

**North Coast Unified
Air Quality Management District**
707 L Street, Eureka, CA 95501
(707) 443-3093
www.ncuaqmd.org



**Meeting of the
North Coast Unified Air Quality Management District
Governing Board of Directors**

Thursday, July 21, 2022 at 10:00 a.m.,
NCUAQMD District Office
707 L Street, Eureka, CA 95501

AGENDA

- | | | |
|----|---------------------------------------|--------------------|
| 1. | 10:00 A.M. Call to Order | Board Chair |
| 2. | Roll Call | Clerk |
| 3. | Changes or Deletions to Agenda | Board Chair |

CONSENT AGENDA

- | | | |
|-----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|
| 4. | Consider Approving the Consent Agenda, Items for action, 4.1 through 4.3: The Board may approve the Consent Agenda by single motion in whole or in part with or without further discussion.
<u>Action Requested:</u> Approve Consent Agenda Items 4.1 through 4.3. | Board Chair |
| 4.1 | By Consent, Approve Minutes of May 19, 2022 Board Meeting | |
| 4.2 | By Consent, Accept and File District Activity Report | |

REGULAR AGENDA

- | | | |
|----|-------------------------------------------------------------------------------|--------------------|
| 5. | Public Comment Period (pursuant to Government Code section 54954.3(a)) | Board Chair |
|----|-------------------------------------------------------------------------------|--------------------|

- | | | |
|-----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------|
| 6. | Request for City Select Committee Appointment to District Governing Board
<u>Action Requested:</u> Authorize APCO to request City Selection Committee to replace District Governing Board vacancy | APCO |
| 7. | Accept FARMER Incentive Funding From CARB
<u>Action Requested:</u> Approve Resolution 2022-3: Accept FARMER Grant Incentive Funding from CARB and Comply With FARMER Program Requirements and Guidelines | APCO |
| 8. | APCO Report | APCO |
| 9. | Board Member Reports | Board Chair |
| 10. | Adjournment | Board Chair |

The meeting rooms are ADA accessible. Accommodations and access to NCUAQMD meetings for people with special needs must be requested of the Clerk in advance of the meeting.

Agenda Item: 1

Call to Order

Agenda Item: 2

Roll Call

Agenda Item: 3
Changes & Deletions
to the Agenda

Agenda Item: 4

Consent Agenda

Agenda Item: 4.1

**Minutes of the Regular Meeting of the North Coast
Unified Air Quality Management District Governing
Board of Directors Meeting of
May 19, 2022**

The meeting was called to order by Chair Chris Howard at 10:00 AM at the NCUAQMD
District Office: 707 L Street, Eureka, CA

The meeting location was made available to the public.

MEMBERS PRESENT:

Rex Bohn	Humboldt County Supervisor
Dan Frasier	Trinity County Supervisor
Chris Howard	Del Norte County Supervisor

MEMBERS ABSENT:

Mike Wilson	Humboldt County Supervisor
Vacant	Mayor/City Council Representative

STAFF PRESENT:

Brian Wilson	APCO
Jason Davis	Deputy APCO
Penny Costa	Financial & Admin Services Division Manager
Erin Squire	Clerk of the Board

OTHERS PRESENT:

Nancy Diamond	District Counsel
---------------	------------------

Agenda Item 1: Call to Order

Agenda Item 2: Roll Call

Agenda Item 3: Changes or Deletions to the Agenda

There were no changes or deletions to the agenda.

Agenda Item 4: Consider Approving the Consent Agenda

4.1: Approve Minutes of the April 21, 2022, Board Meeting

4.2: By Consent, Accept and File District Activity Report

4.3: By Consent, Approve Account Transfer

A motion offered by Supervisor Bohn, duly seconded by Supervisor Frasier, to Adopt Consent Agenda Items 4.1-4.3 is hereby APPROVED by the North Coast Unified Air Quality Management District Board of Directors on this 19th day of May, 2022, by the following votes:

UNANIMIOUS PASS by the following vote:

Ayes:	Supervisor Bohn, Supervisor Frasier, and Supervisor Howard (3)
Nays:	None (0)
Abstain:	None (0)
Absent:	Supervisor Wilson (1)

There was no public comment.

Agenda Item 5: Public Comment

There was no public comment.

Agenda Item 6: Public Hearing: Proposed FY 2022-23 District Budget

Chair Howard opened the Continued Public Hearing at 10:01 AM and Closed the Public Hearing at 10:31 AM.

District Council Diamond entered the meeting at 10:02 AM

The APCO presented updates and notable items from the Proposed 22-23 FY Operating Budget with a PowerPoint presentation. The presentation was not included in the published board packet and is attached. Discussion regarding grants, OPEB/pension liabilities, future air monitoring efforts, and healthcare cost took place. The 22-23 FY Operating Budget is in a deficit, funding will be pulled from the Reserve account should it be needed.

A motion offered by Supervisor Bohn, duly seconded by Supervisor Frasier to Close Public Hearing and Adopt the Proposed FY 2022-23 District Budget is hereby APPROVED by the North Coast Unified Air Quality Management District Board of Directors on this 19th day of May, 2022 by the following votes:

UNANIMOUS PASS by the following Roll Call vote:

Supervisor Bohn	Aye
Supervisor Frasier	Aye
Supervisor Howard	Aye
Supervisor Wilson	Absent

There was no public comment.

Agenda Item 7: Discussion of Governing Board Member Mileage Reimbursement

Board and Staff discussed reimbursement options and how the neighboring counties are handling reimbursement. No action was taken by the Board.

There was no public comment.

Agenda Item 8: APCO Report

The APCO reported out on the following:

- Funding for Clean Air Centers & Filter Equipment
- Update on PG&E Variance and Updated Permit to Operate
- Update on AB 2550 – Air Quality Attainment (Assemblymember Arambula)

Supervisor Howard requested Staff continue to monitor the status of AB 2550.

There was no public comment.

Agenda Item 9: Board Member Reports

There were no Board Member reports

Agenda Item 10: Adjournment

The Governing Board Meeting was adjourned at 10:38 AM.

Councilmember Watson, City of Arcata, resigned from his Governing Board position on May 17, 2022.

Clerk of the Board Certification:

I hereby certify the foregoing to be a full, true, and correct original record of the above-entitled meeting of the North Coast Unified Air Quality Management District Board of Directors held at the above date and time.

DocuSigned by:
Erin Squire
22DC8E014F12818
ERIN SQUIRE
Clerk of the Board


7/12/2022 | 1:58 PM PDT
Date

The meeting rooms are ADA accessible. Accommodations and access to NCUAQMD meetings for people with special needs must be requested of the Clerk in advance of the meeting.

