



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

AGENDA: 6

Report on Transportation Fund for Clean Air Projects Expenditures and Effectiveness for Fiscal Year Ending 2023

**Policy, Grants and Technology Committee Meeting
February 21, 2024**

**Minda Berbeco, Manager
Strategic Incentives Division
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Presentation Requested Action



Action item for the Policy, Grants, and Technology Committee (Committee) to consider recommending to the Board of Directors (Board):

Adopt a determination that the Fiscal Year Ending (FYE) 2023 Transportation Fund for Clean (TFCA) 60% Fund expenditures were effective in improving air quality, based on staff's report and presentation.

Presentation Outline

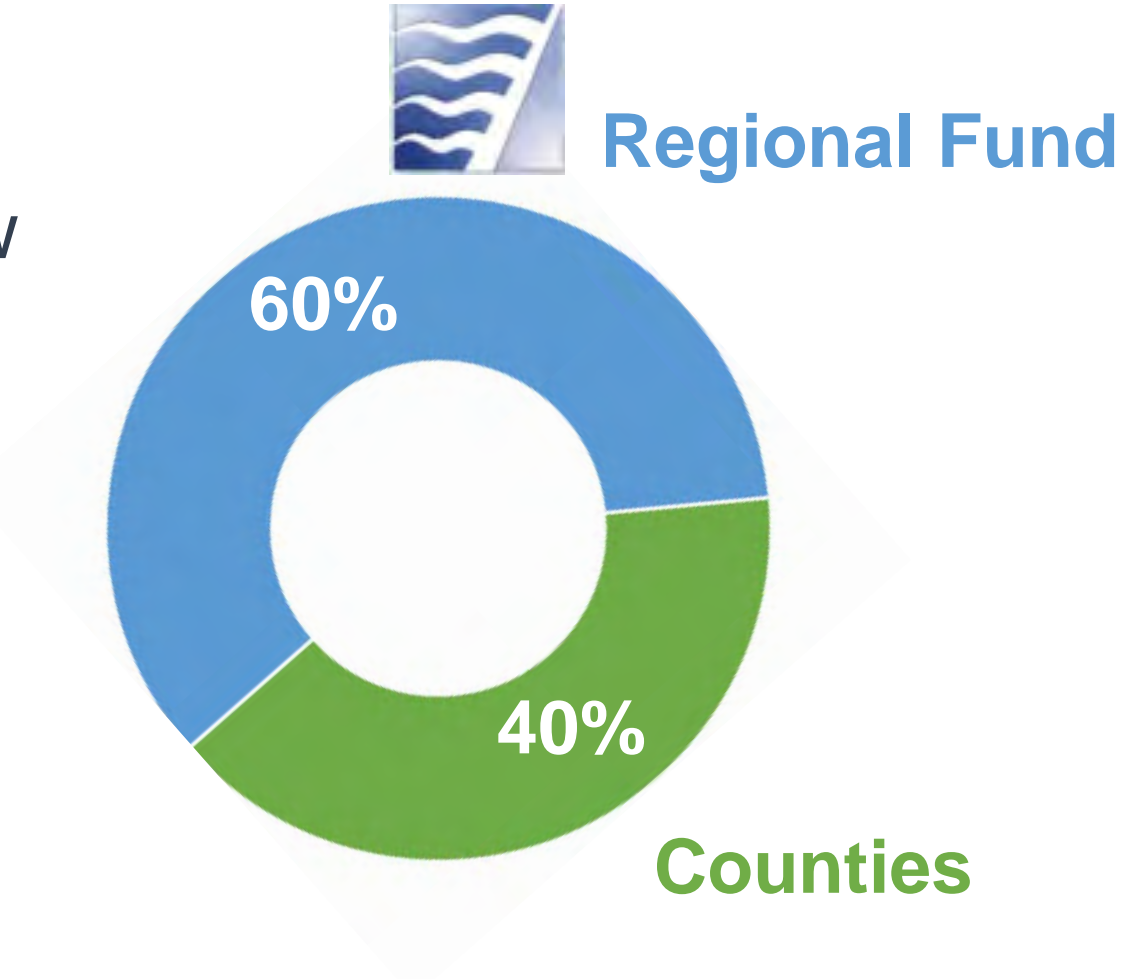


- Background
- Summary of Project & Program Results
 - Fund Expenditures
 - Emission Reductions
 - Cost-Effectiveness
- Next Steps

