

**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, May 18, 2023 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 4.2: 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 4.2. | Board Chair |
| 4.1 | By Consent, Approve Minutes of April 20, 2023 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. | Revise Previous Increase For District X-Factor by Change in Consumer Price Index
<u>Action Requested:</u> Approve Resolution 2023-3: Rescind Resolution 2023-1, and Increase District X-Factor By Annual Average Percentage Change In Consumer Price Index (CPI) from the Previous Year | APCO |
| 7. | Public Hearing: Proposed FY 2023-24 District Budget
<u>Action Requested:</u> Close Public Hearing and Adopt the Proposed FY 2023-24 District Budget by Roll-Call Vote | APCO |
| 8. | Closed Session: Conference for Labor Negotiations
a. Personnel Performance Evaluation, APCO - Pursuant to Gov't. Code sec. 54957, and
b. Labor Negotiations, Unrepresented Employee, APCO - Pursuant to Gov't Code sec. 54957.6 | Board Chair |
| 9. | APCO Report | APCO |
| 10. | Board Member Reports | Board Chair |
| 11. | 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

**North Coast Unified
Air Quality Management District**

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**Minutes of the Special Meeting of the North Coast
Unified Air Quality Management District Governing
Board of Directors Meeting of
April 20, 2023**

The meeting was called to order by Chair Chris Howard at 10:01 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
Chris Howard	Del Norte County Supervisor
Alexandra Stillman	City of Arcata Councilmember
Mike Wilson	Humboldt County Supervisor

MEMBERS ABSENT:

Dan Frasier	Trinity County Supervisor
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STAFF PRESENT:

Jason Davis	Deputy APCO
Winslow Condon	Compliance & Enforcement Manager
Penny Costa	Financial & Admin Services Manager
Erin Squire	Clerk of the Board

OTHERS PRESENT:

Nancy Diamond	District Counsel
Ira Summer	GovInvest Presenter

Agenda Item 1: Call to Order

Agenda Item 2: Roll Call

Agenda Item 3: Changes or Deletions to the Agenda

Staff requested Agenda Item 10 be pulled from the Agenda and moved to the following meeting.

Agenda Item 4: Consider Approving the Consent Agenda

4.1: Approve Minutes of the March 16, 2023, Board Meeting

4.2: By Consent, Accept and File District Activity Report

A motion offered by Supervisor Wilson, duly seconded by Councilmember Stillman, to Adopt Consent Agenda Items 4.1-4.2 is hereby APPROVED by the North Coast Unified Air Quality Management District Board of Directors on this 20th day of April 2023, by the following votes:

UNANMIOUS PASS by the following vote:

Ayes:	Supervisor Bohn, Supervisor Howard, Councilmember Stillman, and Supervisor Wilson (4)
Nays:	None (0)
Abstain:	None (0)
Absent:	Supervisor Frasier (1)

There was no public comment.

Agenda Item 5: Public Comment

There was no public comment.

Agenda Item 6: District Pension & Other Post Employment Benefit (OPEB) Liability Funding Policies

Ira Summers from GovInvest presented the Board with the draft funding policies for the District Pension and Other Post Employment Liability Funding. The presentation is attached.

Board members discussed options and shared thoughts on the policies presented.

The Board requested further discussion and action for Agenda Item 6 be continued after Agenda Item 7, Reserve Fund Status, and Agenda Item 8, Public Hearing: Proposed FY 2023-24 District Budget.

There was no public comment.

Agenda Item 7: Reserve Fund Status

Staff provided an update on the Reserve Fund status including encumbered and unencumbered funding and where the funds originate from.

Board Member discussion ensued. Supervisor Wilson noted that it may be time to look at whether or not the reserve fund thresholds should be increased from the amounts set in 2015 and if our Operating Budget has increased from 2015 levels.

There was no public comment.

Agenda Item 8: Public Hearing: Proposed FY 2023-24 District Budget

The Public Hearing was Opened by Board Chair Howard at 10:55 AM.

The Deputy APCO introduced the Proposed 2023-24 FY Operating Budget with a PowerPoint presentation. The presentation was not included in the published board packet and is attached.

Supervisor Bohn requested more information to better understand District staff responsibilities due to changes in source types and programs worked on. Supervisor Wilson requested the District look at solar options and transitioning our vehicles to electric technology. The Board requested Staff to bring back more information and analysis.

Board members discussed the possible need for an increase to the X-factor beyond the CPI increases that have been the only fee increases to take place for the past 10 years.

The Public Hearing was Continued to the next Regular Board meeting on May 18, 2023.

There was no public comment.

Agenda Item 6: District Pension & Other Post Employment Benefit (OPEB) Liability Funding Policies Continued

The Board continued discussion about the draft funding policies and options.

The Board expressed interest in having presentations from 115 Trust options, including but not limited to, PARS.

A motion offered by Supervisor Bohn, duly seconded by Supervisor Wilson, Approve District Pension & OPEB Liability Funding Policies is hereby APPROVED by the North Coast Unified Air Quality Management District Board of Directors on this 20th day of April 2023, by the following votes:

UNANIMOUS PASS by the following Roll Call vote:

Supervisor Bohn	Aye
Supervisor Frasier	Absent
Supervisor Howard	Aye
Councilmember Stillman	Aye
Supervisor Wilson	Aye

There was no public comment.