NCUAQMD Proposed Budget FY 2022-23

May 19, 2022


Slide 1



FY 2022-23 Proposed Budget Background Information

- DRAFT Proposed Budget was discussed at the April 21, 2022 Governing Board meeting.
- Noticed per California Health & Safety Code, Section 40131.
 - ✓ Public Notice published March 22, 2022.
 - ✓ 30-day public comment period began March 22, 2022.
 - ✓ Initial public hearing began on April 21, 2022 at the last Board meeting and was continued to this meeting.
 - ✓ Proposed Draft Budget has been available for public review in the District office and on the website.
 - ✓ No public comments have been received.

Slide 2



FY 2022-23 Proposed Budget

Unique Aspects to District Budgeting

- Revenue items can vary greatly (permits, applications, major source (Title V) fees on production/usage, fees based on emissions, grant admin, etc.).
- Expense items can vary greatly (wildfire response unfunded, Group Insurance rate increases, air monitoring station equipment repairs, grant admin, etc.).
- Reimbursement income from grants may not match grant amount allocated under agreement.
- Grant Administration funds may be received in a prior FY and spent from the Reserve Fund in another FY.
- Growing liability obligations: OPEB \$3.5million, Pension \$916k

Slide 3



FY 2022-23 Proposed Budget

Key Items Preventing a Balanced Budget

Significant items on Income side:

- Loss of Major Title V source. [Budget Acct #43150]
- Actual revenue for the FY from grant reimbursements varies despite grant amount accepted; use of carryover.
- Grant (project and admin) funds not yet known for this fiscal year: CARB's FARMER Grant and State Woodsmoke Grant
- No increases (in X-Factor) to fee tables for permitted sources in 7 years beyond CPI.
- Down the road concern - delay in Burn Permit Fee increase
 - Ongoing deferral of a needed burn permit fees increase
 - Currently waiving Burn Program fees for NS burn permits and Smoke Management Plans offset by Prescribed Fire Grant. [#43050 and #43125]

➤ *Overall, roughly a \$20k decrease in income*

Slide 4



FY 2022-23 Proposed Budget Key Items Preventing a Balanced Budget

Significant items on Expense side:

- 2022 Increase in Group Insurance Plans by CalPERS – affected health plan premiums for both employees and retirees. [#60175, #60184]
- Increase in pension liability (CalPERS) and pending larger increases due to possible pension fund losses (AUAL). [#60150]
- Increase in Vehicle maintenance due to rising fuel costs. [#60950]
- Over the years there have been steady increases in insurance (SDRMA), health insurance, software/online programs, communications, memberships (CSDA, CAPCOA, etc.), etc. that have been absorbed in the budgets so far.

➤ *Overall a \$140k increase in expenses*

Slide 5



FY 2022-23 Proposed Budget Some Changes Made to Balance the Budget

- Initial changes already made in draft budget:
 - Unfunded one open staff position (Air Quality Specialist)
- \$80k. [#60050]
 - Decreased Professional & Special Services (auditor, liability actuarials, legal, consulting support)
- \$25k. [#60450]
- Difficult to have a true balanced budget until the Pension and OPEB liabilities are funded:
 - Should lessen AUAL pension payment to CalPERS [#60150]
 - Should lessen OPEB debt [#60184]
 - Possible addition of new line item to address any annual contribution.

Slide 6



FY 2022-23 Proposed Budget Suggested Plan

- Approve budget with minor deficit:
 - Rely upon using Reserve for remaining deficit (if necessary).
 - Allows time for addressing and managing the Pension and OPEB liabilities over the next year that will provide some financial clarity.

Slide 7



Approval of FY 2022-23 Budget Is by Roll Call vote

Discussion/Questions?

Slide 8



Agenda Item: 4.2

**North Coast Unified
Air Quality Management District**
707 L Street, Eureka, CA 95501
(707) 443-3093
www.ncuagmd.org



TO: North Coast Unified Air Quality Management District Board

FROM: Brian Wilson, APCO

SUBJECT: District Activity Report

DATE: July 21, 2022

ACTION REQUESTED: By Consent, Accept and File District Activity Reports

SUMMARY:

Attached is a summary of the major District activities logged during the reporting period.

Air Monitoring Report for July 2022

Air Monitoring Data Summary:

The purpose of this status report is to summarize the ambient air quality data available for the period of February-March 2022.

- There were no Equivalent Method (FEM) PM₁₀ exceedances of the State Ambient Air Quality Standard recorded during the reported period. There was an instance of PM₁₀ being at exactly the limit of the allowable level. This limit was reached on on February 10th in Eureka.
- There were no Federal Reference Method (FRM) PM_{2.5} 24 Hour exceedances of the State and Federal Ambient Air Quality Standard recorded during the period. Due to a prior data delay, January data is also included in this report.
- There were no non-FEM PM_{2.5} 24 Hour exceedances of the State and Federal Ambient Air Quality Standard recorded during the period.
- There were no O₃, SO₂, NO₂, or CO exceedances of the State or Federal Ambient Air Quality Standard recorded during the period.