Transportation Fund for Clean Air



- Funding provided by \$4 surcharge on motor vehicles.
- Air District's Board to annually review expenditures to determine their effectiveness in improving air quality.
- Completed in FYE 2023:
 - ✓ 16 TFCA Regional Fund projects
 - ✓ 4 Air District-sponsored programs



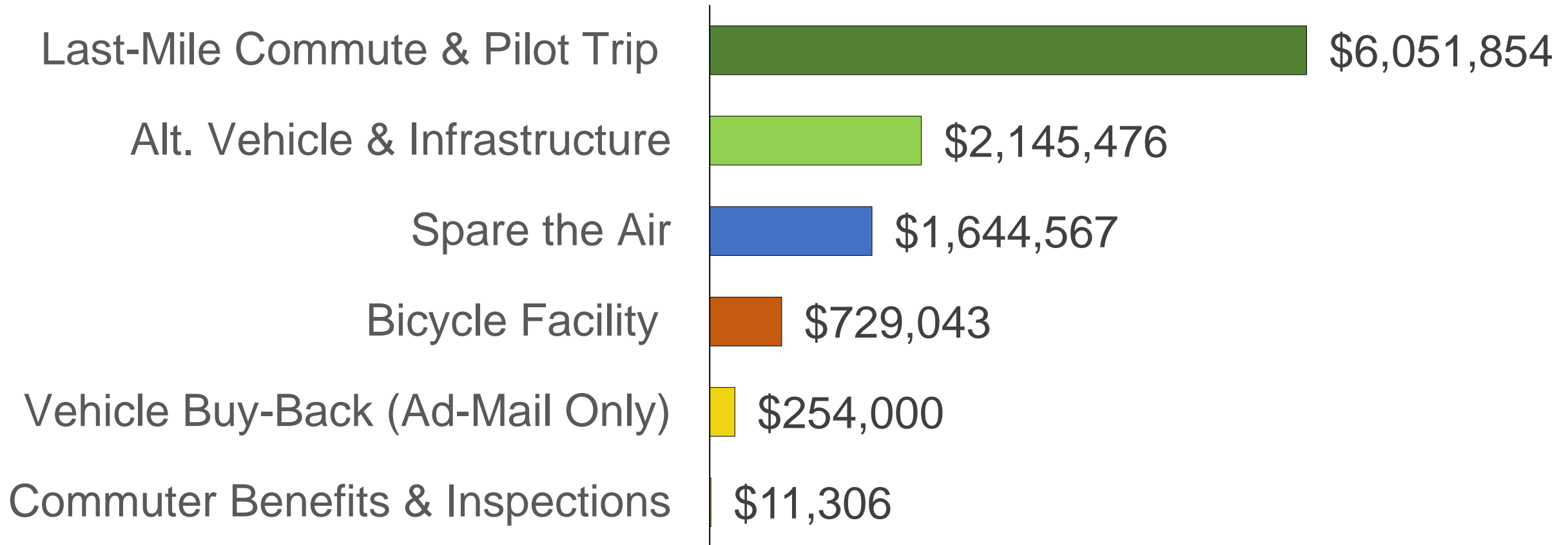
Summary of Project & Program Results FYE 2023 TFCA Expenditures



Total expenditures: \$11.78 million (M)

- \$8.93M Regional Fund (16 projects)
- \$1.91M Air District-sponsored (4 programs)
- \$0.95M FYE 2023 administration

TFCA Expenditures by Project Category



Effectiveness & Emissions Reductions

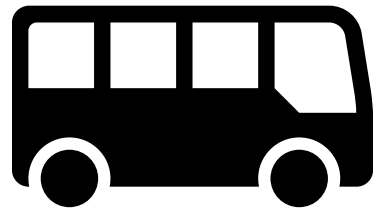


- Lifetime criteria pollutants reduced: **45.59 tons**
 - PM₁₀: 24.58 tons**
 - NO_x: 9.21 tons**
 - ROG: 11.80 tons**
- Equivalent to **over 211 million Vehicle Miles Traveled (VMT)**, or removing **15,000 passenger cars** for one year.
- **62%** of funds were awarded to projects that will provide emissions reductions in Priority Communities.

