



Transportation Fund for Clean Air Policies Commencing Fiscal Year 2026-2027

Policy, Grants, and Technology Committee

October 15, 2025

Minda Berbeco, PhD

Manager

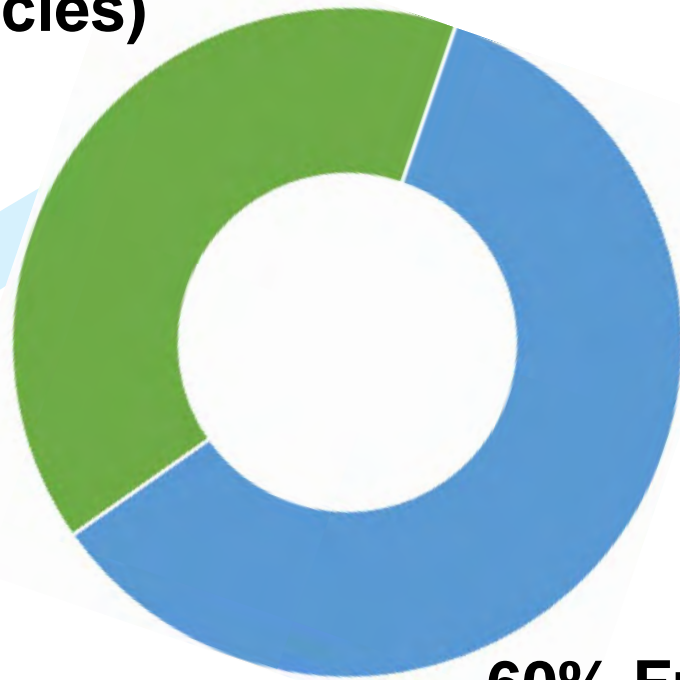
Strategic Incentives Division

Recommended Action

Recommend to the Board of Directors that the Board adopt proposed updates to the Transportation Fund for Clean Air (TFCA) Policies commencing in Fiscal Year 2026-2027.

