	Monitor emissions, assess health impacts
Reg. and Rule TBD	Impacts of Crude Changes Upstream of Crude Units	Improve enforceability
Reg. and Rule TBD	Start-up, Shutdown & Malfunction Emissions	Reduce emissions
Reg. and Rule TBD	Refinery Emissions Best Practices Backstop Rule	Reduce emissions
Reg. and Rule TBD	Periodic Assessment of Significant Emission Sources	Reduce emissions
Reg. and Rule TBD	AB 617 BARCT Plan	Community health protection
Reg. and Rule TBD	AB 617 Community Emissions Reduction Plans	Community health protection
MOP, Volume I	Enforcement Procedures	Clarification, improve data submittals
MOP, Volume II	Engineering Permitting Procedures	Consistency with EPA requirements, clarifications
MOP, Volume III	Laboratory Methods	New and improved analytical procedures

Regulation, Rule	Title	Objectives ¹
MOP, Volume IV	Source Test Methods	New and improved analytical procedures
MOP, Volume V	Continuous Emission Monitoring	New and improved analytical and monitoring procedures
MOP, Volume VI	Ground Level Monitoring	Consistency with EPA requirements
New MOP, Volume X	Procedures for Evaluating and Lists of Non-Precursor Organic Compounds, Group I and Group II	Evaluation and listing of NPOCs

¹ Objectives are listed for information only and are subject to change. Rule development efforts for a rule are not limited to listed objectives.

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Rod Sinks and Members
of the Board of Directors

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 25, 2020

Re: Report of the Climate Protection Committee Meeting of November 19, 2020

RECOMMENDED ACTION

The Climate Protection Committee (Committee) received only informational items and have no recommendations of approval by the Board of Directors (Board).

BACKGROUND

The Committee met on Thursday, November 19, 2020, and received the following reports:

- A) Air District Regulation of Appliances;
- B) Update on the State 2022 Building Energy Code Update; and
- C) Economic Impacts of Transitioning to Economy-Wide Building Decarbonization.

Chairperson Teresa Barrett will provide an oral report of the Committee meeting.

BUDGET CONSIDERATION/FINANCIAL IMPACT

- A) None;
- B) None; and
- C) None.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Amanda Balneg
Reviewed by: Vanessa Johnson

Attachment 10A: 11/19/2020 – Climate Protection Committee Meeting Agenda #3
Attachment 10B: 11/19/2020 – Climate Protection Committee Meeting Agenda #4
Attachment 10C: 11/19/2020 – Climate Protection Committee Meeting Agenda #5

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Teresa Barrett and Members
of the Climate Protection Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 12, 2020

Re: Air District Regulation of Appliances

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

Air District staff is undertaking a review of its rules related to growing local, regional and international interest in building decarbonization. Building decarbonization efforts seek to address the air pollution (criteria, toxic, and greenhouse gas emissions (GHGs)) associated with the operation of buildings. In most cases, decarbonization is achieved through electrification of all building operations, phasing out fossil fuel combustion.

Implementation of building decarbonization policies is addressed at different levels by a variety of agencies and impacts a variety of types of building uses (residential, commercial, industrial) and ages (new construction, existing retrofits, or improvements). The entities involved in the development and implementation of building decarbonization policies include federal agencies (U.S. Environmental Protection Agency, U.S. Department of Energy), state agencies (California Air Resources Board, California Energy Commission, and the California Public Utility Commission), and local governments such as municipalities and air districts. Approximately two dozen municipalities in the Bay Area have instituted “reach codes” above and beyond the California Energy Commission’s Building Energy Efficiency Standards (Title 24), under which new construction must be all electric or electric-ready.

DISCUSSION

The Air District has used well-established authority to set air pollution performance standards for appliances such as water heaters and furnaces that exhaust to the outside air. These are point-of-sale requirements prohibiting the sale of equipment that doesn’t meet pollution standards, for oxides of nitrogen (NO_x), which is harmful both in itself and as it combines with other pollutants to form ozone and PM_{2.5}. Staff is reviewing whether support exists to adopt a rule that prohibits the sale of equipment that emits NO_x (and associated toxic and GHG emissions) at any level.

A main source of air pollution associated with the buildings sector is natural gas combustion for the operation of in-building appliances. The Air District's existing rules related to the combustion of fossil fuels within buildings include:

- Regulation 9, Rule 4 (Rule 9-4) for residential furnaces;
- Regulation 9, Rule 6 (Rule 9-6) for boilers and water heaters; and
- Regulation 9, Rule 7 (Rule 9-7) for industrial boilers and process heaters

Staff will present information on these existing rules, as well as rules from other air districts in California. This discussion will also include relevant information on potential emission impacts, equipment costs, and other technical considerations associated with these sources and potential control approaches.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Jennifer Elwell
Reviewed by: Elizabeth Yura/Greg Nudd

CLIMATE PROTECTION COMMITTEE
MEETING OF 11/19/2020

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Teresa Barrett and Members
of the Climate Protection Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 12, 2020

Re: Update on the State 2022 Building Energy Code Update

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

California has adopted aggressive greenhouse gas (GHG) emission reduction targets, including returning to 1990 levels by 2020, reducing emissions 40 percent below 1990 levels by 2030, and achieving carbon neutrality by 2045. Although California has met its 2020 target, the road to carbon neutrality will be more challenging and will require emission reductions across all sectors of the economy. In support of these goals, the State has set in motion sweeping policy initiatives focused on decarbonization of the electricity and transportation sectors. In order for California to meet its climate goals, the State must also decarbonize the built environment. Any new building construction moving forward that relies on fossil fuels deepens the challenge of decarbonizing the sector and meeting long-term climate goals.

The California Building Standards Commission created Title 24 in 1978 to create minimum energy efficiency standards for new residential and non-residential buildings. The California Energy Commission (CEC) updates the Building Energy Efficiency Standards (Title 24, Parts 6 and 11, referred to here as the Energy Code) every three years, the last time in 2019. While the CEC manages the updating and implementation of the statewide Energy Code, cities and counties are able to adopt local building codes that exceed Energy Code requirements. So far, 35 jurisdictions statewide – 30 from the Bay Area – have already adopted local policies limiting natural gas use in new construction.

DISCUSSION

The CEC has begun its triennial update of the Energy Code, with pre-rulemaking for the 2022 update underway. The 2022 Energy Code will go into effect on January 1, 2023 and will apply to building permit applications submitted on or after that date. The 2022 Energy Code will improve upon the 2019 Energy Code by revising and updating energy efficiency standards for newly constructed buildings, and additions and alterations to existing buildings. Specifically, the 2022 update is focused on encouraging greater use of electric heat pump technologies for residential and selected non-residential buildings.

In addition to reducing greenhouse gas emissions, a 2022 Energy Code that reduces natural gas use in buildings would improve air quality and health outcomes for the residents of California. In addition to carbon dioxide and methane, leakage and combustion of natural gas in buildings releases toxic air contaminants, nitrogen oxides, carbon monoxide and particulate matter, creating indoor and outdoor pollution that significantly harms air quality and public health.

Staff will present on the status of the CEC's 2022 update to the Energy Code. The presentation will address potential changes to the Energy Code, the timeline for public and stakeholder engagement and opportunities for the Air District to engage in the process.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Abby Young
Reviewed by: Henry Hilken

CLIMATE PROTECTION COMMITTEE
MEETING OF 11/19/2020

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Teresa Barrett and Members
of the Climate Protection Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 12, 2020

Re: Economic Impacts of Transitioning to Economy-Wide Building Decarbonization

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

Natural gas use from residential and commercial buildings in the Bay Area represents approximately 11 percent of the region's greenhouse gas (GHG) inventory. To reach the Bay Area and the State of California goals of reducing GHG emissions 40 percent below 1990 levels by 2030 and 80 percent below 1990 levels by 2050, this natural gas use in buildings will have to be significantly reduced. Switching from natural gas to low-carbon electricity in the building sector is a critical component of the Air District's climate protection strategy.

Local and State government agencies are advancing complementary policies to reduce GHG emissions from buildings by electrifying buildings and by decarbonizing the electrical grid. Specifically, municipal governments are implementing policies to phase-out natural gas use. Cities such as Berkeley, Menlo Park, and others are adopting building codes that ban the use of natural gas in new buildings. In addition, community choice energy programs serving the Bay Area are also fast-tracking the elimination of fossil fuels from their electricity supply. Complementary State policy is ensuring that as more buildings transition from natural gas to electricity, the electricity provided is generated from renewable sources. Senate Bill 100 mandates that renewable energy and zero-carbon resources supply 100 percent of electricity by 2045, with an interim goal of 60 percent renewable energy by 2030. Because of the GHG reductions associated with the electricity grid, switching energy use in buildings from fossil fuels to electricity for space heating, water heating, cooking, and clothes drying will continue to fast-track a decarbonization of the building stock.

The transition from natural gas to electricity can support both sustainability and equity goals with appropriate public policy. Many studies suggest that while there are cost savings associated with constructing new homes as all-electric compared to gas or mixed-fuel homes, retrofitting existing homes to all-electric achieves lower cost savings. For new high-rise residential and commercial construction, there is a lack of cost-effective all-electric system options at this time. The California Energy Commission's report, *Fuel Substitution Forecasting Tools: Methods Supporting Senate Bill 350 Analysis* (Guidehouse May 2020) estimates that cumulative cost

between now and 2030 to electrify all end uses in new and existing buildings across California would be approximately \$98 billion (this includes costs for technology, installation, contractors, fuel, and electric panel upgrades). An equity concern associated with decreasing natural gas use is associated with stranded natural gas assets. There is a higher possibility that natural gas customers that can afford energy upgrades will electrify their buildings and disconnect from the natural gas system first, leaving the remaining customers to pay for the costs of the natural gas system. This could unequally burden lower-income and other vulnerable communities with higher natural gas costs. As such, a policy framework that ensures a cost effective, equitable, and politically viable transition away from natural gas for all stakeholders is necessary.

DISCUSSION

Energy and Environmental Economics, Inc. (E3) is an energy consulting firm that helps utilities, regulators, policymakers, developers, and investors make the best strategic decisions possible as they implement new public policies, respond to technological advances, and address customers' shifting expectations. Policymakers in California relied on E3's analysis to set the State's 2030 GHG reduction target and implement cap-and-trade for the electric sector. More recently, E3 has conducted studies on building electrification and transitioning from natural gas to electric end uses in California.

Amber Mahone, Partner at E3, will present on E3's studies on transitioning to non-fossil fuel energy economy-wide in California. E3's work examines costs, savings, and emissions for electric and gas appliances in six different home types in geographical areas covering over half the State's population. Unlike prior studies, E3's work closely evaluates the consumer cost perspective on building electrification, including upfront capital costs, energy bill impacts, and lifecycle savings and infrastructure costs.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Jakub Zielkiewicz
Reviewed by: Henry Hilken

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Rod Sinks and Members
of the Board of Directors

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 25, 2020

Re: Report of the Budget and Finance Committee Meeting of November 23, 2020

RECOMMENDED ACTION

The Budget and Finance Committee (Committee) recommends Board of Directors (Board) approval of the following items:

- A) Fourth Quarter Financial Report – Fiscal Year Ending (FYE) 2020;
 - 1) None; receive and file.
- B) First Quarter Financial Report – Fiscal Year Ending (FYE) 2021;
 - 1) None; receive and file.
- C) Request to Amend the Fiscal Year Ending (FYE) 2021 Budget to Increase Staffing;
and
 - 1) Recommend the Board of Directors (Board) amend the Fiscal Year Ending (FYE) 2021 budget to include funds for nine (9) of the ten (10) full-time regular positions that were previously approved by the Board.
- D) Funding for Other Post-Employment Benefit (OPEB) Obligations.
 - 1) Recommend the Board of Directors (Board) approve the transfer of the \$4.0 million allocated to Other Post-Employment Benefits (OPEB) in the approved Fiscal Year Ending (FYE) 2021 budget to the existing OPEB investment trust.

BACKGROUND

The Committee met on Monday, November 23, 2020, and received the following reports:

- A) Fourth Quarter Financial Report – Fiscal Year Ending (FYE) 2020;
- B) First Quarter Financial Report – Fiscal Year Ending (FYE) 2021;
- C) Request to Amend the Fiscal Year Ending (FYE) 2021 Budget to Increase Staffing;
and
- D) Funding for Other Post-Employment Benefit (OPEB) Obligations.

Chairperson Carole Groom will provide an oral report of the Committee meeting.

BUDGET CONSIDERATION/FINANCIAL IMPACT

- A) None;
- B) None;
- C) The addition of the nine positions will add approximately \$1,800,000 in Personnel Expenditures to the FYE 2021 Budget; and
- D) The \$4.0 million has been approved as a part of the Fiscal Year 2021 Adopted Budget.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Amanda Balneg
Reviewed by: Vanessa Johnson

Attachment 11A: 11/23/2020 – Budget and Finance Committee Meeting Agenda #3
Attachment 11B: 11/23/2020 – Budget and Finance Committee Meeting Agenda #4
Attachment 11C: 11/23/2020 – Budget and Finance Committee Meeting Agenda #5
Attachment 11D: 11/23/2020 – Budget and Finance Committee Meeting Agenda #6

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Carole Groom and Members
of the Budget and Finance Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 17, 2020

Re: Fourth Quarter Financial Report – Fiscal Year Ending (FYE) 2020

RECOMMENDED ACTION

None; receive and file.

DISCUSSION

Finance staff will present an update on the Air District's financial results for the fourth quarter of the 2019-2020 fiscal year. The following information summarizes those results.

GENERAL FUND: STATEMENT OF REVENUES – Comparison of Prior Year Quarter Actual and Current Year Budget to Actual

REVENUE TYPE	4th QTR FY 2019	4th QTR FY 2020	FY 2020 - % of BUDGETED REVENUE
County Receipts	\$35,823,934	\$37,482,345	104%
Permit Fee Receipts	\$41,420,976	\$44,533,338	114%
Title V Permit Fees	\$6,597,440	\$6,112,355	102%
Asbestos Fees	\$4,434,539	\$4,493,319	138%
Toxic Inventory Fees	\$475,140	\$580,338	893%
Penalties and Settlements	\$2,123,615	\$1,352,778	49%
Interest Income	\$1,503,779	\$1,382,733	141%
Misc. Revenue	\$500,419	\$457,380	457%
Total Revenue	\$92,879,842	\$96,394,586	109%

GENERAL FUND: STATEMENT OF EXPENDITURES - Comparison of Prior Year Quarter Actual and Current Year Budget to Actual

EXPENDITURE TYPE	4th QTR FY 2019	4th QTR FY 2020	FY 2020 - % of BUDGETED EXPENDITURES
Personnel - Salaries*	\$42,855,571	\$47,266,818	96%
Personnel - Fringe Benefits*	\$22,852,038	\$20,996,053	100%
Operational Services /	\$23,677,660	\$30,788,924	113%
Capital Outlay	\$17,104,098	\$6,804,017	72%
Total Expenditures	\$106,489,367	\$105,855,812	99%
* Consolidated (includes Special Funds)			

CASH INVESTMENTS IN COUNTY TREASURY – Account Balances as of 4th Quarter

CASH/INVESTMENTS	4th QTR FY 2019	4th QTR FY 2020
General Fund	\$76,168,239	\$81,745,113
TFCA	\$102,067,763	\$117,735,644
MSIF	\$44,406,270	\$51,366,177
Carl Moyer	\$42,880,496	\$87,118,737
CA Goods Movement	\$15,148,526	\$20,979,038
AQ Projects	\$1,095,158	\$2,821,017
Vehicles Mitigation		\$2,457,095
Total	\$281,766,453	\$364,222,821

FUND BALANCES	6/30/2018	6/30/2019	6/30/2020
	Audited	Audited	Projected
DESIGNATED: *			
Diversity, Equity & Inclusion	100,000		
Economic Contingency	\$17,390,311	\$19,084,769	\$20,082,966
IT - Event Response	\$500,000		
Litigation	\$500,000		
Napa/Sonoma Fireplace Replacement Grant	\$1,000,000	\$1,000,000	
Pension & Post Employment Liability	\$1,000,000	\$2,000,000	\$2,000,000
Tech - Meteorological Network Equipment	\$131,100		
Tech - Mobile Monitoring Instruments	\$80,000		
Technology Implementation Office	\$3,350,000		\$3,350,000
GHG Abatement Technology Study	\$1,500,000		
Woodchip Program	\$150,000		
Woodsmoke Grant	\$1,000,000	\$1,000,000	\$1,000,000
Worker's Comp Self-Funding	\$1,000,000		
Total Designated Reserves	\$27,701,411	\$23,084,769	\$26,432,966
Undesignated Fund Balance	\$18,101,141	\$22,332,894	\$12,334,898
TOTAL DESIGNATED &	\$45,802,552	\$45,417,663	\$38,876,864
Building Proceeds			
	\$4,668,200	\$209,489	
TOTAL FUND BALANCE	\$50,470,752	\$45,627,152	\$38,876,864
* Designated Fund Balances are subject to change at Board's discretion.			
OUTSTANDING LIABILITIES			
CalPERS Pension Retirement			\$86,309,901
Other Post-Employment Benefits			\$18,840,854
Certificate of Participation Notes			27,130,400
TOTAL OUTSTANDING LIABILITIES			\$132,281,155

VENDOR PAYMENTS

In accordance with provisions of the Administrative Code, Division II Fiscal Policies and Procedures - Section 4 Purchasing Procedures: 4.3 Contract Limitations, staff is required to present recurring payments for routine business needs, such as utilities, licenses, office supplies and the like, more than, or accumulating to more than \$100,000 for the fiscal year. In addition, this report includes all of the vendors receiving payments in excess of \$100,000 under contracts that have not been previously reviewed by the Board. In addition, staff will report on vendors that undertook work for the Air District on several projects that individually were less than \$100,000, but cumulatively exceed \$100,000.