Key Report Findings for Board Effectiveness Determination



- TFCFA funds were allocated to eligible projects and programs.
- Overall average cost-effectiveness: \$148,173/ton criteria pollutant emissions reduced.
- 1 project exceeded the cost-effective threshold.
- Funded projects also achieved public health benefits.



Next Steps



- Continue to evaluate input from previous Mobile Source and Climate Impacts Committee meetings on which cost-effective categories to open that benefit priority communities and have additional public health benefits.
- Prepare a recommendation for FYE 2025 funding for the Policy, Grants and Technology Committee meeting in March.

Recommendation



Action item for the Committee to consider recommending to the Board:

Adopt a determination that the Fiscal Year Ending 2023 TFCA 60% Fund expenditures were effective in improving air quality, based on staff's report and presentation.



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AGENDA: 7

2024 Legislative Platform

**Policy, Grants, and Technology Committee Meeting
February 21, 2024**

**Alan Abbs
Legislative Officer
aabbs@baaqmd.gov**

Presentation Outcome



The Policy, Grants, and Technology Committee (Committee) will review and consider approving the Legislative Platform for 2024.

Presentation Outline



Staff will present the Committee with the Legislative Platform for 2024.

The Legislative Platform is divided into three sections:

- State Budget
- State Legislation
- Federal Legislation and Regulatory Activity

Presentation Requested Action



Staff recommends that the Committee will vote to approve the Legislative Platform for 2024.

State Budget



1. State Funding for Clean Air Projects
2. Assembly Bill (AB) 617 Community Air Protection Program Implementation and Incentive Funding
3. Wildfire Smoke Public Health Response
4. Support for Air District Activities Related to Wildfire Mitigation
5. Clean Tech Financing
6. Low-Carbon Transportation Incentives
7. Commercial Harbor Craft Funding

State Legislation



1. Vehicle Emissions and Congestion Relief
2. Climate Change
3. Green and Healthy Buildings
4. AB 617 Community Air Protection Program
5. Wildfire Smoke Public Health Response
6. Emergency Backup Generation
7. Toxic Air Emissions
8. Wildfire Smoke Mitigation/Prescribed Fire
9. Stationary Source Greenhouse Gas Authority
10. Land Use

Federal Legislation & Regulatory Activity



1. Federal Funding for Air District Clean Air Programs
2. Wildfire Smoke Public Health Response
3. Clean Transportation Programs
4. Clean Energy Programs
5. Particulate Matter Standards
6. Vehicle Emission Standards
7. Climate Change
8. Green and Healthy Buildings
9. Leaded Aviation Gas



Questions / Discussion



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AGENDA: 8

Air District Sponsored and Co-Sponsored Bills

**Policy, Grants, and Technology Committee Meeting
February 21, 2024**

**Alan Abbs
Legislative Officer
aabbs@baaqmd.gov**

Presentation Outcome



- Staff will provide the Policy, Grants, and Technology Committee (Committee) with a summary and status of the Air District Sponsored and Co-sponsored bills.
- The Committee will discuss and consider staff's recommendation for the following legislative bill to recommend to the Board of Directors (Board):
 - Senate Bill (SB) 382 (Becker) – Single-family residential property: disclosures.
- As information becomes available, staff will update the Committee on additional legislative activities that the Board of Directors has previously approved or may wish to become involved with.

Presentation Outline



SB 382 (Becker) – Single-family residential property: disclosures.

AB 1465 (Wicks) – Nonvehicular air pollution: civil penalties.

AB 2298 (Hart, et al.) – Coastal resources: voluntary vessel speed reduction and sustainable shipping program.

SB 1095 (Becker) – Cozy Homes Cleanup Act: building standards: gas-fuel-burning appliances.

Presentation Requested Action



The Committee will consider approving the following position on current legislation:

Support

- SB 382 (Becker) – Single-family residential property: disclosures.

Action Item for SB 382 (Becker)



Single-family residential property: disclosures.

