Bay Area Regional Collaborative (BARC) Work Plan Update

Allison Brooks
Executive Director, BARC
October 21, 2020
BARC Work Plan Updates

1. Remote Work Study
2. AB 617 Implementation in West Oakland
3. Building Electrification- Title 24
Remote Work (Telework) Study

- BARC is contracting with Bay Area Council Economic Institute to perform an 8-week study; final report at end of October
- Input from cross-agency Advisory Committee
- Study focuses on:
  - Potential for remote work across Bay Area sectors, looking county by county
  - Demographic analysis & potential impacts based on income, race, gender
  - Potential impacts on transportation system, economy
Remote Work Trends pre-COVID-19

The share of the workforce working from home full-time in the Bay Area nearly doubled between 1990 (3.4 percent) and 2018 (6.4 percent).
Remote Work Study: Initial Findings

- 45% of Bay Area workforce (1.8m workers) are “remote work eligible”
- San Francisco and Santa Clara Counties have the highest share of remote-eligible occupations (51%)
  - San Francisco: 57% of remote eligible workers commute via transit, bike or walk
  - Santa Clara: 74% of remote eligible workers drive alone
Remote Work Study: Initial Findings

- Inequities based on income level: as income rises, the share of workers who can work remotely rises.
  - Earning <$40,000 annually: ~6% are remote-eligible
  - Earning >$100,000 annually: ~76% are remote-eligible

- Significant inequities based on race:
  - 51% of White workers are remote-eligible
  - 33% of Black workers are remote-eligible
  - 30% of Hispanic/Latino workers are remote-eligible
AB617 Implementation: West Oakland

• In partnership with BAAQMD, BARC is supporting City of Oakland in seeking funding for AB617 emissions reduction projects in West Oakland
• CARB STEP program
  • Applied for $8m for truck management, urban greening and transit improvements
• SB1 Active Transportation Program (ATP)
  • Applied for $14m for transit improvements and urban greening along 7th St. Corridor connecting West Oakland BART to downtown Oakland.
Building Electrification

• BARC is advocating for stronger state action on building electrification:
  • CEC Title 24 Building Efficiency Standards: applies to new construction and renovations to residential and commercial buildings
  • Coalition of mayors, environmental justice, and environmental groups urging Executive Order
  • Rocky Mountain Institute: *Delaying electrification until next cycle (2025) will result in 3 million additional tons of carbon emissions, or equivalent to 650,000 cars on the road for a year.*
Cumulative Emissions Savings from All-Electric New Construction

Source: Rocky Mountain Institute (July 2020)
Thank You!

Allison Brooks
Executive Director, BARC
Particulate Matter (PM) Strategy: Status Update

Presentation to Executive Committee, BAAQMD Board of Directors
By BAAQMD Advisory Council
October 21, 2020
PM Strategy:

Context

- Following now four years of intense wildfire smoke, Air District’s focus on reducing diesel PM emissions, and conclusion that PM is overwhelming health risk driver in Bay Area air

- Air District asked Advisory Council to focus on PM

- Provide Advisory Council’s take on latest and best science, in science-affirming way

- Assist Air District to identify those further PM measures that would most move public health needle, especially in most impacted communities, above and beyond what the Air District is already doing, above and beyond clean air standards
**Particulate Matter: Spotlight on Health Protection**

Date: Oct. 28, 2019  
Time: 9:00 am - 4:45 pm  
Advisory Council Chair: Mr. Stan Hayes  
Facilitator: Jeff McKay

### Agenda Items

<table>
<thead>
<tr>
<th>Time</th>
<th>Session</th>
<th>Location</th>
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<tbody>
<tr>
<td>8:30 AM</td>
<td>Registration/Coffee and light breakfast</td>
<td>Atrium</td>
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<tr>
<td>9:00 AM</td>
<td>Welcome</td>
<td>Board Room</td>
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<td>9:25 AM</td>
<td>PM Health Effects Panel</td>
<td>Board Room</td>
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<tr>
<td>11:00 AM</td>
<td>Break</td>
<td>Atrium</td>
</tr>
<tr>
<td>11:15 AM</td>
<td>Joint Discussion: Health Effects Panel</td>
<td>Board Room</td>
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<tr>
<td>12:00 PM</td>
<td>Lunch with Keynote Speaker – Former EPA</td>
<td>Yerba Buena</td>
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<td>Administrator Gina McCarthy</td>
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<tr>
<td>1:15 PM</td>
<td>PM Exposure &amp; Risk Panel</td>
<td>Board Room</td>
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<tr>
<td>2:55 PM</td>
<td>Break</td>
<td>Atrium</td>
</tr>
<tr>
<td>3:10 PM</td>
<td>Joint Discussion: Exposure &amp; Risk Panel</td>
<td>Board Room</td>
</tr>
<tr>
<td>4:00 PM</td>
<td>Advisory Council Deliberation</td>
<td>Board Room</td>
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Additional information
This is a meeting of the BAAQMD Advisory Council.  
Public comment will take place during welcome remarks.  
For ADA related assistance, please contact Anna Flores at aflores@baaqmd.gov.