Background

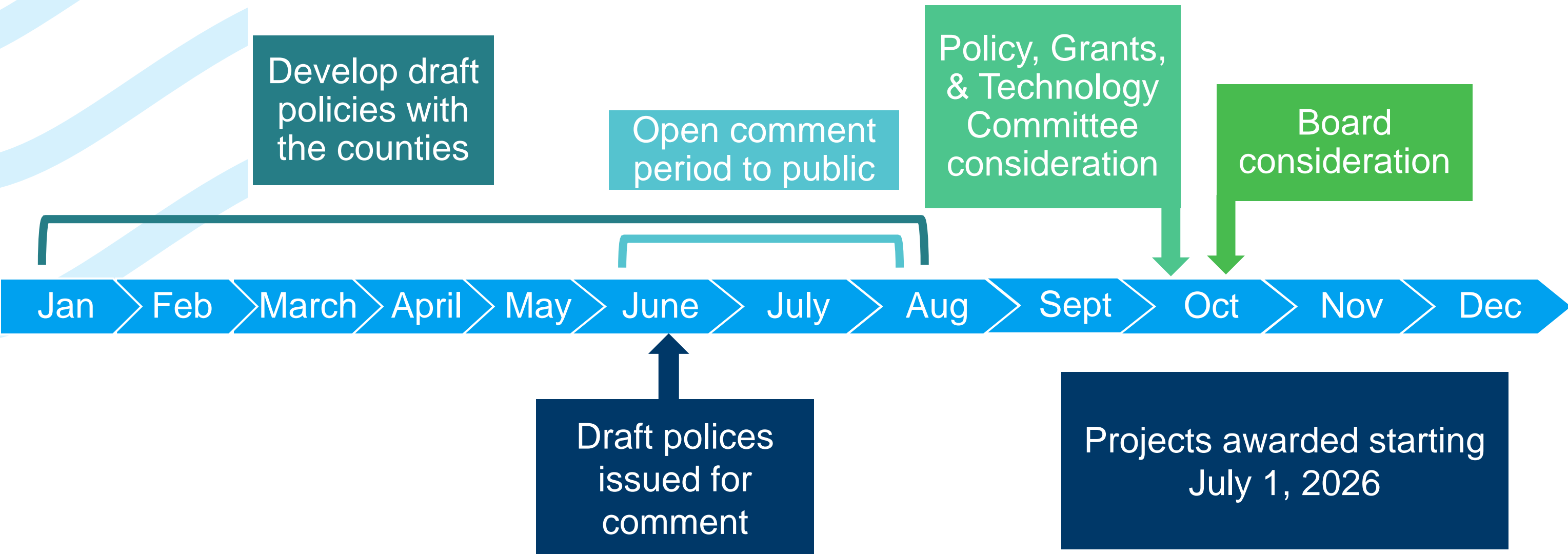
**40% Fund
(Administering
Agencies)**



**60% Fund
(Air District)**

- Authorized in 1991 by State Legislature
- Help air districts reduce on-road mobile source emissions
- Protect public health
- \$4 motor vehicle registration fee
- TFCA policies receive Air District Board of Directors approval

Timeline for Policy Updates



Summary of Proposed Updates

- Merged the 60% and 40% fund policies
- Added two new project categories: 1) Implementation of rail-bus integration & regional transit information systems; 2) Demonstration of congestion pricing (policy #7) to align with legislation
- Added profit (policy #16) and remanufactured or refurbished vehicles, equipment, and parts (policy #17) as ineligible uses of TFCA funds
- Allowed administering agencies to approve no more than three one-year schedule extensions for a project (policy #10)
- Removed minimum and maximum grant amounts, readiness policy, and policies for project specific categories

Summary of Proposed Updates (cont.)

- Increased the cost effectiveness limit for the following categories:
 - Existing ridesharing & first-and last mile connections
 - Bicycle parking, bikeways, and bike share
 - Telecommuting
- Added new and higher cost effectiveness limits for Priority Areas across **all** categories
- Aligned future annual updates to cost effectiveness limits for categories represented in the state's Carl Moyer Program (policy #7)

Recommended Action

Recommend to the Board of Directors that the Board adopt proposed updates to the Transportation Fund for Clean Air Policies commencing in Fiscal Year 2026-2027.

Questions & Discussion

For more information:

Minda Berbeco | Manager | mberbeco@baaqmd.gov



Interstate 580 Truck Access Study

John Xu

Office Chief, Multimodal System Planning

Caltrans District 4

Agenda

Study Overview/Area

Study Goals and Existing Conditions

Public and Stakeholder Engagement

Next Steps

Study Overview

- Originated from Owning Our Air - West Oakland Community Action Plan (WOCAP)
- Consists of 4 components:
 - Traffic studies
 - Air Quality & Noise Impact Assessments
 - Racial Equity Assessment
 - Comprehensive Community Engagement Strategy (CCES)

Trucks are Banned on Oakland's I-580. These Sixth Graders Wondered Why

By Laura K. Brown



Great Freeway Controversy

Truck Ban, People

Join Alameda County Supervisor Nate Miley for a community townhall regarding the commercial truck ban along interstate 580.

SAVE THE DATE!
Thurs., Dec. 16, 2021
6:30 PM - 8:30 PM






OWNING OUR AIR

the West Oakland Community Action Plan – Volume 1: The Plan

October 2019

Study Goals & Objectives



Identify and analyze the likely impacts of removing the truck ban from various vantage points