Agenda Item 9: Resolution of Appreciation for John Corbett

A motion offered by Supervisor Bohn, duly seconded by Councilmember Stillman to, Approve Resolution 2023-2 is hereby APPROVED by the North Coast Unified Air Quality Management District Board of Directors on this 20th day of April 2023, by the following votes:

UNANMIOUS PASS by the following Consensus vote:

Ayes: Supervisor Bohn, Supervisor Howard, Councilmember Stillman,
and Supervisor Wilson (4)
Nays: None (0)
Abstain: None (0)
Absent: Supervisor Frasier (1)

There was no public comment.

Agenda Item 11: APCO Report

Staff updated the Board on amendments to AB993 (Connolly) regarding biomass energy and updates to the new CALFIRE burn permits.

There was no public comment.

Agenda Item 12: Board Member Reports

Councilmember Stillman requested information about how a member of the public may apply for a position on our hearing board.

Supervisor Wilson requested the District continue to track and follow the Offshore Wind Project and impacts to the million ton exemption currently in place at our port. He also suggested working on planning for once the threshold is exceeded.

There was no public comment.

Councilmember Stillman exited the meeting at 11:39 AM

Agenda Item 11: Adjournment

The Governing Board Meeting was adjourned at 11:41 AM.

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

22DC91C14F12214

ERIN SQUIRE

Clerk of the Board



5/12/2023 | 4:09 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.

Pension & OPEB Funding Policies

North Coast Unified Air Quality Management District, CA
April 20, 2023

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Proposed Funding Policy



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Why are Funding Policies Important

- Pension and OPEB obligations are expensive and can become a serious financial threat to agencies without regular and appropriate attention;
- Pensions and OPEBs require long-term management therefore it is important to develop strategies to fund them and to document these practices;
- Provides guidance in making annual budget decisions;
- Demonstrates prudent financial management practices;
- Reassures bond rating agencies; and
- Shows employees and the public how Pension and OPEB will be funded.



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Three Sections

Purpose

- Why is this Policy being put in place?

Background

- Basic information related to setting funding policy


Policy

- How the Policy will work



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Purpose



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Purpose

- Documents method the District will use to determine its annual contributions;
- Provides guidance in making annual budget decisions;
- Demonstrates prudent financial management practices;
- Reassures bond rating agencies; and
- Shows employees and the public how benefits will be funded



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Background



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Background – Pension


- District provides retirement benefits through CalPERS
- All full-time and certain part-time employees of the District are eligible to participate in CalPERS
- Funding goal – Fund the long-term cost of benefits provided to the plan members




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Background - OPEB

- District provides retiree health benefits through CalPERS Health
- All full-time employees of the District who retire directly from the District are eligible to elect to receive these benefits
- Funding goal – Fund the long-term cost of benefits provided to the plan members


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Policy – Pension

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Goals

- Attain 90% funding of the Actuarial Liability by 2032, and 95% percent funding of the Actuarial Liability by 2036.
- Stabilize contribution rates, as a percent of payroll.
- Fund liabilities using the discount rate adopted by the CalPERS Board for funding purposes.
- Make additional contributions, when possible, to improve the funding of the pension. These contributions may be directly to CalPERS, or to a Section 115 Trust.

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Actuarially Determined Contribution


- Each year, at a minimum, the District will make a contribution to CalPERS equal to the Actuarially Determined Contribution

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Actuarially Determined Contribution


The diagram illustrates the formula for an Actuarially Determined Contribution. It consists of three main parts:

- Normal Cost:** Represented by a green circle. Below it, the text reads: "Cost for current service - Paid as a percent of payroll".
- Plus Sign (+):** A black plus sign is placed between the Normal Cost and UAL Amortization Payment circles.
- Unfunded Actuarial Liability (UAL) Amortization Payment:** Represented by a green circle. Below it, the text reads: "Payment toward past service - Paid as a dollar amount each year".
- Equals Sign (=):** A black equals sign is placed between the UAL Amortization Payment and Total Employer Contribution circles.
- Total Employer Contribution:** Represented by a green circle. Below it, the text reads: "Minimum Payment City can make to CalPERS".

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Periodic Additional Contributions

- Periodically, the Board will authorize additional contributions to be made toward Pension funding.
- These additional contributions may be made directly to CalPERS or to a Section 115 Pension Trust.
- Any additional contributions made to CalPERS will specify the plan to which these additional contributions will be paid and the amortization bases that will be paid down by the additional contributions.

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Section 115 Trust

- The District would establish a Section 115 Trust to fund Pension benefits.
- The money in the 115 Trust would be invested with the goal of generating interest at a higher rate than the General Fund, and these funds would be applied to reduce Pension Liability.


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Section 115 Pension Trust – Contributions Into Trust

- At Discretion of Board

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GOVERNMENT INVESTMENT SERVICES

Section 115 Pension Trust – Payments from Trust

- At Discretion of Board
- **Some or All Required Contributions** – When General Fund revenues insufficient to make payments
- **Additional Funding** - help reach the District’s funding goals, or additional goals as determined by the Board

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Transparency and Reporting

- Annual Actuarial Valuation Reports to District Board
- Annual Operating Budget lists pension contributions
- On website:
 - Funding Policy
 - Annual Comprehensive Financial Report

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Review Policy

- At Discretion of District Board
- No less frequently than once every five years

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Policy – OPEB

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Goals

- Reach 95% funding of its Actuarial Liability by 2023.
- Maintain a funded percentage between 90% and 100% of its Actuarial Liability in all future years.
- Each year's benefit obligations will be paid from funds in the Section 115 Trust.
- Make additional contributions, when possible, to Section 115 Trust to allow for future contribution flexibility.

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Section 115 Trust

- The District would establish a Section 115 Trust to fund OPEB benefits.
- The money in the 115 Trust would be invested with the goal of generating interest at a higher rate than the General Fund, and these funds would be applied to reduce OPEB Liability.