Below is a list of vendors with cumulative payments made through the third quarter of 2019-20 fiscal year that exceeded \$100,000 and meets the reporting criteria noted above. All expenditures have been appropriately budgeted as a part of the overall Air District budget for Fiscal Year 2019-2020.

	VENDOR NAME	AMOUNT PAID (July 2019 - June 2020)	Explanation
1	Accountemps	\$214,643	Temporary Staffing Services
2	Acterra	\$107,500	Public Outreach & Other Services
3	Alliant Insurance Services	\$580,575	Various Business Insurance Policies
4	BAAQMD Employee Association	\$110,382	Employee Union Dues
5	Bay Area Headquarters Authority	\$2,570,999	Shared Services & Common Areas
6	BAAQMD Employee Association	\$110,382	Employee Union Dues
7	Benefits Coordinators Corp.	\$1,099,315	Life Insurance Plan & LTD Insurance
8	CA Public Employee Retirement System	\$7,445,891	Health Insurance Plan
9	CA Public Employee Retirement System	\$9,374,554	Retirement Benefits & 457 Supplemental Plan
10	CAPCOA	\$643,152	Pass through EPA grants
11	CDW Government	\$256,822	Computer equipment
12	Ceridian	\$200,526	Payroll Processing Services
13	Comcast Cable Communications	\$164,408	Ethernet Services
14	Cubic Transportation Systems	\$560,058	Clipper Transit Subsidy
15	Enterprise Fleet Services	\$631,081	Fleet Leasing and Maintenance services
16	E-N-G Mobile System	\$104,340	Field Sampling Vehicle Customization Services
17	EPLUS Technology	\$310,126	Cisco computer network equipment warranty
18	Hartford Life Ins Co.	\$852,299	457 Supplemental Insurance
19	Office Team	\$230,995	Temporary Staffing Services
20	P & A Administrative Services	\$224,408	Flexible Spending & Cobra Benefit Services
21	Preferred Benefit Insurance AD	\$722,932	Dental Insurance Plan
22	Precott-Joseph Center	\$101,000	Sponsorship
23	Pacific Gas & Electric	\$201,216	Utility services
24	Regents of the University of California	\$103,306	Sponsorship
25	Sloan Sakai Yeung & Wong LLP	\$360,624	Human Resources Consulting Services
26	TSI Incorporated	\$116,414	Ambient Monitoring Repair Services
27	Verizon Wireless	\$230,678	Cell phone services
28	Wang Brothers Investment, LLC	\$497,291	Richmond Site Lease
29	Wright Express Universal	\$159,203	Fuel for fleet

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Stephanie Osaze
Reviewed by: Jeff McKay

BUDGET AND FINANCE COMMITTEE
MEETING OF 11/23/2020

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Carole Groom and Members
of the Budget and Finance Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 17, 2020

Re: First Quarter Financial Report – Fiscal Year Ending (FYE) 2021

RECOMMENDED ACTION

None; receive and file.

DISCUSSION

Finance staff will present an update on the Air District's financial results for the first quarter of the 2020-2021 fiscal year. The following information summarizes those results.

GENERAL FUND: STATEMENT OF REVENUES – Comparison of Prior Year Quarter Actual and Current Year Budget to Actual

REVENUE TYPE	1st QTR FY 2020	1st QTR FY 2021	FY 2021 - % of BUDGETED REVENUE
County Receipts	\$309,911	\$951,725	2%
Permit Fee Receipts	\$13,141,305	\$11,898,338	35%
Title V Permit Fees	\$1,357,024	\$1,288,039	25%
Asbestos Fees	\$1,401,272	\$1,121,781	69%
Toxic Inventory Fees	\$195,422	\$204,377	33%
Penalties and Settlements	\$382,486	\$307,791	21%
Interest Income	\$386,870	\$308,291	37%
Misc. Revenue	\$155,897	\$7,144	7%
Total Revenue	\$17,330,185	\$16,087,485	20%

GENERAL FUND: STATEMENT OF EXPENDITURES - Comparison of Prior Year Quarter Actual and Current Year Budget to Actual

EXPENDITURE TYPE	1st QTR FY 2020	1st QTR FY 2021	FY 2021 - % of BUDGETED EXPENDITURES
Personnel - Salaries*	\$9,727,760	\$10,094,070	19%
Personnel - Fringe Benefits*	\$9,035,441	\$10,422,224	44%
Operational Services /	\$4,035,126	\$3,526,066	13%
Capital Outlay	\$1,470,771	\$1,778,934	42%
Total Expenditures	\$24,269,099	\$25,821,294	24%
* Consolidated (includes Special Funds)			

CASH INVESTMENTS IN COUNTY TREASURY – Account Balances as of First Quarter

CASH/INVESTMENTS	1st QTR FY 2020	1st QTR FY 2021
General Fund	\$64,630,650	\$68,593,776
TFCA	\$109,044,018	\$120,534,841
MSIF	\$4,183,565	\$52,907,649
Carl Moyer	\$60,150,229	\$86,881,175
CA Goods Movement	\$12,912,125	\$21,061,702
AQ Projects	\$3,120,905	\$1,590,518
Vehicles Mitigation	\$985,795	\$2,468,705
Total	\$295,027,285	\$354,038,365

FUND BALANCES	6/30/2019	6/30/2020	6/30/2021
	Audited	Projected	Projected
DESIGNATED:			
Economic Contingency	\$19,084,769	\$20,082,966	\$21,294,922
Napa/Sonoma Fireplace Replacement Grant	\$1,000,000	0	0
Pension & Post Employment Liability	\$2,000,000	\$2,000,000	\$2,000,000
Technology Implementation Office	0	\$3,350,000	\$3,350,000
Woodsmoke Grant	\$1,000,000	\$1,000,000	\$1,000,000
Total Designated Reserves	\$23,084,769	\$26,432,966	\$27,644,922
Undesignated Fund Balance	\$22,332,894	\$12,443,898	\$6,072,260
TOTAL DESIGNATED & UNDESIGNATED	\$45,417,663	\$38,876,864	\$33,717,182
Building Proceeds	\$209,489	0	0
TOTAL FUND BALANCE	\$45,627,152	\$38,876,864	\$33,717,182
* Designated Fund Balances are subject to change at Board's discretion.			
OUTSTANDING LIABILITIES			
CalPERS Pension Retirement			\$86,309,901
Other Post-Employment Benefits			\$18,840,854
Certificate of Participation Notes			27,130,400
TOTAL OUTSTANDING LIABILITIES			\$132,281,155

VENDOR PAYMENTS

In accordance with provisions of the Administrative Code, Division II Fiscal Policies and Procedures - Section 4 Purchasing Procedures: 4.3 Contract Limitations, staff is required to present recurring payments for routine business needs, such as utilities, licenses, office supplies and the like, more than, or accumulating to more than \$100,000 for the fiscal year. In addition, this report includes all of the vendors receiving payments in excess of \$100,000 under contracts that have not been previously reviewed by the Board. In addition, staff will report on vendors that undertook work for the Air District on several projects that individually were less than \$100,000, but cumulatively exceed \$100,000.

Below is a list of vendors with cumulative payments made through the third quarter of 2020-21 fiscal year that exceeded \$100,000 and meets the reporting criteria noted above. All expenditures have been appropriately budgeted as part of the overall Air District budget for Fiscal Year 2020-21.

	VENDOR NAME	AMOUNT PAID (July 2020 - Sept 2020)	Explanation
1	Alliant Insurance Services	\$223,755	Various Business Insurance Policies
2	Benefits Coordinators Corp.	\$265,712	Life Insurance Plan & LTD Insurance
3	CA Public Employee Retirement System	\$2,059,145	Health Insurance Plan
4	CA Public Employee Retirement System	\$1,938,615	Retirement Benefits & 457 Supplemental Plan
5	Enterprise Fleet Services	\$101,936	Fleet Leasing and Maintenance services
6	Hartford Life Ins Co.	\$202,718	457 Supplemental Insurance
7	Preferred Benefit Insurance AD	\$124,324	Dental Insurance Plan
8	Wang Brothers Investment LLC	\$122,082	Richmond Site Lease

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

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 Budget and Finance Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 17, 2020

Re: Request to Amend the Fiscal Year Ending (FYE) 2021 Budget to Increase Staffing

RECOMMENDED ACTION

Recommend the Board of Directors (Board) amend the Fiscal Year Ending (FYE) 2021 budget to include funds for nine (9) of the ten (10) full-time regular positions that were previously approved by the Board.

BACKGROUND

On December 4, 2019, the Board authorized an increase in staffing level from 405 to 415 regular full-time positions. These new positions included support for Assembly Bill (AB) 617, and backfilling staffing resources previously diverted to support AB 617 from the Air District's Engineering and Compliance and Enforcement Divisions.

However, uncertainties associated with the pandemic led staff to request, and the Board to authorize funding to support a staffing level of only 405 regular full-time positions for the FYE 2021 budget cycle.

During the budget discussions around the pandemic, staff advised the Board that there would be a mid-year request to authorize funding for a portion of the full-time positions that were previously approved by the Board.

As a result of resources required to support AB 617, staff proposed at the October 21, 2020 Executive Committee meeting an augmentation to the current year FYE 2021 budget to include funding for five (5) of the ten (10) full-time regular positions that were previously approved by the Board. The Executive Committee approved the request pending approval by the Budget and Finance Committee.

DISCUSSION

Based on recent input received at the Ad Hoc Committee on Equity, Access, and Inclusion meeting, staff is proposing an additional four (4) positions over those already recommended by the Executive Committee. Therefore, the total proposed augmentation of the FYE 2021 budget is for nine (9) of the ten (10) positions that were previously approved by the Board.

<u>Full-Time Equivalent Count</u>	<u>Position</u>	<u>Division/Office/Section</u>
1	Advanced Projects Advisor	Assessment, Inventory, and Modelling
4	Manager (1), Specialist (3)	Compliance and Enforcement and Meteorology and Measurement
4	Officer (1), Manager (1) Specialist (2)	Community Engagement

BUDGET CONSIDERATION/FINANCIAL IMPACT

The addition of the nine positions will add approximately \$1,800,000 in Personnel Expenditures to the FYE 2021 Budget.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Jeff McKay and John Chiladakis

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Carole Groom and Members
of the Budget and Finance Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 17, 2020

Re: Funding for Other Post-Employment Benefit (OPEB) Obligations

RECOMMENDED ACTION

Recommend the Board of Directors (Board) approve the transfer of the \$4.0 million allocated to Other Post-Employment Benefits (OPEB) in the approved Fiscal Year Ending (FYE) 2021 budget to the existing OPEB investment trust.

BACKGROUND

In the FYE 2021 Adopted Budget, the Board approved the continuation of a \$4.0 million annual contribution towards paying down the OPEB outstanding obligation.

Unlike prior years, the Board directed that the funds be left in reserves, rather than be invested in the OPEB trust, pending further Board direction.

DISCUSSION

Staff does not anticipate any significant changes to the Fiscal Year 2021 Adopted Budget and staff is recommending the Budget and Finance Committee consider transferring funding of the \$4.0 million to the OPEB Trust with California Employer's Retirement Benefit Trust Fund.

BUDGET CONSIDERATION/FINANCIAL IMPACT

The \$4.0 million has been approved, as a part of the Fiscal Year 2021 Adopted Budget.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Stephanie Osaze
Reviewed by: Jeff McKay

BUDGET AND FINANCE COMMITTEE
MEETING OF 11/23/2020

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Rod Sinks and Members
of the Board of Directors

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 25, 2020

Re: Annual Progress Report on Owning Our Air: The West Oakland Community Action
Plan

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

Assembly Bill (AB) 617, signed in 2017, focuses on improving local air quality and health in disproportionately impacted communities. The West Oakland Environmental Indicators Project partnered with the Air District to develop *Owning Our Air: The West Oakland Community Action Plan* (*Owning Our Air* or Plan). The Board of Directors adopted *Owning Our Air* on October 2, 2019. Over the last 13 months, the Steering Committee and the Co-leads have worked together to implement *Owning Our Air*.

DISCUSSION

At the upcoming Board of Directors meeting, staff and Steering Committee members will present an update on *Owning Our Air* implementation activities conducted since the Board of Directors adopted the Plan, including showing videos created to document the first year of implementation. Links to *Owning Our Air*, the videos, and other documentation can be found on the West Oakland Community Action Plan webpage: <http://www.baaqmd.gov/ab617woak>.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Alison Kirk
Reviewed by: Henry Hilken

Attachment 12A: Owning Our Air Annual Progress Report Strategy Status, November 2020

AGENDA 12A - ATTACHMENT

Attachment A: Owning Our Air Annual Progress Report Strategy Status, November 2020

Introduction: Attachment A provides an update on the status of all Strategies, Further Study Measures and Enforcement Measures in *Owning Our Air: The West Oakland Community Action Plan (Plan)*. The organization of the Strategies, Further Study Measures and Enforcement Measures in the Appendix reflects the work of the Owning Our Air Steering Committee and Subcommittees to implement the Plan. The Subcommittees have organized themselves into subject matter groups, and the status of the Strategies, Further Study Measures and Enforcement Measure presented within this Appendix are organized by these subject matter groups as described below:

1. **Air District Strategies:** These strategies require the Bay Area Air Quality Management District to lead and adopt, for example, Air District regulations.
2. **Air District Metrics:** A summary of the past year of meetings, enforcement actions, incentives dollars and emissions reduced from incentive programs, by the Air District.
3. **CARB Strategies:** These strategies require the California Air Resources Board (CARB) to lead and adopt, for example, CARB regulations.
4. **CARB Incentives:** A summary of incentive-related activities that CARB has participated in over the past year, and includes events, projects, and funds spent, organized by incentive funding program.
5. **Partner Strategies:** These strategies require action by regional and local partners, such as the City of Oakland, Port of Oakland, Alameda County Department of Public Health, and others, described as the “Lead Agency” on the partner strategies status update. The Subcommittees have ranked partner strategies by “Type of Effort,” which reflects their level and type of interest in advancing the strategy. The Type of Effort ranking is how the Steering Committee and Subcommittee are prioritizing where they will be devoting most of their energy in the coming year.