Particulate Levels in Relation to CA Ambient Air Quality Standards

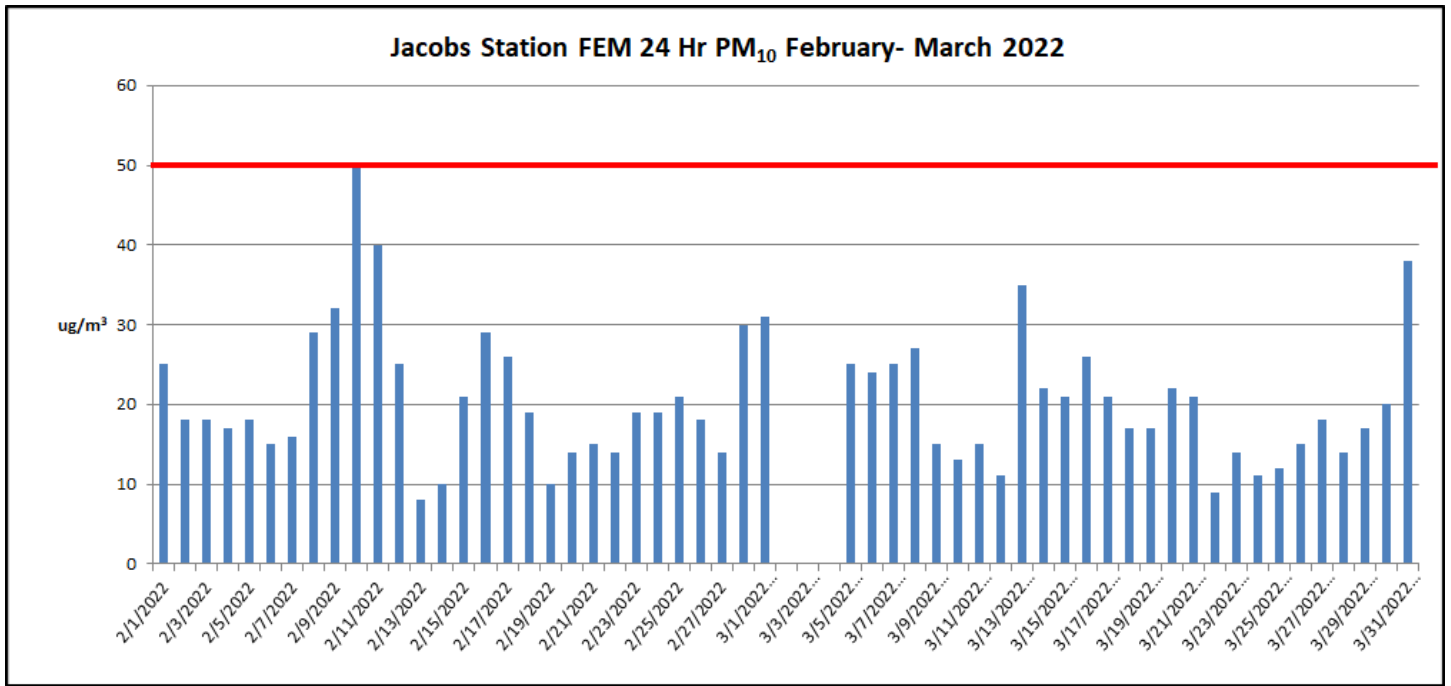
	Jacobs	Crescent City	Weaverville
Max FEM 24-hour PM₁₀ (February- March 2022)	100%	NA	NA
FEM PM₁₀ Rolling Arithmetic Mean (April 2021- March 2022)	108%**	NA	NA
Max FRM 24-hour PM_{2.5} (January-March 2022)	57%	NA	NA
FRM PM_{2.5} Rolling Arithmetic Mean (April 2021-March 2022)	59%	NA	NA
Max non-FEM 24-hour PM_{2.5} (February-March 2022)	NA	60%*	63%*
Non-FEM PM_{2.5} Rolling Arithmetic Mean (April 2021- March 2022)	NA	50%*	316%**

- Data unavailable

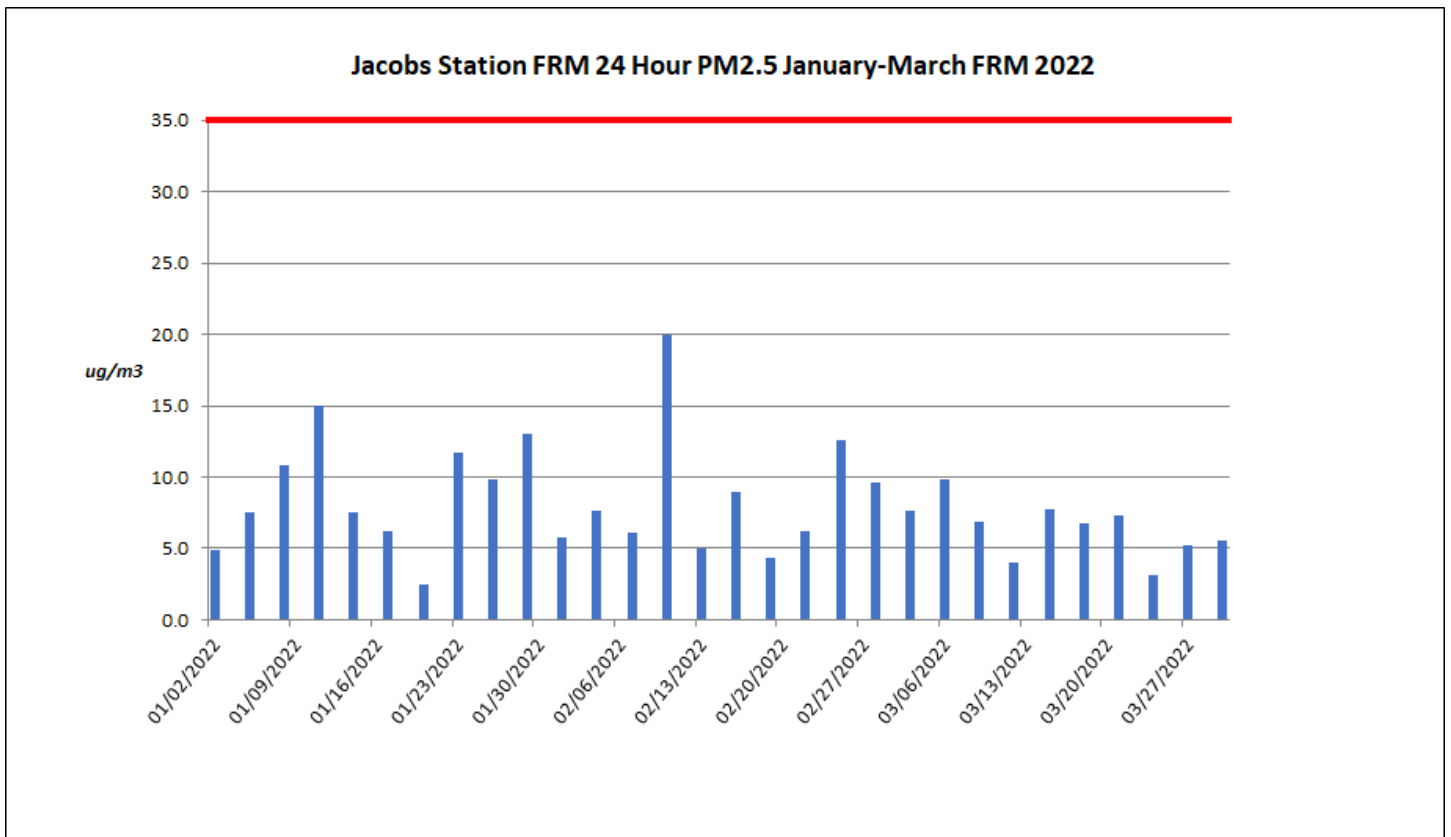
* Instrument not used for Federal Attainment Designation