- ~160 registrants
- ~Hundreds online
- 2 panels
  - PM Health Effects
  - PM Exposure & Risk
- 9 leading experts
PM Strategy: Milestones

October

- State of Science: PM health effects, exposures, risk
- Council deliberations
- Air District update on emerging PM efforts

December

- Community PM discussion
- Air District staff, ~30 community members, ~16 organizations

February

- Community AC presentations
- Air District update on PM potential policy strategies

May

- Panel Session
- A&WMA Virtual Annual Meeting

June

- Regulated industry AC presentations
- CCEEB, WSPA speakers

July
PM Strategy: Findings

• Assembled more than 50 potential findings & recommendations
  ✓ Based on outside experts, District staff, council expertise

• Organized them into three groups:
  ✓ PM Reduction Statement
  ✓ Framework for Evaluating PM Reduction Strategies
  ✓ Recommended Actions
PM Strategy: Findings (DRAFT, For Discussion Only)

PM REDUCTION STATEMENT (Draft)

<table>
<thead>
<tr>
<th>ID</th>
<th>PARTICULATE MATTER REDUCTION STATEMENT</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>PMR1</td>
<td>PM is the health risk driver in Bay Area air, both PM2.5 as a criteria pollutant and diesel PM as a toxic air contaminant.</td>
<td>Agree [REORDERED]</td>
</tr>
<tr>
<td>PMR2</td>
<td>The current PM national ambient air quality standards (NAAQS) are not sufficiently health protective.</td>
<td>Agree [REORDERED]</td>
</tr>
<tr>
<td>PMR3</td>
<td>More stringent standards are needed, and, if met, would save thousands of lives in the U.S. and many Bay Area lives each year.</td>
<td>Agree [REORDERED]</td>
</tr>
<tr>
<td>PMR4</td>
<td>There is no known safe level of exposure to PM2.5, thus it follows that additional PM reductions beyond the current standards will achieve additional public health benefits.</td>
<td>Agree [REORDERED] REVISE</td>
</tr>
<tr>
<td>PMR5</td>
<td>The Bay Area has made substantial progress at reducing regional PM2.5 levels to meet current PM2.5 standards, however, 1) exposures vary substantially across communities; 2) wildfire smoke increases exposures substantially above standards; and 3) more stringent standards would be more health protective.</td>
<td>Revise (refer to Bay Area as a region) [REORDERED; REWORDED; AD COMMENTS] REVISE</td>
</tr>
<tr>
<td>PMR6</td>
<td>With additional PM emission reductions, the Bay Area region could also make progress toward more stringent standards providing an additional public health benefit to communities.</td>
<td>Revise (include 8 ug/m3 standard) [REORDERED; REWORDED; AD COMMENTS] REVISE</td>
</tr>
<tr>
<td>PMR7</td>
<td>Allowance should be made for year-to-year variability in meteorological and other weather-related factors that cause PM concentrations to vary, even if emissions and other conditions were to remain unchanged.</td>
<td>[NEWLY ADDED] REVISE</td>
</tr>
<tr>
<td>PMR8</td>
<td>An Air District guideline “target” below the current PM2.5 NAAQS may be warranted; if the Air District were to set that target at an annual average of 10 ug/m3 to as low as 8 ug/m3, national data supports that it would save additional lives.</td>
<td>Revise (include 8 ug/m3 standard) [REORDERED; REWORDED; AD COMMENTS] REVISE (explain basis for 10 and 8 ug/m3)</td>
</tr>
<tr>
<td>PMR9</td>
<td>Although a large fraction of PM2.5 is regionally contributed, substantially elevated PM2.5 exposures can occur in locations adjacent to local PM sources.</td>
<td>Agree [REORDERED; REWORDED; AD COMMENTS]</td>
</tr>
<tr>
<td>PMR10</td>
<td>Wildfire PM is a serious contributor to PM health effects; early health studies are of concern; more research on acute and sub-chronic effects is ongoing and urgently needed. Wildfire PM exposure is projected to increase in duration and intensity, due to climate change.</td>
<td>[REORDERED; ASSUME AGREEMENT, NOT SPECIFICALLY DISCUSSED IN 7/31 AC MEETING]</td>
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PM Reduction Statement
PM Strategy: Findings (DRAFT, For Discussion Only)