Partner strategies have been grouped into four subject matter areas as follows:

- **Port & Freight:** These strategies address emissions and exposure from activities at the Port of Oakland and freight movement. These strategies require action by the City of Oakland, the Port of Oakland, and Caltrans.
- **Land Use:** These strategies address emissions and exposure from land use decisions. These strategies require action by the City of Oakland.
- **Transit/Bike/Walk:** These strategies address emissions and exposure from transportation activities. These strategies require action by the City of Oakland, AC Transit, Alameda County Transportation Authority, and Bay Area Rapid Transit, and Caltrans.
- **Health/Living Buffers:** These Strategies include health and greening programs and actions to mitigate exposure to emissions. These strategies require action by the City of Oakland and the Alameda County Public Health Department.

AIR DISTRICT STRATEGIES			
Strategy#	Strategy Description	Status	Implementation Timeframe near-term = 2020-21
2	The Air District will continue to engage in environmental review processes for development projects in West Oakland, such as the Oakland A's Ballpark and the MacArthur Maze Vertical Clearance Project, including coordinating with community partners and lead agency staff, providing data and technical assistance, and reviewing and commenting on CEQA documents through 2025.	District staff reviewed and actively engaged in work on both the proposed Oakland A's Ballpark and the MacArthur Maze and will continue to engage in any development projects in or with potential effects on West Oakland air quality. This work includes collecting data, writing letters and attending meetings.	2020 implementation begins and continues through 2024
3	The Air District will study the potential air pollution and health outcomes of allowing truck traffic on I-580 and designating a truck lane on I-880. Allowing truck traffic on I-580 would require legislative approval, re-engineering, and re-construction.	District staff have discussed studying truck trips with agency partners, determining that local street studies should be prioritized first. District staff has discussed with MTC a study on adding a truck lane on I-880. District staff have leveraged resources to study magnet sources and local roads and will consider expanding studies to highways which will require coordination among several agencies.	2022 implementation begins
12	The Air District and the West Oakland Environmental Indicators Project intends to implement the green infrastructure project currently under development between Interstate I-880 and the Prescott neighborhood in West Oakland by 2021.	Air District has had preliminary discussions with WOEIP. Urban Biofilters has performed a study on designing green infrastructure between Interstate I-880 and the Prescott neighborhood. WOEIP, Urban Biofilters, and the City have applied for a \$300,000 STEP grant for urban greening through MTC, and WOEIP has applied for several other grants for this measure.	2020 implementation begins
14	The Air District provides subsidized loans for local small businesses to install energy storage systems (e.g. batteries, fuel cells) to replace stationary sources of pollution (e.g. back-up generators).	District Strategic Incentive staff is authoring a Generator Replacement/Upgrade Incentive Program and continue to process grant applications.	2020 implementation begins and continues through 2024
18	The Air District advocates for more electrical infrastructure and power storage, including development of (1) fast-charging facilities, (2) truck charging stations and (3) better land use support for electric trucks by 2025.	District staff has worked with partner agencies to support more electrical infrastructure and power storage initiatives. District staff has written at least 3 grant support letters for similar projects: (1) Sept 2020 –District commented on the draft Transportation Electrification Framework (CPUC); (2) Sept 2020 – District wrote a letter of support for the East Bay Community Energy (EBCE) for a heavy-duty/medium-duty vehicle electrification grant application with CEC; (3) August 2020 – District wrote a Joint letter with MTC to support the Electrify America Cycle 3 Zero Emission Vehicle (ZEV) Investment Plan. Alameda CTC adopted goals for the 2020 Countywide Transportation Plan that seek to advance an Affordable, Accessible, and Equitable transportation system that supports Safe, Healthy and Sustainable communities, Healthy and Modern Infrastructure, and Economic Vitality. These goals have led to prioritization of projects, including several projects in West Oakland as priorities, and identification of strategies that address safety, especially in Communities of Concern, advancement of electrification in the goods movement sector, and exploring expansion of fare programs.	2020 implementation begins and continues through 2024
21	The Air District works with the City and Port of Oakland and other agency and local partners to create a Sustainable Freight Advisory Committee to provide recommendations to each agency's governing board or council. The Committee's scope includes: air quality issues, enhanced/increased enforcement of truck parking and idling, improved referral and follow-up to nuisance and odor complaints related to goods movement, improvements to the Port appointment system, charging infrastructure and rates, developing land-use restrictions in industrial areas, funding, and consideration of video surveillance to enforce truck parking, route, and idling restrictions.	ACTC, BAAQMD, and MTC have been meeting to coordinate funding strategies, and are looking to identify opportunities for funding to implement shared goals for trade corridors.	2020 implementation begins and continues through 2024

AIR DISTRICT STRATEGIES			
Strategy#	Strategy Description	Status	Implementation Timeframe near-term = 2020-21
24	The Air District works with agency and local partners to improve referral and follow-up on nuisance and odor complaints by 2021. This work includes updates to complaint processes, enforcement procedures, and coordination with other public agencies regarding odors, backyard burning, and other complaints.	District Enforcement staff have started revising the complaint process. The Air District hosted 5 public workshops (San Francisco, Oakland, Santa Rosa, San Jose and Martinez) in late 2019 and early 2020 to solicit public comments and suggestions to improve the existing Air Quality Complaint Guidelines. For those who could not attend a workshop, the Air District posted an online video of the presentation.	2020 implementation begins and continues through 2024
41	The Air District works with CARB to streamline the process for providing financial incentives for fueling infrastructure, and for low and zero-emission equipment. The Air District increases outreach and assistance to individual owner-operators and small companies by providing two workshops and enhanced outreach in West Oakland by 2022.	Started- Planning & SID staff have worked on getting CAPCOA support to request streamlining guidance from CARB.	2020 implementation begins and continues through 2021
48	The Air District plans to offer up to \$7 million per year to replace older autos through the Vehicle Buy Back program, and up to \$4 million per year through the Clean Cars for All program to replace older autos and provide an incentive for a hybrid electric, plug-in hybrid electric, battery electric vehicle, or Clipper Card for public transit.	See District Metrics; Clean Car for All has grown to \$19 million in funding. SID & TIO Staff are planning additional outreach within the next year.	2020 implementation begins and continues through 2024
49	The Air District offers financial incentives to replace box and yard diesel trucks with zero emission trucks owned by West Oakland businesses every year.	See District Metrics under the West Oakland Zero Emissions Program	2020 implementation begins and continues through 2024
50	The Air District plans to offer financial incentives to upgrade tugs and barges operating at the Port of Oakland with cleaner engines every year.	See District Metrics under the Carl Moyer program.	2020 implementation begins and continues through 2024
51	The Air District plans to offer financial incentives to upgrade line-haul, passenger, and switcher (yard) locomotives with cleaner engines every year.	See Tab 6, District Metrics (accounted for under Carl Moyer Program)	2020 implementation begins and continues through 2024
52	The Air District plans to offer financial incentives to support the development of a hydrogen refueling station and the purchase of trucks and off-road equipment powered by fuel cells every year.	Through District's Climate Tech Finance Program, staff is working with SWITCH Maritime on a loan for a 100% hydrogen ferry. Staff is also discussing a possible loan to a company to install fuel cell vehicle fueling stations.	2020 implementation begins and continues through 2024
53	The Air District offers financial incentives to replace long-haul diesel trucks with zero-emission trucks owned by West Oakland businesses every year.	See District Metrics under the Carl Moyer program.	2020 implementation begins and continues through 2024
54	The Air District will award up to \$1 million in funding incentives to pay for the cost of purchasing cleaner equipment in West Oakland, potentially including: electric lawn and garden equipment, battery electric Transport Refrigeration Units, and cargo-handling equipment, by 2021.	Not Started- Air District staff plan to address the strategy by 2021.	2020 implementation begins and continues through 2024
57	Through the Pilot Trip Reduction Program, the Air District offers incentives for the purchase of electric bicycles for bike share programs.	TIO staff plans to expand their Clean Cars for All to include an ebike option (for purchase). SID staff is looking for additional funding to add to current funding sources. See District Metrics Tab.	2020 implementation begins
66	The Air District works with Schnitzer Steel to study the feasibility of installing a shore-power or bonnet system to capture and abate vessel emissions at the West Oakland facility by 2021.	Air District Staff have discussed the strategy with Schnitzer Steel. Mobile source specialists at the Air District will need to contact Engineering to work with Schnitzer Steel to study bonnets. Staff are researching cases where they have worked and have been demonstrated effective.	2021 implementation begins
67	The Air District intends to seek authority in 2021 to reduce emissions and risk from magnet sources, such as the Port of Oakland, freight operations and warehouse distribution centers.	District staff have engaged agency partners to study truck trips at magnet businesses. Both the City and Port have began researching best practices in freight management, including collecting models of freight trip generation based on land use.	2021 implementation begins

AIR DISTRICT STRATEGIES			
Strategy#	Strategy Description	Status	Implementation Timeframe near-term = 2020-21
68	The Air District proposes amendments to existing regulations to further reduce emissions from metal recycling and foundry operations, such as changes to: 1) Rule 6-4: Metal Recycling and Shredding Operations, which requires metal recycling and shredding facilities to minimize fugitive PM emissions through the development and implementation of facility Emission Minimization Plans; and 2) Rule 12-13: Foundry and Forging Operations, which requires metal foundries and forges to minimize fugitive emissions of PM and odorous substances through the development and implementation of facility Emission Minimization Plans by 2025.	Not Started - Rule 6-4 Air District staff continue the enforcement of the regulation. A new cycle of emissions minimization plans will be due at the end of 2020 for the regulated facilities.	2024 regulatory development begins (if needed)
69	The Air District's Rule 11-18: Reduce Risk from TACS at Existing Facilities requires selected Bay Area facilities to reduce risk or install best available retrofit control technology for toxics on all significant sources of toxic emissions. Based on the results of the facility-specific health risk assessment, the Air District may require Schnitzer Steel and the East Bay Municipal Utility District to adopt a Risk Reduction Plan if the health risk exceeds a risk action level per the requirements of Rule 11-18 implementation.	District staff continue to implement Rule 11-18 and develop facility HRAs. Schnitzer Steel submitted data to the District in July of 2020. Engineering staff expect to have a preliminary HRA ready for facility review before the end of 2020. The emissions inventory and emissions release parameter data request for EBMUD is being prepared. Staff expect to send this data request to EBMUD in October 2020.	2020 implementation begins and continues through 2024
70	The Air District intends to provide incentives to replace existing diesel stationary and standby engines (fire pumps, dryers, conveyor belts, cranes) with Tier 4 diesel or cleaner engines. Priority is given to upgrading Tier 0, 1 & 2 engines located closest to schools, senior citizen centers, childcare facilities, and hospitals.	Air District staff is developing a Diesel Back-Up Generator replacement program. The District has shared the draft program with CAPCOA and continues to develop the program.	2024 implementation begins
71	The Air District proposes new regulations to reduce emission sources from autobody and other coating operations, including the use of vanishing oils and rust inhibitors by 2025.	Not Started- 2023 Rule Development has not begun.	2023 regulatory development begins; 2024 regulatory action begins
72	The Air District proposes new regulations to reduce emissions from wastewater treatment plants and anaerobic digestion facilities, such as a regulation to reduce emissions of methane, reactive organic gases, and oxides of nitrogen by 2020.	District Staff have initiated a technical assessment on organics recovery sector; wastewater treatment, and other organic emission estimates.	2020: Regulatory development begins 2021: Regulatory action begins
73	The Air District proposes amendments to existing Regulation 8-5 to further reduce emissions of reactive organic gases and other toxic compounds from organic liquid storage tanks by 2020. Organic liquid storage tanks are defined in Regulation 8-5.	District staff have begun developing the rule amendments. The Air District anticipates releasing draft amendments by the end of 2020 and proposing adoption in 2021.	2020: regulatory action begins
74	The Air District advocates for a plan that East Bay Clean Energy and PG&E are spearheading to replace the Dynegy Power Plant with a cleaner and more reliable source of energy by 2022. The proposed location for this initiative is the Oakland C, Oakland L, Maritime Port of Oakland, and Schnitzer Steel substation pocket, which is located within PG&E's Oakland distribution planning area. Eligible resource types include: (1) in-front-of-the-meter renewable generation; (2) in-front-of-the-meter energy storage, and (3) behind-the-meter energy storage. EBCE is seeking to procure the energy, resource adequacy (RA), and renewable energy credits (RECs) associated with these local resources, while PG&E will focus on meeting Oakland's transmission reliability needs.	Not Started	2022 implementation begins and continues through 2023
75	The Air District intends to develop and fund a program to reduce exposure to air pollution at schools, day care facilities, senior centers, health facilities, public facilities, apartments and homes in West Oakland by 2021. This Strategy includes policies or grants for building energy efficiency upgrades to reduce infiltration of pollutants and the installation of high-efficiency air filtration systems (rated MERV 14 or higher).	District staff have worked with OUSD to install 4 of high-efficiency air filtration systems in the following schools: KIPP Bridge Academy, Martin Luther King, Jr. Elementary, Prescott, and Hoover Elementary.	2020 implementation begins and continues through 2022

AIR DISTRICT STRATEGIES			
Strategy#	Strategy Description	Status	Implementation Timeframe near-term = 2020-21
80	The Air District researches actions that are potentially exposure-reducing, such as: 1) an engineering evaluation of exhaust stacks and/or vents to determine if relocation will reduce local exposure; (2) a study to determine if smart air filtration systems can reduce exposure by in-taking air during daily non-peak vehicle travel times, such as between midnight and four a.m.; and (3) a study of the potential air quality benefits of a centralized package delivery site such as personal lockers by 2025.	Resource constraints and prioritization of other strategies result in limited focus on this strategy to date.	2023 implementation begins and continues through 2024
87	CARB conducts a technology assessment of commercial cooking rules and control strategies and proposes incentives and/or a Suggested Control Measure for commercial cooking. The Air District offers incentives and/or proposes a regulation to reduce emissions from commercial cooking.	Not Started	2020 technical assessment begins and continues through 2024
E-1	Increase frequency of compliance inspections at stationary sources: a) Inspect all the permitted facilities and sources within a 2-year period; b) Inspect any unpermitted facilities and sources identified by the Steering Committee; and c) Annually track and document the number of inspections conducted, including type, date and location.	Started- The Air District continues to conduct inspections and make progress to meet our goals and targets. While Covid-19 has brought a number of safety challenges, staff have been enforcing Air District rules and regulations to the best extent feasible. See Tab 4 District Metrics	2020 implementation begins and continues through 2024
E-2	Develop education and outreach material on open burning: To address the community concern of illegal backyard burning in West Oakland, Air District Compliance & Enforcement staff will develop outreach materials to ensure the community understands health and air quality impacts from backyard burning	Air District staff have worked with the Co-Leads and Steering Committee to develop a back-yard burning poster and brochure. See materials on our West Oakland Web Page: https://www.baaqmd.gov/community-health/community-health-protection-program/west-oakland-community-action-plan	1st quarter 2020
E-3	Provide Annual Report on Enforcement Activities of Stationary Sources: a) Provide an annual inspection summary to the Steering Committee noting inspection results and a general description of violations in the West Oakland area; and b) Number of complaints received in the West Oakland area, including a description of the types of complaints.	See District Metrics (Compliance & Enforcement Metrics Table)	2020 implementation begins and continues through 2024
E-4	Update Air District Complaint Policy: Review and update the complaint procedure to include the evaluation of new technologies to streamline complaint receipt, response and investigations. This work includes a series of community workshops throughout the Air District in the last quarter of 2019 to solicit input from Bay Area residents. Air District staff will work with the West Oakland Steering Committee in this endeavor.	The Air District hosted 5 public workshops (San Francisco, Oakland, Santa Rosa, San Jose and Martinez) in late 2019 and early 2020 to solicit public comments and suggestions to improve the existing Air Quality Complaint Guidelines. An archived video of the presentation was posted online for those who could not attend the workshops and a comment period was provided. Comments received were compiled and posted on the Air District's website and staff have been working to revise the complaint guidelines to address questions, comments and concerns. In addition, there are a number of other efforts underway to help ensure a more comprehensive understanding of the overall Air Quality Complaint Program, including the development of a new online Air Quality Complaint Reporting System to improve and enhance external interface when registering a complaint, providing helpful tips and guidance about the complaint reporting and investigation process and updating information on the Air Quality Complaint webpage so that information can be readily available and accessible by all members of the public. Lastly, staff are developing a series of short videos to provide an overview of the complaint investigation process. Collectively, these enhancements will help address community concerns over confidentiality, language interpretation needs for non-English speakers, racial equity and provide clarity and transparency to our investigation and enforcement processes.	December 2019 - February 2020