- Introduced by Senator Becker on February 9, 2023, and most recently amended on January 4, 2024.
- After discussions with Air District staff, the bill was amended to include an electric panel disclosure requirement. Staff will continue working with the Author's office on amendments to include additional disclosures related to the purchase of zero-emission appliances for replacement purposes.
- Staff Recommendation: Support and offer to sponsor/co-sponsor, if necessary.

Update on AB 1465 (Wicks)



Nonvehicular air pollution: civil penalties.

- Introduced by Assemblymember Wicks on February 17, 2023.
- Passed the referred Committees and Floor in the Assembly and made its way to the Senate Floor after passing the Senate Judiciary and Senate Environmental Quality Committees.
- Ordered to the inactive file on September 6, 2023, and may be taken up at a later date.
- Position: Sponsor

Update on AB 2298 (Hart, et al.)



Coastal resources: voluntary vessel speed reduction and sustainable shipping program.

- Introduced by Assemblymember Hart, Bennett, and Connolly on February 12, 2024.
- Reintroduction of last year's Air District Co-Sponsored bill, AB 953 (Connolly and Hart) - *Coastal resources: voluntary vessel speed reduction and sustainable shipping program.*
- Position: Co-Sponsor

Update on SB 1095 (Becker)



Cozy Homes Cleanup Act: building standards: gas-fuel-burning appliances.

- Introduced by Senator Becker on February 12, 2024.
- This bill will update the Civil Code and Health and Safety Code to address language ambiguity related to electric appliances.
- Position: Sponsor



Questions / Discussion



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AGENDA: 9

State Legislative Bill Review

**Policy, Grants, and Technology Committee Meeting
February 21, 2024**

**Alan Abbs
Legislative Officer
aabbs@baaqmd.gov**

Presentation Outcome



The Policy, Grants, and Technology Committee (Committee) will discuss and consider staff's recommendation for the following legislative bills:

- Senate Bill (SB) 1158 (Archuleta) - Carl Moyer Memorial Air Quality Standards Attainment Program.
- SB 1193 (Menjivar) - Airports: leaded aviation gasoline.
- Assembly Bill (AB) 1894 (Ta) - Nonvehicular air pollution: civil penalties.

Staff will also provide a brief update of bills with a Board of Directors (Board) approved position that are still able to move in the 2024 Legislative Session.

Presentation Outline



Staff Recommendations:

- SB 1158 (Archuleta) – Propose Support
- SB 1193 (Menjivar) – Propose Support
- AB 1894 (Ta) – Propose Oppose

Updates on Bills with Board Approved Positions:

- AB 817 (Pacheco) – Support
- SB 537 (Becker) – Support
- SB 674 (Gonzalez) – Support

Presentation Requested Action



The Committee will consider approving the following positions on current legislation:

Support

- SB 1158 (Archuleta) – Carl Moyer Memorial Air Quality Standards Attainment Program.
- SB 1193 (Menjivar) – Airports: leaded aviation gasoline.

Oppose

- AB 1894 (Ta) – Nonvehicular air pollution: civil penalties.

SB 1158 (Archuleta)



Carl Moyer Memorial Air Quality Standards Attainment Program.

If passed, SB 1158 would extend the deadline for the period of liquidation to June 30 of the 6th calendar year following the date of disbursement and raises the administration levels to 12.5% for all local air districts regardless of population.

Current Status: This bill has not yet been referred to a committee for a hearing. The earliest it may be heard is March 16, 2024.

Staff Recommendation: Support

SB 1193 (Menjivar)



Airports: leaded aviation gasoline.

If passed, SB 1193 would prohibit an airport operator or aviation retail establishment, as defined, from selling, distributing, or otherwise making available leaded aviation gasoline to consumers, consistent with a specified timeline, as provided.

Current Status: This bill has not yet been referred to a committee for a hearing. The earliest it may be heard is March 16, 2024.

Staff Recommendation: Support

AB 1894 (Ta)



Nonvehicular air pollution: civil penalties.

If passed, AB 1894 would require an air district to allow sources a minimum of 30 days, and up to 60 days, to rectify a violation before the air district can issue a Notice of Violation (NOV).

Current Status: This bill has not yet been referred to a committee for a hearing. The earliest it may be heard is February 23, 2024.

