



BAY AREA AIR QUALITY  
MANAGEMENT DISTRICT

# Our Purpose is Clear.

**2021 ANNUAL REPORT**



SECTION 02

# Executive Officer Statement

## DESPITE THE CONTINUING CHALLENGES OF THE PANDEMIC, THE AIR DISTRICT FURTHERED OUR VISION OF PROVIDING A HEALTHY BREATHING ENVIRONMENT FOR ALL BAY AREA RESIDENTS.

We continued to address disparities in air quality and health protections by expanding partnerships in historically disadvantaged communities. At the same time, our climate protection work progressed to accelerate electrification and incentivize greenhouse gas reductions by funding cutting-edge technologies.

We expanded our **Wildfire Air Quality Response Program** to increase protections from wildfire smoke for those most vulnerable. Through partnerships with public health entities, we provided air filtration units to low-income residents with respiratory conditions. In an ongoing partnership, we provided the **Red Cross** with additional portable air filtration units to deploy to wildfire evacuation centers.

The Air District strengthened our collaborative work with the Bay Area communities most impacted by air pollution. A community steering committee was formed to address impacts in the **Richmond-North Richmond-San Pablo area** that will reduce pollution exposure and address the health disparities faced by this community. In **West Oakland**, we worked alongside community co-leads to begin implementing the **Community Action Plan** to secure funding for a variety of pollution-reduction measures in this overburdened area.

Our Board of Directors participated in a series of environmental justice trainings focused on the historical connection between racial segregation, structural racism

and current-day environmental injustices in the Bay Area and nationally. In November, the Board formed the agency's first **Community Advisory Council** — a diverse group of residents from the most impacted Bay Area communities — who will provide key input on Air District programs and further our equity-forward policy agenda.

We adopted important amendments to **Rule 6-5**, which will tighten controls on particulate matter pollution from refineries and provide stronger health protections for nearby communities. In December, we amended our permitting rules to better protect overburdened communities through more stringent health risk limits and an extended timeframe for public feedback.

Air District staff and Board members participated in the **COP26 UN Climate Summit** in Glasgow, Scotland, to share our innovative work and learn about programs being implemented abroad that address this most urgent crisis. Despite the increasing challenges of climate change, **our purpose is clear**: to protect and improve the global climate, air quality, and public health for all Bay Area residents.



**JACK P. BROADBENT**  
Executive Officer  
Air Pollution Control Officer

● AIR MONITORING SITES  
◆ METEOROLOGICAL SITES



32

Air Monitoring Sites

14

Meteorological Sites

SECTION 01

# Air District Monitoring Sites

SECTION 03

# Furthering Community Protections

THE AIR DISTRICT CONTINUES TO STRENGTHEN AIR QUALITY PROTECTIONS AND BUILD PARTNERSHIPS IN COMMUNITIES MOST IMPACTED BY AIR POLLUTION.



**\$3M** will be made available to establish a Cleaner Air Center network in the Bay Area

### Wildfire Air Quality Response Program

► The Air District continues to enhance wildfire preparedness efforts and strengthen the program through new projects that improve indoor air, health and equity for those most vulnerable to wildfire smoke. In 2021, a partnership was formed with the Regional Asthma Management and Prevention (RAMP) to help distribute home air filtration units to those who are enrolled in the California Asthma Mitigation Project, a state program that provides in-home asthma assessments and care for those who are low-income and diagnosed with poorly controlled asthma. Partnerships with the American Red Cross and county Offices of Emergency Services were also created to help support wildfire emergency response efforts by providing portable air filtration units to evacuation and sheltering facilities and publicly accessible congregate facilities.

A new grant program with an additional funding of \$3M from the state will be available through Assembly Bill 836, Wildfire Smoke Clean Air Centers for Vulnerable Populations Incentive Pilot Program, initiated by Assembly Member Buffy Wicks and the Air District in 2019 to better prepare the region for wildfire smoke. The grant program will allow counties to apply for funding to conduct air filtration and ventilation retrofits and purchase air filtration units and replacement air filters with the goal of establishing a network of Cleaner Air Centers in the Bay Area. The Air District continues to seek long-term solutions to prepare for catastrophic wildfires and smoke impacts and build resiliency across the region with our partners.

### Richmond-North Richmond-San Pablo Community Path to Clean Air

► In March 2021, the Air District's Board of Directors announced the establishment of a community Steering Committee to help guide the development of the Community Emission Reduction Plan for the Richmond-North Richmond-San Pablo area. This Steering Committee is made up of people who live, work and serve communities in the plan area and represent the diversity of the community. The committee, led by Co-Chairs Y'Anad Burrell and Alfredo Angulo Castro, will be instrumental in helping the Air District reduce pollution exposure and address health disparities in an area that has historically experienced a disproportionately high exposure. Air monitoring has been conducted throughout 2021, as part of the 2020 Community Air Monitoring Plan. Insights from these monitoring projects, including a mobile air toxics study conducted by the Air District, are used to support the development of emissions reduction strategies.

The Sustainable Port Collaborative formed to further support zero-emission goals at the Port of Oakland.

### Air Monitoring in Refinery Fenceline Communities

► The Air District hosted a virtual community meeting in June on shaping the future of our air monitoring efforts in Benicia — a refinery fenceline community. The Air District, with help from the City of Benicia, identified potential locations in Benicia for a new air monitoring station, and community members and stakeholders had the opportunity to inform final site selection.

### West Oakland Community Action Plan

► The Air District and the co-lead partner, West Oakland Environmental Indicators Project, worked together to continue implementation of the West Oakland Community Action Plan. Through partnerships with community and agencies, the Steering Committee focused on securing funding for a healthy homes initiative, urban greening, access to free transit, reducing diesel pollution from port and freight operations, and creating health-protective policy changes to the City of Oakland's planning code. The Sustainable Port Collaborative formed to further support zero-emission goals at the Port of Oakland. WOEIP is also overseeing the development of an ad hoc Health Equity Advisory Committee of the Steering Committee to evaluate the plan implementation progress.



## Community Advisory Council

► In a groundbreaking move, on Nov. 17, 2021, the Board of Directors approved the formation of the Air District's inaugural Community Advisory Council, consisting of 17 community members from across the Bay Area, including two seats reserved for youth. The Board created the CAC in response to community input and in furtherance of an equity-forward policy agenda. The CAC, which is a Brown Act advisory council of the Board, will choose its own areas of focus, and provide input on key Air District policies and programs. The councilmembers not only reflect the diversity of the Bay Area and the lived experiences in communities heavily impacted by air pollution, but are also individuals with diverse skill sets and a range of relevant knowledge and technical experience. The CAC held their first meeting in January 2022.

## Community Equity, Health and Justice Committee

► The Air District Board of Directors approved the formation of the Community Equity, Health and Justice Committee to address environmental justice and inequities in health outcomes and economic opportunities in Bay Area communities disproportionately impacted by air pollution. The committee will prioritize traditionally marginalized and disinvested communities in Air District policies and programs.

17

community members from across the Bay Area make up the Community Advisory Council

The Committee will prioritize traditionally marginalized and disinvested communities in Air District policies and programs.