AIR DISTRICT STRATEGIES			
Strategy#	Strategy Description	Status	Implementation Timeframe near-term = 2020-21
E-5	Enhanced Enforcement Referral Process: Through the course of Air District work in West Oakland, Air District inspectors may identify compliance concerns that fall within another local enforcement authority or jurisdiction. The Compliance and Enforcement Division will develop an enhanced referral system with the different agencies having jurisdiction in West Oakland. Any issues identified beyond the scope of Air District's authority will be referred to the appropriate agency on the day of the investigation.	Enforcement staff are developing strategies to improve how complaint referrals are handled and processed. Included in this effort is the development of guidance information for internal staff to ensure compliance concerns are promptly addressed and shared with other agencies that may have enforcement jurisdiction. Guidance information will include a general overview about the public agency or regulatory agency with authority and contact information for specific questions and/or registering a complaint, if available. This information will be made available to Air District staff to help address specific compliance concerns that may pertain to other agencies that have enforcement jurisdiction and authority.	1st quarter 2020
E-6	Identify Unpermitted Sources: CARB and District staff will consult the community for areas where there may be potentially unpermitted sources of emissions.	District staff continues to work with community members and other agency staff to identify unpermitted sources. Staff is working with City staff to create maps of permitted sources and City zoning to identify permitted and unpermitted sources.	2020 implementation begins and continues through 2024
FSM 1	The Air District will investigate local impacts of backyard wood fires and strategies to minimize these impacts.	Air District staff worked with the Co-leads and Steering Committee members summer of 2020 to develop the Stop Burning in Our Community brochure and poster. Air District staff will need to conduct more research to better understand the local impacts of and strategies to minimize impacts of wood burning.	
FSM 2	The Air District will analyze road dust emission rates for local streets.	Air District staff needs to conduct more research before beginning work on this further study measure.	
FSM 3	The Air District will investigate potential rulemaking to limit fugitive dust from construction activity.	Air District staff needs to conduct more research before beginning work on this further study measure.	
FSM 4	The Air District will work with CARB, EBMUD, and other agency and community partners to identify strategies and incentives to address community concerns about odors, health-related emissions, and disclosing to the community information about complaints and complaint resolutions from the EBMUD facility in the Owing Our Air plan area.	Air District staff needs to conduct more research before beginning work on this further study measure.	
FSM 5	The Air District will investigate the feasibility of amending Regulation 5 (Open Burning) and/or Reg. 6-3 (Wood Burning Devices) to prohibit recreational fires	Air District staff needs to conduct more research before beginning work on this further study measure. Enforcement staff also worked with the Co-leads and Steering Committee members over the summer of 2020 to develop the Stop Burning in Our Community brochure and poster to discourage indoor and outdoor burning, a source of air pollution and odor in West Oakland identified by the Steering Committee.	
FSM 6	The Air District works with the Port of Oakland to optimize the Port appointment system to minimize truck idling.	Air District staff needs to conduct more research before beginning work on this further study measure.	

AIR DISTRICT METRICS

Meeting Counts by Strategy Category		
Category	Sub Category (Meeting)	Amount
<i>Enforcement Total</i>		21
<i>Health Programs Total</i>		22
<i>Further Study Measures Total</i>		0
<i>Land-Use Total</i>		16
<i>Mobile Sources Total</i>		27
<i>Stationary Sources Total</i>		0
Grand Total		86

Compliance & Enforcement Metrics January 2019 – August 2020		
Category	Sub Category (Meeting)	Amount
<i>Inspections Total</i>		167
<i>Violations Total</i>		24
<i>Complaints Total</i>		96

District Incentive Program	Incentive Funding		Reductions			
	Funding Amount (\$)	Number of Projects (Qty)	DPM ^{1,2} (tons/yr)	PM (tons/yr)	ROG (tons/yr)	NOx (tons/yr)
Carl Moyer Program	\$ 12,248,500	43	0.91	0.91	5.34	97.97
West Oakland Zero Emissions Grant Program	\$ 1,106,630	11	-	0.05	0.17	1.08
Clean Cars For All ³	\$ 236,154	43	-	-	-	-
Climate Tech. Finance ³	\$ 2,500,000	1	-	-	-	-
Vehicle Buyback Program	\$ 146,000	12	-	0.02	2.65	1.59
Grand Total	\$ 16,237,284.27		110 0.91	0.97	8.16	100.64

- Notes:
1. DPM = Diesel Particulate Matter
 2. all DMP=PM10
 3. Emission Reductions currently not available

CARB STRATEGIES			
Strategy#	Strategy Description	Status	Schedule
28	The California Air Resources Board develops improvements to the existing truck and bus inspection and maintenance programs. Potential improvements include increasing warranty requirements, adding a lower in-use emissions performance level, increasing inspections in West Oakland, using aggregated GPS and other telecommunication records to identify locations of idling trucks and buses, and partnering with the Air District to develop a system using on-board diagnostic and remote sensing devices to identify and fix faulty emissions abatement devices on trucks and buses.	Heavy-Duty Inspection & Maintenance Regulation: CARB staff has conducted public workshops in 2019 and 2020 and plans additional workshops for later this summer (2020) and throughout program development. Heavy-Duty On-Board Diagnostic Program: CARB and vehicle/engine manufacturer meetings along with a workshop to discuss and refine the proposal.	
29	The California Air Resources Board develops the following regulations to increase the number of zero-emission trucks and buses operating in West Oakland: 1) The Advanced Clean Trucks regulation to transition to zero-emission technology those truck fleets that operate in urban centers, have stop-and-go driving cycles, and are centrally maintained and fueled. 2) Amendment to the drayage truck regulation to transition the drayage truck fleet to zero emissions.	CARB adopted the Advanced Clean Truck Regulation in Summer 2020.	adopted on 6/25/20.
30	The California Air Resources Board, in partnership with the Steering Committee, WOEIP and the Air District, conduct a pilot study to assess local idling impacts from trucks and buses. The Steering Committee, WOEIP and the Air District advocate for "Clean Idle" trucks and buses to idle no more than 5 minutes when in West Oakland.	The issue of exposure to diesel particulate matter (DPM) from heavy-duty vehicle idling has been raised frequently in AB 617 communities. To respond to these concerns, CARB has committed to review the health protectiveness of its diesel idling air toxics control measures (ATCMs) passed in 2003-2004. Preliminary results of this review show that the significant progress made in limiting DPM emissions from heavy-duty vehicles has reduced the exposure to statewide sensitive populations. CARB has utilized Steering Committee, public, and telematics information to focus enforcement activities through targeted idling sweeps. Compliance rate 100%	

CARB STRATEGIES			
Strategy#	Strategy Description	Status	Schedule
31	The California Air Resources Board develops amendments to the transport refrigeration unit (TRU) regulation to transition the TRU fleet to zero-emission operations by requiring both zero-emission technology and supporting infrastructure.	<p>Transport Refrigeration Unit Regulation:</p> <p>a. CARB has been developing the TRU Regulation since 2016, expects adoption in 2021, and will begin implementation in 2022. b. TRU regulation will provide health, air quality, and climate benefits by reducing NOx, PM2.5, and GHG emissions. c. Installation of electric or fueling infrastructure at approximately 900 truck TRU home base facilities and 6,100 applicable facilities statewide.</p>	<p>Anticipate bringing the rulemaking to the Board in 2020 and 2021.</p> <p>a. CARB expanded the scope of the TRU Regulation to include additional requirements for the use of lower global warming potential refrigerants and diesel emission standards for units that are not required to be fully zero emission. Additional time was also given to stakeholders to comment on draft regulation language, as provided by Governor Newsom’s Executive Order N-20-40 which authorizes additional time before formal rulemakings must be completed. b. Staff anticipate bringing the rulemaking to the Board in 2020 and 2021 (two hearings). c. The expanded scope of the TRU Regulation will achieve additional emissions and health risk reductions in the same timeframe of the original concept. Implementation will begin in 2021.</p>
32	The California Air Resources Board develops amendments to the existing cargo handling equipment regulation, which includes yard trucks, rubber-tired gantry cranes, and top handlers, that may reduce idling and transition the various types of equipment to zero-emission operation.	<p>Cargo Handling Equipment Regulation to Transition to Zero-Emissions</p> <p>a. Tracking existing demonstration and pilot projects, meeting with some terminal operators to better understand operations and perspectives on zero-emission operation, participating in port air quality plan workgroups, task force meetings, and other updates</p> <p>b. Targeting transition to zero-emission tailpipe technologies where possible. Exact targets expected in 2022.</p> <p>c. Zero-emission equipment will likely require additional infrastructure to be installed at facilities for operation of equipment, charging of on-board batteries, and fueling with alternative (i.e. zero-emission tailpipe) fuel. Substantial terminal reconfiguration and/or construction may be required.</p>	
33	The California Air Resources Board develops a handbook that identifies best practices for the siting, design, construction, and operation of freight facilities to minimize community exposure to air pollution.	<p>Currently, staff resources assigned to the development of a standalone Freight Handbook have been reprioritized to work on development of freight regulations. To ensure that the recommendations included in the Concept Paper for the Freight Handbook and public stakeholder input are utilized, CARB staff are working to integrate this information into the Community Air Protection Program Resource Center (https://ww2.arb.ca.gov/ocap_resource_center)</p>	

CARB STRATEGIES			
Strategy#	Strategy Description	Status	Schedule
34	The California Air Resources Board develops regulations to expand California-specific standards for new light-duty vehicles, impacting 2026 and later model year vehicles, to increase the number of new zero-emission and plug-in hybrid electric vehicles sold in California and increase the stringency of fleet-wide emission standards for greenhouse gases and criteria pollutants.	Advanced Clean Cars 2 a. Testing has begun for plug-in hybrids and medium duty vehicles. Contracts are in place for research occurring in 2020 and 2021. Informational item to be brought to the Board in May 2020. b. Light duty vehicles continue to be a significant contributor of greenhouse gases to the California inventory. The proposed regulation will result in significant decreases in greenhouse gas emissions. Additionally, increased ZEVs will contribute to long term criteria pollutant reductions. c. None	The Advanced Clean Cars 2 Regulation is tentatively scheduled for December 8, 2021
35	The California Air Resources Board develops new standards for small off-road engines (SORE), which are spark-ignition engines rated at or below 19 kilowatts and used primarily for lawn, garden, and other outdoor power equipment.	Small Off-Road Engines a. CARB has conducted two public workshops on the potential amendments in September 2019 and June 2020, expects to take the rulemaking package to the Board in 2020. If the Board adopts the proposed regulation and OAL approves it, CARB anticipates it will begin implementation of the regulation in 2022. b. 79 cardiopulmonary mortality cases avoided. 125 hospitalizations for cardiovascular illness avoided. 149 hospitalizations for respiratory illness avoided. 319 emergency room visits avoided. (These are based on regulatory scenario presented in June workshop. Changes will be made before ISOR is published.) c. None	
60	The California Air Resources Board develops amendments to the At-Berth Air Toxics Control Measure to further reduce ship emissions at berth by strengthening the regulation to cover more vessel visits and types of ships.	At-Berth Air Toxics Control Measure was adopted in 2020	
61	The California Air Resources Board develops amendments to the Commercial Harbor Craft Air Toxics Control Measure to achieve additional control of harbor craft emissions. The Steering Committee, WOEIP, and the Air District advocate for early compliance of harbor craft operating near West Oakland.	Commercial Harbor Craft Amendments a. Public workshops (2), public workgroup meetings (1), presentation stakeholder or trade association meetings (4), release of detailed regulatory concepts and request for public comment, two contract final reports complete (in-use emissions, activity, and repower/retrofit feasibility), rulemaking surveys, numerous individual meetings with stakeholders and site visits b. Maximizing reductions of PM, NOx, and GHG emissions, exact targets expected in late summer 2020. Diesel PM reductions are associated with decreased cancer risk adjacent to where CHC operate. c. Dock power and in-transit zero-emission operation requirements will likely require additional infrastructure to be installed at facilities for operation of equipment while docked, charging of on-board batteries, and fueling with alternative (i.e. zero-emission tailpipe) fuel	Proposed Amendments to Control Measure for Commercial Harbor Craft will be tentatively first heard on 7/22/21

CARB STRATEGIES			
Strategy#	Strategy Description	Status	Schedule
62	The California Air Resources Board develops regulations to reduce idling emissions from locomotives at rail yards with an emphasis on reducing emissions from locomotives not pre-empted under the federal Clean Air Act. The Steering Committee, WOEIP, and the Air District advocate for early compliance for locomotives operating in West Oakland.	Evaluation and Potential Development of Regulation to Reduce Emissions from Locomotives and Railyards a. Public outreach (South Coast November/December 2019); Air District and Railroad meetings; Internal Development work – Start of draft inventory update, Health Risk Characterization and monetization. b. The health related emissions reductions and exposure reduction benefits will be described in next round of outreach later in 2020. c. N/A	
87	CARB conducts a technology assessment of commercial cooking rules and control strategies and proposes incentives and/or a Suggested Control Measure for commercial cooking. The Air District offers incentives and/or proposes a regulation to reduce emissions from commercial cooking.	CARB did not report any action on this Strategy.	
Enf_CARB_1	Increase the frequency of compliance inspections with guidance from the community steering committee: CARB will collaborate with the West Oakland community emissions reduction program Co-leads to work with the Steering Committee to actively enhance enforcement activities. This will be done through a combination of improved complaint reporting, more focused inspections, and report-back meetings to update the community Steering Committee on both the status of inspections and to obtain additional areas of mobile source concern. CARB will work with the Co-leads to meet annually with the community Steering Committee in order to prioritize enforcement measures and identify possible locations where non-compliant vehicles are present. CARB will additionally report to the community the number of inspections performed, mapped locations of the enforcement, and the number of citations and/or Notices of Violations issued.	Compliance rate 98%	
Enf_CARB_2	Coordinate and conduct inspections of Stationary Source with Air District staff: CARB will coordinate with Air District staff and will select, based on Steering Committee input, stationary sources for joint inspections. CARB is also committed to assisting Air District staff with compliance inspections of unpermitted sources identified by the Steering Committee.	1 Joint inspections at Schnitzer Steel. EPA led the inspection and CARB and BAAQMD participated.	