<table>
<thead>
<tr>
<th>ID</th>
<th>FRAMEWORK FOR EVALUATING PARTICULATE MATTER REDUCTION STRATEGIES</th>
<th>NOTES</th>
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</thead>
<tbody>
<tr>
<td>F1</td>
<td>Where the Air District has authority, move quickly to take maximal feasible action.</td>
<td>Revise (General agreement) AGREE</td>
</tr>
<tr>
<td>F2</td>
<td>The most effective exposure reduction measures may differ across communities, due to varying source mix and size, ambient PM concentration levels, physical circumstances (e.g., meteorology, terrain), and other relevant factors.</td>
<td>Agree [AD COMMENTS] RE-ORDER</td>
</tr>
<tr>
<td>F3</td>
<td>The Air District should focus PM reduction in areas with increased exposure, health vulnerability, and those areas with increased impacts and sensitive populations (e.g., US EPA identifies children, non-white, low socioeconomic status, elderly).</td>
<td>Agree</td>
</tr>
<tr>
<td>F4</td>
<td>PM reduction strategies should consider regional (Bay Area-wide), local (community-level), and localized hot-spot (block-level) sources.</td>
<td>Agree</td>
</tr>
<tr>
<td>F5</td>
<td>PM reduction strategies should consider emission reduction measures for both primary PM and secondary PM formed in the air (e.g., emissions of precursor ROG, NOx, NH3, and SO2).</td>
<td>Agree</td>
</tr>
<tr>
<td>F6</td>
<td>PM reduction strategies will need to address multiple source categories.</td>
<td>Agree</td>
</tr>
<tr>
<td>F7</td>
<td>PM reduction strategies should prioritize those measures that are most effective in reducing exposure and improving public health and health equity in the most impacted areas.</td>
<td>[NEWLY ADDED] RE-ORDER (#2)</td>
</tr>
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</table>

• Framework for Evaluating PM Reduction Strategies
# PM Strategy: Findings

(DRAFT, For Discussion Only)

<table>
<thead>
<tr>
<th>ID</th>
<th>RECOMMENDED ACTIONS</th>
<th>CATEGORY</th>
<th>NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>RA1</td>
<td>Continue working to make air quality data more accessible and timely.</td>
<td>Monitoring</td>
<td>AGREE</td>
</tr>
<tr>
<td>RA2</td>
<td>Some species of PM may be more dangerous than others; as yet, no PM species can be</td>
<td>Monitoring</td>
<td>AGREE</td>
</tr>
<tr>
<td></td>
<td>exonerated. Make current PM speciation data more available. Advocate for the US EPA</td>
<td></td>
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<td></td>
<td>national monitoring guidance and requirements to increase PM speciation.</td>
<td></td>
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<tr>
<td>RA3</td>
<td>Advocate for increased, broader, national monitoring and studies of UFP; support</td>
<td>Monitoring</td>
<td>AGREE</td>
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<tr>
<td></td>
<td>further national studies on the health impacts of UFP.</td>
<td></td>
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<tr>
<td>RA4</td>
<td>Advocate appropriate federal and state agencies to set improved UFP filtration</td>
<td>Technology</td>
<td>AGREE</td>
</tr>
<tr>
<td></td>
<td>requirements for on-road vehicles.</td>
<td></td>
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<tr>
<td>RA5</td>
<td>Strengthens implementation and enforcement of programs and rules intended to reduce</td>
<td>Enforcement</td>
<td>AGREE</td>
</tr>
<tr>
<td></td>
<td>exposures to PM2.5 (including diesel PM) and seek sufficient resources to do so.</td>
<td></td>
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<tr>
<td>RA6</td>
<td></td>
<td>Enforcement</td>
<td>REMOVE</td>
</tr>
<tr>
<td>RA7</td>
<td></td>
<td>Enforcement</td>
<td>REMOVE</td>
</tr>
<tr>
<td>RA8</td>
<td>Advocate for improved emission estimation and control methods for emerging source</td>
<td>Planning</td>
<td>AGREE</td>
</tr>
<tr>
<td></td>
<td>categories (e.g., tires &amp; brakes, road dust).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RA9</td>
<td>Develop Air District PM strategic action plans for individual highly impacted</td>
<td>Planning</td>
<td>AGREE</td>
</tr>
<tr>
<td></td>
<td>communities with appropriate targets.</td>
<td></td>
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<tr>
<td>RA10</td>
<td>Further develop and implement a strategy of health protective measures and guidance</td>
<td>Planning</td>
<td>AGREE</td>
</tr>
<tr>
<td></td>
<td>for the community during wildfire episodes.</td>
<td></td>
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<tr>
<td>RA11</td>
<td>Implement and encourage strategies to reduce vehicle miles traveled (e.g., active</td>
<td>Planning</td>
<td>AGREE</td>
</tr>
<tr>
<td></td>
<td>transportation, public transit, telework where possible, and land use planning.)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RA12</td>
<td>Expand community-level exposure and health impact assessments.</td>
<td>Planning</td>
<td>AGREE</td>
</tr>
<tr>
<td>RA13</td>
<td>Evaluate improvements to existing rules limiting visible emissions and trackout of</td>
<td>Rules</td>
<td>AGREE</td>
</tr>
<tr>
<td></td>
<td>road dust to address communities that are overburdened.</td>
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- More than 30 Recommended Actions
## PM Strategy: Findings (DRAFT, For Discussion Only)