## Assessing Pollutant Impacts on Bay Area Communities

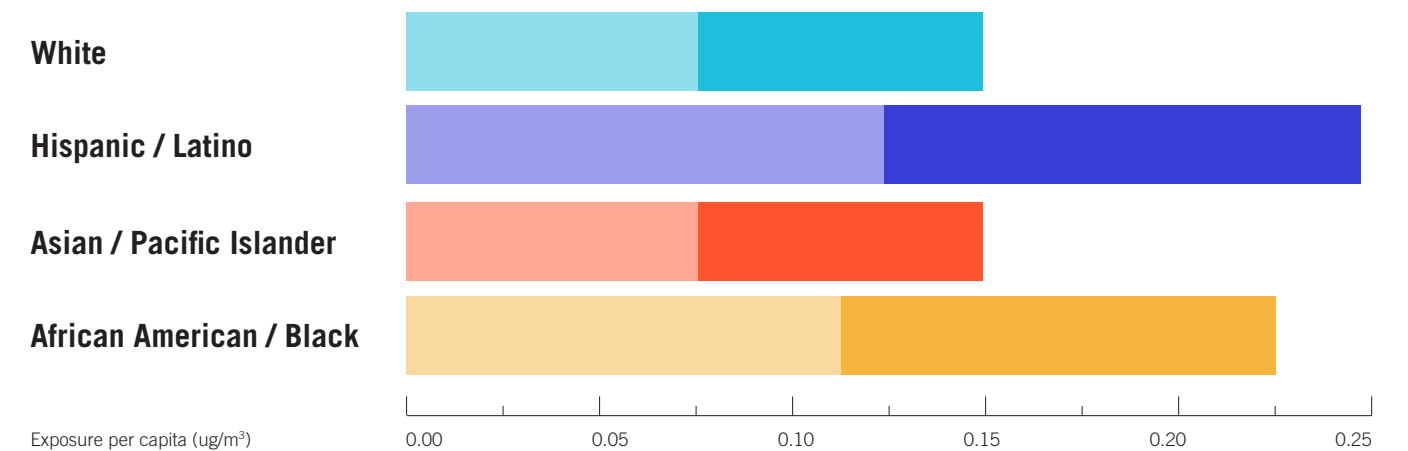
► In 2021, the Air District took the lead on several fronts to assess, report, and regulate fine particulate matter (PM<sub>2.5</sub>). In a cross-agency collaboration, the Air District conducted rulemaking to reduce PM<sub>2.5</sub> from fluidized catalytic cracking units (FCCU) at Bay Area petroleum refineries. To support this amended regulation, we developed targeted emissions estimates, a modeling-based evaluation of air pollution levels, and a novel equity analysis by race and ethnicity showing who is most exposed to air pollution.

To support future rulemaking efforts, we developed improved estimates of particulate matter emissions from residential wood burning, nitrogen oxide emissions from natural gas combustion, and ammonia emissions from a variety of sources. Collaborating with the US EPA and CalEPA, the Air District worked to develop and apply improved methods to assess health impacts from PM<sub>2.5</sub>. The Air District also developed improved emissions reporting methods for large industrial facilities in relation to the Criteria Pollutants and Toxics Emissions Reporting statewide regulation.



## Impacts from Two Bay Area Refineries:

Contribution of FCCUs and Other Refinery Sources



Modeled estimates of per capita exposure to PM<sub>2.5</sub> (residential impact in  $\mu\text{g}/\text{m}^3$ ) from two Bay Area refineries within a defined study area. Bar lengths correspond to impacts from all modeled sources at the refineries. The darker portions of the bars correspond to the share of those impacts that are specifically attributed to FCCU emissions.



## Bay Air Center



► The Air District continues to implement the Bay Air Center pilot program, a technical assistance and resource hub that supports community members and organizations across the Bay Area who are interested in understanding and improving air quality. The Bay Air Center is particularly focused on providing support to communities that have historically been heavily impacted by air pollution.

## Air Filtration Units Distributed to Pier 94 Transitional Housing Residents

► In 2020, the City of San Francisco established a transitional housing site in the Bayview Hunters Point neighborhood to better protect public health during the COVID pandemic. The 123 RV trailers that house residents at the site are situated near several different sources of air pollution, including concrete and materials recycling and handling facilities. To help address particulate matter exposure of shelter residents, the Air District delivered air filtration units and replacement filters to the United Council for Human Services to distribute to all Pier 94 transitional housing site residents.



## Regulation 2 Permitting Rules Amendments

► In response to concerns from the public regarding ongoing permitting activities in overburdened communities — as well as information that demonstrates variation in air quality and health vulnerability at the community level — the Air District Board of Directors adopted amendments to the permitting rules to prioritize environmental justice considerations and further promote the protection of public health and the environment.



# 123

*RV trailers received air filtration units and replacement filters*

# PM<sub>2.5</sub>

*reductions from refineries is a top priority for the Air District*

## Rule 6-5 Amendments to Reduce Particulate Pollution from Refineries

► The Air District Board of Directors adopted amendments to Rule 6-5: Particulate Emissions from Refinery Fluidized Catalytic Cracking Units. Fluidized catalytic cracking units are some of the largest individual sources of particulate matter emissions in the San Francisco Bay Area. Reductions of particulate matter are needed to ensure progress towards attainment of all state and national air quality standards and to achieve cleaner air and improved public health outcomes in the region.

SECTION 04

# Forwarding Clean Air Initiatives

**\$840K**

*in loan contributions through Climate Tech Finance*

**505K MTCO<sub>2</sub>**

*per year in GHG reductions from all Climate Tech Finance projects*



THE AIR DISTRICT CONTINUED OUR WORK IN 2021 TO REDUCE GREENHOUSE GAS EMISSIONS AND FURTHER CLIMATE PROTECTIONS.

### Climate Protection Grants: Incentivizing Heat Pump Water Heaters

► Through its Climate Protection Grant Program, the Air District funded coordinated projects to incentivize and build the market for heat pump water heaters. Utilizing the Bay Area's very low-carbon electricity, switching from natural gas water heating to electric pump water heaters reduces greenhouse gas emissions and harmful air pollutants. The Air District's grants supported projects of the Bay Area Regional Energy Network, StopWaste, the City of San Jose, Marin County and Silicon Valley Clean Energy. In addition to providing incentives to low-income and regular electricity customers, these projects worked together to build a regional market for heat pump water heaters by addressing key barriers at every point in the supply chain.