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Section 115 OPEB Trust – Contributions Into Trust

- **At Discretion of District Board**
- **Initial funding** - one-time contribution of \$2.2 Million before June 30, 2023
- **Regular additional funding** – equal to Actuarially Determined Contribution
- **Periodic additional funding** – at the discretion of the Board
- Section 115 OPEB Trust will be invested with a moderate level of risk designed to earn an expected annual return of at least 6%

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Actuarially Determined Contribution




Normal Cost
Cost for current service

+

Unfunded Actuarial Liability (UAL) Amortization Payment
Payment toward past service

=

Total Employer Contribution

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Section 115 OPEB Trust – Payments from Trust

- Required Benefit Payments

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Transparency and Reporting

- Actuarial Valuation Reports to District Board
 - Full valuation every two years
 - Roll-Forward valuation in alternating years
- Annual Operating Budget lists OPEB contributions
- On website:
 - Funding Policy
 - Annual Comprehensive Financial Report


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Review Policy

- At Discretion of District Board
- No less frequently than once every five years


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Proposed Funding Approach

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Proposed OPEB Funding


- The District would make a one-time contribution of \$2.2 million to an OPEB Trust this year
- In future years,
 - The District would make contributions to the Trust on an actuarially determined basis. Similar to the way the District's pension is funded.
 - The District would pay OPEB benefits from the Trust.



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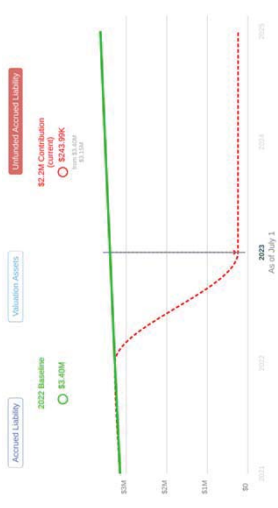
Impact of Change


- If this policy were adopted and followed, the District would be allowed to value the liabilities using a Discount Rate matching the expected return on investments in the trust.
 - For the purpose of this analysis, we assumed that would be 6% per year.



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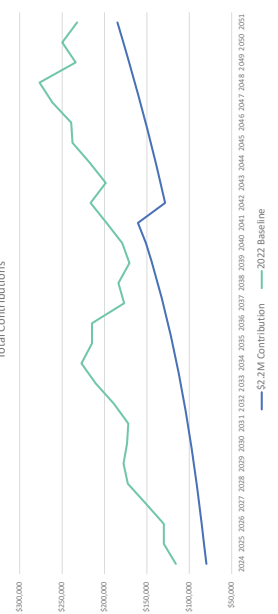
Unfunded Accrued Liability would decrease dramatically






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Future Contributions would also Decrease






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Projected Savings through 2050

Savings From Additional Contributions		
	2022 Baseline	\$2.2M Contributions
Total	\$5,548,349	\$3,575,229
Savings	NA	\$1,973,120

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Questions

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Disclaimer

While tested against actuarial valuation results, the software results will not necessarily match actuarial valuation results, as no two actuarial models are identical. The software offers financially sound projections and analysis; however, outputs do not guarantee compliance with standards under the Government Accounting Standards Board or Generally Accepted Accounting Principles. The software and this presentation are not prepared in accordance with standards as promulgated by the American Academy of Actuaries, nor do outputs or this presentation constitute Statements of Actuarial Opinion. Govinvest has used census data, plan provisions, and actuarial assumptions provided by Customer and/or Customer's actuary to develop the software for Customer. Govinvest has relied on this information without audit.

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NCUAQMD Proposed Draft FY 2023-24 Budget

April 20, 2023




Slide 1

FY 2023-24 Proposed Budget Background Information

Prior FY (2022-23) budget review:


- No increase beyond CPI was made.
- No major mid-year adjustments were needed.



Slide 2

FY 2022-23 Proposed Budget Background Information


- ✓ Noticed per California Health & Safety Code, Section 40131.
- ✓ 30-day public comment period - began March 21, 2023.
- ✓ Initial public hearing - noticed – April 20, 2023.
- ✓ Public comment period ends at next scheduled Board meeting when final budget proposed/adopted.
- ✓ Proposed Draft Budget has been available for public review in the District office and on the website.
- ✓ No public comments have been received.



Slide 3

FY 2023-24 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 \$3.3million, Pension \$916k



Slide 4

FY 2023-24 Proposed Budget

Key Highlights

- Overall Proposed Budget is very similar to last adopted FY budget, except for increases in a few expense items mostly due to inflation (electricity, fuel, etc.) and higher costs of services.
- The current \$2.3 million dollar Operating Budget, includes management of \$17 million dollars in grant programs.
- The Proposed Budget includes CPI as previously approved.
- Increase in outside support costs to determine OPEB & Pension debts.



Slide 5

FY 2023-24 Proposed Budget

Key Items Preventing a Balanced Budget

Significant items on Income side:

- Decrease in revenue from two Major Title V sources. [Budget Acct #43150]
- Actual revenue for the FY from grant reimbursements varies despite grant amount accepted; use of carryover.
- There have been no increases to fee tables for permitted sources (X-Factor) in 7 years beyond CPI.
- Down the road concern - Delay in Burn Permit Fees
 - Ongoing deferral of a needed burn permit fees increase
 - Regular income is offset revenue from 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

FY 2023-24 Proposed Budget

Key Items Preventing a Balanced Budget

Significant items on Expense side:

- Increases in Group Insurance Plans by CalPERS – continues to affect 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 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.