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<th>ID</th>
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<th>CATEGORY</th>
<th>NOTES</th>
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<tbody>
<tr>
<td>RA14</td>
<td>Modify permitting regulations to address hyper-localized hotspot health risks.</td>
<td>Rules</td>
<td>AGREE</td>
</tr>
<tr>
<td>RA15</td>
<td>Adopt rule requiring woodburning devices be disabled or replaced when properties are sold.</td>
<td>Rules</td>
<td>REVISE (gas replacements)</td>
</tr>
<tr>
<td>RA16</td>
<td>Adopt rule to improve the efficiency of water heaters and space heaters.</td>
<td>Rules</td>
<td>REVISE (electrification)</td>
</tr>
<tr>
<td>RA17</td>
<td>Expand the existing rule to reduce emissions from commercial cooking equipment such as charbroilers (Rule 6-2).</td>
<td>Rules</td>
<td></td>
</tr>
<tr>
<td>RA18</td>
<td>Update permitting regulations for gas stations and dry cleaners (Regulation 2).</td>
<td>Rules</td>
<td></td>
</tr>
<tr>
<td>RA19</td>
<td>Adopt amendments to Rule 9-1 to limit sulfur dioxide emissions from refineries.</td>
<td>Rules</td>
<td></td>
</tr>
<tr>
<td>RA20</td>
<td>Adopt a new rule to limit site-wide health risk from PM.</td>
<td>Rules</td>
<td></td>
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<tr>
<td>RA21</td>
<td>Take into account cumulative impact in permitting.</td>
<td>Permitting</td>
<td></td>
</tr>
<tr>
<td>RA22</td>
<td>Close loopholes that allow piecemealing of larger projects into small components.</td>
<td>Permitting</td>
<td></td>
</tr>
<tr>
<td>RA23</td>
<td>Assist local programs to control road dust (e.g., analyze road dust emission rates for local streets).</td>
<td>Funding</td>
<td></td>
</tr>
<tr>
<td>RA24</td>
<td>Seek federal funding for electrification infrastructure.</td>
<td>Funding</td>
<td></td>
</tr>
<tr>
<td>RA25</td>
<td>Work to leverage Senate Bill 1 funding to replace switcher engines in East Bay to reduce other off-road sources.</td>
<td>Funding</td>
<td></td>
</tr>
<tr>
<td>RA26</td>
<td>Seek additional funding to improve transit, bicycles, and pedestrian facilities, and to reduce VMT to reduce road dust, brake &amp; tire wear, and vehicle exhaust.</td>
<td>Funding</td>
<td></td>
</tr>
<tr>
<td>RA27</td>
<td>Seek changes at state level to Air District authority for magnet sources.</td>
<td>Authority</td>
<td></td>
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<tr>
<td>RA28</td>
<td>Authorize the Air District to regulate fine PM as toxic air contaminant.</td>
<td>Authority</td>
<td></td>
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<tr>
<td>RA29</td>
<td>Seek authority for the Air District to establish air quality standards for PM.</td>
<td>Authority</td>
<td></td>
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<tr>
<td>RA30</td>
<td>Support CARB efforts to electrify trucks and other vehicles.</td>
<td>Authority</td>
<td></td>
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<tr>
<td>RA31</td>
<td>Seek stricter offroad mobile source rules from CARB.</td>
<td>Authority</td>
<td></td>
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## PM Strategy: Findings (DRAFT, For Discussion Only)