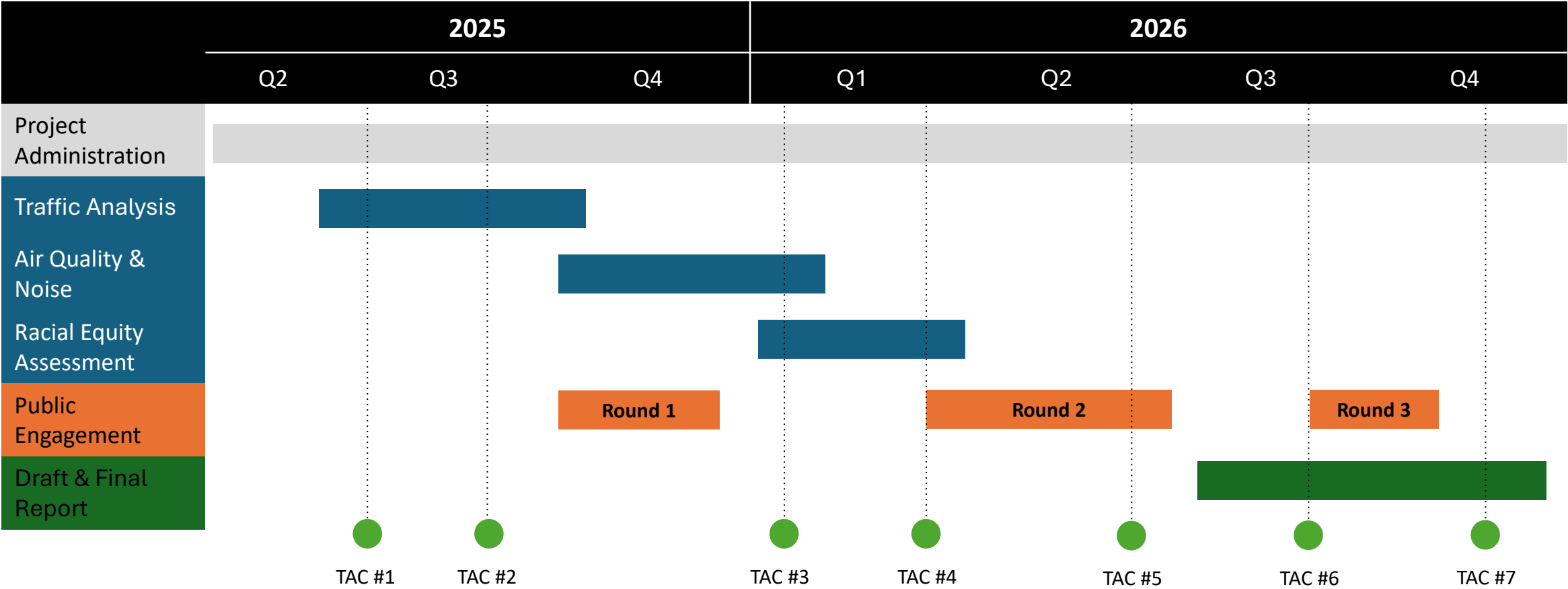


Reevaluate the purpose of the truck ban and find consensus for the ban's potential repeal



Recommend strategies to address existing issues and inefficiencies in freight flows and alleviate the disproportionate health impact of truck traffic on vulnerable communities

Study Timeline



Note: Timing for TAC Meetings is approximate

Study Area

- The study limits include the I-580 Truck Ban, beginning at Foothill Boulevard in San Leandro and ending at Grand Avenue in Oakland.
- Also include I-880, other State highways and major arterials
- Additional areas of Piedmont, Berkeley, San Leandro, and unincorporated Alameda County are also included.