CARB STRATEGIES			
Strategy#	Strategy Description	Status	Schedule
Enf_CARB_3	Achieve Compliance with the Truck and Bus Regulation via Senate Bill 1: In April 2017, the Governor signed Senate Bill 1 (SB 1) into law which included a provision that, beginning in 2020, a vehicle must demonstrate compliance with the State Truck and Bus regulation before it can be registered with the Department of Motor Vehicles (DMV). Beginning in 2020, the DMV, in conjunction with data provided by CARB, will deny vehicle registration to non-compliant heavy-duty vehicles based on the model year of the vehicle.	CARB did not report any action on this Strategy.	
Enf_CARB_4	Provide Annual Report of Enforcement Activities: CARB's enforcement division will provide an annual report to the Steering Committee to update and summarize CARB's enforcement activities within the community.	Annual Report being prepared for 2020 release date.	
Enf_CARB_5	Coordinate with other agencies: CARB will seek opportunities to coordinate with other agencies with enforcement authority in West Oakland like the City and Port of Oakland. One such opportunity could involve CARB staff working with the City of Oakland to provide truck idling signage in areas where community members observe trucks idling.	Pending SEP approval	
Enf_CARB_6	Enhance CARB's Data Management Practices. CARB is committed to enhancing the quality of enforcement data for the West Oakland community. Moving forward, CARB will maintain the location of enforcement activity and received complaints to provide the Steering Committee with the most accurate data available. CARB has recently completed a visualization tool that makes CARB enforcement data more transparent and available. The tool can be accessed online by visiting https://webmaps.arb.ca.gov/edvs/ .	CARB Enforcement has yet to be approached with suggestions to update strategies in the West Oakland Enforcement Plan.	
Enf_CARB_7	Provide in-person community specific training: CARB will develop and implement a new program that will be offered to the West Oakland community. Information will cover topics like the fundamentals of enforcement, how the enforcement process works, instructions on filing a thorough complaint, and what to expect from the enforcement process after filing a complaint. Through this program, community members will be able to better support CARB or air district enforcement processes. CARB may also develop online trainings in the future.	CARB Enforcement has yet to be approached with suggestions to update strategies in the West Oakland Enforcement Plan.	

CARB STRATEGIES			
Strategy#	Strategy Description	Status	Schedule
Enf_CARB_8	Update enforcement measures as applicable: CARB staff are committed to updating enforcement strategies as requested by the Steering Committee, if said strategies are enforceable by CARB staff or if CARB can reasonably accommodate the request (e.g., additional enforcement training for idling vehicles). As new CARB regulations included in the Plan are adopted, CARB will enforce these measures and integrate associated activities and data into the West Oakland enforcement measures.	CARB Enforcement has yet to be approached with suggestions to update strategies in the West Oakland Enforcement Plan.	

CARB Incentives			
	Events	Projects	Funds Spend
Supplemental Environmental Project	0	2	\$ 3,100,000.00
California Climate Investments	71	735	\$ 27,000,000.00
Low Carbon Transportation Investments and Air Quality Improvement Program	1	221	\$ 32,000,000.00
Carl Moyer Memorial Air Quality Standards Attainment Program	0	2	\$ 140,000,000.00
Proposition 1B: Goods Movement Emission Reduction Program	0	0	\$ -
School Bus Retrofit Program	0	0	\$ -
FARMER	2	0	\$ -
Volkswagen Environmental Mitigation Trust for California	0	0	\$ -
Community Air Protection Incentives	10	32	\$ 20,000,000.00

PARTNER STRATEGIES: PORT & FREIGHT

Strategy#	Strategy Description	Lead Agency	Type of Effort 1. Stay Informed 2. Be consulted 3. Get involved 4. Actively participate 5. Drive the decision	Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
7	The City of Oakland revises business licensing procedures to require current and proposed businesses to disclose truck visits per day and works with Caltrans to determine the number of trucks that park in the Caltrans right-of-way near West Oakland. Caltrans works with WOEIP and the Air District to address air quality issues from truck parking leases, such as by modifying leases to allow for collecting surveys and partnering with the Air District and CARB to allow enforcement access.	City of Oakland/Caltrans	1# Stay Informed	The City is researching best practices in freight management, including collecting models of freight trip generation based on land use data. The Land Use Subcommittee began an equity analysis for the strategy and is also very interested in this strategy. The Land Use Subcommittee concluded that coordination with the Port & Freight Subcommittee is needed to implement the strategy equitably. Caltrans District 4 has begun a truck access studying covering the greater Northern Alameda County area. Data on parking and truck travel from these two studies may help implement this strategy prior to 2023.	long-term
9	The City of Oakland develops a plan to limit the hours that trucks can operate in the community.	City of Oakland	1# Stay Informed	The Steering Committee Land-Use Subcommittee began an equity analysis on the strategy. The Subcommittee is considering merging this strategy with #7. The Port & Freight Subcommittee reviewed this Strategy and needs more clarity regarding potential impacts and legality. The City of Oakland developed a Truck Management Plan including adding additional signage, relocating truck routes away from residents, and adjusting parking enforcement. The City is researching best practices in freight management based on land use including developing a list of zoning tools, such as performance based zoning, that could be used to address truck impacts.	long-term
19	The Port of Oakland adopts an Electrical Infrastructure Plan for the maritime waterfront areas of Oakland. This Plan seeks to remove barriers to adoption of zero-emission trucks, such as cost, land, and ownership of charging equipment.	Port of Oakland	5# Drive the Decision	The Steering Committee Port & Freight Subcommittee began an equity analysis on the strategy concluding this is a high priority strategy. The Subcommittee suggests that small operators get priority for support/incentives, that the Port prioritize long-term parking for owners of zero emission trucks, and the development of a "backbone" electrical infrastructure. b) This will hasten the turnover of a zero-emission truck fleet and reduce DPM. The Port has a Task Force to assist with implementation of the Seaport Air Quality 2020 and Beyond Plan.	near-term

PARTNER STRATEGIES: PORT & FREIGHT

Strategy#	Strategy Description	Lead Agency	Type of Effort 1. Stay Informed 2. Be consulted 3. Get involved 4. Actively participate 5. Drive the decision	Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
26	The City and Port of Oakland will work to establish permanent locations for parking and staging of Port related trucks and cargo equipment, i.e. tractors, chassis, and containers. Such facilities will provide long-term leases to parking operators and truck owner-operators at competitive rates. Such facilities will be at the City or Port logistics center or otherwise not adjacent to West Oakland residents.	City of Oakland & Port	5# Drive the Decision	The Port & Freight Subcommittee began an equity analysis on the strategy. The Subcommittee suggests that parking for zero emission trucks be expanded at the Port, including space for chassis; that Caltrans consider using space under local freeways for zero emission truck parking; and independent, minority truck owner operators be given priority. OMSS is currently operating a 7.5-acre truck parking/services facility in the Gateway Industrial District. The City is working to bring another approximately 7.5-acres of truck parking into operation at the Gateway Industrial District (former Oakland Army Base) site by November 2020. The Port currently has 3 sites for truck parking. Effective January 2021 there will be 25 acres at Howard Terminal and 15 acres at the Roundhouse.	near-term
36	The City of Oakland requires industrial and warehouse facilities to provide electrical connections for electric trucks and transport refrigeration units in support of CARB regulations.	City of Oakland	1# Stay Informed	The Steering Committee Port & Freight Subcommittee is interested in learning more about the City's legal authority. The Subcommittee is interested in upgrading facilities closer to residents first.	long-term
37	The Port of Oakland, as part of the 2020 and Beyond Seaport Air Quality Plan, supports the transition to zero-emission drayage truck operations, including setting interim year targets out to 2035, coordinating an extensive zero-emission truck commercialization effort, working with the City of Oakland to amend local ordinances to increase the allowable weight limits for single-axle, zero-emission trucks on local streets located within the Port and the Oakland Army Base/Gateway areas, and developing an investment plan for needed upgrades to the Port's electrical infrastructure. The Port of Oakland also works with the California Public Utilities Commission and the California Energy Commission to study the development of time-of-day electric rate structures favorable to truck operators.	Port of Oakland	4# Actively Participate	The Steering Committee Port & Freight Subcommittee began an equity analysis on the strategy. The Subcommittee wants to drive the decision and suggest that small operators should have priority. The Subcommittee is concerned with the cost of zero emissions truck when compared to available funding. The Subcommittee also wants additional administrative support for small operators from grant programs.	near-term
38	The City of Oakland, consistent with the West Oakland Truck Management Plan: 1) improves training for police officers, community resource officers, and parking control technicians who issue truck and trailer parking tickets; 2) changes the parking regulations so they are easier to enforce; 3) increases truck parking fines; 4) targets enforcement at specific times and locations; and 5) improves signage directing drivers to available truck parking.	City of Oakland	4# Actively Participate	The Subcommittee began a gap analysis on the strategy. The Subcommittee needs more clarity on enforcement and training given to Oakland staff. The Subcommittee is concerned over the availability of parking and the impact of parking fines; it was noted that many truckers are Oakland residents, and inadequate parking forces drivers to park in local communities. The Subcommittee applied for funds to support this Strategy through Oakland's Capital Improvement Program submittal.	near-term

PARTNER STRATEGIES: PORT & FREIGHT

Strategy#	Strategy Description	Lead Agency	Type of Effort 1. Stay Informed 2. Be consulted 3. Get involved 4. Actively participate 5. Drive the decision	Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
39	The City of Oakland, consistent with the West Oakland Truck Management Plan: 1) improves signage regarding existing truck routes; 2) works with businesses on preferred routes to use when destinations are not located on truck routes; and 3) adds to, or changes, truck routes and prohibited streets.	City of Oakland	4# Actively Participate	The Steering Committee Port & Freight Subcommittee performed an equity analysis. The Subcommittee feels this strategy runs parallel with strategy #38. (See strategy #38)	near-term
40	The City of Oakland, consistent with the West Oakland Truck Management Plan, implements, in consultation with West Oakland residents, traffic calming measures to keep truck traffic off residential streets.	City of Oakland	3# Get involved	The Port & Freight Subcommittee performed a equity analysis and want improved adherence of truck operators with established truck routes; and only trucks with local deliveries in residential areas. The City and Port presented the proposed TMP Year 1 Action Items to the Subcommittee and the group provided feed back. See #38 & 39 above.	mid-term
42	The City and Port of Oakland award long-term leases to vendors that will deliver trucker services (including mini-market and convenience stores, fast food, and fast casual restaurants), and parking to keep trucks off West Oakland streets.	City of Oakland & Port		The Port & Freight Subcommittee performed a equity analysis. Subcommittee is concerned over the availability of parking as many truckers are Oakland residents. The Subcommittee wants to be consulted by both the City and Port on plans to include this strategy into the TMP. The Port currently has 3 sites for truck parking. Effective January 2021 there will be 25 acres at Howard Terminal and 15 acres at the Roundhouse. OMSS is currently operating a 7.5-acre truck parking/services facility in the Gateway Industrial District, the City-owned portion of the former Oakland Army Base. The City is working to bring another approximately 7.5-acres of truck parking into operation at the Gateway Industrial District site by November 2020.	mid-term
43	The Port of Oakland studies the effects on truck flow and congestion due to increasing visits from larger container ships, the feasibility of an off-terminal container yard that utilizes zero-emission trucks to move containers to and from the marine terminals, and the potential efficiency gains from increasing the number of trucks hauling loaded containers on each leg of a roundtrip to the Port.	Port of Oakland	1# Stay Informed	The Port & Freight Subcommittee performed an initial gap analysis concluding this strategy is lower priority.	long-term
44	The Alameda County Transportation Commission works with West Oakland residents and businesses to develop mitigations to short- and long-term impacts caused by the construction of the 7th St Grade Separation East Project and the implementation of other elements of the GoPort Initiative.	ACTC	2# Be consulted	The Subcommittee began a gap analysis on the strategy. The Subcommittee requested updating the strategy to the Steering Committee on impacts and appropriate air quality mitigations prior to implementation.	mid-term

PARTNER STRATEGIES: PORT & FREIGHT

Strategy#	Strategy Description	Lead Agency	Type of Effort 1. Stay Informed 2. Be consulted 3. Get involved 4. Actively participate 5. Drive the decision	Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
63	The Port of Oakland implements a Clean Ship Program to increase the frequency of visits by ships with International Maritime Organization Tier 2 and Tier 3 engines.	Port of Oakland	1# Stay Informed	The Steering Committee Port & Freight Subcommittee began a review of the strategy. The Subcommittee would like to stay informed on decisions by CARB, EPA, local Ports and shipping lines regarding introducing Tier 3 vessels, and would like more data on the population of Tier 2 and Tier 1 ships.	long-term
64	The Port of Oakland implements a Clean Locomotive Program to increase the number of U.S. EPA Tier 4 compliant locomotives used by the UP, BNSF, and OGRE railways to provide service in and out of the Port of Oakland.	Port of Oakland	1# Stay Informed	The Steering Committee Port & Freight Subcommittee began a review of the strategy. The Subcommittee would like more data on the population of Tier 4 locomotives. Representatives from UP and BNSF informed the committee that due to COVID-19, the railways are not replacing locomotives at this time.	long-term
65	The Port of Oakland studies the feasibility of using electric switcher locomotives at the two Port railyards.	Port of Oakland	1# Stay Informed	The Steering Committee Port & Freight Subcommittee has reviewed the strategy and would like to stay informed on the current demonstration of electric switcher locomotives in Los Angeles and the Central Valley. Representatives from UP and BNSF informed the committee that due to COVID-19, the railways are not replacing locomotives at this time.	long-term

PARTNER STRATEGIES: LAND USE					
Strategy#	Strategy Description	Lead Agency	Type of Effort 1. Stay Informed 2. Be consulted 3. Get involved 4. Actively participate 5. Drive the decision	Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
1	The City of Oakland continues working with California Waste Solutions and CASS, Inc. to relocate operations to the former Oakland Army Base and works with the property owners and local residents to redevelop the former sites in West Oakland with new business and light industrial uses that fit into a green economy.	City of Oakland	#5 Drive the Decision	The City and Steering Committee have been working closely together to move the identified businesses to the Oakland Army Base and find equitable land-use solutions for the land left by the companies. Air District and City staff have also met many times to discuss and address data needs. The Land-Use Subcommittee began an equity analysis and believes that the success of this strategy is central to meeting equity goals. The Subcommittee would like to work with the City to identify incentives, as well as to help develop criteria for suitable relocation sites through an analysis of industrial lands in alignment with the forthcoming Environmental Justice Element, to help move industrial businesses away from residents and support Oakland-based green businesses.	near, mid and long term
4	Consistent with measures in the West Oakland Specific Plan, the City of Oakland identifies locations outside of West Oakland for heavier industrial businesses currently in West Oakland that contribute to air pollution emissions and negative health outcomes in West Oakland.	City of Oakland	#5 Drive the Decision	See Strategy #1	near, mid and long term
5	The City of Oakland and Port of Oakland amends existing Ordinances, Resolutions, or Administrative policies to accelerate relocation of truck yards and truck repair, service, and fueling businesses in West Oakland currently located within the freeway boundaries that do not conform with the zoning designations adopted in the West Oakland Specific Plan.	City of Oakland	2# Be consulted/3# Get involved	The Land-Use Subcommittee began an equity analysis on the strategy concluding that the group needs more information on "non-conforming businesses". Both the Land-Use and Port & Freight Subcommittees have discussed the strategy and see overlap between their goals. Both groups want to see equitable outcomes for residents as well as truck operators. The City of Oakland is looking at "non-conforming" sites as well as zoning regulations to address the issue. The City started working on zoning amendments to address polluting businesses and magnet sources. Strategies 5-8 and others require a better understanding of how the Port, Caltrans and various City departments work. City of Oakland is reviewing zoning regulations and "Conditional Use Permits". The City of Oakland will be starting to review their "General Plan" Fall 2020.	near term
6	The City of Oakland uses incentives and subsidies to relocate businesses away from West Oakland that do not conform with the zoning designations adopted in the West Oakland Specific Plan. The Air District will provide emissions data and technical support to assist the City in these efforts and to ensure that any relocated businesses do not cause exposure issues at the new location.	City of Oakland	2# Be consulted/3# Get involved	The Subcommittee began an equity analysis on the strategy. City staff has begun working on research for zoning amendments to address polluting businesses and magnet sources. The Subcommittee is considering merging this strategy with #5 and aligning this work with the City's forthcoming Environmental Justice Element.	near term