### ID | RECOMMENDED ACTIONS |
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<tr>
<td>RA32</td>
<td>Seek authorization from CARB for stronger at-berth regulations to control emissions from ships that dock at ports and refineries.</td>
</tr>
<tr>
<td>RA33</td>
<td>PM action plans should include all available &quot;technically feasible&quot; methods of reducing PM emissions and exposures for stationary, area, mobile, and indirect sources of PM.</td>
</tr>
<tr>
<td>RA34</td>
<td>Legislative approaches to secure additional authority to regulate PM emissions should be considered, e.g., indirect source rule (ISR) or indoor air quality.</td>
</tr>
<tr>
<td>RA35</td>
<td>OEHHA and ARB should be petitioned to identify PM as a toxic air contaminant in light of the available health data.</td>
</tr>
<tr>
<td>RA36</td>
<td>A comprehensive study of indoor air quality should be conducted to better understand the pathways of PM exposure and how people can reduce that exposure through changes in habits.</td>
</tr>
<tr>
<td>RA37</td>
<td>PM action plans should include non-traditional partners and approaches such as county health officials, health care providers, and methods of improving indoor air quality. (This could provide added protection during episodic events such as wildfires and facility incidents.)</td>
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*More than 30 Recommended Actions*
Particulate Matter Strategy Report

Final Report

• Executive Officer Statement
• Introduction and Background
• Advisory Council PM Reduction Statement, Framework, and Recommended Actions
Particulate Matter Strategy Report

Appendix A: Supplemental Information

• Summary of Advisory Council Deliberations
• Supplemental information to support PM Reduction Statement and Framework
Particulate Matter Strategy Report

Appendix B: Symposium Summaries, Presentations & Additional Info

- October 2019 Report and Panel Presentations
- December 2019 Report and Panel Presentations
- February Community PM Discussion Summary
- May Community and Air District Presentations
- July Industry Presentations
- Links to Advisory Council webpage and webcasts
- Biographies of Advisory Council members
PM Strategy:
Schedule

- **July 31**: Began Advisory Council deliberation, 2nd half of meeting
- **October 9**: Advisory Council deliberation, Draft findings
- **November 9**: Draft report
- **December 16**: Joint ExCom/Advisory Council meeting
PM Strategy:
Next Steps

• Continue compilation and analysis of options
• Further deliberation on findings & recommendations
• Review and comment on draft report
• Present to Board and Staff
Status Update for the Production System Office

Executive Committee Meeting
October 21, 2020

Blair L. Adams
Information Systems Officer

Anja Page
Online Services Assistant Manager
My Air Online: Key Objectives

1) Legacy System Deprecation
   o Permitting and Compliance
   o Business Process Reengineering
   o In-Sourced Support Model

2) Public Web Presence
   o Secure, Reliable Information (Pull)
   o Proactive Digital Notifications (Push)
   o Equity (i.e. 508, Languages, Data Access)

3) Unified Digital Payments
   o Grow Online Payment Adoption
   o Payment Reconciliation Governance
   o Expand to both Inbound and Outbound
Permitting and Compliance System: Current Features In Production

- Gas Stations
- Dry Cleaners
- Autobody Shops
- Charbroilers
- Mobile Refinishing
- Graphic Arts
- Small Boilers
- Agricultural Diesel Engines
- Internal Combustion Engines
- Public Complaints
- Wood Smoke
- Grants
- Asbestos
- Facility Inspections
- General Investigations
- Financial Integration (Phase 2)
- Stipulated Abatement Orders
- Online Payments (All Facilities)
Permitting and Compliance System: Recent Accomplishments