Existing Conditions

Socioeconomic Factors

- Income
- Race and ethnicity
- Equity Priority Communities

Freight Factors

- Industrial land uses
- Heavy Truck Trips
- Freeway Truck Volumes

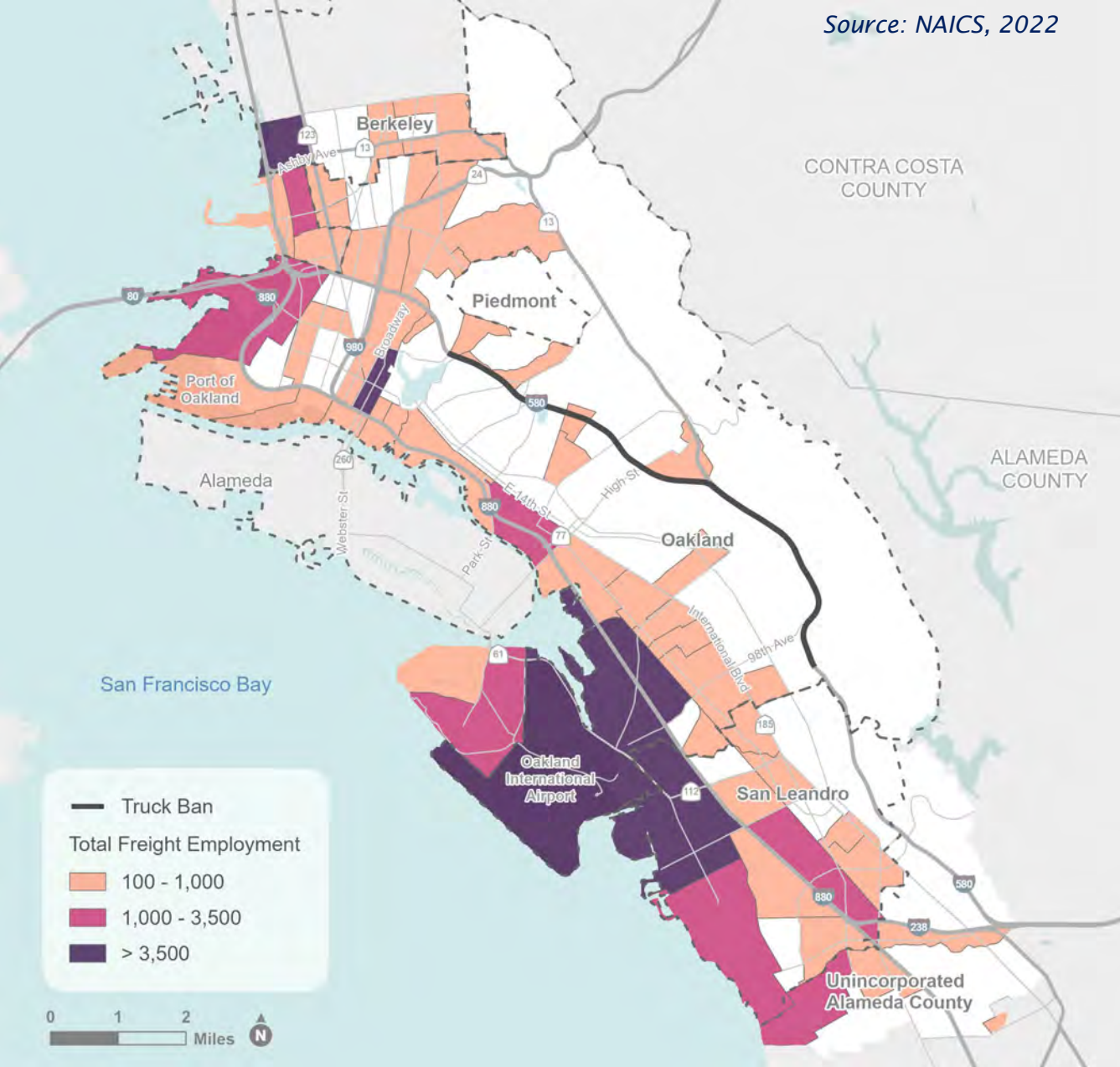
Environmental Factors

- Noise
- Air Quality
- Asthma

Port of Oakland Heavy Truck Trips

Industrial Land Uses: Freight-Dependent Industries

- Freight generating land uses are **heavily concentrated along the I-880 corridor**
- There are significant **employment clusters located near key freight hubs** such as the Port of Oakland and the Oakland International Airport.
- There is **significantly less freight employment in the eastern portion** of the study area as the land use shifts to primarily residential.



Note: Freight dependent industries are industries with operations that rely on efficient and effective goods movement, including Agriculture, Forestry, Fishing and Hunting, Mining, Quarrying, and Oil and Gas Extraction, Utilities, Construction, Manufacturing, Wholesale Trade, Retail Trade, and Transportation and Warehousing.