PARTNER STRATEGIES: LAND USE					
Strategy#	Strategy Description	Lead Agency	Type of Effort 1. Stay Informed 2. Be consulted 3. Get involved 4. Actively participate 5. Drive the decision	Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
7	The City of Oakland revises business licensing procedures to require current and proposed businesses to disclose truck visits per day and works with Caltrans to determine the number of trucks that park in the Caltrans right-of-way near West Oakland. Caltrans works with WOEIP and the Air District to address air quality issues from truck parking leases, such as by modifying leases to allow for collecting surveys and partnering with the Air District and CARB to allow enforcement access.	City of Oakland	2# Be consulted/3# Get involved	This Strategy is assigned to the Port & Freight Subcommittee and the City is researching best practices in freight management, including collecting models of freight trip generation based on land use data. The Land Use Subcommittee began an equity analysis for the strategy and is also very interested in this strategy. The Land Use Subcommittee concluded that coordination with the Port & Freight Subcommittee is needed to implement the strategy equitably. The City is researching best practices in freight management, including collecting models of freight trip generation based on land use. Caltrans District 4 has begun a truck access study covering the greater Northern Alameda County area. Data on parking and truck travel from these two studies may help implement this strategy prior to 2023.	mid-term
8	The City of Oakland amends existing City Ordinances and Administrative policies to list new truck yards and truck service, repair and fueling businesses as prohibited uses within the area of West Oakland that is inside the freeways (excluding the Port, OAB, and 3rd St. corridor of Jack London Square from Brush St. to Union St.).	City of Oakland	2# Be consulted/3# Get involved	The Subcommittee began an equity analysis for the strategy. Many truck-related activities are already prohibited within the core of West Oakland. City staff has begun researching for zoning tools (such as buffers and performance standards) to address polluting businesses and magnet sources. The Subcommittee is considering merging this strategy with #5. (See Strategy #5)	near term
9	The City of Oakland develops a plan to limit the hours that trucks can operate in the community	City of Oakland	2# Be consulted/3# Get involved	The Land-Use Subcommittee began an equity analysis on the strategy. The Subcommittee is considering merging this strategy with #7. The Port & Freight Subcommittee reviewed this Strategy and needs more clarity regarding potential impacts and legality. The City of Oakland developed a Truck Management Plan including adding additional signage, relocating truck routes away from residents, and adjusting parking enforcement. The City is researching best practices in freight management based on land use including developing a list of zoning tools, such as performance based zoning, that could be used to address truck impacts.	mid-term
13	The City of Oakland conducts a study regarding development fees for environmental mitigations.	City of Oakland	1# Stay Informed/2# Be consulted	The Steering Community Land-Use Subcommittee began an equity analysis on the strategy concluding that the group needs more information on how this strategy differs from the Alameda County Green Business Plan. The Subcommittee believes that moving services for residents closer to residential areas will benefit the health and well being of the community.	near term
15	The City of Oakland continues requiring new developments to provide infrastructure for electrical vehicle charging stations.	City of Oakland	1# Stay Informed	The Steering Committee Land-Use Subcommittee discussed this strategy and determined that this strategy is a lower priority. The City already requires this for all new construction, which must have hook ups and “make-ready infrastructure” for vehicle charging stations; requires 100% of parking spaces in residential buildings to be plug in electric capable; City received CalTrans planning grant to develop Zero Emissions Vehicle Action Plan – about to begin (will be co-led by OakDOT & ESD)	near term

PARTNER STRATEGIES: LAND USE					
Strategy#	Strategy Description	Lead Agency	Type of Effort 1. Stay Informed 2. Be consulted 3. Get involved 4. Actively participate 5. Drive the decision	Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
17	The City of Oakland adopts policies to lessen air quality impacts of residential and office buildings through the reduction or elimination of natural gas systems.	City of Oakland	4. Actively participate/#5 Drive the Decision	The Steering Committee Land-Use Subcommittee began an equity analysis resulting in the interest to ban natural gas in new building and an equitable way to implement retrofits into the current housing stock. City Building Dept. has draft a staff report to require all electric new construction <ul style="list-style-type: none"> Per ECAP: By 2022, develop a policy road map to decarbonize existing buildings by 2040 Efforts are already underway with incentives to switch out gas-powered appliances and piping in both residential and commercial buildings (incentives through PG&E, BayREN, and SGIP) The City is working with others: East Bay Community Energy etc. 	near and long term
20	The City of Oakland revises development requirements to require the implementation of as many transportation demand management (TDM) strategies as feasible by developers of new buildings.	City of Oakland	1# Stay Informed/2# Be consulted	The Steering Committee Land-Use Subcommittee began an equity analysis on the strategy. The Subcommittee is commenting on the new transportation demand management plan proposed by the city; and will review the Transportation Impact Review Guidelines (TIRG) for menu of mandatory/optional strategies (based on trips).	near term
22	The City of Oakland adopts more stringent air quality construction and operations requirements.	City of Oakland	4. Actively participate/#5 Drive the Decision	The Steering Committee Land-Use Subcommittee began an equity analysis on the strategy and concluded it needs more information on the city's enforcement levels. The Subcommittee also suggested that Oakland look at neighboring cities to model construction ordinances.	near term
25	To address potential changes in local pollution exposure, the City of Oakland works with local community groups to address gentrification and the pricing out of long-term residents caused by gentrification. This effort includes meetings with local community groups and incentives and loans targeted to existing businesses and residents. Funding for this effort is identified as needed.	City of Oakland	2. Be consulted	The Land-Use Subcommittee began an equity analysis on the strategy. The Subcommittee is considering merging this strategy with #83. (See Strategy #83). The Subcommittee is concerned that unintended consequences of well-meaning policies like this will result in displacing existing residents. City is working on a citywide Strategic Housing Plan. Also, the City Planning Commission will hear a proposal on Nov. that includes 240 units of affordable housing, near the intersection of 5th and Chester; 79 units at 30% AMI, 11 units at 50% AMI, 148 units at 60% AMI, and 2 units at 120% AMI. The Subcommittee applied for Oakland Capital Improvement Program funds for this Strategy.	near term
27	The City of Oakland and other appropriate local agencies limit fugitive dust from construction activity through better enforcement of existing regulations and permit requirements.	City of Oakland	4. Actively participate/#5 Drive the Decision	The Steering Committee Land-Use Subcommittee began an equity analysis on the strategy. The Subcommittee is considering merging this strategy with #22. (See Strategy #22) The Subcommittee will consider how pro-active enforcement (rather than waiting for complaints) may be a more effective way of addressing community problems, such as construction emissions. There also is a need for more information about current enforcement levels of existing regulations.	near term
77	Consistent with the Healthy Development Guidelines, the City of Oakland implements a project-wide smoking ban in Oakland at new developments.	City of Oakland	1# Stay Informed	The Steering Committee Health/Living Buffers Subcommittee began a review of the strategy and the requirements to implement the strategy. The Land Use Subcommittee also discussed this Strategy and rated it a low priority, in part due to concerns about the City's authority to enact and enforce such a ordinance, and if other actions would be more health-protective than this strategy.	near term

PARTNER STRATEGIES: LAND USE					
Strategy#	Strategy Description	Lead Agency	Type of Effort 1. Stay Informed 2. Be consulted 3. Get involved 4. Actively participate 5. Drive the decision	Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
78	Consistent with the State's Building Energy Efficiency Standards for air filtration in effect as of January 1, 2020, the City of Oakland requires newly constructed buildings of four or more habitable floors to include air filtration systems equal to or greater than MERV 13 (ASHRAE Standard 52.2), or a particle size efficiency rating equal to or greater than 50 percent in the 0.3-1.0 µm range and equal to or greater than 85 percent in the 1.0-3.0 µm range (AHRI Standard 680).	City of Oakland	1# Stay Informed	This action is current under the enforcement of existing City Building Code and is consistent with principles of ECAP, which call for efficient, all-electric buildings as the priority.	near term
81	The City of Oakland works with local businesses, partner agencies, and community members to develop a Green Business Strategic Plan to attract, retain, and support innovative green companies in West Oakland. This effort includes coordination with State and local agencies to develop criteria for green business certification for new and existing businesses.	City of Oakland	2# Be consulted/3# Get involved	The Land-Use Subcommittee began an equity analysis on the strategy concluding that the group needs more information on how this strategy differs from the Alameda County Green Business Plan. The Subcommittee believes that moving services for residents closer to residential areas will benefit the health and well being of the community.	near and mid term
83	The City of Oakland works with community partners to implement the Healthy Development Guidelines for new building projects.	City of Oakland	#5 Drive the Decision	The Steering Community Land-Use Subcommittee began an equity analysis on the strategy. The Subcommittee wants to look into creating "climates zones" to promote green businesses, grass-root businesses, and good-neighbor businesses to improve air quality. The Subcommittee recognizes the need for more data to understand various housing issues in West Oakland, including the number of rent-burdened house holds.	near term
88	The City of Oakland studies revising standard conditions of approval and/or similar requirements for large projects to require "opt-up" to East Bay Community Energy's Brilliant 100 carbon-free electricity supply.	City of Oakland	1# Stay Informed	The Subcommittee began an gap analysis on the strategy concluding there was lower energy behind the strategy. More information is needed on the cost-effectiveness of the strategy. City staff have researched the policy and presented their findings to the Subcommittee. Cannabis cultivators are required to opt-up to clean energy, but no other project carries such a requirement. This option has been included among the options for meeting GHG reductions in several DEIRs, although not imposed as an Standard Conditions of Approval (SCA)- as the nexus is difficult to establish.	near term

PARTNER STRATEGIES: TRANSIT, BIKE AND WALK

Strategy#	Strategy Description	Lead Agency	Type of Effort 1. Stay Informed 2. Be consulted 3. Get involved 4. Actively participate 5. Drive the decision	Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
45	The City of Oakland collaborates with AC Transit, BART, Emery-Go-Round, and the local community to implement the broad array of transit improvements identified in the West Oakland Specific Plan.	City of Oakland	1# Stay informed/3# Get involved	The Subcommittee began an equity analysis on the strategy. The Subcommittee wants to gauge the community's interest in this Strategy's various components. The Subcommittee submitted an application to Oakland's Capital Improvement Program to fund transit improvements included in this Strategy.	near term
46	The City of Oakland collaborates with MTC and ACTC to consider a program for extending car sharing to low-income individuals and groups.	City of Oakland	n/a	The Subcommittee began an equity analysis. The Subcommittee's review of the strategy resulted in the need to better understand the community benefits and the community priorities behind the strategy.	mid term
47	AC Transit implements the Grand Avenue transit improvements identified in its Bus Rapid Transit Plan, as well as mitigations if the improvements cause increases in truck and auto idling on Grand Avenue.	AC Transit	3-3.5# Get involved	The Subcommittee began an equity analysis on the strategy resulting in the need to better understand existing City bike and ped. plans. The Subcommittee invited AC transit to present on the project and is concerned about how the improvement will serve the community. AC transit has solicited comments from the community regarding their Grand Ave Improvement Project.	near term
55	The Bay Area Rapid Transit District will develop a bike station with controlled access at the West Oakland BART Station.	BART	3# Get involved	The Subcommittee began an equity analysis on the strategy. The Subcommittee needs more information on the proposal and is concerned about affordability for low income residents.	near term
56	The City of Oakland implements the broad array of bicycle and pedestrian improvements identified in the West Oakland Specific Plan, the 2019 Oakland Bike Plan, and the 2017 Oakland Walks Pedestrian Plan.	City of Oakland	1# Stay informed/2# Be consulted	The Subcommittee has performed a gap analysis concluding it needs to better understanding of existing Bike/pedestrian plans. November 4, 2020 the Oakland Planning Commission will hear a proposal for this bike station with controlled access & capacity for 500 bikes. Proposal also includes affordable housing.	near term
58	The Oakland Unified School District and the City of Oakland, as part of the Safe Routes to Schools Program in West Oakland, begin twice a day street closures next to public schools in West Oakland to keep cars and trucks away from arriving and departing students.	City of Oakland	n/a	The Subcommittee has performed a gap analysis concluding the strategy should be revised to refocus it on air quality and/or looking at similar programs. Alameda CTC's student programs are active in serving the West Oakland Community. These include Safe Routes to School (SR2S) and the Student Transit Pass Program (STPP).	mid term
59	The City of Oakland increases the frequency of street sweeping to decrease road dust, particularly on streets adjacent to schools, on designated truck routes, and on streets near freeways. The California Department of Transportation increases the frequency of street sweeping along the I-880, I-980, and I-580 freeways. Consideration is given to technology and techniques that avoid re-suspending road dust.	City of Oakland & Caltrans	4# Actively participate	The Subcommittee began an equity analysis on the strategy. The Subcommittee sees this strategy as a primary example of an equity issue because of the lack of service. The Subcommittee is working with OAKDOT to bring the various City departments into the discussion.	near term

PARTNER STRATEGIES: TRANSIT, BIKE AND WALK

Strategy#	Strategy Description	Lead Agency	Type of Effort 1. Stay Informed 2. Be consulted 3. Get involved 4. Actively participate 5. Drive the decision	Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
89	The Alameda CTC and Caltrans will continually engage with the community, at a minimum through participation in quarterly meetings of the WOCAP implementation committee, on early project planning and delivery for projects in West Oakland where Alameda CTC and/or Caltrans is the project sponsor in order to ensure projects do not increase transportation impacts on residents. These projects will undergo appropriate reviews to assess the environmental and health impacts, and potential local benefits, and adopt associated mitigation measures so they do not result in a net increase in air pollution or health inequities for residents most impacted by the county's freight transportation system in West Oakland.	ACTC & Caltrans	1# Stay informed/2# Be consulted	The Subcommittee began a gap analysis and equity analysis for the strategy. Both Caltrans and ACTC staff have engaged in this Subcommittee's work. One of the Subcommittee's two Co-chairs is a Caltrans representative. ACTC supported both the City's ATP and STEP applications with an in-kind staff commitment to participate on the Steering Committee for the STEP project should it be awarded State funding.	near term

PARTNER STRATEGIES: HEALTH & LIVING BUFFERS

Strategy#	Strategy Description	Lead Agency	Type of Effort 1. Stay Informed 2. Be consulted 3. Get involved 4. Actively participate 5. Drive the decision	Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
10	The City of Oakland creates a comprehensive, area-wide urban canopy and vegetation plan that identifies locations that trees can be added and maintained, such as parks and along Caltrans' rights-of-way and develops a plan to protect existing trees that reduce exposure to air pollution emissions in West Oakland. This includes partnering with local nonprofit groups, encouraging trees on private property, and working with the community on tree maintenance and (as needed) removal. The development of the Oakland Urban Forest Master Plan will inform this work.	City of Oakland	3# Get involved	The Steering Committee Health/Living Buffers Subcommittee began a gap analysis and equity analysis for the strategy. The Subcommittee is looking into how to align their work with Oakland's Urban Forest Master Plan and Equity Climate Action Plan to fulfill the Subcommittee's goals. The Subcommittee has determined that urban greening needs to be equally distributed in W. Oakland as in other areas of the city. Urban Biofilters has presented on a greening project within the Prescott neighborhood. WOEIP, Urban Biofilters, and the City have applied for a STEP grant for urban greening through MTC. The Subcommittee applied for City Capital Improvement Program funds for urban biofilters. City of Oakland has completed the Urban Forest Master Plan and Equity Climate Action Plan.	near term
11	The City of Oakland works with local groups to train residents to maintain biofilters.	City of Oakland	2# Be consulted	The Steering Committee Health/Living Buffers Subcommittee began an equity analysis for the strategy. The Subcommittee is looking for funding sources for the job programs and other ways to support local businesses. The Subcommittee has determined to merge the strategy with Strategy #10 to complement its goals.	mid term
16	The City of Oakland, in partnership with the Steering Committee, CARB and the Air District, studies the exposure reduction benefit of requiring solid or vegetative barriers to be incorporated into site design between buildings and sources of air pollution (for example, a freeway).	City of Oakland	3# Get involved	The Steering Committee Health/Living Buffers began an equity analysis on the strategy. The Subcommittee has determined to merge the strategy with Strategy #10 to help inform the implementation of green infrastructure.	mid term
23	The City adds the AB 617 Steering Committee Co-Chairs to the official lists to receive notification of "Applications on File" for discretionary planning projects and "Meeting Agendas" of the Planning Commission and its five subcommittees, and the Landmarks Preservation Board.	City of Oakland	N/A	Completed- Per the City Planning Department, the Steering Committee and Co-Chairs have been added to the City's notification list.	near term
76	The City of Oakland works with local and agency partners to implement regional and local adoption of the State Department of Public Health's "Health In All Policies" program.	City of Oakland	2# Be consulted	The Steering Committee Health/Living Buffers Subcommittee began a review of the strategy and the requirements to implement the strategy.	near term
79	The City of Oakland works with agency and community partners to undertake participatory budgeting with West Oakland community members to allocate local health improvement grants that reduce emissions or exposure to emissions.	City of Oakland	2# Be consulted	The Steering Committee Health/Living Buffers Subcommittee began a gap analysis and equity analysis for the strategy. Alameda County Public Health Department planned to have a discussion regarding Regional Asthma Management Programs in the Fall 2020. Further review and implementation has been delayed due to COVID-19 response. The City made a presentation to the T/B/W Subcommittee on 10/21/20 providing information about the Capital Improvement Program.	near term
82	The California Office of Environmental Health Hazard Assessment, in partnership with the Steering Committee, the City of Oakland, CARB, and the Air District, studies setting a limit on West Oakland's cumulative exposure to TACs.	OEHHA	2# Be consulted	The Steering Committee Health/Living Buffers Subcommittee began a gap analysis and equity analysis for the strategy. The Subcommittee has discussed the strategy at several community meetings. OEHHA staff is discussing internally on how to support a future study.	long term
84	The Alameda County Public Health Department expands its Asthma Management programs.	Alameda County Public Health Department	2# Be consulted	Delayed due to COVID, Subcommittee wants the ACPHD to be involved. The Subcommittee began a gap analysis on the strategy. Staff from the Alameda County Community Development Agency addressed the subcommittee on pathways forward including past Asthma initiatives such as the Start Program.	near term