➤ Overall a \$140k increase in expenses



Slide 7

FY 2023-24 Proposed Budget

Preliminary Steps to Balance the Budget

- Initial measures already taken:
 - Unfunded one open staff position (Air Quality Specialist) - \$110k. [#60050]
- Regarding deficit balance proposed:
 - Last year deficit budget approved at about -\$120k
 - This year deficit budget proposed at about -\$145k (once add back in +\$30k from encumbered Reserve for items in Capital Outlay [#66105])
- Difficult to have a truly balanced budget until the Pension and OPEB liabilities are addressed – this will free up AUAL pension payment to CalPERS; Possible addition of line item to address OPEB liability.



Slide 8

FY 2023-24 Proposed Budget

Next Steps

- District fees have been insufficient:
 - Fees (X-factor) has not been capturing Pension & OPEB liabilities for 10+ years.
 - The unencumbered \$2.2million in the Reserve Fund that is available to apply to the liability did not come from excess rates or being under budget.
- Contemplate a future increase to permit fees?
 - Last increase (beyond CPI) was 7 years ago in FY 16 - 17 (then a small % each year for only a few years)



Slide 9

FY 2023-24 Proposed Budget

Next Steps

- Note: Generally an increase of 3% to X-Factor equates to about \$25k in revenue increase; A 10% increase to X-Factor equates to about \$85k in revenue increase
 - District Rule 400(B)(1)(a) – “Determination of X-Factor Value: As part of the annual budgetary process for each fiscal year following the Base Year, the APCO shall identify the appropriate value for “X” necessary to achieve a balanced budget”
- Suggest at the next/May Board meeting:
- Approve budget with deficit similar to last year
 - 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 financial clarity.



Slide 10

Proposed Draft FY 2023-24 Budget

Discussion/Questions



Slide 11

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 & Air Quality Monitoring Report

DATE: May 18, 2023

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 and a air quality monitoring report for the most recent period.

2023 Activity Report

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	YTD Totals	2022 Totals
Complaint Responses - General	1	1	1	4									7	37
Complaint Responses - Open Burning	18	9	8	14									49	195
Permissive Burn Days	31	28	31	30									120	346
Non-Permissive Burn Days ("No Burn Day")	0	0	0	0									0	19
Permissive Burn Days (%)	100%	100%	100%	100%										
Standard (Residential) Burn Permits Issued	637	359	167	291									1,454	2,631
Non-Standard Burn Permits Issued	575	264	179	241									1,259	2,634
"No Burn Day" Permits Issued	0	0	0	0									0	0
Smoke Management Plans (SMP) Reviewed	4	9	9	4									26	111
SMP Burn Authorizations Issued	113	262	24	112									511	1,114
Acres Authorized	1,162	3,183	91	792									5,228	13,297
Stationary Source Permits Issued (new)	0	1	5	5									11	67
Stationary Source Permits Issued (amended)	0	0	0	0									0	13
Stationary Source Permit Apps. Received	4	5	3	4									16	62
Stationary Source De minimus Determination	0	0	1	0									1	6
Inspections - Major Sources	0	2	17	7									26	15
Inspections - Minor Sources	29	23	35	16									103	495
Inspections - Mobile Sources	0	0	1	9									10	1
Inspections - Asbestos	0	1	0	3									4	2
Asbestos Notifications Processed	11	10	13	5									39	73
Notice(s) of Violation (NOVs) Issued	11	13	19	5									48	122
Environmental Documents Reviewed	2	3	3	4									12	34
Grants Paid: Woodstove	0	0	0	0									0	2
Grants Paid: Moyer	0	0	0	1									1	2
Grants Paid: FARMER	0	0	0	0									0	0
Grants Paid: Rural School Bus	1	2	0	1									4	21

NCUAQMD Air Quality Monitoring Report

May 2023

The following information summarizes ambient air quality data with respect to applicable State and Federal Ambient Air Quality Standards (AAQS) for the period of January 2023.

Air Monitoring Data Summary

PM₁₀ AAQS:

- 1) State PM₁₀ 24-hour AAQS -
 - No exceedances were recorded at the Eureka Jacobs station using a Federal Equivalent Method (FEM) monitor during this period.
- 2) Federal PM₁₀ 24-hour AAQS -
 - No exceedances were recorded at the Eureka Jacobs station using a Federal Equivalent Method (FEM) monitor during this period.

PM_{2.5} AAQS:

- 1) State PM_{2.5} 24-hour AAQS -
 - FRM data not yet received for January 2023.
 - No exceedances were recorded at either the Crescent City or Weaverville stations using non-FEM monitors during this period.
- 2) Federal PM_{2.5} 24-hour AAQS -
 - FRM data not yet received for January 2023
 - No exceedances were recorded at either the Crescent City or Weaverville stations using non-FEM monitors during this period.

Gaseous Pollutant AAQS:

- a) Ozone (O₃) -
 - There were no State or Federal AAQS exceedances recorded at the Eureka Jacobs station for this pollutant during the period.
- b) Nitrogen Dioxide (NO₂) -
 - There were no State or Federal AAQS exceedances recorded at the Eureka Jacobs station for this pollutant during the period.
- c) Carbon Monoxide (CO) -
 - There were no State or Federal AAQS exceedances recorded at the Eureka Jacobs station for this pollutant during the period.