Public and Stakeholder Engagement

- 3 Rounds of Public Engagement:
 - Community workshops (in-person or virtual)
 - Surveys
 - Informational presentations
 - Social media / Constant Contact
- Stakeholder engagement: 7 TAC meetings



Source: West Oakland Community Action Plan

Public Agency TAC Members

State and Regional Partners



Bay Area Air District



Port of Oakland



California Highway Patrol



Metropolitan Transportation Commission

County Partners



Alameda County



Alameda County Transportation Commission



Alameda County Public Health Department



AC Transit

City Partners



City of Emeryville



City of Oakland



City of Piedmont



City of Alameda



City of San Leandro



City of Berkeley

Industry TAC Members



California Trucking Association



Harbor Trucking Association

Community-Based Organization TAC Members



West Oakland
Environmental
Indicators Project



Communities For a
Better Environment



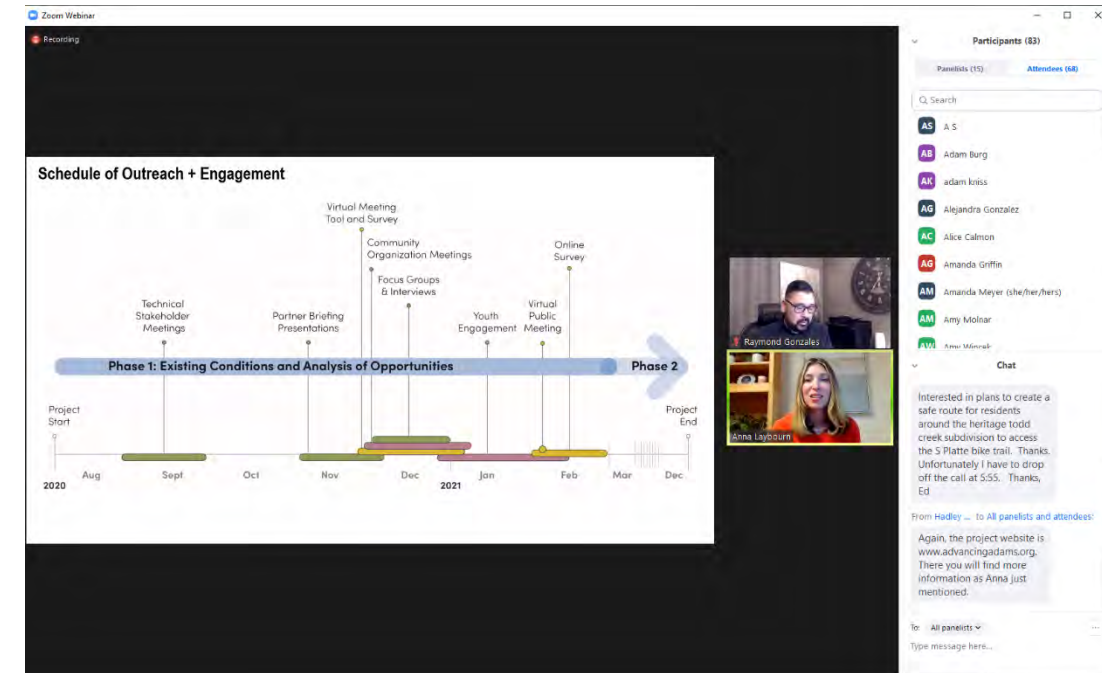
San Leandro 2050

*Also keeping Tiburcio Vasquez Health Center informed outside the TAC



Phase 1 Public Engagement

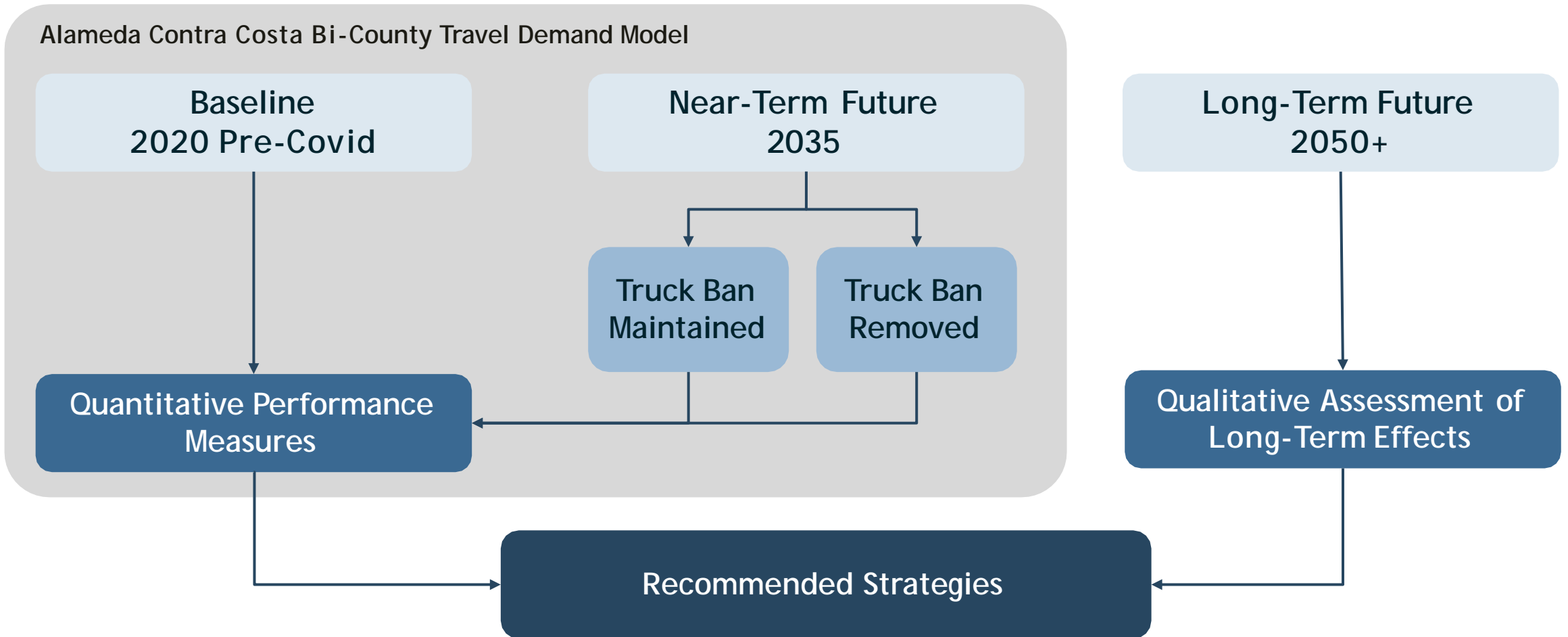
- **Public Kick-Off Meeting**
 - **Format:** Virtual Zoom Webinar
 - **Date:** Wednesday, November 12, 2025
 - **Time:** 6:30pm
 - **Duration:** 1 hour
- **Promotion Plan**
 - Caltrans to share on communications channels
 - Attend pop-ins prior / agendize on upcoming committee meetings
 - Pass out flyers, table at community centers; meet people where they are