** Includes wildfire data which is excluded from attainment designation decisions

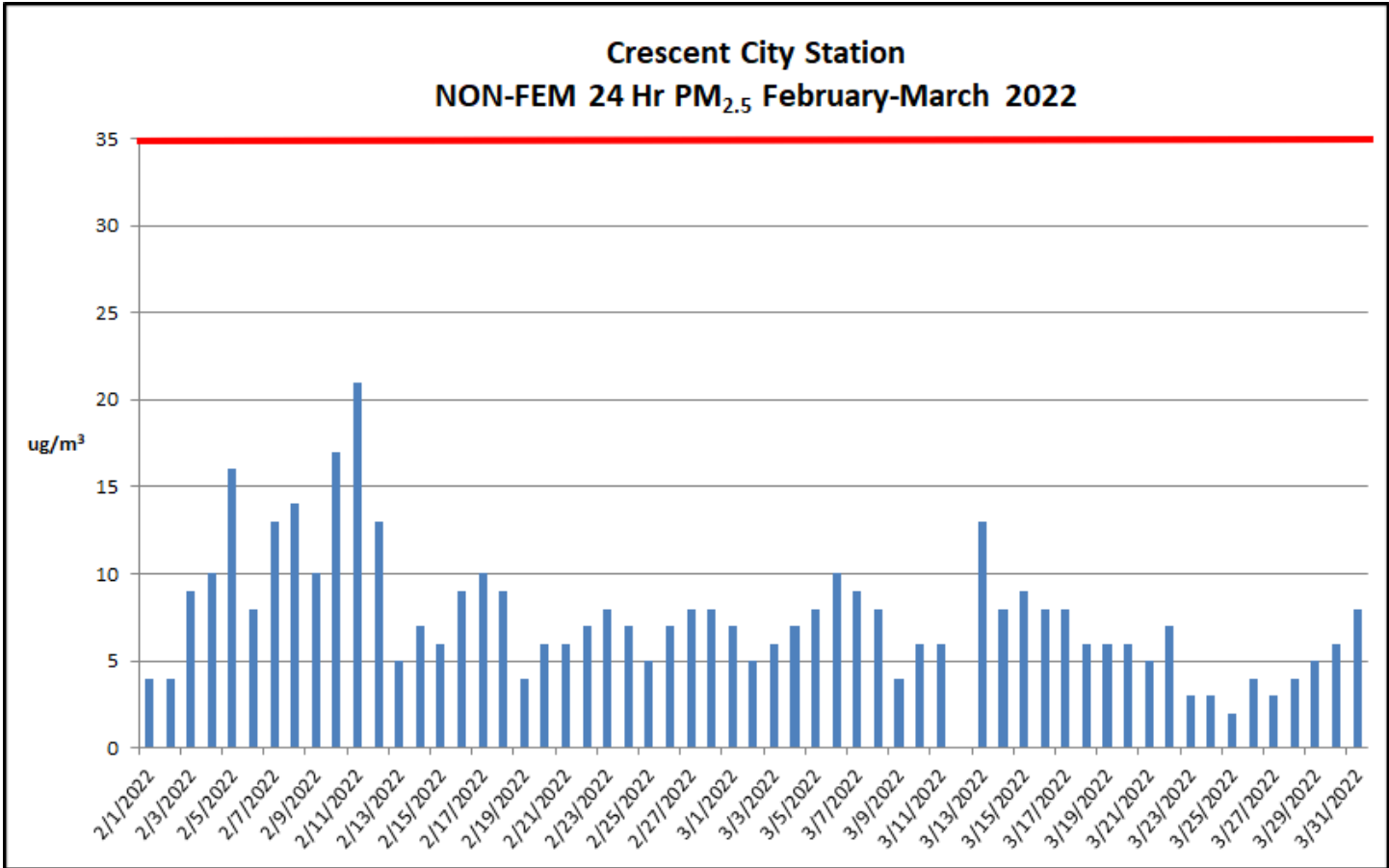
Detailed Graphs:



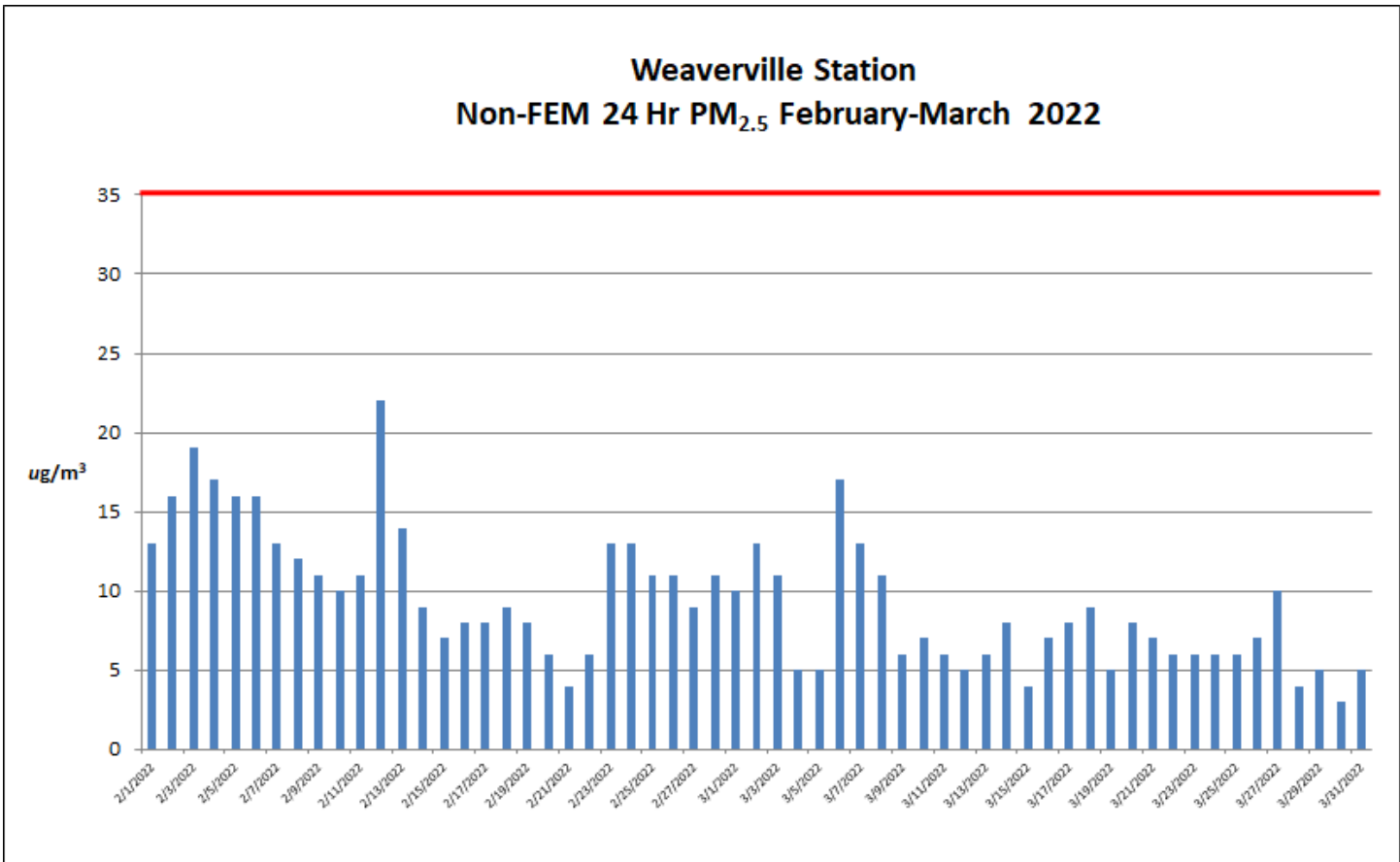
- 24 Hour California AAQS is 50 ug/m³, Federal AAQS is 150 ug/m³.
- California Annual Arithmetic Mean AAQS is 20 ug/m³.
- Humboldt County is classified as non-attainment for this pollutant.