**Five**

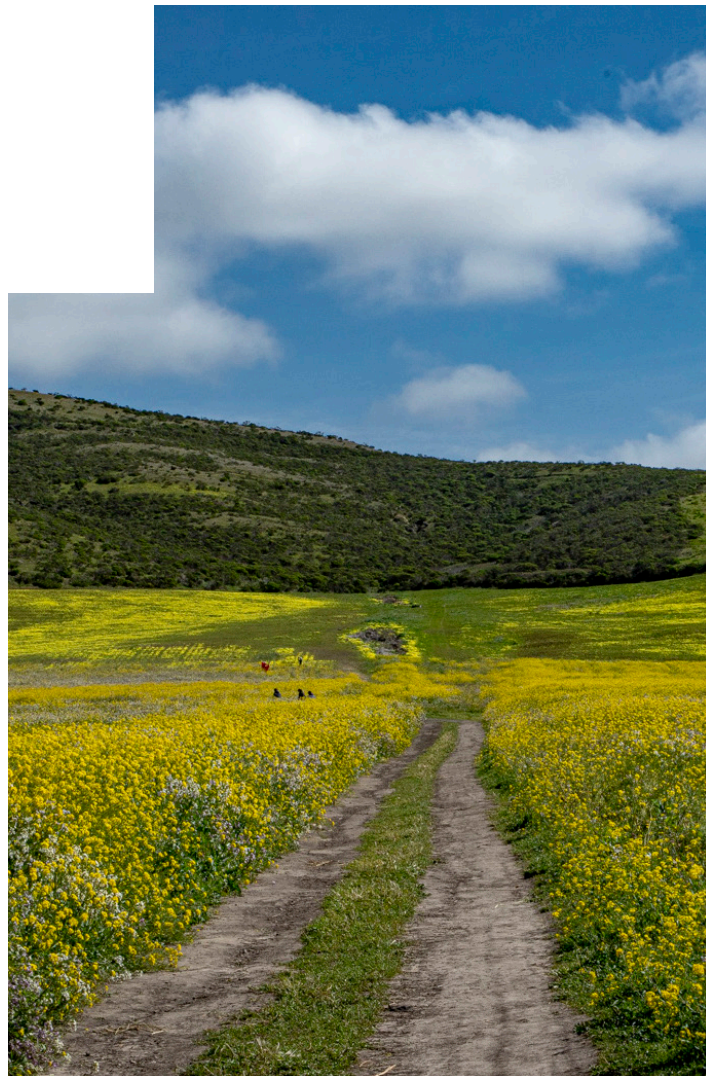
*climate technology projects funded through Climate Tech Finance*

### Climate Tech Finance Program

► The Air District awarded a loan guarantee to EvGateway, an electric vehicle solutions management company focused on accelerating the adoption and use of electric vehicles by making them easier to use. EvGateway has developed a software portfolio which enables operators of EV chargers to manage and operate their chargers as well as allowing consumers to locate and reserve available chargers, see amenities available at the chargers, view charging rates, and pay for their vehicle charging. EvGateway licenses its software to Siemens, Tritium and Revel through a white label program. In addition, EvGateway operates and maintains vehicle chargers for companies and municipalities, including Southern California parks, beaches, and the City of Los Angeles.

### Building Decarbonization Webinar Series

► As part of its Building Decarbonization Program, the Air District convened a three-part webinar series on building decarbonization to facilitate the exchange of programs and policy approaches from around the Bay Area. Topics included the connection between public health and other community benefits and building retrofits, addressing equity while decarbonizing the existing building stock, and building low-carbon resilience after wildfires. Speakers featured staff from Bay Area local governments and community choice energy programs.



### Bay Area Healthy Homes Initiative

► The Air District is supporting the expansion of Contra Costa County’s asthma pilot project to Alameda County, as the Bay Area Healthy Homes Initiative. Through the initiative, the Air District works with county health departments, the Bay Area Regional Energy Network, and other local partners to bring comprehensive solutions to improve health outcomes for low-income asthma patients. The program implements in-home retrofits including energy efficiency and switching to electric appliances to reduce indoor exposure to air pollution, reduce climate pollutants, and increase residents’ disposable income from energy savings. The initiative will track indoor air quality improvements, residents’ health outcomes, and climate pollutant reductions to document the program’s benefits and serve as a blueprint for integrated health-protective programs across the Bay Area.



The Bay Area Healthy Homes Initiative will track indoor air quality improvements, residents’ health outcomes, and climate pollutant reductions to document the program’s benefits.



### Sustainable Aviation Fuel Report

► The report entitled, *Sustainable Aviation Fuel: Greenhouse Gas Reductions from Bay Area Commercial Aircraft*, was released by the Air District in 2021, examining the potential positive air quality effects of sustainable aviation fuel. Sustainable aviation fuel, or SAF, is a drop-in replacement for conventional jet fuel that can significantly reduce full-fuel-cycle greenhouse gas emissions from jet aircraft engines. It is currently required to be used in a blend with conventional jet fuel, at up to 50 percent SAF by volume.

**53** in-home visits were completed in Contra Costa as part of the Healthy Homes Initiative

## Commuter Benefits and Flex Your Commute Programs

► In May, the Air District and the Metropolitan Transportation Commission announced the rollout of a new compliance option for the regional Commuter Benefits Program, which requires Bay Area employers with 50 or more employees to provide commuter benefit options to their employees. Now, employers can select a telework option that would allow their employees to work one or more days a week from home if their workload permits.

The Air District launched the *Flex Your Commute* messaging program, promoting a partnership between Bay Area employers and employees to encourage sustainable commuting and to rethink how their workforce commutes. The program provides messaging and tools to help motivate employees to choose sustainable commute options — including telework — as the Bay Area transitions toward a reimagined work environment.

The regional Commuter Benefits Program now allows employers to select a telework option for their employees.

# 560

new publicly available chargers were funded through Charge! and VW programs



## Expanding Electric Vehicle Adoption

► In 2021, the Air District continued its work to increase electric vehicle adoption in the region. Through the Charge! and VW programs, \$5.94M in grants was awarded to add 560 publicly available chargers to the Bay Area's electric vehicle charging network. The VW funding was part of a \$5M state-wide program administered by the Air District for EV charging.

The Clean Cars for All (CCFA) program helped low-income residents replace older vehicles with clean air vehicles or alternative mobility options, primarily in disadvantaged communities. CCFA has awarded more than \$20M to more than 2,400 eligible residents since the program began in March 2019 and continues to be a popular program. Additionally, the Air District secured \$11.33M in state funding to continue support for the program.

Staff continue efforts to bring EV charging to residents of multi-family buildings and initiated a project in partnership with StopWaste to provide education, outreach, and technical assistance for multi-family building owners and managers regarding EV charging infrastructure. Finally, staff finalized the EV Acceleration Plan, which reviews the current EV ecosystem in the region and identifies areas for future expansion.

## Emission Reductions Grant Funding

# Seven

zero-emission tractors were deployed under the FARMER Program

# Thirty

class 8 zero-emission trucks were funded for deployment at the Port of Oakland

# 2,000

older polluting cars were removed from the road through the Vehicle Buy Back program

# Nine

zero-emission electric yard trucks were contracted to replace old diesel equipment