Next Steps

Traffic Analysis Approach

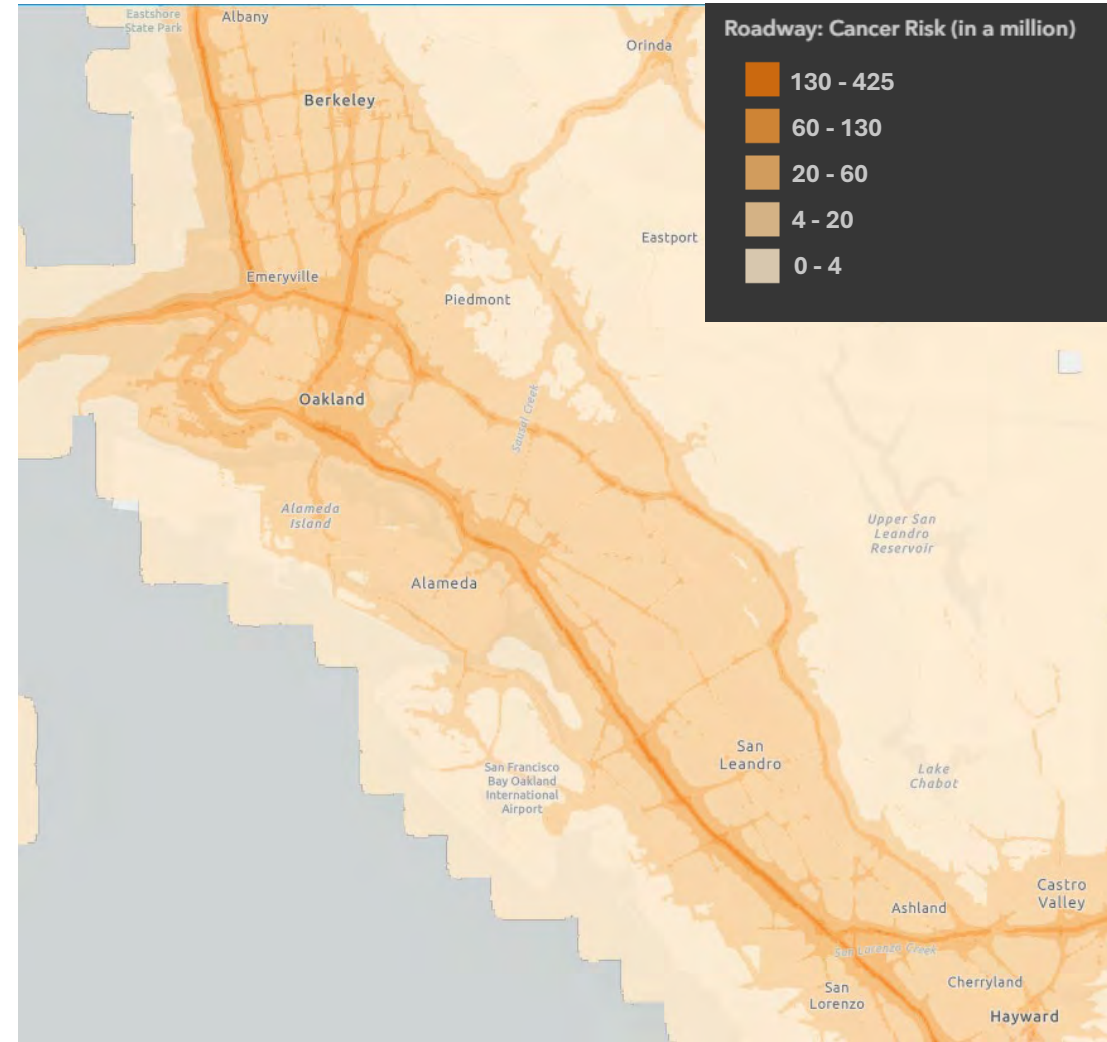


Air Quality Analysis

- Emissions estimation based on traffic volume data from Fehr & Peers
- Air dispersion modeling using emissions estimates and roadway configurations
- Modeling results will be provided to ESA for exposure and risk assessment
- Overall approach consistent with Air District's work on AB 617 assessments and CEQA screening tool development

Air Quality Analysis Elements:

- Fine particulate matter (PM_{2.5}) concentrations
- Diesel particulate matter (DPM) concentrations
- Cancer risk (from all mobile source air toxics)



Air District's CEQA Mobile Source Screening Map
(Example illustration: roadway cancer risk for 2022)

Stay Updated!