- Federal AAQS is 35 ug/m³. There is no separate state standard.



- Federal AAQS is 35 ug/m3. There is no separate state standard.



- Federal AAQS is 35 ug/m3. There is no separate state standard.

2022 Activity Report

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	YTD Totals	2021 Totals
Complaint Responses - General	0	3	3	3	1	7							17	32
Complaint Responses - Open Burning	8	23	21	26	23	11							112	105
Permissive Burn Days	31	28	31	30	31	30							181	264
Non-Permissive Burn Days ("No Burn Day")	0	0	0	0	0	0							0	98
Permissive Burn Days (%)	100%	100%	100%	100%	100%	100%								
Standard (Residential) Burn Permits Issued	778	397	271	136	103	47							1,732	3,606
Non-Standard Burn Permits Issued	690	639	291	177	147	32							1,976	3,038
No Burn Day Permits Issued	0	0	0	0	0	0							0	6
Smoke Management Plans (SMP) Reviewed	11	10	22	15	3	0							61	109
SMP Burn Authorizations Issued	138	159	150	98	50	12							607	1,032
Stationary Source Permits Issued (new)	1	0	3	5	10	3							22	19
Stationary Source Permits Issued (amended)	4	2	6	0	0	1							13	9
Stationary Source Permit Apps. Received	5	2	7	3	6	5							28	24
Stationary Source De minimus Determination	0	0	0	4	1	0							5	0
Inspections - Major Sources	1	0	0	2	3	0							6	25
Inspections - Minor Sources	16	4	19	53	56	62							210	127
Inspections - Mobile Sources	0	0	0	0	0	0							0	2
Inspections - Asbestos	0	0	0	0	0	0							0	3
Asbestos Notifications Processed	2	3	6	7	3	10							31	60
Notice(s) of Violation (NOVs) Issued	1	3	3	10	15	4							36	12
Environmental Documents Reviewed	3	4	2	1	4	6							20	40
Grants Paid: Woodstove	0	0	0	0	0	2							2	2
Grants Paid: Moyer	0	0	0	1	0	1							2	5
Grants Paid: FARMER	0	0	0	0	0	0							0	0
Grants Paid: Rural School Bus	2	4	6	0	1	0							13	42

Agenda Item: 5

Public Comment Period

Agenda Item: 6

**North Coast Unified
Air Quality Management District**
707 L Street, Eureka, CA 95501
(707) 443-3093
www.ncuagmd.org



TO: North Coast Unified Air Quality Management District Board

FROM: Brian Wilson, APCO

SUBJECT: Request for City Select Committee Appointment to District Governing Board

DATE: July 21, 2022

ACTION REQUESTED: Authorize APCO to request City Selection Committee to replace District Governing Board vacancy; and discuss potential candidates to put forward by District Governing Board

SUMMARY:

On May 17, 2022, Councilmember Brett Watson announced that he will no longer be serving on the District's Governing Board effective immediately.

In past years, the Humboldt County Association of Governments (HCAOG) has been the appointing body, but as of 2016 the responsibility falls to the City Selection Committee, comprised of the Mayors of each of the incorporated cities in Humboldt, Del Norte and Trinity counties. The District's Governing Board will need to submit a letter requesting a public meeting be held by the City Selection Committee to appoint a new member to our Governing Board.

The District's Administrative Code Part A, (Board approved on 3/28/03, and last amended on 5/24/10) outlines the requirement for filling the position:

Section 1: Governing Board - As a result of the passage of AB-75 (effective 1-1-94), a majority of incorporated cities within the Unified District shall appoint a Mayor/City Council Representative to serve on the District Board.

Section 1.2: Terms - b. Elected representatives appointed by the Incorporated City Selection Committee shall serve for a two-year term specified by the City Committee. All appointments specified by the Incorporated City Selection Committee shall be specified in writing and shall include the name of the elected official appointed, his/her city, and a copy of the minutes of the City Selection Committee in which the appointment was made, and itemizing the city attendees present.

The District's Board may also recommend a candidate to the City Selection Committee for consideration. Any Mayor or City Councilperson from Crescent City, Weaverville, Trinidad, Blue Lake, Arcata, Eureka, Ferndale, Fortuna or Rio Dell may be considered.

Agenda Item: 7

**North Coast Unified
Air Quality Management District**
707 L Street, Eureka, CA 95501
(707) 443-3093
www.ncuagmd.org



TO: North Coast Unified Air Quality Management District Board

FROM: Brian Wilson, APCO

SUBJECT: Accept FARMER Incentive Funding From CARB

DATE: July 21, 2022

ACTION REQUESTED: Approve Resolution 2022-3: Accept FARMER Grant Incentive Funding from CARB and Comply With FARMER Program Requirements and Guidelines

SUMMARY:

In September 2017, Governor Brown signed Assembly Bill 134 and Assembly Bill 109 into law. Together, these two bills appropriate \$135 million from the State Budget for Fiscal Year 2017-18 to CARB for the reduction of criteria, toxic, and greenhouse (GHG) emissions from the agricultural sector. As a result, a new state-wide agricultural equipment grant replacement program called FARMER (Funding Agricultural Replacement Measures for Emission Reductions) was begun in 2018.