PARTNER STRATEGIES: HEALTH & LIVING BUFFERS

Strategy#	Strategy Description	Lead Agency	Type of Effort 1. Stay Informed 2. Be consulted 3. Get involved 4. Actively participate 5. Drive the decision	Status	Implementation Timeframe near-term = 2020-21 midterm = 2022-23 long-term = 2024-25
85	The City of Oakland works with Alameda County Public Health Department to improve access to medical services within West Oakland. This work expands existing programs such as: (1) Child Health and Disability Prevention Program free health check-ups for infants through teens; (2) Asthma Management at schools; (3) Building Blocks for Health Equity which works to correct inequity in health outcomes for children; (4) Urban Male Health Initiative which is charged with reducing the premature mortality of men and boys in Alameda County; and (5) Alameda County Health Improvement Plan to develop and implement a five-year county plan to improve health and achieve health equity.	City of Oakland	2# Be consulted	The Steering Committee Health/Living Buffers Subcommittee began a gap analysis and equity analysis for the strategy. Alameda County Public Health Department planned to have a discussion regarding Regional Asthma Management Programs in the Fall 2020. Further review and implementation has been delayed due to COVID-19 response.	near term
86	The Alameda County Public Health Department works with agency and local partners to investigate the use of green building approaches in housing construction and renovation that will reduce emissions and exposure to air pollution emissions. This work examines weatherization/energy efficiency and renewable energy services. This work draws from the Contra Costa County Health Department's pilot effort in cooperation with the Regional Asthma Management Program.	Alameda County Public Health Department	2# Be consulted	The Subcommittee began an gap analysis on the strategy concluding there was lower priority behind the strategy. More information is needed on the cost-effectiveness of the strategy. City staff have researched the policy and presented their findings to the Subcommittee. Cannabis cultivators are required to opt-up to clean energy, but no other project carries such a requirement. This option has been included among the options for meeting GHG reductions in several DEIRs, although not imposed as an Standard Conditions of Approval (SCA)- as the nexus is difficult to establish.	mid term

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Rod Sinks and Members
of the Board of Directors

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 25, 2020

Re: Air District Board Composition and Compensation Discussion

RECOMMENDED ACTION

None; Receive and file.

BACKGROUND

The composition of the Air District Board of Directors (Board) is prescribed in California Health and Safety Code Sections 40220 through 40226, with a majority of the sections remaining unchanged since 1975. In brief, the nine counties or partial counties get one, two, three, or four Board members based on the population in the county or partial county.

In appointing representatives from individual counties, the first appointee is a county supervisor, the second a city councilmember or mayor, the third a county supervisor, and the fourth a city councilmember or mayor. Appointees are determined by the respective county boards of supervisors or city selection committees, and in some instances county boards of supervisors have exercised their prerogative to appoint a member from the list provided by a city selection committee to fill a county supervisor seat. The governing statutes explicitly provide that the city selection committee appointee for the City and County of San Francisco is the Mayor of the City of San Francisco. In addition, the city selection committee appointee in a county that appoints only three members may appoint a deputy to act on his or her behalf on the board of directors or its committees, but the board member remains responsible for the acts of his or her deputy acting in that capacity. As a result, the Board currently consists of 24 members representing the 9 counties as follows:

- Population of 300,000 or less:
 - 1 representative each:
 - Marin and Napa
- Population of 750,000 or less, but more than 300,000:
 - 2 representatives each:
 - Solano and Sonoma
- Population of 1,000,000 or less, but more than 750,000:
 - 3 representatives each:
 - San Francisco and San Mateo

- Population of more than 1,000,000
 - 4 representatives each:
 - Alameda, Contra Costa, and Santa Clara

The Board appears likely to remain at 24 members for at least a decade with either San Francisco or Marin next reaching thresholds to appoint another representative.

Board compensation and expenses are allowed pursuant to Health and Safety Code section 40227. Under that section, members of the board are allowed “actual and necessary expenses incurred in the performance of their duties” and may be compensated up to “one hundred dollars (\$100) for each day attending meetings” of the board or its committees.

DISCUSSION

Comparable Air District Board Compositions

The other four large air districts in California (South Coast Air Quality Management District [AQMD], San Joaquin Valley Unified Air Pollution Control District [APCD], Sacramento Metropolitan Air Quality Management District, and San Diego Air Pollution Control District) also have prescribed Board compositions in the California Health and Safety Code, with San Diego’s Board recently changed due to the passage of Assembly Bill 423 (Gloria) in 2019. Unlike the Bay Area AQMD, which increases Board size with population growth, each of these air districts have a set number of Board members comprised of different numbers of county supervisors, city councilmembers or mayors, and in some cases non-elected appointees. Non-elected appointees specify different backgrounds for qualification, and can be appointed by the Governor, Senate, Assembly, or by the air district’s own Board. It should be noted that some of these air districts do not have an Advisory Council like the Bay Area AQMD has, or a Community Advisory Council like the Bay Area AQMD will have, to provide formal technical and community perspectives. The table below illustrates the Board composition differences between air districts.

Air District	Population	Counties (whole and partial)	Total Board Members	External Appointee(s) Information
Bay Area	7.5 million	9	24 County Elected (14) City Elected (10)	Mayor of San Francisco currently appoints a deputy to act on her behalf
South Coast	17 million	4	13 County Elected (4) City Elected (6) External Appointee (3)	1 - Governor Appointed 1 - State Senate Rules Committee Appointed 1 - Speaker of State Assembly Appointed
San Joaquin	4.3 million	8	15 County Elected (8) City Elected (5) External Appointee (2)	Governor Appointed with the advice and consent of Senate: 1 - Physician 1 - Medical or scientific expertise
Sacramento Metro	1.6 million	1	14 County Elected (5) City Elected (9) External Appointee (0)	None
San Diego	3.3 million	1	11 County Elected (2) City Elected (6) External Appointee (3)	Board Appointed 1 - Physician or Public Health Professional 1 - Environmental Justice Representative 1 - Scientific or Technical Background

At the September 30, 2020 Legislative Committee (Committee) meeting, Committee members discussed a legislative idea to change the composition of the Air District Board through addition of one or more non-elected appointees. Board composition has been a topic of discussion for the Board on several occasions over the years, and staff offered to bring the matter to the full Board for discussion

There has also been discussion among the Board from time to time, regarding the issue of compensation as it relates to scheduling more than one meeting of the Board or its committees per day. In addition, in order to provide incentives for self-powered modes of transportation, allowing incentive payments beyond the currently allowed “actual and necessary expenses” may be desirable.

Some questions that Board members may want to consider include:

- Is the current Board size appropriate and does it adequately represent the Bay Area Region?
- Is the city selection process adequate, or should consideration be first given to specific cities?
- Should the Board consider addition of non-elected appointees? If so, what would be the background requirements and how should they be selected?

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Alan Abbs
Reviewed by: Jack P. Broadbent

Attachment 13A: Health and Safety Code – Bay Area AQMD Board
Attachment 13B: Health and Safety Code – South Coast AQMD Board
Attachment 13C: Health and Safety Code – San Joaquin Valley APCD Board
Attachment 13D: Health and Safety Code – Sacramento Metropolitan AQMD Board
Attachment 13E: Health and Safety Code – San Diego County APCD Board

HEALTH AND SAFETY CODE - HSC

DIVISION 26. AIR RESOURCES [39000 - 44474] (*Division 26 repealed and added by Stats. 1975, Ch. 957.*)

PART 3. AIR POLLUTION CONTROL DISTRICTS [40000 - 41357] (*Part 3 added by Stats. 1975, Ch. 957.*)

CHAPTER 4. Bay Area Air Quality Management District [40200 - 40276] (*Heading of Chapter 4 amended by Stats. 1978, Ch. 1025.*)

ARTICLE 3. Governing Body [40220 - 40234] (*Article 3 added by Stats. 1975, Ch. 957.*)

40220. The bay district board is the governing body of the bay district and shall exercise all the powers of the bay district.

(Added by Stats. 1975, Ch. 957.)

40220.5. The bay district board shall be a board of directors consisting of members appointed pursuant to Section 40221.5 from each county included, in whole or in part, within the district on the basis of the population of that portion of the county, as determined by the latest estimate prepared by the Demographic Research Unit of the Department of Finance pursuant to Section 2227 of the Revenue and Taxation Code, included within the district.

(Amended by Stats. 2019, Ch. 29, Sec. 119. (SB 82) Effective June 27, 2019.)

40221. A county with a population of 300,000 or less shall appoint one member of the bay district board; a county with a population of 750,000 or less, but more than 300,000, shall appoint two members of the bay district board; a county with a population of 1,000,000 or less, but more than 750,000, shall appoint three members of the bay district board; and a county with a population of more than 1,000,000 shall appoint four members of the bay district board.

(Added by Stats. 1976, Ch. 517.)

40221.5. (a) The members of the bay district board shall be appointed as follows:

(1) For a county entitled to appoint one member of the bay district board, the board of supervisors shall appoint either a member of the board of supervisors or a person from a list submitted to the board of supervisors by the city selection committee of that county.

(2) For a county entitled to appoint two members of the bay district board, the city selection committee of that county shall appoint one member and the board of supervisors shall appoint the other member, which member may either be a member of the board of supervisors or a person on the list submitted to the board of supervisors by the city selection committee.

(3) For a county entitled to appoint three members of the bay district board, two members shall be appointed as provided in paragraph (2) and the third member shall be appointed by the board of supervisors and shall either be a member of the board of supervisors or a person on the list submitted to the board of supervisors by the city selection committee of that county.

(4) For a county entitled to appoint four members of the bay district board, the city selection committee of that county shall appoint two members and the board of supervisors shall appoint the other two members, either one or both of whom may be members of the board of supervisors or persons on the list submitted to the board of supervisors by the city selection committee.

(b) Any member of the bay district board appointed, and any person named on the list submitted to the board of supervisors by the city selection committee, shall be either a mayor or a city councilperson of a city in that portion of the county included within the district. The member appointed by a city selection committee pursuant to paragraph (3) of subdivision (a) or Section

40212 may designate a deputy to act on his or her behalf on the bay district board or any of its committees. The board member shall be responsible for the acts of the deputy acting in his or her official capacity on the bay district board or any of its committees under this designation.

(Amended by Stats. 2002, Ch. 1001, Sec. 1. Effective January 1, 2003.)

40222. Each member appointed by the board of supervisors shall hold office for a term of four years and until the appointment and qualification of his successor, and each member appointed by the city selection committee shall hold office for two years and until the appointment and qualification of his successor.

(Added by Stats. 1975, Ch. 957.)

40223. Any vacancy on the bay district board shall be filled by appointment in the same manner as the vacating member was appointed.

Any member of the bay district board may be removed at any time in the same manner as he was appointed. If four-fifths of the members of the board of supervisors of a county request the removal of a member appointed by the city selection committee of such county, the city selection committee of such county shall meet within 20 days to consider the removal of such member.

(Added by Stats. 1975, Ch. 957.)

40224. If any member of the bay district board is recalled from his or her office as a supervisor, mayor, or city council member, pursuant to Division 11 (commencing with Section 11000) of the Elections Code, his or her office as member of the bay district board shall be vacant.

(Amended by Stats. 1994, Ch. 923, Sec. 155. Effective January 1, 1995.)

40225. No supervisor, mayor, or city council member shall hold office on the bay district board for a period of more than three months after ceasing to hold the office of supervisor, mayor, or city council member, respectively, and his or her membership on the bay district board shall thereafter be considered vacant, except that any mayor who continues to hold office as a city council member, or any city council member who continues to hold office as a mayor, shall not be considered to have ceased to hold office under this section.

(Amended by Stats. 2010, Ch. 699, Sec. 28. (SB 894) Effective January 1, 2011.)

40226. A majority of the members of the bay district board constitutes a quorum for the transaction of business and may act for the bay district board.

(Added by Stats. 1975, Ch. 957.)

HEALTH AND SAFETY CODE - HSC

DIVISION 26. AIR RESOURCES [39000 - 44474] (*Division 26 repealed and added by Stats. 1975, Ch. 957.*)

PART 3. AIR POLLUTION CONTROL DISTRICTS [40000 - 41357] (*Part 3 added by Stats. 1975, Ch. 957.*)

CHAPTER 5.5. South Coast Air Quality Management District [40400 - 40540] (*Chapter 5.5 added by Stats. 1976, Ch. 324.*)

ARTICLE 3. Governing Body [40420 - 40428] (*Heading of Article 3 renumbered from Article 2.5 by Stats. 1980, Ch. 1085.*)

40420. (a) The south coast district shall be governed by a district board consisting of 13 members appointed as follows:

- (1) One member appointed by the Governor, with the advice and consent of the Senate.
 - (2) One member appointed by the Senate Committee on Rules.
 - (3) One member appointed by the Speaker of the Assembly.
 - (4) Four members appointed by the boards of supervisors of the counties in the south coast district. Each board of supervisors shall appoint one of these members, who shall be one of the following:
 - (A) A member of the board of supervisors of the county making the appointment.
 - (B) A mayor or member of a city council from a city in the portion of the county making the appointment that is included in the south coast district.
 - (5) Three members appointed by cities in the south coast district. The city selection committee of Orange, Riverside, and San Bernardino Counties shall each appoint one of these members, who shall be either a mayor or a member of the city council of a city in the portion of the county included in the south coast district.
 - (6) A member appointed by the cities of the western region of Los Angeles County, consisting of the Cities of Agoura Hills, Artesia, Avalon, Bell, Bellflower, Bell Gardens, Beverly Hills, Calabasas, Carson, Cerritos, Commerce, Compton, Cudahy, Culver City, Downey, El Segundo, Gardena, Hawaiian Gardens, Hawthorne, Hermosa Beach, Hidden Hills, Huntington Park, Inglewood, La Habra Heights, La Mirada, Lakewood, Lawndale, Lomita, Long Beach, Lynwood, Malibu, Manhattan Beach, Maywood, Montebello, Norwalk, Palos Verdes Estates, Paramount, Pico Rivera, Rancho Palos Verdes, Redondo Beach, Rolling Hills, Rolling Hills Estates, Santa Fe Springs, Santa Monica, Signal Hill, South Gate, Torrance, Vernon, West Hollywood, Westlake Village, and Whittier. These cities shall organize as a city selection committee for the purposes of subdivision (f), and shall be known as the city selection committee of the western region of Los Angeles County. The member appointed shall be either a mayor or a member of the city council of a city in the western region.
 - (7) A member appointed by the cities of the eastern region of Los Angeles County, consisting of the cities in Los Angeles County that are not listed in paragraph (6) or (8), and excluding the Cities of Lancaster, Los Angeles, and Palmdale. These cities shall organize as a city selection committee for the purposes of subdivision (f), and shall be known as the city selection committee of the eastern region of Los Angeles County. The member appointed shall be either a mayor or a member of the city council of a city in the eastern region.
 - (8) A member appointed by the Mayor of the City of Los Angeles from among the members of the Los Angeles City Council.
- (b) All members shall be appointed on the basis of their demonstrated interest and proven ability in the field of air pollution control and their understanding of the needs of the general

public in connection with air pollution problems of the South Coast Air Basin.