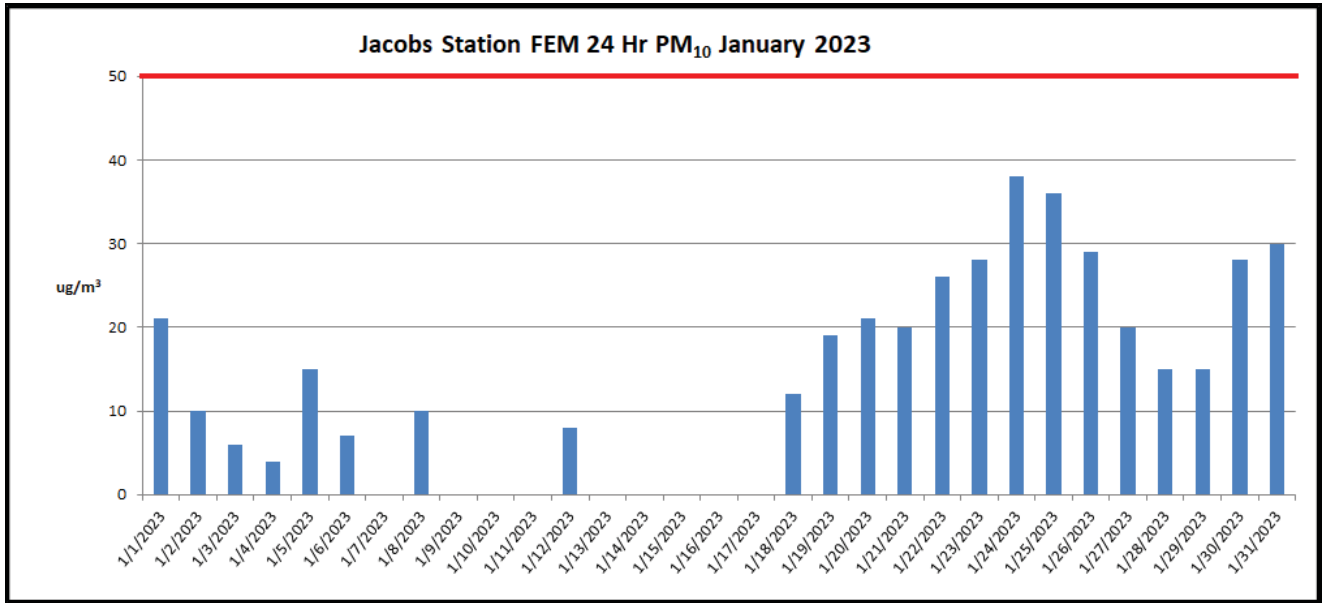
Particulate Matter (PM) Levels in Relation to State Ambient Air Quality Standards (AAQS):
 (Excluding data which is undergoing Exceptional Event Exclusion Determination)

Period of January 2023	Air Monitoring Station		
	Jacobs	Crescent City	Weaverville
PM ₁₀ 24-hour Average Max	76%	N/A	N/A
PM ₁₀ Rolling Arithmetic Mean	83%	N/A	N/A
PM _{2.5} 24-hour Average (FRM) Max <small>December 2022</small>	56%	N/A	N/A
PM _{2.5} 2022 Arithmetic Mean (FRM)	59%	N/A	N/A
PM _{2.5} 24-hour Average (Non-FEM) Max	N/A	54%*	49%*
PM _{2.5} Rolling Arithmetic Mean (non-FEM)	N/A	49%*	56%*

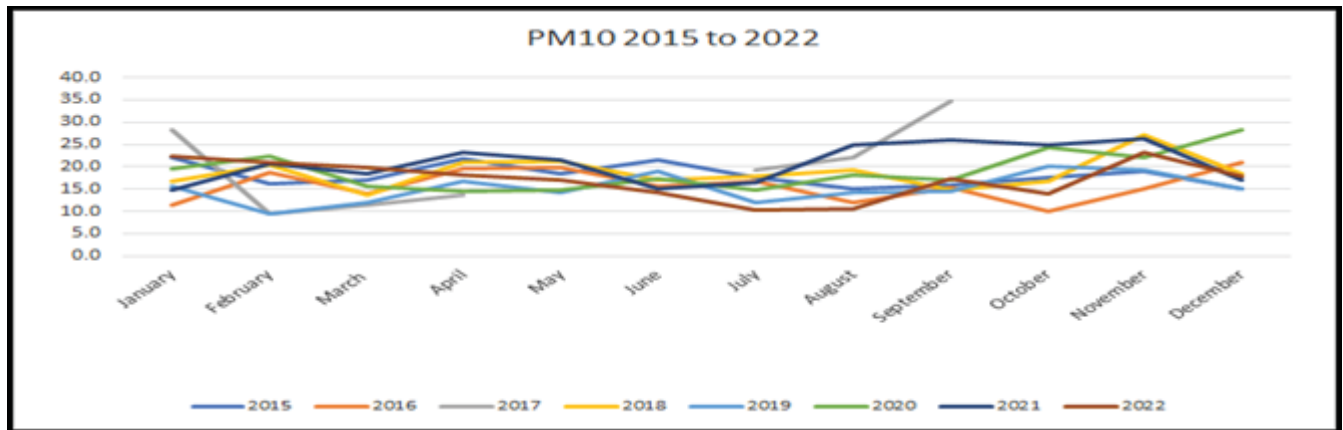
** Instrument not used for Federal Attainment Designation*

PM₁₀ Data and Trends:

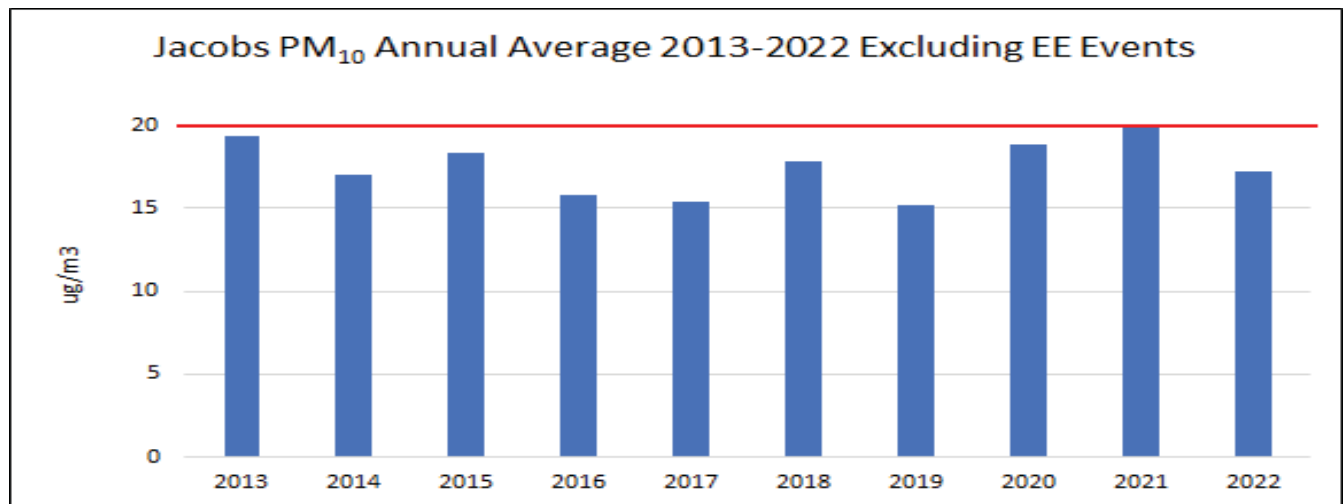
Eureka, Humboldt County



- State PM₁₀ 24-Hour AAQS is 50 ug/m³; Federal PM₁₀ 24-Hour AAQS is 150 ug/m³.
- State PM₁₀ Annual Arithmetic Mean AAQS is 20 ug/m³; There is no separate Federal PM₁₀ annual standard.
- Humboldt County is classified as non-attainment for the State PM₁₀ AAQS



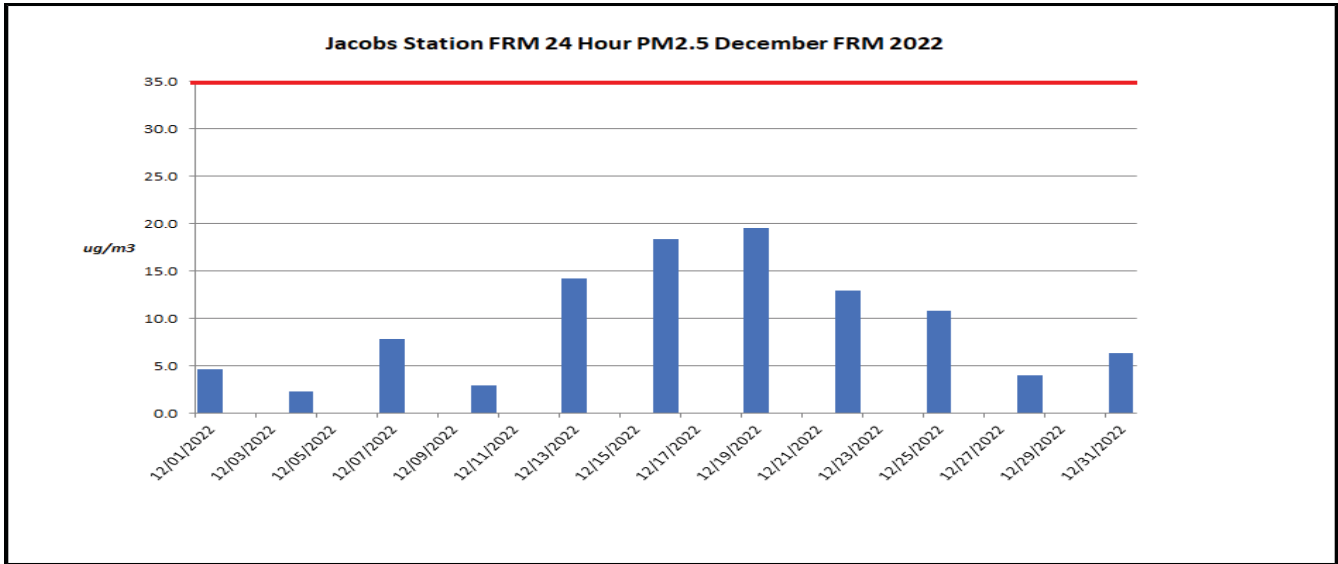
- State PM₁₀ Annual Arithmetic Mean AAQS is 20 ug/m³; There is no separate Federal PM₁₀ annual standard.