# \$76M

was awarded to incentivize over 2,900 clean air projects

# 30

marine engines were awarded to be replaced with cleaner technologies

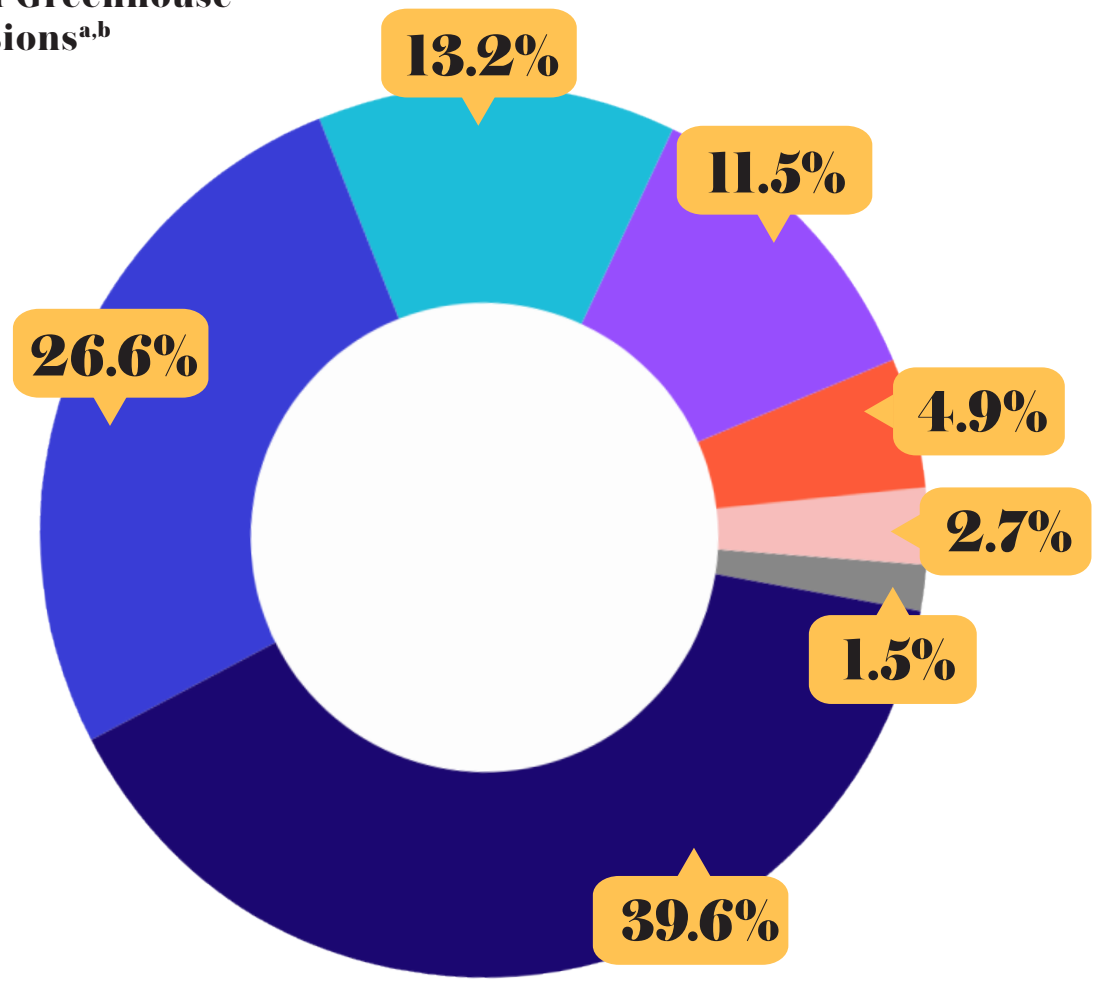




SECTION 05

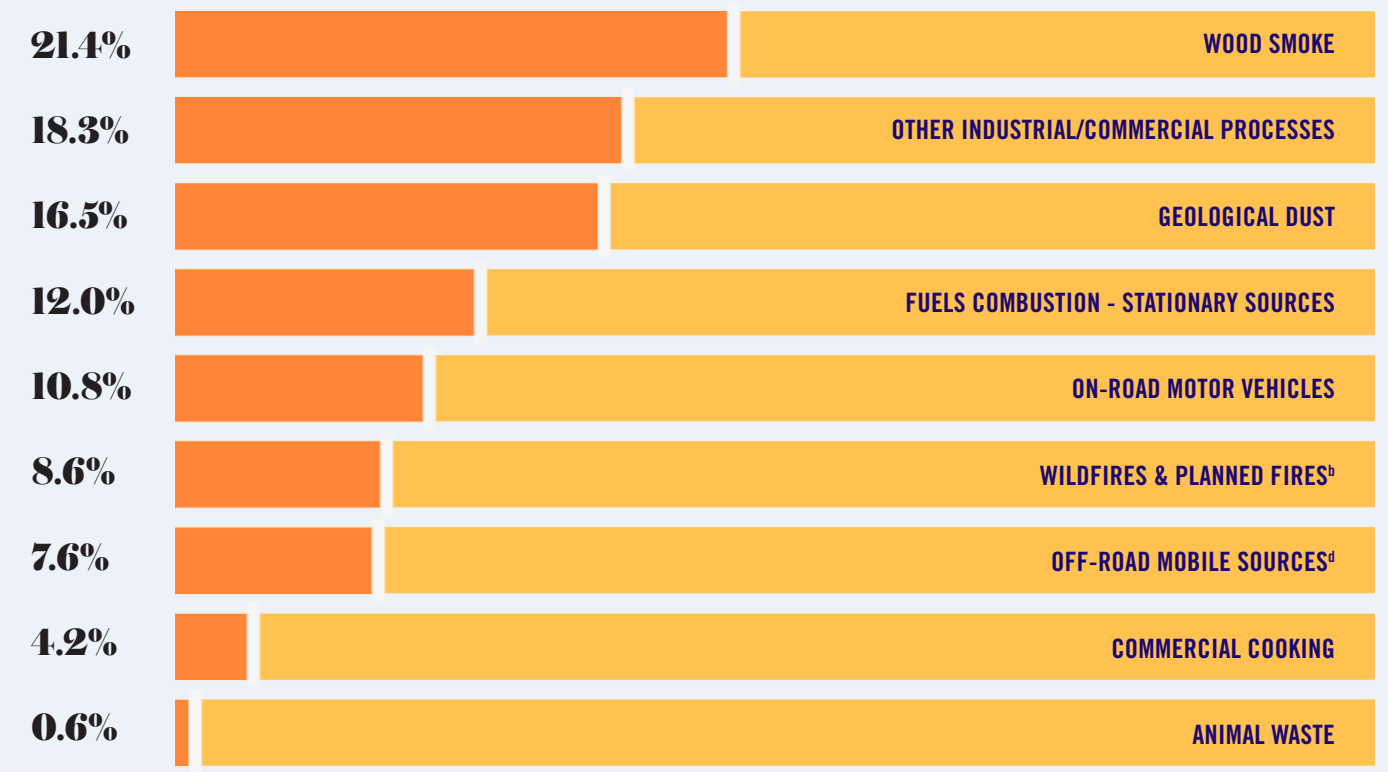
# The Numbers

Sources of Greenhouse Gas Emissions<sup>a,b</sup>



- TRANSPORTATION
- INDUSTRIAL
- ELECTRICITY / CO-GENERATION
- RESIDENTIAL / COMMERCIAL FUEL USAGE
- HIGH GLOBAL WARMING POTENTIAL GASES
- RECYCLING AND WASTE
- AGRICULTURE / FARMING

Sources of Annual Fine Particulate Pollution<sup>b,c</sup>



Sources of Annual Nitrogen Oxide Pollution<sup>b,c</sup>



a) Greenhouse gas (GHG) emissions estimates used 100-year time horizon global warming potentials relative to carbon dioxide and are based on the IPCC's Fifth Assessment Report. The high global warming potential gases sector includes gases used for refrigeration, air conditioning, semiconductor manufacturing, and power distribution. The Air District's latest GHG emissions estimates can be found here: [baaqmd.gov/capghg](http://baaqmd.gov/capghg). The Air District recently collected methane measurements to further evaluate source-specific methane emissions estimates; associated inventory reconciliation may result in changes to GHG emissions reported here.