Staff Recommendation: Oppose

AB 817 (Pacheco)



Open meetings: teleconferencing: subsidiary body.

Allows, until January 1, 2026, a subsidiary body of a local agency to teleconference without meeting all of the teleconferencing requirements of the Ralph M. Brown Act (Brown Act).

Current Status: Passed the Assembly on January 25, 2024, and is now awaiting committee referral in the Senate.

Position: Support

SB 537 (Becker)



Open meetings: multijurisdictional, cross-county agencies: teleconferences.

Allows multi-jurisdictional, cross-county local agencies with appointed members to teleconference without meeting all of the teleconferencing requirements of the Ralph M. Brown Act.

Current Status: The last location for SB 537 was the Assembly Floor. Ordered to the Inactive File on September 14, 2023.

Position: Support

SB 674 (Gonzalez)



Air pollution: refineries: community air monitoring systems: fence-line monitoring systems.

This bill makes several changes to the fence-line monitoring system program for communities and petroleum refineries, including expanding the program to include monitoring for biofuel refineries and additional pollutants, applying to contiguous or adjacent refinery-related facilities, increasing the standards for data quality, and providing enhanced processes for notifying affected communities.

Current Status: The last location for SB 674 was the Assembly Floor. Ordered to the Inactive File on September 14, 2023.

Position: Support



Questions / Discussion



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AGENDA: 10

State Legislative Budget Update

**Policy, Grants, and Technology Committee Meeting
February 21, 2024**

**Alan Abbs
Legislative Officer
aabbs@baaqmd.gov**

Presentation for Information Only



No action required.

Presentation Outline



- Overview of the Budget Process and Deadlines
- Review of proposed statewide funding for fiscal year 2024-25 important to the Air District compared to the previous year's approved budget.

Budget Process and Deadlines



The Senate and Assembly have started budget hearings that will continue for several months. Air District staff will participate and comment as appropriate.

Deadlines:

- May 14, 2024 – May Revision to the Proposed Budget
- June 15, 2024 – Budget Passed by the Legislature
- July 1, 2024 – Governor Signs Budget
- After July 1, 2024 – The Legislature may pass budget amendments and other changes to the adopted budget package.

2024-25 Proposed State Budget vs. Previous Year



Program	FY 23/24 Approved Budget, Budget Bill Jr.	FY 24/25 Proposed Budget (January)
AB 617 – Implementation	\$60M	\$50M
AB 617 – Incentives	\$234M	\$195M
AB 617 – Community Grants	\$6M	\$5M
AB 617 – Additional Incentives (CERP)	\$0	\$0
Clean Vehicle Rebate	\$0	\$0
Clean Truck & Bus	\$0	\$0
Ag Diesel Engine Replacement	\$75M	\$0
Clean Cars For All/School Bus/Equity	\$80M	\$0
Resilience Centers	\$0	\$0

From January Proposed Budget Summary: "Funding Delays—A delay of \$600 million GGRF from 2024-25 to 2027-28 across various programs including Clean Cars 4 All and Other Equity Projects (\$45 million), ZEV Fueling Infrastructure Grants (\$120 million), Equitable At-home Charging (\$80 million), Drayage Trucks and Infrastructure (\$98 million), Clean Trucks, Buses and Off-Road Equipment (\$137 million), Community-Based Plans, Projects and Support/Sustainable Community Strategies (\$100 million), and Charter Boats Compliance (\$20 million). This delay enables a shift of \$600 million General Fund expenditures to the GGRF for other programs."

2024-25 Proposed State Budget vs. Previous Year (cont.)



Program	FY 23/24 Approved Budget, Budget Bill Jr.	FY 24/25 Proposed Budget (January)
Prescribed Fire	\$2M	\$3M
Carl Moyer Program	\$130M	\$136.3M
Zero-Emission Lawn and Garden	\$0	\$0
Woodstove Replacement	\$0	\$0
Port and Freight Goods Movement Infrastructure	\$50M	\$100M
ZEV Drayage/Transit Bus/School Bus	\$80M	\$0
Long-Duration Energy Storage	\$171M	\$56.9M*
Residential Decarbonization	\$310.5M	\$78.3M*
Commercial Harbor Craft	\$0	\$0

*Reversions also noted in proposed budget for some previously allocated funding from previous budget years.