FARMER is funded by Greenhouse Gas Reduction Funds (GGRF), Air Quality Improvement Funds (AQIF), and Alternative and Renewable Fuel and Vehicle Technology Funds (ARFVTF). The program is similar to the Carl Moyer Program with additional project types. Eligible equipment will now also be equipment used in agricultural operations such as agricultural harvesting equipment, heavy-duty trucks, agricultural pump engines, tractors, etc.

FARMER allocates \$5.5 million to be split in a pool amongst 18 air districts with 5.5% administration funding. In coordination between CARB and the California Air Pollution Control Officers Association (CAPCOA), it was initially anticipated that a district would receive about \$300,000 (\$5.5 million / 18 districts).

Beginning in 2020, the Placer Air Pollution Control District was chosen to administer the Program in conjunction with CAPCOA in similar fashion to the Rural Assistance Program (RAP). Because the District is one of the air districts on the "pooled" funding list, it will not be receiving a grant solicitation from ARB, and therefore a Board resolution is not required by CARB. However, for reference and clarity for Placer APCD, Staff still recommends the Board approve Resolution 2022-3 to accept FARMER grant incentive funds through Placer APCD and commit to continue to comply with the FARMER program requirements and guidelines.

**North Coast Unified
Air Quality Management District**

707 L Street, Eureka, CA 95501

(707) 443-3093

www.ncuaqmd.org



**Resolution 2022-3:
Accept FARMER Grant Incentive Funding and
Comply With FARMER Program Requirements and Guidelines**

WHEREAS, in 2021, the California legislature appropriated \$212.6 million in FY 21-22 funds to the California Air Resources Board (CARB) to reduce emissions from the agricultural sector, to support the replacement of agricultural harvesting equipment, heavy-duty trucks, agricultural pump engines, tractors, and other equipment used in agricultural operations; and; and

WHEREAS, CARB developed the Funding Agricultural Replacement Measures for Emission Reductions (FARMER) Program Guidelines to meet the Legislature's objectives and help meet the State's criteria, toxic and greenhouse gas emission reduction goals; and

WHEREAS, the District did not receive a direct allocation of FARMER funds and is instead part of the FARMER Program's Shared Allocation Pool (SAP); and

WHEREAS, in coordination and agreement with CARB, the California Air Pollution Control Officers Association (CAPCOA) Board approved specific and pooled funding allocations for air district implementation; and

WHEREAS, in coordination and agreement with CARB and CAPCOA, the Placer Air Pollution Control District (PCAPCD) has agreed to act as Shared Allocation Pool (SAP) Administrator; and

WHEREAS, all SAP districts are required to execute a Master Agreement with the PCAPCD, as the FARMER Program's SAP Administrator, which outlines the programmatic requirements, policies, and procedures of the SAP FARMER Program, in order to participate in the Program; and

WHEREAS, all SAP districts are required to execute an Allocation Agreement specific to each funding allocation they would like to participate in, which outlines allocation-specific deadlines and other information; and

WHEREAS, the District will review project eligibility, submit projects to PCAPCD for review and award, and submit required reporting associated with the FARMER Program; and

NOW, THEREFORE, BE IT RESOLVED, by the North Coast Unified Air Quality Management District Governing Board (Board) hereby authorizes the APCO to execute the FARMER SAP Master Agreement; and

BE IT FURTHER RESOLVED, that the Board hereby authorizes the APCO to execute the FARMER SAP Allocation Agreement for the CARB FY 21-22 FARMER SAP funding allocation, and for any subsequent funding allocations, and to accept any associated FARMER SAP funds allocated to District in future years; and

BE IT FURTHER RESOLVED, that the Board authorizes the APCO to negotiate, sign, and amend as needed, agreements and contracts related to administration and implementation of the FARMER SAP Master Agreement and any associated Allocation Agreements; and

BE IT FURTHER RESOLVED, that the District will comply with FARMER Program requirements as specified in the applicable FARMER Program Requirements, Guidelines, and the District's FARMER Policies and Procedures Manual; and

BE IT FURTHER RESOLVED, that the Board authorizes the APCO to enter into contracts or grants with other California air quality districts to transfer funds to other districts or accept FARMER funds through inter-district transfer as necessary.

Chris Howard, Board Chair

Date:

Clerk of the Board

Date:

FARMER Grant Funds Available

Apply by August 31 for money to replace old agricultural equipment and vehicles



Apply Now



\$8.5 MILLION IN GRANT FUNDS AVAILABLE!

To be eligible, equipment must be engaged in agricultural operations. Eligible project categories include on-road heavy-duty trucks, off-road equipment such as tractors and ag pumps, UTVs, & more!



1

FIND YOUR AIR DISTRICT

Projects must operate within a "shared pool" air district:

- Amador County APCD
- Antelope Valley AQMD
- Calaveras County APCD
- Eastern Kern County APCD
- El Dorado AQMD
- Great Basin Unified APCD
- Lake County AQMD
- Lassen County APCD
- Mariposa County APCD
- Mendocino County AQMD
- Modoc County APCD
- North Coast Unified AQMD
- Northern Sierra AQMD
- Shasta County AQMD
- Siskiyou County APCD
- Tuolumne County APCD

2

COMPLETE THE APPLICATION

Download and fill out the application for your project type

3

SUBMIT TO YOUR DISTRICT

Submit your completed application to your local air district before **August 31, 2022**

Agenda Item: 8

APCO Report

**North Coast Unified
Air Quality Management District**
707 L Street, Eureka, CA 95501
(707) 443-3093
www.ncuaqmd.org



TO: North Coast Unified Air Quality Management District Board

FROM: Brian Wilson, APCO

SUBJECT: APCO Report

DATE: July 21, 2022

ACTION REQUESTED: Accept and File

The following information is provided as a summary of items of interest to the Board and District. Staff solicits and appreciates any feedback concerning these items or other items of interest from the Board.

1. IRS increases mileage rate for remainder of 2022

The mileage reimbursement allowance for District Board members has been the federal mileage reimbursement rate, which most recently was \$0.585 (58.5¢). Be advised that on June 9, 2022, the IRS announced an increase in the optional standard mileage rate for the final 6 months of 2022 to better reflect the recent increase in fuel prices. For the final 6 months of 2022, the standard mileage rate for business travel will be 62.5 cents per mile, up 4 cents from the rate effective at the start of the year.