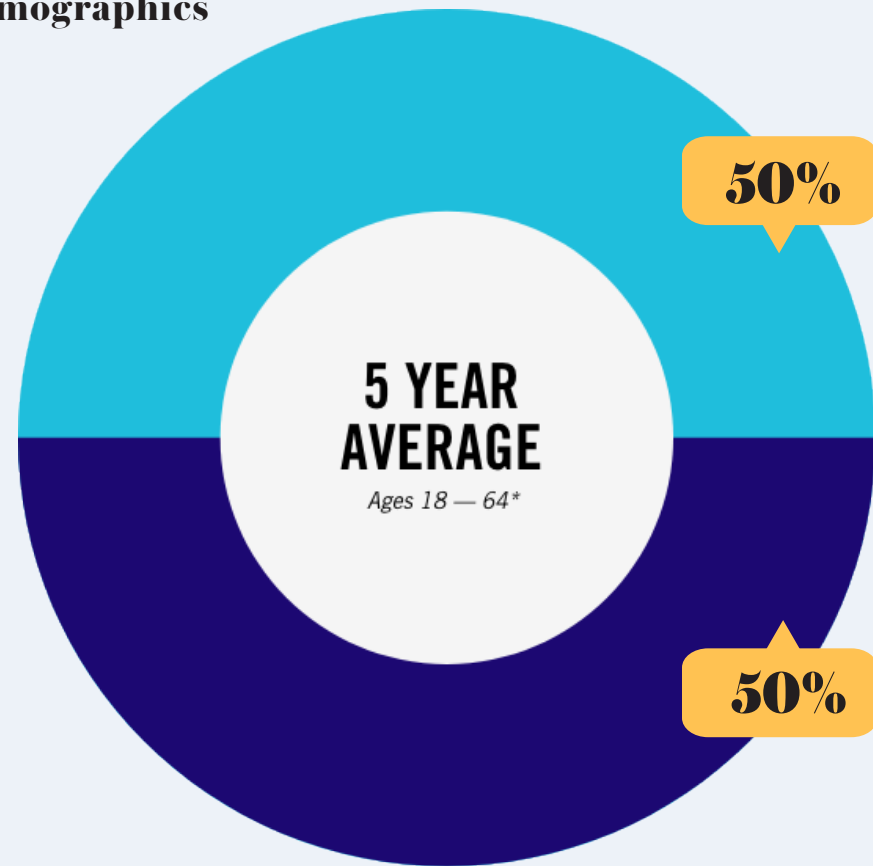
b) The percentage estimates were developed based on the Air District's currently available base year inventory data. These estimates do not reflect specific emissions changes in year 2021 from COVID-19 and wildfires.

c) The Air District is in the process of updating the base year inventory to reflect changes in recent state and local regulations and emissions data.

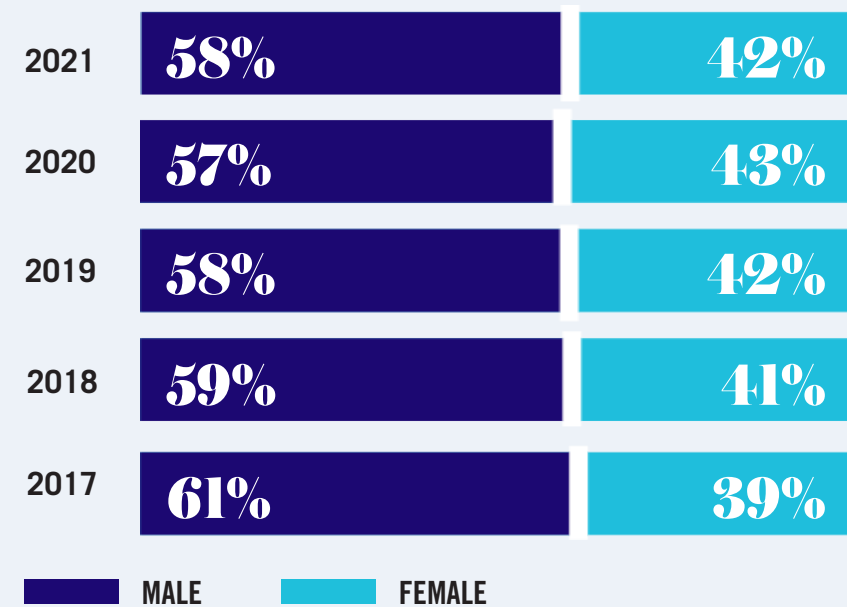
d) This category includes aircraft, ships, trains, construction equipment and other off-road equipment.

e) This category includes industrial and commercial processes other than fuels combustion.

## Bay Area Demographics by Gender



## Air District Staff Demographics by Gender



The Air District strives to promote practices that support diversity, equity and inclusion in the workplace and the broader community.