Questions / Discussion



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AGENDA: 11

Federal Legislative Update

**Policy, Grants, and Technology Committee Meeting
February 21, 2024**

**Alan Abbs
Legislative Officer
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Presentation for Information Only



No action required.

Presentation Outline



- Update on recent events of significance on the federal level, including the budget.
- Recap of December 2023 Federal Advocacy Trip to Washington, D.C.

Federal Update



- Congress passed its third Continuing Resolution (CR) in mid-January.
 - The Fiscal Year (FY) 24 CR extends current spending agreements into the month of March.
- March 5, 2024 – Super Tuesday
- March 7, 2024 – State of the Union
- The FY 25 budget request is expected shortly thereafter.

Federal Advocacy Trip Recap



December 2023

Air District Representatives:

- Vice Chair Hurt (now Chair)
- Director Veenker
- Dr. Fine, Executive Officer/APCO
- Viet Tran, Deputy Executive Officer of Public Affairs
- Alan Abbs, Legislative Officer
- Facilitated by: Kadesh & Associates



Photo from left to right: Viet Tran, Director Veenker, Chair Hurt, Dr. Fine, and Alan Abbs. Source: Bay Area Air District

Federal Advocacy Trip Recap (cont.)



Met with both Senators' Offices:

- Office of Senator Butler (Staff)
- Office of Senator Padilla (Member and Staff)



Photo from left to right: Alan Abbs, Dr. Fine, Senator Padilla, Chair Hurt, Director Veenker, and Viet Tran. Source: Bay Area Air District



Photo from left to right: Viet Tran, Chair Hurt, Dr. Fine, and Alan Abbs. Source: Bay Area Air District

Federal Advocacy Trip Recap (cont.)



Met with Members and Staff of the Bay Area House Delegation:

- Office of Representative DeSaulnier (Member and Staff)
- Office of Representative Eshoo (Staff)
- Office of Representative Garamendi (Member and Staff)
- Office of Representative Huffman (Member and Staff)
- Office of Representative Mullin (Member and Staff)



Photo from left to right: Viet Tran, Dr. Fine, Director Veenker, Representative DeSaulnier, and Alan Abbs.
Source: Bay Area Air District



Photo from left to right: Representative Garamendi, Director Veenker, and Chair Hurt.
Source: Bay Area Air District



Photo from left to right: Alan Abbs, Dr. Fine, Chair Hurt, Representative Huffman, Director Veenker, and Viet Tran.
Source: Bay Area Air District



Photo from left to right: Alan Abbs, Dr. Fine, Chair Hurt, Representative Mullin, Director Veenker, and Viet Tran.
Source: Bay Area Air District

Federal Advocacy Trip Recap (cont.)



Additional Meetings Attended:

- Department of Energy
 - Office of Energy Efficiency and Renewable Energy – Building Technologies Office
 - Office of State and Community Energy Partners
- Department of Transportation
- White House Council on Environmental Quality
- American Lung Association
- U.S. Climate Alliance



Questions / Discussion



BAY AREA
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AGENDA: 12

Status of Actions to Address Lead from General Aviation Fuel

Policy, Grants, and Technology Committee Meeting
February 21, 2024

Judith Cutino, DO, PE
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Presentation for Information Only



No action required.

Presentation Outline



- Lead emissions from piston-engine aircraft
- Health effects of exposure to lead emissions in children
- Pending actions by the United States Environmental Protection Agency (U.S. EPA) and Federal Aviation Administration (FAA)
- Technical advances in development of unleaded aviation fuel
- Transition challenges
- Proposed California Senate Bill (SB) 1193 (Menjivar)
- Pollution prevention grant to assist with education
- Next Steps