2. Pre-Wildfire Season Meeting with NOAA

District staff recently participated in a pre-wildfire season meeting with NOAA, Mendocino County AQMD, and Lake County AQMD. The meeting is held every year to review procedures, discuss any changes in interaction, communication and notification strategies, and updates to online weather and air quality forecast tools.

3. EPA Grant Funding for Clean School Buses

The EPA has recently made \$500 million available nationwide for school districts and other eligible school bus operators and contractors to accelerate the replacement of school buses with clean and zero-emission buses. This \$500 million represents the first round of funding out of the \$5 billion Congressional investment in low and zero-emission school buses over the next five years, secured through the Bipartisan Infrastructure Law. The Bipartisan Infrastructure Law allows EPA to

prioritize applications that will replace buses serving high-need schools, tribal schools, and rural and low-income area. District staff has just reached out to all school districts and included the attached flyer from the EPA.

4. Update on AB 2550 – Air Quality Attainment (Assemblymember Arambula)

For some time now, the California Air Pollution Control Officers Association (CAPCOA) has been following AB 2550 – Air Quality Attainment. The bill would allow CARB to override local air district efforts and authority by requiring CARB to: a) engage community and CBOs to identify gaps in the implementation and ability of an air district to reach attainment, b) develop rules or regulations deemed necessary to attain and maintain the ambient air quality standard, and c) hold public hearings to review the current attainment plan and establish the path forward for technical assistance to the air districts.


The bill stems out of issues counties of the San Joaquin Valley APCD have had in achieving attainment, and CAPCOA felt it lacked understanding of how State Implementation Plans (SIPs) are developed and the role air districts versus the CARB. AB 2550 has since been narrowed so that it only applies to the San Joaquin Valley APCD, however, CAPCOA is continuing to oppose it because it sets such a bad precedent. Attached is CAPCOA's recent letter to the Honorable Chris Holden, Chair of the Assembly Committee on Appropriations, respectfully opposing AB 2550.

5. Staff Training

Here is a brief list of the main training staff has participated since the last Board Meeting:

- CSDA - *Financial Methods in the Public Sector* - Jason Davis
- EPA - *Preparing for Wildland Fire Smoke* - Debra Harris
- CARB - *AP 106: Fundamental Inspector Course* - David Huffman
- CARB - *MM104: Visible Emissions Evaluation* - David Huffman
- EPA - *BASC105-S1: Air Pollution Control Technology Series* - David Huffman
- CalRecycle - *Composting VOC Emissions Guide Stakeholder Workshop* - David Huffman
- CARB - *AP 102: Air Quality Training Program* - Tianna Nourot
- Streamline - *New ADA Dashboard* - Erin Squire
- Streamline - *The Media vs Special Districts: How to Weather the Sudden Scrutiny* - Erin Squire
- Streamline - *Monthly Masterclass: The Ultimate Guide to Content* - Erin Squire & Katie Thompson
- CAPCOA - *Understanding Weather: Introductory Discussion* - Katie Thompson
- Fred Pryor - *Microsoft Excel Basics* - Katie Thompson

Clean School Bus Program



\$5 billion to replace existing diesel school buses with cleaner and healthier electric and low-emission school buses.

School buses travel over four billion miles each year, providing the safest transportation to and from school for more than 25 million children everyday. However, diesel exhaust from these buses can contribute to air quality problems and has a negative impact on human health, especially for children, who have a faster breathing rate than adults and whose lungs are not yet fully developed.

The Bipartisan Infrastructure Law (BIL) provides \$5 billion over five years (FY22-26) to clean a substantial portion of the nation's fleet of nearly 500,000 school buses. These new cleaner school bus replacements will produce either zero or low tailpipe emissions compared to their older diesel predecessors. School bus upgrades funded under this program will result in cleaner air on the bus, in bus loading areas, and in the communities in which they operate.

Under the Clean School Bus Program, half of the available funding is dedicated for zero-emission school buses and half is for clean school buses.

- **Zero-emission school bus:** a school bus that produces zero exhaust emission of any air pollutant and any greenhouse gas. Electric school buses are zero-emission.
- **Clean school bus:** As defined by the BIL, a school bus that reduces emissions and is operated entirely or in part using an alternative fuel or is a zero-emission bus.

Learn more about the benefits of clean school buses and how you can participate in this program at epa.gov/cleanschoolbus.



The 2022 Clean School Bus Rebates Application Is Open!

Visit [epa.gov/cleanschoolbus](https://www.epa.gov/cleanschoolbus) to apply before August 19, 2022.

\$500 million in federal funding is now available for the replacement of existing diesel school buses with electric and low-emission buses.

Who can apply for the 2022 Clean School Bus Rebates?

- **Public school districts and other state or local government entities** that are responsible for purchasing and/or providing school bus service to at least one public school system.
- **Tribes, Tribal Organizations, and Tribally-Controlled Schools** that provide school bus service to one or more Bureau-funded schools or purchase school buses.
- **Nonprofit school transportation associations**
- **Eligible contractors** who sell clean school buses, zero-emission buses, charging or fueling infrastructure, maintain clean or zero-emission school buses, or arrange financing.

What kind of funding is available?

To ensure that this funding reaches high-need communities, **EPA will prioritize rural, Tribal, and low-income school districts in the selection process.** Prioritized districts will receive more funding per bus, but non-prioritized districts are still eligible for significant funds. **School districts can apply for 25 buses in one application.** You can find out if a district is prioritized by reading the program guidance and priority applicant list on our website.

Funding for buses serving school districts that meet one or more prioritization criteria

- Electric – Class 7+ : \$375,000 per bus
 - Electric – Class 3-6: \$285,000 per bus
 - CNG – Class 7+: \$45,000 per bus
 - CNG – Class 3-6: \$30,000 per bus
 - Propane – Class 7+: \$30,000 per bus
 - Propane – Class 3-6: \$25,000 per bus
- \$20,000 in additional funding per electric bus is available for charging infrastructure for buses serving prioritized districts.

Funding for buses serving non-prioritized school districts

- Electric – Class 7+ : \$250,000 per bus
 - Electric – Class 3-6: \$190,000 per bus
 - CNG – Class 7+: \$30,000 per bus
 - CNG – Class 3-6: \$20,000 per bus
 - Propane – Class 7+: \$20,000 per bus
 - Propane – Class 3-6: \$15,000 per bus
- \$13,000 in additional funding per electric bus is available for charging infrastructure for buses serving non-prioritized districts.