\*American Community Survey (ACS) Census Bureau

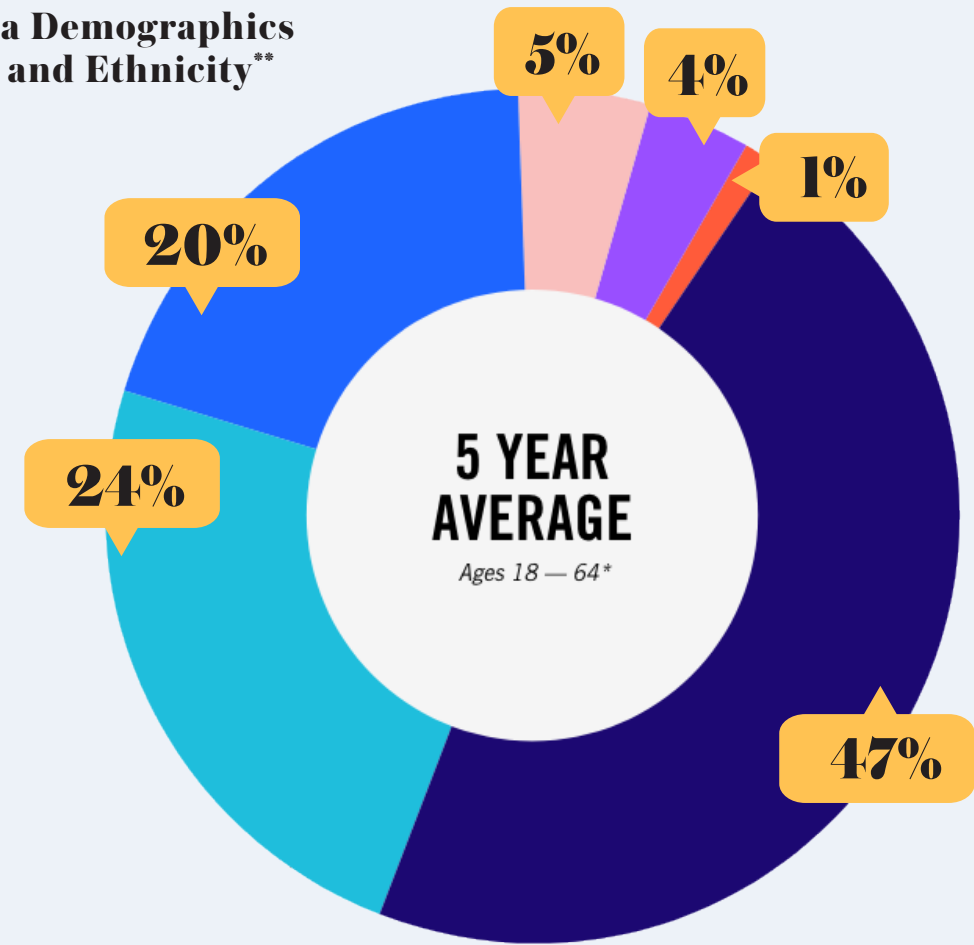


**5,196**

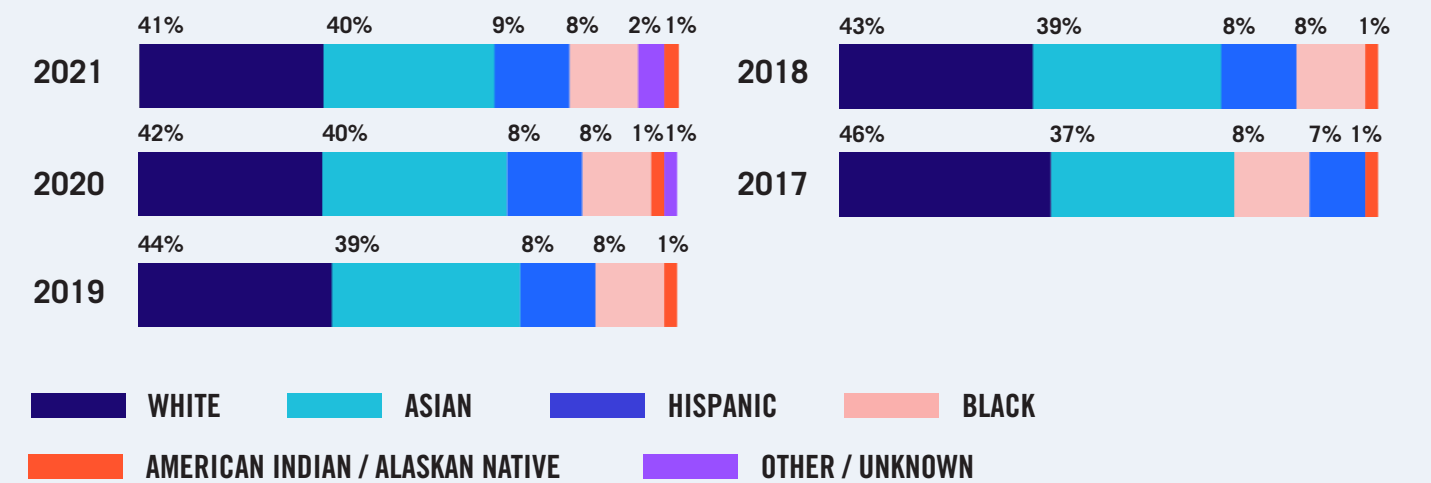
*pollutant samples were analyzed in the Air District lab in 2021*



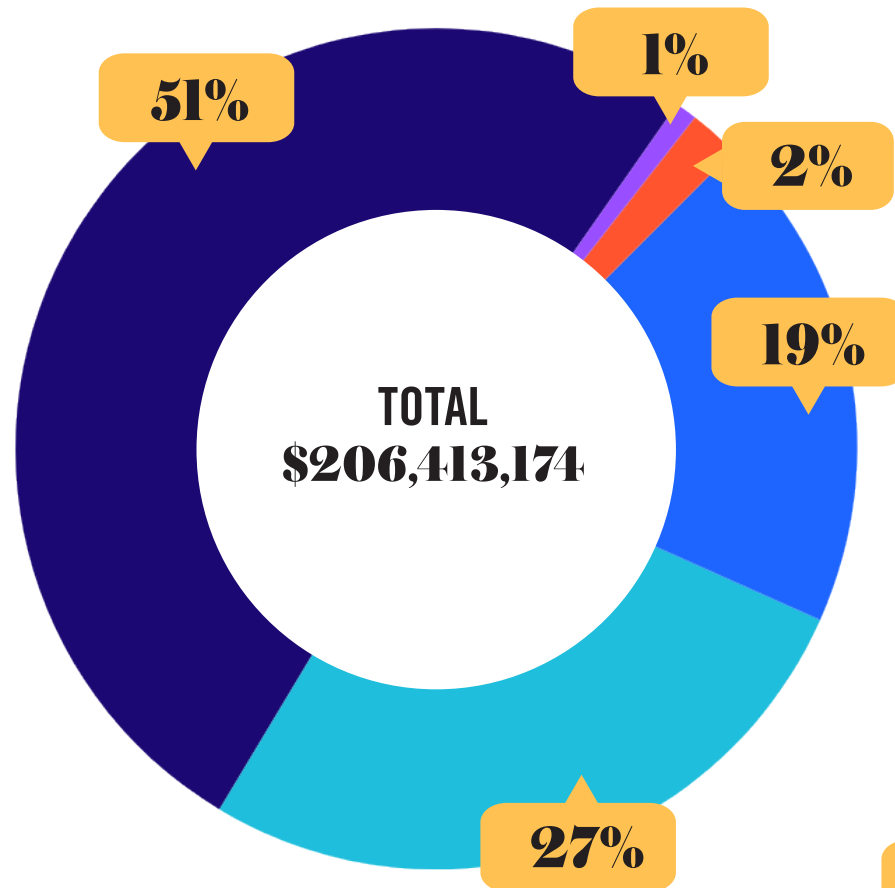
### Bay Area Demographics by Race and Ethnicity\*\*



### Air District Staff Demographics by Race and Ethnicity\*\*



\*American Community Survey (ACS) Census Bureau  
 \*\* Total percentages may vary by 1% due to rounding