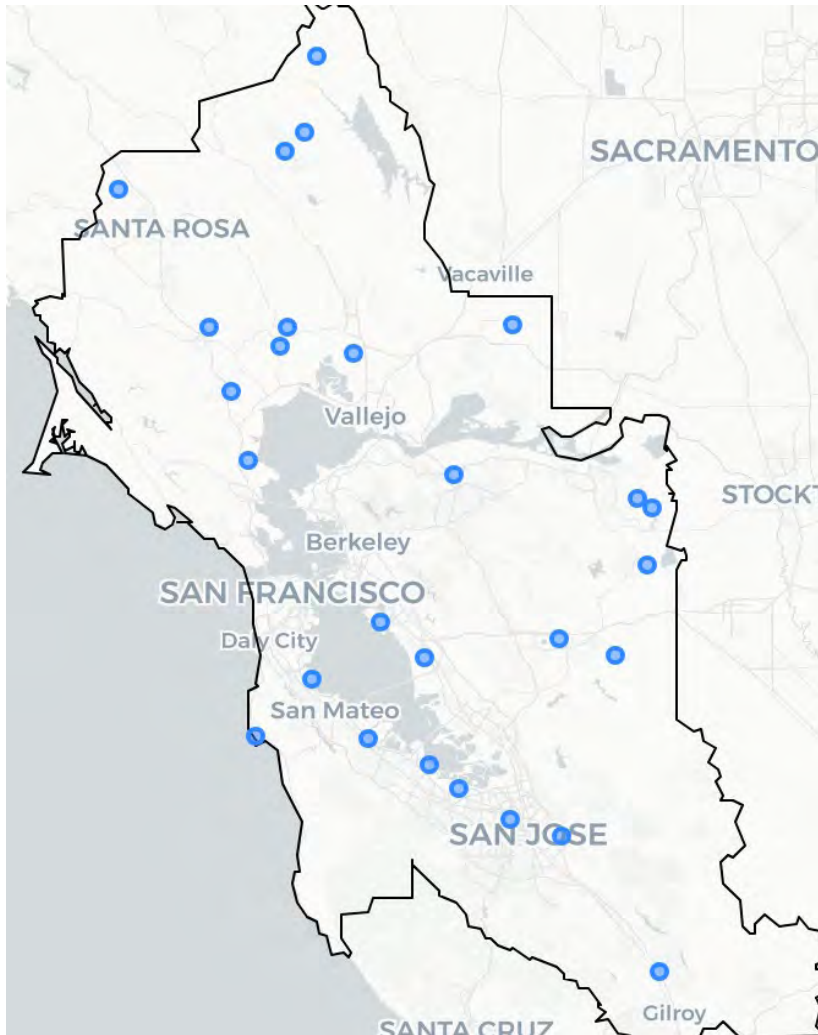
General Aviation Lead Emissions



- Most piston-engine small aircraft operating out of general aviation airports still use leaded aviation fuel.
- Tetraethyl lead (TEL) is added to aviation fuel to increase the octane level of the fuel, decreasing engine knock, which can be a safety concern for some older high performance small aircraft.
- Piston-engine aircraft are the largest remaining source of lead emissions to the air, accounting for 70% of the lead air emissions in the US* and 88% in the Bay Area.*

*Data from 2017 National Emissions Inventory

General Aviation Airports in the Bay Area



Source: Bay Area Air District

- Angwin-Parrett Field
- Buchanan Field
- Byron
- Charles M Schultz – Sonoma
- Funny Farm
- Gness Field
- Half Moon Bay
- Hayward Executive
- Las Serpientes
- Livermore Muni
- Meadowlark Field
- Moffett Federal Airfield
- Mysterious Valley
- Napa County
- Oakland North
- Palo Alto
- Petaluma Muni
- Pope Valley
- Reid-Hillview
- San Carlos
- San Francisco International
- San Jose International
- San Martin
- San Rafael
- Sonoma Skypark
- Sonoma Valley

2022 Lead Emissions from Piston Engine Aircraft at 10 Largest Bay Area General Aviation Airports



Airport	Total - Piston Aircraft Landings & Takeoffs (LTOs)	Aircraft Flight Origin (%)		Total Lead Emissions	
		Local	Transient	(lbs/ year)	(tons/ year)
Livermore	94,821	63%	37%	1450.9	0.725
Palo Alto	81,469	60%	40%	1238.6	0.619
Hayward	63,568	57%	43%	978.0	0.489
Reid-Hillview	70,828	55%	45%	944.7	0.472
Buchanan Field	50,923	49%	51%	771.7	0.386
San Carlos	38,871	47%	53%	618.0	0.309
Byron	41,428	78%	22%	602.4	0.301
Gross Field	42,888	70%	30%	591.6	0.296
Oakland North	30,252	64%	36%	518.7	0.259
Sonoma County	34,080	50%	50%	515.7	0.258
	684,837			10,288	5.14