How can I apply?

1. Visit [epa.gov/cleanschoolbus](https://www.epa.gov/cleanschoolbus) to review important dates and eligibility requirements.
2. Review the 2022 Clean School Bus Rebates Program Guidance for full details on the competition.
3. Fill out the online application no later than **August 19, 2022** ([SAM.gov](https://www.sam.gov) entity registration required).

Who should I contact for help?

- If you have any questions or feedback, please email: cleanschoolbus@epa.gov.
- To connect with a Clean School Bus contact in region 9, please email: R9cleanschoolbus@epa.gov



**1107 Ninth Street, Suite 801
Sacramento, CA 95814
(916) 441-5700 (916) 441-5708 FAX
www.capcoa.org**

May 17, 2022

PRESIDENT

Aeron Arlin Genet
Santa Barbara County APCD

VICE PRESIDENT

Erik White
Placer County APCD

**SECRETARY/CHIEF
FINANCIAL OFFICER**

Samir Sheikh
San Joaquin Valley APCD

PAST PRESIDENT

Gretchen Bennitt
Northern Sierra AQMD

DIRECTORS

Alberto Ayala, PhD
Sacramento Metro AQMD

Alexander "Sandy" Crockett
(Interim)
Bay Area AQMD

Brad Poiriez
Mojave Desert AQMD

Doug Gearhart
Lake County APCD

Joseph Tona
Tehama County APCD

Paula Forbis
San Diego County APCD

Richard Stedman
Monterey Bay ARD

Robert Bamford
Northern Sonoma County APCD

Wayne Nastri
South Coast AQMD

EXECUTIVE DIRECTOR

Tung T. Le
tung@capcoa.org

The Honorable Chris Holden
Chair, Assembly Committee on Appropriations
1021 O Street, Suite 8220
Sacramento, CA 95814

RE: AB 2550 (Arambula) – State Air Resources Board: Ambient Air Quality Standards: Nonattainment Districts – Oppose

Dear Chair Rivas:

On behalf of the California Air Pollution Control Officers Association (CAPCOA), I respectfully inform you of our opposition to AB 2550 (Arambula) and request that the bill be held on the Suspense File. CAPCOA is the non-profit association of the air pollution control officers representing the 35 local air quality districts throughout California and is dedicated to improving public health and providing clean air for all our residents. AB 2550 prescribes an unnecessary and potentially counterproductive process for the development of air quality plans required by state and federal law. Although the bill has been amended such that it only applies to the San Joaquin Valley Air Pollution Control District (SJVAPCD), the precedent that it sets is untenable. The bill would transfer local responsibility to regulate stationary sources of air pollution to the state, resulting in a loss of representation of unique regional and local air quality needs throughout California. Additionally, we believe this bill is unnecessary as state law already provides the California Air Resources Board (CARB) authority to oversee air district activities related to air quality management, and the significant additional annual and ongoing cost of \$2 million does not provide any measurable air quality benefit.

California's 35 local air pollution control districts (districts), including the SJVAPCD, and CARB have responsibility under state and federal law to jointly develop air quality plans to bring the diverse regions of the state into compliance with health-based state and federal air quality standards. Plan elements include the development of emissions inventories, air quality modeling, and control measures to reduce emissions. In addition to participating in these joint activities, the districts develop strategies to

Page 2 of 3

further reduce stationary source emissions considering local and regional air quality needs for plan inclusion. The jointly developed air quality plans

are then subject to extensive public review processes at the local and state level which includes opportunity for all stakeholders to provide input. After considering public comments and making necessary revisions to incorporate material input, these plans are approved by local and state officials. Plans to attain federal air quality standards are then submitted to the United States Environmental Protection Agency (U.S. EPA), where they are subject to yet another public review process before U.S. EPA can act on them. In addition to joint plan development, CARB and local air districts work together to operate and maintain air quality monitors throughout the state to measure ambient air quality, which provides real-world data as to the efficacy of approved plans. It is only when a district does not uphold its responsibility to participate in these joint activities that CARB would need to assume the district's role in developing stationary source emission control strategies. Never in its 55-year history has CARB been required to invoke this authority. Districts, CARB and U.S. EPA have a long and successful record of working together to address the air quality challenges California faces, with California adopting the most stringent stationary and mobile source regulatory programs in the nation. These decades-long efforts have resulted in dramatic reductions in air pollution and improvements to air quality, and work continues to reduce air pollution in communities throughout the state. The changes to state law proposed in AB 2550 will not enhance the success of this longstanding collaboration nor will it expedite attaining air quality standards in the SJVAPCD or anywhere else.

AB 2550 will not help alleviate the significant air quality challenges California faces because it does not address mobile source emissions. Mobile sources continue to be the largest contributor of criteria pollutant, toxic, and anthropogenic greenhouse gas emissions throughout the state. As an example, CARB data shows that mobile sources currently account for 70-80% of overall emissions of oxides of nitrogen (NO_x) which is the primary contributor to the formation of ground level ozone and PM_{2.5}. In comparison, stationary source emissions of NO_x have been reduced by approximately 90% through decades of air district regulation. Despite this significant progress and without the authority that CARB and EPA hold to regulate mobile source emissions, districts continue to further reduce stationary source emissions through the application of Best Available Control Technology requirements to new and expanded sources, implementation of rules that require stationary sources to retrofit equipment with new control technologies, and through highly localized, community-focused emission reduction programs like AB 617. Additionally, districts administer incentive programs like the highly successful Carl Moyer program which is designed to accelerate emissions reductions from mobile sources beyond those required by law. Increasing resources for mobile source incentive programs like Carl Moyer is the single largest opportunity available for achieving air quality goals and related public health benefits faster.

The Honorable Chris Holden
Chair, Assembly Committee on Appropriations
1021 O Street, Suite 8220
Sacramento, CA 95814

May 17, 2022

Page 3 of 3

While well-intentioned, AB 2550 will do little to improve air quality and may instead slow progress as it distorts a process that has been proven over decades of experience to effectively reduce stationary source emissions at the local level. We urge you to oppose this measure when it comes before you for consideration. Should you have any questions please do not hesitate to contact me at (805) 979-8282 or our Legislative Advocate, Brendan Twohig at (916) 492-9363.

Sincerely,



Aeron Arlin Genet
President

Cc: The Honorable Joaquin Arambula, Assembly Member, 31st District
Members of the Assembly Committee on Appropriations

Agenda Item: 9

Board Member Reports

Agenda Item: 10

Adjournment