### 2021 Revenue

**\$105,581,725**

State and Other Grants

**\$56,376,275**

Permit-Related Revenue

**\$39,778,798**

County Property Tax

**\$3,612,624**

Federal Grants

**\$1,063,752**

Other Revenue

### 2021 Expenditures

**\$84,506,530**

Program Distribution

**\$78,508,161**

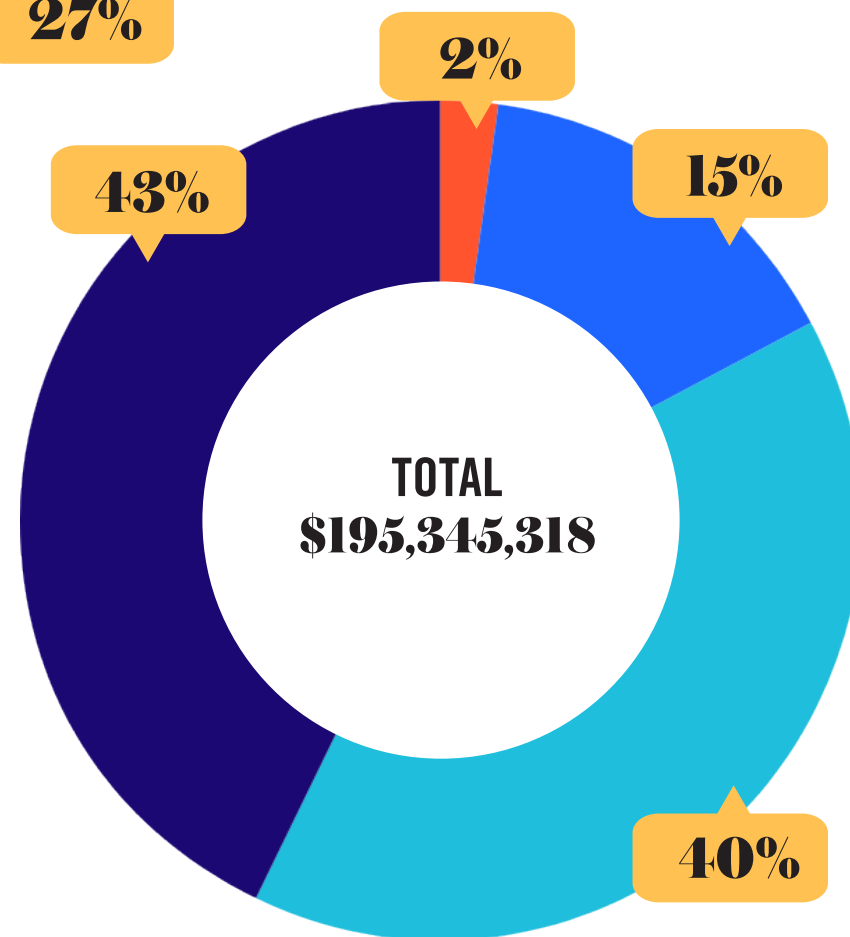
Personnel

**\$28,828,722**

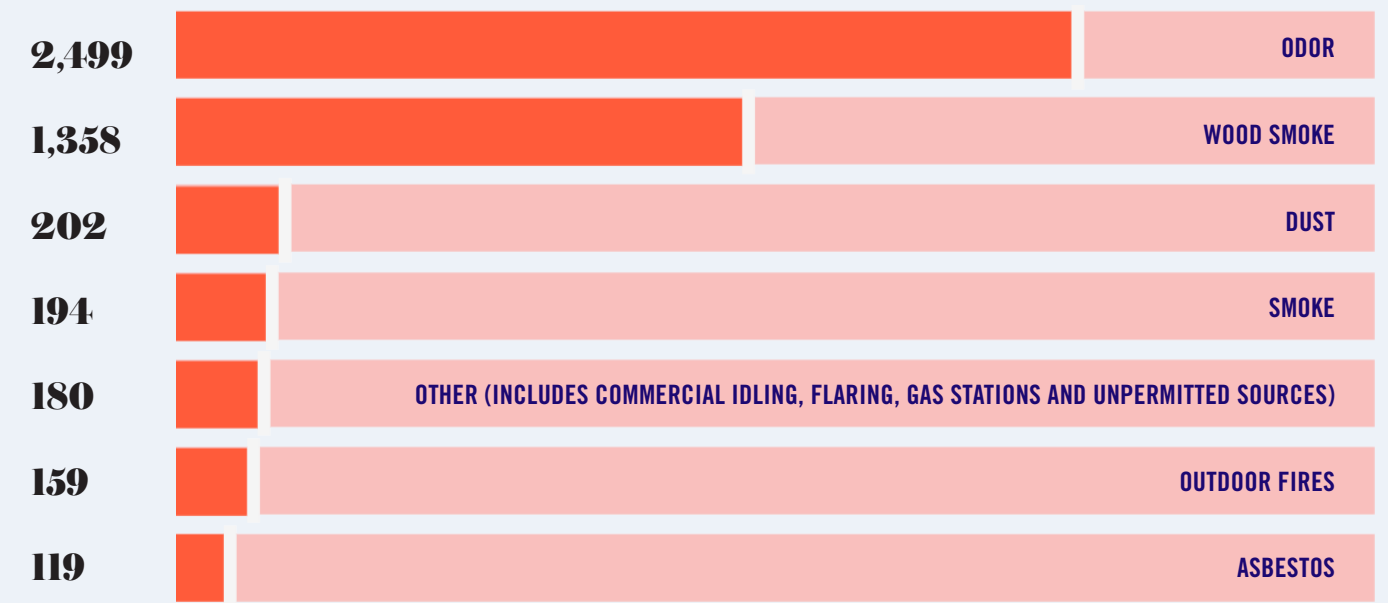
Services and Supplies

**\$3,501,905**

Capital Outlay



### 2021 Air Pollution Complaints



**4,711**

total complaints in 2021

## 2021 PERMITTING ACTIVITY

### BAY AREA PERMITTED FACILITIES

Refineries	5
Major Facilities (Excludes Refineries)	77
Gasoline Dispensing Facilities	2,286
All Other Facilities	8,103

<b>Total Permitted Facilities</b>	<b>10,471</b>
<b>Permitted Devices and Operations</b>	<b>26,519</b>

### NEW PERMIT APPLICATIONS

Major Source Review (Title V)	74
New Source Review (NSR)	1,071
All other applications	26

<b>Total New Permit Applications</b>	<b>1,171</b>
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### HEALTH RISK SCREENING ANALYSES

Diesel Engines	166
Gasoline Dispensing Facilities	12
Other Commercial/Industrial Facilities	70
Hydrogen Sulfide Modeling	1

<b>Total Health Risk Screening Analyses</b>	<b>249</b>
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### FACILITY HEALTH RISK SCREENING ANALYSES

Preliminary	2
Draft	1
Final	0

<b>Total Facility Health Risk Screening Analyses</b>	<b>3</b>
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## RULEMAKING ACTIVITY

### RULES ADOPTED OR AMENDED

**June 16, 2021**  
Regulation 3: Fees - amendments adopted

**July 21, 2021**  
Rule 6-5: Particulate Emissions from Petroleum Refinery Fluidized Catalytic Cracking Units - amendments adopted

**November 3, 2021**  
"Refinery" Definition - amendments adopted  
Regulation 3: Fees  
Rule 6-5  
Rules 8-1, 8-5, 8-6, 8-7, 8-8, 8-9, 8-10, 8-18, 8-28, 8-33, 8-39, 8-44, 8-53  
Rules 9-1, 9-10: Inorganic Compounds  
Rule 11-10: Hazardous Pollutants  
Rules 12-11, 12-12, 12-15: Misc. Standards of Performance

### December 15, 2021

Regulation 2: Permits - amendments adopted  
Rule 2-1: General Requirements  
Rule 2-5: Toxic New Source Review

## 2021 CIVIL PENALTIES AND VIOLATIONS

Civil Penalties	\$4,265,165
Violations Resolved with Penalties	658

## 2021 COMPLIANCE AND ENFORCEMENT ACTIVITY

### COMPLIANCE INSPECTIONS

Source Inspections	7,436
Air Pollution Complaints (excludes smoking vehicles)	4,711
Gasoline Dispensing Facility Inspections	1,167
Asbestos Inspections	2,090
Reportable Compliance Activities	703
Diesel Compliance and Grant Inspections	419

<b>Total Compliance Inspections</b>	<b>16,526</b>
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## LABORATORY

### 2021 ANALYSES PERFORMED IN THE LAB

Samples provide information about pollutant levels in ambient air, which help to identify areas for further reductions.