Health Impacts of Lead Exposure



- There is no safe level of lead exposure.
- Lead is toxic and can persist in human tissue, the brain, and the skeletal system for many decades after exposure.
- Even low levels of lead in blood linked to adverse cognitive and behavioral performance in children.
- Children of low socioeconomic status have greater risk of elevated blood lead levels.
- Studies have shown elevated blood lead levels in children living near general aviation airports.

U.S. EPA and FAA Need to Act



- U.S. EPA and FAA have been working to overcome the technical, safety and logistical barriers to the switch to unleaded aviation fuel for many years.
- Regulatory action to phase out leaded aviation fuel is still in process.
- U.S. EPA was first petitioned on this issue in 2006 and has intermittently evaluated impacts from lead emissions from aviation since that time.
- After decades of work, the technical challenges have been largely addressed, but logistical issues persist and regulatory action to eliminate lead from general aviation fuel is still pending.

Update of U.S. EPA Endangerment Finding



- On October 18, 2023, U.S. EPA issued a final determination for the Endangerment Finding that leaded aviation fuel contributes to air pollution that harms public health and welfare.
- The final Endangerment Finding triggers regulatory action by U.S. EPA to propose standards for lead emissions from aircraft engines and by FAA to propose standards for the composition of aircraft fuel.
 - In March 2022, the Air District and other agencies sent a letter of support for the 2021 petition to U.S. EPA to make an endangerment finding.
 - In January 2023, a joint letter of support for the proposed endangerment finding was sent.

Advances in Development of Unleaded Fuel



- On September 1, 2022, the FAA approved a 100-octane unleaded fuel (G100UL) by General Aviation Modifications Inc. (GAMI) that can be used in all piston aircraft.
 - This fuel is in process for establishing production rights and distribution and is not yet commercially available.
- Swift Fuels also developed an unleaded aviation fuel, which is in process of FAA approval and American Society for Testing Materials (ASTM) certification.
 - This fuel is also not yet commercially available.

Transition Challenges



- 25 to 30% of piston-engine small aircraft require 100-octane fuel, which prompts a safety concern if not available.
- 100-octane unleaded fuel is currently not commercially available.
- UL94, which can be used by almost 70% of the fleet, requires a separate tank – most general aviation airports have only one tank usually containing 100-octane low lead fuel.
- House of Representatives Bill passed that would require ongoing sales of leaded aviation fuel. U.S. Senate considering similar bill until 100-octane unleaded fuel is widely available.

Proposed California SB 1193 (Menjivar)



Introduced February 14, 2024, by Senator Menjivar.

- Would prohibit an airport operator from selling or distributing leaded aviation gasoline on a timeline.
- Beginning January 1, 2026, for airports located in or adjacent to either of the following:
 1. A disadvantaged community
 2. A city with a population of at least 700,000
- Requires the Department of Transportation (DOT) to identify best management practices for reducing public health and environmental exposures to lead associated with airport operations.

Federal Grant for Pollution Prevention to Advance Environmental Justice



- California Department of Public Health (CDPH) to receive grant of over \$776k.
- Project supports the reduction or elimination of leaded aviation gasoline.
- Provides voluntary outreach for technical assistance to general aviation airports in California located in disadvantaged communities.
- Technical assistance includes voluntary business roundtable discussions, training, and developing educational materials and case studies.
- Air District will assist CDPH with outreach to Bay Area airports.

Next Steps



Continue to urge U.S. EPA and the FAA to protect public health and welfare by phasing out leaded aviation fuels.

- Support communities, cities and counties in the transition to unleaded general aviation fuel.
- Assist CDPH with outreach and education program.
- Advocate for production, distribution, and wide availability of unleaded fuel for piston-engine aircraft at general aviation airports.
- Track the status of U.S. EPA and FAA rulemaking.
- Advocate for SB 1193 (Menjivar) – *Pending Board Approval*

QUESTIONS?