- Application Programming Interface
- Decoupled Legacy Systems
- No Net Increase (Web / Reports)
- Payment Reconciliation
- Notice of Violation
- Notice to Comply
- Renewal Fee Calculations
- Factor Based Calculations
- Emission Trains
- Online Complaints
- Compliance Verification

Executive Committee Meeting
October 21, 2020
Remaining Legacy Features: Permitting System

Databank

- Material Balance Calculations
- No Net Increase (Administrative Interface)
- Startups / Shutdowns
- Source Modifications
- Application Fees
- Authority to Construct
- Offline Calculations
- Application Interface Enhancements
- Facility Manager
- Conditions Manager
- Validations
- Health Risk Assessments & Toxics
- Continuous Emission Monitoring
- Application Interface (Major Facilities)

Executive Committee Meeting
October 21, 2020
Remaining Legacy Features: Enforcement & Compliance

Ingres Relational Information System (IRIS)

- Reports*
- Invoice Automation
- JDE Integration
- Permit Automation
- Radio Telephone Operators (Dispatch)
- Area Assignment
- Mutual Settlement
- Reportable Compliance Activities (Episodes)
- Permit Applications
- Transfer of Ownership
- Hearing Board
- Complaint Investigation

Executive Committee Meeting
October 21, 2020
Triple Bottom Line: People, Profit, Pollution

Facilities Migrated: 5272
Revenue Migrated: 22.24M
Emissions Migrated (tons/year): 10.13K
Recent Accomplishments

- Public Data Center
- District Redesign
- Small Boiler Registration
- Health Risk Assessments
- Annual Report
- Cut the Commute
- Web Streaming Enhancements
Website Usage

Date Range:
8/14/2020 - 10/11/2020

- Pageviews: 4.14M
- Sessions: 2.71M
- Users: 1.75M

District Website Usage

Count

Aug 23 Sep 06 Sep 20 Oct 04

Date

Bay Area Air Quality Management District
<table>
<thead>
<tr>
<th>Description</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
</tr>
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<tbody>
<tr>
<td>Factor and material-usage based emission calculations</td>
<td>☺</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Semi cutover all facilities</td>
<td></td>
<td>☺</td>
<td>☺</td>
<td></td>
</tr>
<tr>
<td>Complex facility user interface</td>
<td></td>
<td>☺</td>
<td>☺</td>
<td>☺</td>
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<tr>
<td>Retirement party for legacy systems</td>
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Budget:
Past Actuals and Future Estimated

![Bar Chart]

- **Fiscal Year End**:

**Budget** vs **Modules**

- **Millions**:
  - Y-axis

- **Dollars**:
  - X-axis

*Executive Committee Meeting*
*October 21, 2020*
Questions?
Request to Amend the Fiscal Year Ending (FYE) 2021 Budget to Increase Staffing

Executive Committee Meeting
October 21, 2020

Jack P. Broadbent
Executive Officer
On December 4, 2019, the Board of Directors (Board) approved the Personnel Committee recommendation to authorize 10 additional staff (from 405 to 415)

The additional positions were needed to backfill Engineering, Enforcement and M & M resources diverted to cover Assembly Bill (AB) 617 work.

Due to COVID-19, increases were postponed, and the approved FYE 2021 budget included funding for only 405 positions.

Staff advised the Board that there could be a mid-year request to reconsider funding for some of the positions.
Five Positions

- Positions needed to support monitoring and modeling work associated with the AB 617 Program

<table>
<thead>
<tr>
<th>*FTE Count</th>
<th>Position</th>
<th>Division/Office/Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Advanced Projects Advisor</td>
<td>AIM</td>
</tr>
<tr>
<td>4</td>
<td>Manager (1), Specialist (3)</td>
<td>Enforcement and M&amp;M</td>
</tr>
</tbody>
</table>

*FTE = Full-Time Equivalent
FYE 2021 Approved Budget Overview

• $106 M General Fund Budget, decrease of $16 M
• Includes Use of Reserves of $5 M
• No Amendment to Existing Fee Schedules
• New Fee Schedule (AB 617) $1 M / year
• Budget 405 of the previously approved 415 FTE
• No Increase in Services & Supplies
• Addresses Retirement Liabilities
• Includes 3.1% Cost of Living Adjustment (COLA)
Actual Reserves & Policy (Excludes Building Proceeds)