(c) The member appointed by the Governor shall be either a physician who has training and experience in the health effects of air pollution, an environmental engineer, a chemist, a meteorologist, or a specialist in air pollution control.

(d) Each member shall be appointed on the basis of his or her ability to attend substantially all meetings of the south coast district board, to discharge all duties and responsibilities of a member of the south coast district board on a regular basis, and to participate actively in the affairs of the south coast district. No member may designate an alternate for any purpose or otherwise be represented by another in his or her capacity as a member of the south coast district board.

(e) Each appointment by a board of supervisors shall be considered and acted on at a duly noticed, regularly scheduled hearing of the board of supervisors, which shall provide an opportunity for testimony on the qualifications of the candidates for appointment.

(f) The appointments by cities in the south coast district shall be considered and acted on at a duly noticed meeting of the city selection committee, which shall meet in a government building and provide an opportunity for testimony on the qualifications of the candidates for appointment. Each appointment shall be made by not less than a majority of all the cities in the portion of the county included in the south coast district having not less than a majority of the population of all the cities in the portion of the county included in the south coast district. Population shall be determined on the basis of the most recent verifiable census data developed by the Department of Finance. Persons residing in unincorporated areas or areas of a county outside the south coast district shall not be considered for the purposes of this subdivision.

(g) The members appointed by the Senate Committee on Rules and the Speaker of the Assembly shall have one or more of the qualifications specified in subdivision (c) or shall be a public member. None of those appointed members may be a locally elected official.

(h) All members shall be residents of the district.

(i) (1) The member who was serving on the district board as of June 1, 2007, who had been appointed to represent the eastern region of Los Angeles County shall be deemed on January 1, 2008, to be the member appointed to represent the western region of Los Angeles County pursuant to paragraph (6) of subdivision (a) and shall serve from January 1, 2008, until the end of the term of office for the member who had been appointed to represent the western region of Los Angeles County. At the end of that term, the city selection committee of the western region of Los Angeles County shall make an appointment pursuant to paragraph (6) of subdivision (a).

(2) The member who was serving on the district board as of June 1, 2007, who had been appointed to represent the western region of Los Angeles County shall be deemed on January 1, 2008, to be the member appointed pursuant to paragraph (8) of subdivision (a) until the end of that member's term. At the end of that term, the Mayor of the City of Los Angeles shall make an appointment pursuant to paragraph (8) of subdivision (a).

(3) On or after January 1, 2008, the city selection committee of the eastern region of Los Angeles County shall convene promptly to make an appointment pursuant to paragraph (7) of subdivision (a).

(Amended by Stats. 2007, Ch. 664, Sec. 1. Effective January 1, 2008.)

HEALTH AND SAFETY CODE - HSC

DIVISION 26. AIR RESOURCES [39000 - 44474] (*Division 26 repealed and added by Stats. 1975, Ch. 957.*)

PART 3. AIR POLLUTION CONTROL DISTRICTS [40000 - 41357] (*Part 3 added by Stats. 1975, Ch. 957.*)

CHAPTER 5.7. San Joaquin Valley Unified Air Pollution Control District [40600 - 40608] (*Chapter 5.7 added by Stats. 2003, Ch. 483, Sec. 2.*)

40600. (a) The San Joaquin Valley Unified Air Pollution Control District formed by the Counties of Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare pursuant to Chapter 3 (commencing with Section 40150), and consisting of the Counties of Fresno, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare, and that portion of the County of Kern that is within the San Joaquin Valley Air Basin, is a single integrated agency with all staff under one centralized management structure that is able to implement programs on a basinwide basis, and has all of the following:

(1) An individual air pollution control officer who is responsible for the issuance of all permits by the unified district.

(2) A single budget for the unified district with resources allocated based on the program needs of the San Joaquin Valley Air Basin.

(3) A uniform fee structure.

(4) Three hearing boards established pursuant to Section 40800. One hearing board shall serve the northern region, one shall serve the central region, and one shall serve the southern region. Identical policies governing the operation of each hearing board shall be established by the unified district board and shall be binding upon each hearing board.

(5) A citizen's advisory committee.

(b) Rules and regulations adopted by the San Joaquin Valley Unified Air Pollution Control District are binding on all counties within the unified district. The unified district shall enforce all permits issued by the unified district and all permits issued by the individual county districts prior to formation of the unified district. The unified district shall review, revise, adopt, and implement any air pollution control plans required within the San Joaquin Valley Air Basin by state and federal law.

(c) Notwithstanding any other provision of law, the San Joaquin Valley Unified Air Pollution Control District shall be governed by a district board composed of 15 voting members, appointed as follows:

(1) Eight members, one of whom shall be appointed by each of the Counties of Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare. The board of supervisors of each of those counties shall, by majority vote, appoint one of its members to serve as a member of the district board.

(2) Five city council members appointed by the special city selection committee created pursuant to Section 40600.5. The special city selection committee shall not appoint more than one city council member representing a city located in the same county. Of the five city council members appointed pursuant to this paragraph, three shall be from a city having a population of less than 100,000, with one member selected from the northern region, one from the central region, and one from the southern region of the district. The other two city council members appointed pursuant to this paragraph shall be from a city having a population of 100,000 or more, with each member selected from different regions of the district.

(3) The terms of office for members appointed pursuant to paragraph (2) after April 1, 2007, shall be three years.

(4) Two public members appointed by the Governor, with the advice and consent of the Senate, as follows:

(A) One public member who is a physician, actively practicing within the district, whose daily practice or research specialty lies in the health effects of air pollution on vulnerable populations.

(B) One public member who has medical or scientific expertise in the health effects of air pollution.

(5) The terms of office for the members initially appointed pursuant to subparagraphs (A) and (B) of paragraph (4) shall be as follows:

(A) For the member appointed pursuant to subparagraph (A) of paragraph (4), the term shall be four years.

(B) For the member appointed pursuant to subparagraph (B) of paragraph (4), the term shall be two years.

(6) After the initial term of appointment, the terms of office for the members appointed pursuant to subparagraphs (A) and (B) of paragraph (4) shall be four years.

(d) Each member shall be appointed on the basis of his or her demonstrated interest and proven ability in the field of air pollution control and their understanding of the needs of the general public in connection with air pollution problems of the San Joaquin Valley Air Basin.

(e) Each member shall be appointed on the basis of his or her ability to attend substantially all meetings of the district board, to discharge all duties and responsibilities of a member of the district board on a regular basis, and to participate actively in the affairs of the district. A member shall not designate an alternate for any purpose or otherwise be represented by another person in his or her capacity as a member of the district board.

(f) All members shall be residents of the district.

(g) Any vacancy in the office of a member of the district board shall be filled promptly by the appointing authority.

(h) As used in this section, the following terms have the following meanings:

(1) "Central region" means the Counties of Fresno, Kings, and Madera.

(2) "Northern region" means the Counties of Merced, San Joaquin, and Stanislaus.

(3) "Southern region" means the Counties of Kern and Tulare.

(Amended by Stats. 2008, Ch. 622, Sec. 1. Effective January 1, 2009.)

HEALTH AND SAFETY CODE - HSC

DIVISION 26. AIR RESOURCES [39000 - 44474] (*Division 26 repealed and added by Stats. 1975, Ch. 957.*)

PART 3. AIR POLLUTION CONTROL DISTRICTS [40000 - 41357] (*Part 3 added by Stats. 1975, Ch. 957.*)

CHAPTER 11. Sacramento Metropolitan Air Quality Management District [40950 - 41094] (*Heading of Chapter 11 renumbered from Chapter 10 (as added by Stats. 1988, Ch. 1541) by Stats. 1990, Ch. 216, Sec. 79.*)

ARTICLE 3. Governing Body [40980 - 40982] (*Article 3 added by Stats. 1988, Ch. 1541, Sec. 3.*)

40980. (a) The Sacramento district shall, at a minimum, be governed by a district board composed of the Board of Supervisors of the County of Sacramento.

(b) If the County of Placer submits a resolution of inclusion, pursuant to Section 40963, one or more elected officials from that county shall be included on the Sacramento district board, pursuant to agreement between that county and the Sacramento district board.

(c) (1) The membership of the Sacramento district board shall include one or more members who are mayors or city council members, or both, and one or more members who are county supervisors.

(2) The number of those members and their composition shall be determined jointly by the counties and cities within the district, and shall be approved by a majority of the counties, and by a majority of the cities that contain a majority of the population in the incorporated area of the district.

(d) The governing board shall reflect, to the extent feasible and practicable, the geographic diversity of the district and the variation of population between the cities in the district.

(e) (1) Except as provided in paragraph (2), the members of the governing board who are mayors or city council members shall be selected by the city council of the city that they represent. The members of the governing board who are county supervisors shall be selected by the county if the district only contains one county or a majority of counties within the district if the district contains more than one county.

(2) The city selection committee shall be convened to select a member of the governing board from nominees who are mayors or city council members only if there is to be a change in a board member designated to represent more than one city, and only if more than one of those cities submits nominees for that board member position.

(3) When selecting a member of the governing board, a city council and the city selection committee may also appoint a mayor or another city council member as an alternate to serve and vote in place of the member who is absent or is disqualified from participating.

(f) (1) If the district fails to comply with subdivision (c), one-third of the members of the governing board shall be mayors or city council members, and two-thirds shall be county supervisors. The number of those members shall be determined as provided in paragraph (2) of subdivision (c), and the members shall be selected pursuant to subdivision (e).

(2) For purposes of paragraph (1), if any number which is not a whole number results from the application of the term "one-third" or "two-thirds," the number of county supervisors shall be increased to the nearest integer, and the number of mayors or city council members decreased to the nearest integer.

(Amended by Stats. 2007, Ch. 343, Sec. 17. Effective January 1, 2008.)

HEALTH AND SAFETY CODE - HSC

DIVISION 26. AIR RESOURCES [39000 - 44474] (*Division 26 repealed and added by Stats. 1975, Ch. 957.*)

PART 3. AIR POLLUTION CONTROL DISTRICTS [40000 - 41357] (*Part 3 added by Stats. 1975, Ch. 957.*)

CHAPTER 2. County Air Pollution Control Districts [40100 - 40131] (*Chapter 2 added by Stats. 1975, Ch. 957.*)

ARTICLE 1. Administration [40100 - 40104] (*Article 1 added by Stats. 1975, Ch. 957.*)

40100.6. (a) The 11 members of the San Diego County Air Pollution Control District governing board shall be appointed as follows:

(1) (A) Two members representing the board of supervisors as appointed by a majority of the board of supervisors.

(B) One of the two members representing the board of supervisors pursuant to subparagraph (A) shall be the member of the board of supervisors who is currently serving as the San Diego County Air Pollution Control District's member on the state board, as required pursuant to paragraph (4) of subdivision (d) of Section 39510. That member of the board of supervisors shall continue to serve as one of the two members of the San Diego Air Pollution Control District pursuant to subparagraph (A) until that member is no longer the San Diego County Air Pollution Control District's member on the state board.

(2) The mayor or a city council member at large from the City of San Diego.

(3) (A) One city council member from each of the five supervisorial districts. Those five members shall be selected by city selection committees representing the cities of that supervisorial district.

(B) A city shall not have more than two members.

(4) Three public members shall be appointed by the members appointed pursuant to paragraphs (1) to (3), inclusive, at a public hearing. The public members shall be appointed according to the following:

(A) One public member shall be a physician or public health professional actively practicing within the boundaries of the San Diego County Air Pollution Control District. The member's speciality shall be in the health effects of air pollution on vulnerable populations.

(B) One public member shall be a person representing environmental justice interests and who works directly with communities within the boundaries of the San Diego County Air Pollution Control District that are most significantly burdened by, and vulnerable to, high levels of pollution, including communities with diverse racial and ethnic populations and communities with low-income populations. This member may be a resident of that community and have a demonstrated record of community leadership.

(C) One public member shall be a person with a scientific or technical background in air pollution, such as an environmental engineer, chemist, meteorologist, or air pollution specialist.

(b) All members shall be appointed on the basis of their demonstrated interest and proven ability in the field of air pollution control and their understanding of the needs of the general public in connection with the air pollution problems of the San Diego Air Basin.

(c) All members shall reside within the boundaries of the San Diego County Air Pollution Control District.

(d) Each member of the San Diego County Air Pollution Control District shall serve a four-year term and until that member's successor is appointed.

(e) Each member of the San Diego County Air Pollution Control District governing board appointed pursuant to paragraph (4) of subdivision (a) shall receive compensation of one hundred dollars (\$100) for each day, or a portion thereof, but not to exceed one thousand dollars (\$1,000) per month, while attending meetings of the district governing board or any committee of the district governing board or, upon authorization of the district governing board, while on official business of the San Diego County Air Pollution Control District, and the actual and necessary expenses incurred in performing the member's official duties.

(f) (1) A vacancy on the San Diego County Air Pollution Control District governing board shall be filled by appointment in the same manner as the vacating member was appointed.

(2) A member of the San Diego County Air Pollution Control District governing board may be removed at any time in the same manner as the member was appointed.

(g) (1) The San Diego County Air Pollution Control District governing board shall consult with the United States Navy, the United States Marine Corps, and the United States Coast Guard on all permitting, rules, regulations, and planning issues that have the potential to impact the mission of the United States Navy, the United States Marine Corps, and the United States Coast Guard.

(2) The San Diego County Air Pollution Control District governing board shall designate one member appointed pursuant to paragraph (1) of subdivision (a) to serve as the liaison to the United States Navy, the United States Marine Corps, and the United States Coast Guard. The liaison shall report to the San Diego County Air Pollution Control District governing board as necessary to inform the governing board of any issues with the activities described in paragraph (1) and of any potential resolution to those issues.

(h) This section shall become operative on March 1, 2021.

(Added by Stats. 2019, Ch. 744, Sec. 6. (AB 423) Effective January 1, 2020. Operative March 1, 2021, by its own provisions.)

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson Rod Sinks and Members
of the Board of Directors

From: Jack P. Broadbent
Executive Officer/APCO

Date: November 25, 2020

Re: Update on Bay Area Hyperlocal Air Quality Mapping Project

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

On April 3, 2019, the Board of Directors authorized the Executive Officer/APCO to execute a contract with Aclima, Inc. to map air pollutants in all nine Bay Area counties. To gather air quality data over more than 5,000 square miles, fleets of low-emission cars equipped with air quality sensing devices and software are being used to collect data as they drive on publicly accessible Bay Area roadways. The data will set a baseline for typical block-by-block annual concentrations of critical air pollutants and greenhouse gases, including fine particulates, ozone, and nitrogen dioxide.

DISCUSSION

The driving and data collection for this project has been conducted throughout 2020 and will be completed in early 2021. Prior to using the high-resolution air quality data to identify pollution hotspots, Air District staff are currently working with the Aclima team to evaluate the data quality and analyze the data. The Board will receive a status update from Air District staff and Aclima on this project, including the data validation process, how the data will be shared after it is reviewed, and potential Air District work that may follow from the results.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Jon Bower
Reviewed by: Ranyee Chiang