Particulate Matter	3,748
Toxics	1,419
Source-Oriented Analyses	0
Interagency and Development Projects	29

<b>Total</b>	<b>5,196</b>
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## SOURCE TEST ACTIVITY

### NUMBER OF SOURCE TESTS IN 2021

Refinery Source Tests	3
Compliance Rate	100%
Title V Source Tests (Excludes Refineries)	9
Compliance Rate	100%
Non-Title V Source Tests	29
Compliance Rate	82.8%
Gasoline Cargo Tanks	10
Compliance Rate	90.0%
Gasoline Dispensing Facilities	124
Compliance Rate	58.9%
Other Misc. Source Tests (contractors)	17,352
Compliance Rate	99.6%

<b>Total Source Tests</b>	<b>17,527</b>
<b>Total Violations</b>	<b>84</b>
<b>Compliance Rate</b>	<b>99.5%</b>

## 2021 Emission Reductions from Air District Incentive Projects

### OFF-ROAD EQUIPMENT AND INFRASTRUCTURE

TOTAL FUNDS AWARDED	<b>\$23.7M</b>
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### ESTIMATED ANNUAL EMISSIONS REDUCTION FOR THE PROJECTS FUNDED (TONS/YEAR)

Oxides of Nitrogen (NOx)	118.7
Reactive Organic Compounds (ROG)	10.9
Particulate Matter (PM <sub>10</sub> )	4.6

<b>Total</b>	<b>134.2</b>
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### OTHER PROJECTS (INCLUDING TRIP REDUCTION)

TOTAL FUNDS AWARDED	<b>\$5M</b>
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### ESTIMATED ANNUAL EMISSIONS REDUCTION FOR THE PROJECTS FUNDED (TONS/YEAR)

NOx	5.7
ROG	6.6
PM <sub>10</sub>	15.5

<b>Total</b>	<b>27.8</b>
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## 2021 EXCEEDANCES OF AIR QUALITY STANDARDS

Final certification of exceedance data will occur May 1, 2022.

### OZONE

Days over National 8-Hour Standard	9
Days over California 1-Hour Standard	5
Days over California 8-Hour Standard	9

### PARTICULATE MATTER

Days over National 24-Hour PM <sub>10</sub> Standard	0*
Days over California 24-Hour PM <sub>10</sub> Standard	0*
Days over National 24-Hour PM <sub>2.5</sub> Standard	2

\* Pending final certification of exceedance data

### ON-ROAD VEHICLES AND INFRASTRUCTURE

TOTAL FUNDS AWARDED	<b>\$36.2M</b>
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### ESTIMATED ANNUAL EMISSIONS REDUCTION FOR THE PROJECTS FUNDED (TONS/YEAR)

NOx	64.4
ROG	5.6
PM <sub>10</sub>	20.7

<b>Total</b>	<b>90.7</b>
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### CONGESTION MANAGEMENT AGENCY PROJECTS

TOTAL FUNDS AWARDED	<b>\$10.2M</b>
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### ESTIMATED ANNUAL EMISSIONS REDUCTION FOR THE PROJECTS FUNDED (TONS/YEAR)

NOx	18.1
ROG	18.3
PM <sub>10</sub>	46.4

<b>Total</b>	<b>82.8</b>
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## SECTION 06

# From the State Capitol

DUE TO THE CONSTRAINTS OF COVID-19, THE 2021 LEGISLATIVE SESSION WAS LIMITED IN SCOPE. DESPITE THESE HURDLES, FUNDS FOR 2022 WERE SECURED AT THE STATE LEVEL FOR SEVERAL AIR DISTRICT PROGRAMS.

### Funding Allocations

► \$50M was allocated from the Greenhouse Gas Reduction Fund for statewide AB 617 implementation, and \$260M for AB 617 incentives — roughly equal to last year's allocation. The Air District is expecting to receive \$9M in implementation funding and \$30M in incentive funding.

\$30M was allocated statewide to a new incentive program for zero-emission commercial lawn and garden equipment.

\$75M was allocated statewide to continue the Clean Cars For All Program.

Budget caps were removed that artificially lowered funding to the Carl Moyer Program, resulting in a one-time increase of \$150M statewide for 2022, and an ongoing increase of roughly \$40M.

### Air District-Sponsored Bills

The following Air District-sponsored bills did not advance.

AB 762 (Lee) – Requires private schools and some charter schools to adhere to public school notification requirements during the CEQA process prior to new construction.

AB 426 (Bauer-Kahan) – Adds toxic air contaminants to pollutants eligible for local air district regulation under “indirect source rules.”



## SECTION 07

# Who Is the Air District?

### Executive Management

**JACK P. BROADBENT**  
Executive Officer / Air Pollution Control Officer

**ADAN SCHWARTZ**  
Acting District Counsel

**DAMIAN BREEN**  
Senior Deputy Executive Officer

**VERONICA EADY**  
Senior Deputy Executive Officer

**GREG NUDD**  
Deputy Air Pollution Control Officer

**JEFF MCKAY**  
Chief Financial Officer

**REX SANDERS**  
Chief Administrative Officer

**VANESSA JOHNSON**  
Manager, Executive Operations

### Division Directors and Officers

**ALAN ABBS**  
Legislative Officer

**BLAIR ADAMS**  
Information Systems

**RANYEE CHIANG**  
Measurements and Meteorology

**JOHN CHILADAKIS**  
Information Services

**JUDITH CUTINO**  
Health Officer

**LISA F. FASANO**  
External Affairs Officer

**ANTHONY FOURNIER**  
Technology Implementation

**JEFFREY GOVE**  
Compliance and Enforcement

**HENRY HILKEN**  
Planning and Climate Protection

**PAMELA LEONG**  
Engineering

**TERRI LEVELS**  
People and Engagement Officer

**PHILIP MARTIEN**  
Assessment, Inventory and Modeling

**MARICELA MARTINEZ**  
Administrative Resources

**SUMA PEESAPATI**  
Environmental Justice and Community Engagement

**KRISTINE ROSELIUS**  
Communications

**KAREN SCHKOLNICK**  
Strategic Incentives

**ELIZABETH YURA**  
Rules and Strategic Policy

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**AIR POLLUTION COMPLAINTS**  
800.334.ODOR (6367)

**AIR QUALITY INFO**  
800.HELP.AIR (435.7247)  
Daily Air Quality Forecasts,  
Spare the Air Alerts,  
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**COMPLIANCE ASSISTANCE**  
415.749.4999

**ENGINEERING SERVICES**  
415.749.4990

**GENERAL BUSINESS**  
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415.749.4900

**REPORT SMOKING VEHICLES**  
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**WOOD BURNING BAN ALERTS**  
877.4NO.BURN (466.2876)

### Websites

baaqmd.gov  
sparetheair.org

### Social Media

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## BAY AREA AIR QUALITY MANAGEMENT DISTRICT

375 Beale Street, Suite 600  
San Francisco, CA 94105

415.749.5000 • [www.baaqmd.gov](http://www.baaqmd.gov)

### CONTRIBUTORS

Communications Director  
*Kristine Roselius*

Communications Manager  
*Kristina Chu*

Editor  
*Tina Landis*

Design/Production  
*We The Creative*

Photos  
*Sharon Beals*



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