- **Constant Contact:** <https://lp.constantcontactpages.com/sl/oX4UN69>
- **Website:** [Interstate 580 Truck Access Study | Caltrans](#)
- **StoryMap:** [I-580 Truck Access Study](#)
- **Email:** bayareafreight@dot.ca.gov
- **Contract Manager:** [Kelsey Rodriguez](#)



Constant Contact
Landing Page



I-580 Truck Access
Study Webpage



State and Federal Legislative Updates

Policy, Grants, and Technology Committee

October 15, 2025

Alan Abbs

Legislative Officer

Legislative and Government Affairs

Presentation Outline

I. State Legislative Update

- Air District Co-Sponsored Bill
- Board-Approved-Position Bills
- Additional Bills of Interest

II. State Budget Update for Fiscal Year (FY) 2025-26

III. Federal Legislative Update

Abbreviations: Assembly Bill (AB) | Senate Bill (SB)

State Legislative Update

Co-Sponsored Bill

AB 14 (Hart)

Coastal resources: Protecting Blue Whales and Blue Skies Program

This bill will expand the existing Protecting Blue Whales and Blue Skies vessel speed reduction (VSR) program to include ocean territories that are not covered by any VSR program.

Status: On the Governor's Desk

Position: Co-Sponsor (approved by the Board on February 5, 2025)

State Legislative Update

Board-Approved- Position Bills

AB 339 (Ortega)

Local public employee organizations: notice requirements

This bill would require the governing body of a public agency, and boards and commissions designated by law or by the governing body of a public agency, to give the recognized employee organization no less than 45 days' written notice before issuing a request for proposals, request for quotes, or renewing or extending an existing contract to perform services that are within the scope of work of the job classifications represented by the recognized employee organization, subject to certain exceptions. The bill would require the notice to include specified information, including the anticipated duration of the contract.

Status: On the Governor's Desk

Position: Oppose (approved by the Board on April 2, 2025)

AB 546 (Caloza)

Health care coverage: portable high-efficiency particulate air (HEPA) purifiers

This bill requires a large group health plan contract or group health insurance policy, to cover one portable HEPA purifier (up to \$500) for emergency declarations after January 1, 2025 for enrollees or insureds who are pregnant or diagnosed with asthma or chronic obstructive pulmonary disease, residing in or displaced from a county where a local or state emergency has been declared due to wildfires and the HEPA purifier is prescribed by a health care provider.

Status: On the Governor's Desk

Position: Support (approved by the Board on March 5, 2025)

SB 34 (Richardson)

Air pollution: South Coast Air Quality Management District (South Coast AQMD): mobile sources: Ports of Long Beach and Los Angeles

Imposes specified conditions and limits on actions by the South Coast AQMD to impose new or additional emissions reduction requirements on sources of air pollution associated with operation of the Ports of Long Beach and Los Angeles until 2031.

Status: On the Governor's Desk

Position: Oppose (Approved by the Board on July 2, 2025)

Additional Bills of Interest

AB 1207 (Irwin, et al.)

Climate change: market-based compliance mechanism: extension

Extends the Cap-and-Trade Program, hereafter to be known as the Cap-and-Invest Program, to 2046.

Status: Signed by the Governor on September 19, 2025

Chapter 117, Statutes of 2025

SB 105 (Wiener)

Budget Bill Jr.

Among other things, includes \$100 million in funding for the Community Air Protection Program (AB 617 Program) and \$25 million in funding for Clean Cars 4 All for the Fiscal Year 2025-2026.

Status: Signed by the Governor on September 17, 2025

Chapter 104, Statutes of 2025

SB 840 (Limón, et al.)

Greenhouse gases: Greenhouse Gas Reduction Fund: studies

Continuous appropriations from the Greenhouse Gas Reduction Fund – including \$250 million for AB 617 Program funding – beginning in the 2026-2027 Fiscal Year.

Status: Signed by the Governor on September 19, 2025

Chapter 121, Statutes of 2025

State Budget Update

FY 2025-26

State Budget Update

Air District staff will provide the Committee with a verbal update on the state budget and the status of funding as it pertains to the Air District.

Federal Legislative Update

Federal Legislative Update

Air District staff will also provide the Committee with a verbal update on recent events of significance on the federal level.

Questions & Discussion

For more information:

Alan Abbs| Legislative Officer | aabbs@baaqmd.gov