GENERAL FUND RESERVES COMPARED WITH POLICY

<table>
<thead>
<tr>
<th>Fiscal Year Ending</th>
<th>Reserves</th>
<th>Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>2007</td>
<td>$37</td>
<td>$8</td>
</tr>
<tr>
<td>2009</td>
<td>$15</td>
<td>$9</td>
</tr>
<tr>
<td>2011</td>
<td>$10</td>
<td>$9</td>
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<tr>
<td>2013</td>
<td>$19</td>
<td>$9</td>
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<tr>
<td>2015</td>
<td>$31</td>
<td>$10</td>
</tr>
<tr>
<td>2017</td>
<td>$41</td>
<td>$16</td>
</tr>
<tr>
<td>2019</td>
<td>$45</td>
<td>$20</td>
</tr>
</tbody>
</table>

In Millions

Executive Committee Meeting
October 21, 2020
Funding Requirements: Fees Cost Recovery

• Five additional staff add approximately $800,000 to the annual budget

• Maintenance of staffing in the range of 405 to 410 FTE requires either a reinstatement of the Cost Recovery Policy or a reduction in Service and Supply expenditures
Reserves Projections

ASSUMPTIONS
- Reserves Include already allocated to Pension and TIO Loans
- 405 Filled Seats
- Property Tax Unaffected
- FYE 2021 Service & Supply Expense = FYE 2020
- FYE 2021 Fee Revenue = 85% of FYE 2020 Fee Revenue...
  - except FYE 2021 Asbestos Fee = 50% FYE 2020 Asbestos
- $1M AB617 Fee FYE 2021
- $1.5 Transfer from Grants persists
- Full New Fees would = $3.7 M (AB617 + CTR)
- No Richmond work except $1.5 M Seismic
- COLA for PersonnelCosts in FYE 2021
- Recurring COLA for:
  - Revenue
  - Expenditure
In November 2019, staff requested an additional 10 positions, bringing total approved to 415 FTE.

**ACTUAL STAFFING LEVELS**
Recommendation

Recommend the Committee recommend the full Board:

• Approve the addition of five positions to the FYE 2021 budget, bringing the total FTE to 410
Wildfire Air Quality Response Program Update

Executive Committee Meeting
October 21, 2020

Wayne Kino
Deputy Air Pollution Control Officer
• Starting August 15, 2020, lightning strikes (over 14,000) ignited fires throughout California.

• To date, California has experienced over 900 wildfires burning over 4 million acres.
2017 - 2020 wildfires have had major air quality impacts in the Bay Area

Bay Area experienced unprecedented unhealthy air quality

2018: Recurring and unprecedented wildfires throughout California prompted Air District program for wildfire preparation, prevention, and response

Wildfire Air Quality Response Program designed to be continuously improved as the Bay Area experiences smoke impacts from wildfires.
Comparisons

- Yearly Spare the Air Alert Comparison (STA):
  - Through October 11, 2020, there were 49 STA issued this year (highest on record)
  - The 2nd highest STA occurred in 2017 with 46 days

- Spare the Air Alerts due to wildfires since 2016:
  - Through October 11, 2020: 49 days
  - 2019: 7 days
  - 2018: 21 days
  - 2017: 15 days
  - 2016: 10 days
Wildfire Events
Purpose: Develop a comprehensive, multi-faceted Wildfire Air Quality Response Program intended to prepare, prevent and respond to future wildfires, and to ensure health-protective measures and strategies are in place during air pollution emergencies.
Program Strategy

• Promote Clean Air Shelters Across Bay Area Region

• Target Regulatory Efforts and Actions

• Enhance Information Access to Community Resources

• Advance Air District Grant Opportunities

• Other Program Coordination Efforts
Proposed New Program Measure

• An evaluation of the Wildfire Air Quality Response Program has identified the program has provided regional and local community protection.

• The evaluation identified a gap exists for the protection of people in individual homes especially during COVID-19 where congregating people in clean air shelters is problematic.

• To address this need, staff is proposing an additional program measure that will provide filtration to individual homes through a high efficiency particulate air (HEPA) filtration program.
Program Element Concepts

The initial evaluation has yielded the following concepts:

• Program should include situations where high efficiency filtration is needed to increase funding options

• Develop partnerships with filtration companies and limit filtration to a single clean room to lower unit costs

• Partner with healthcare organizations and/or utilize existing state or federal low-income programs to determine eligibility priorities

• Seek legislative changes to require enhanced filtration in new construction, renovations, and rentals
Questions, comments, and/or ideas?