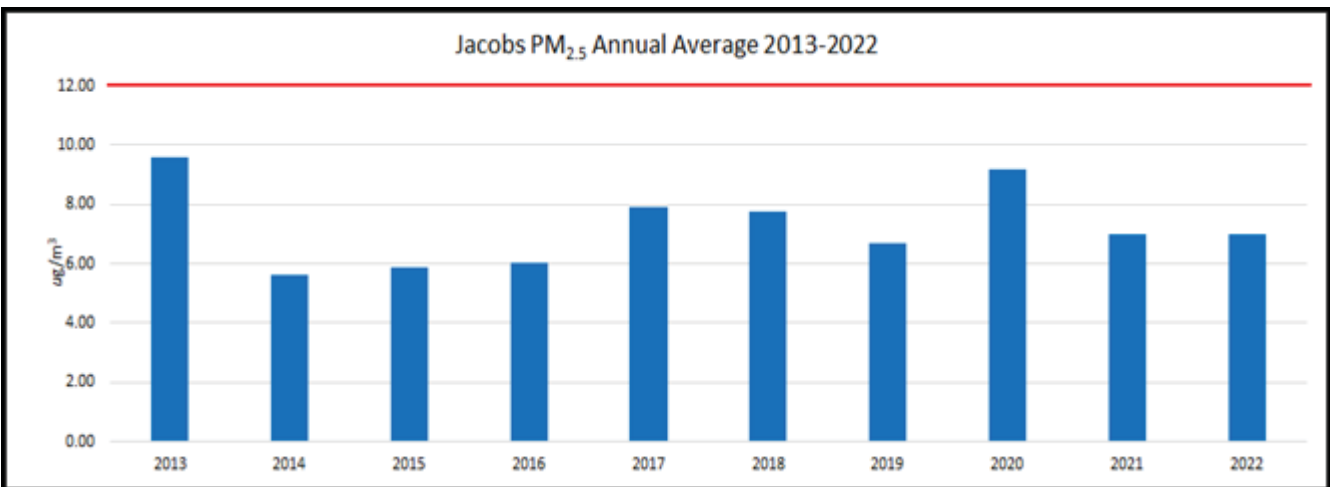
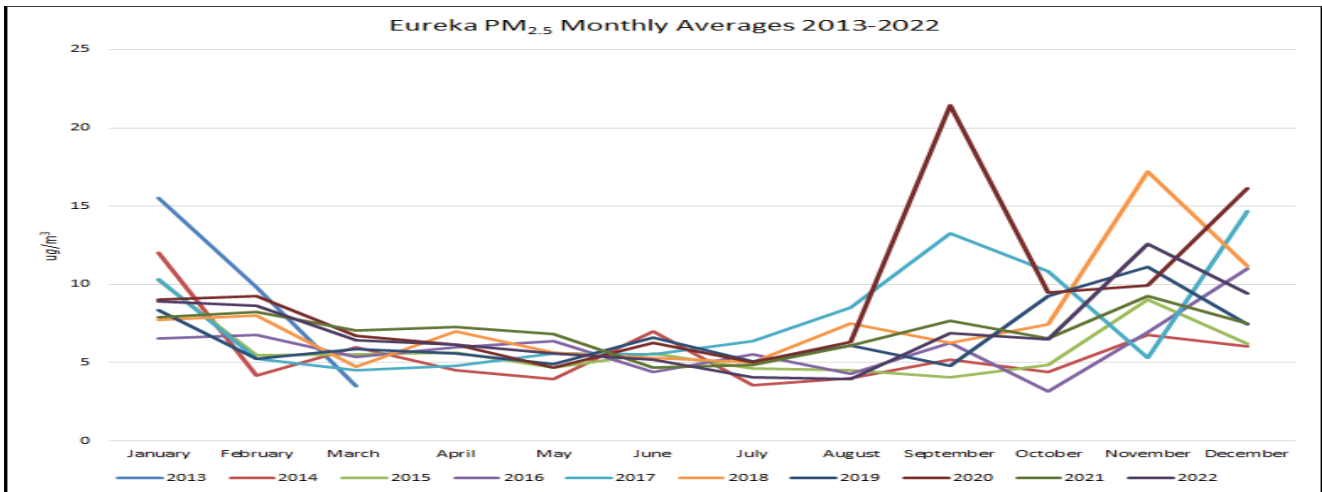
- State PM₁₀ Annual Arithmetic Mean AAQS is 20 ug/m³; There is no separate Federal PM₁₀ annual standard.

PM2.5 Data and Trends:

Eureka, Humboldt County

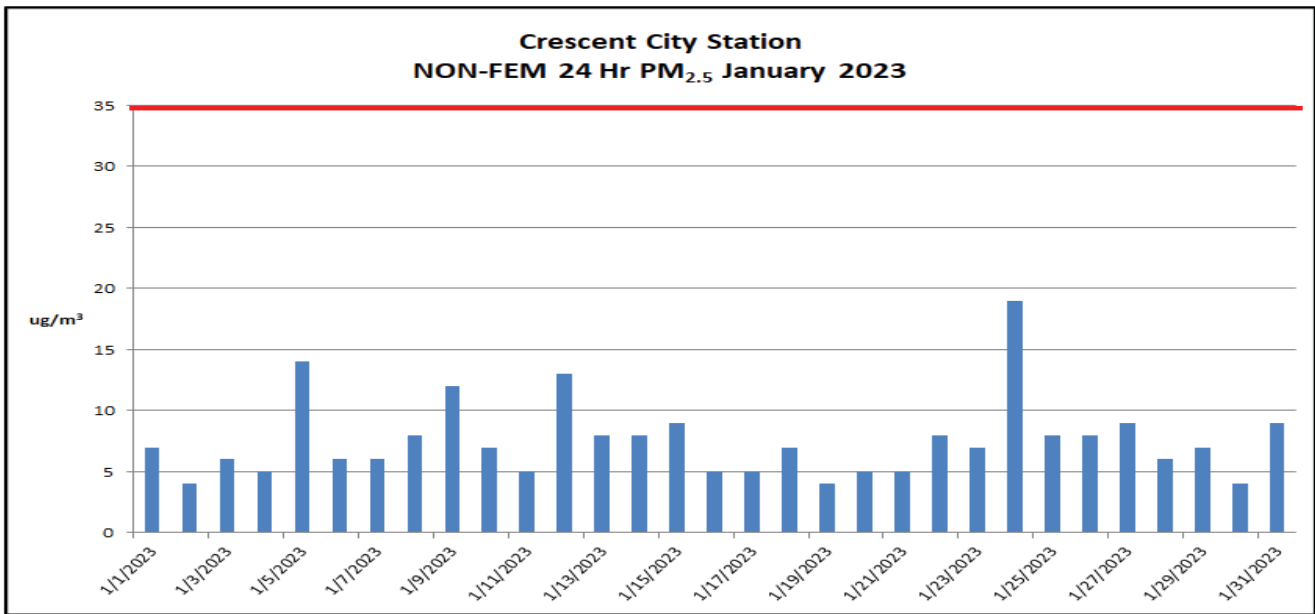


- Federal PM_{2.5} 24-Hour AAQS is 35 ug/m³; There is no separate State PM_{2.5} 24-Hour standard

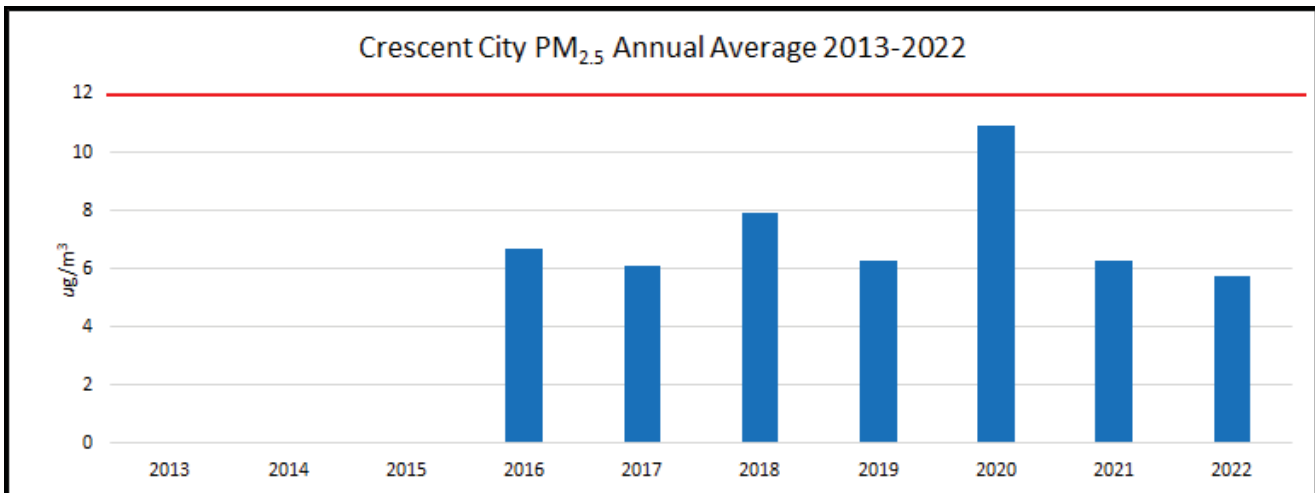
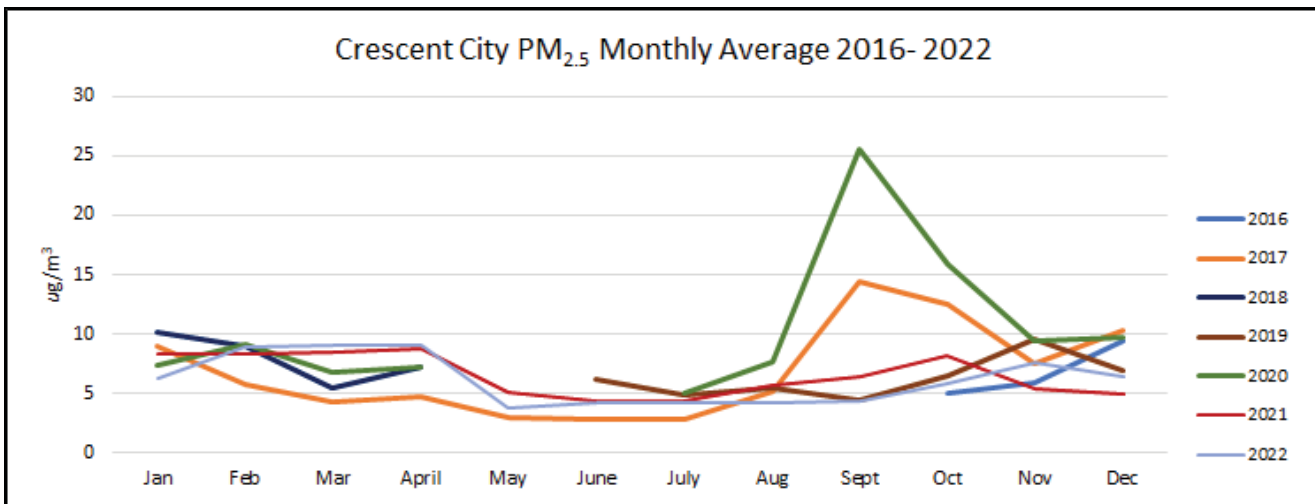


- State PM_{2.5} Annual Arithmetic Mean AAQS is 12 ug/m³; There is no separate Federal PM_{2.5} annual standard

Crescent City, Del Norte County

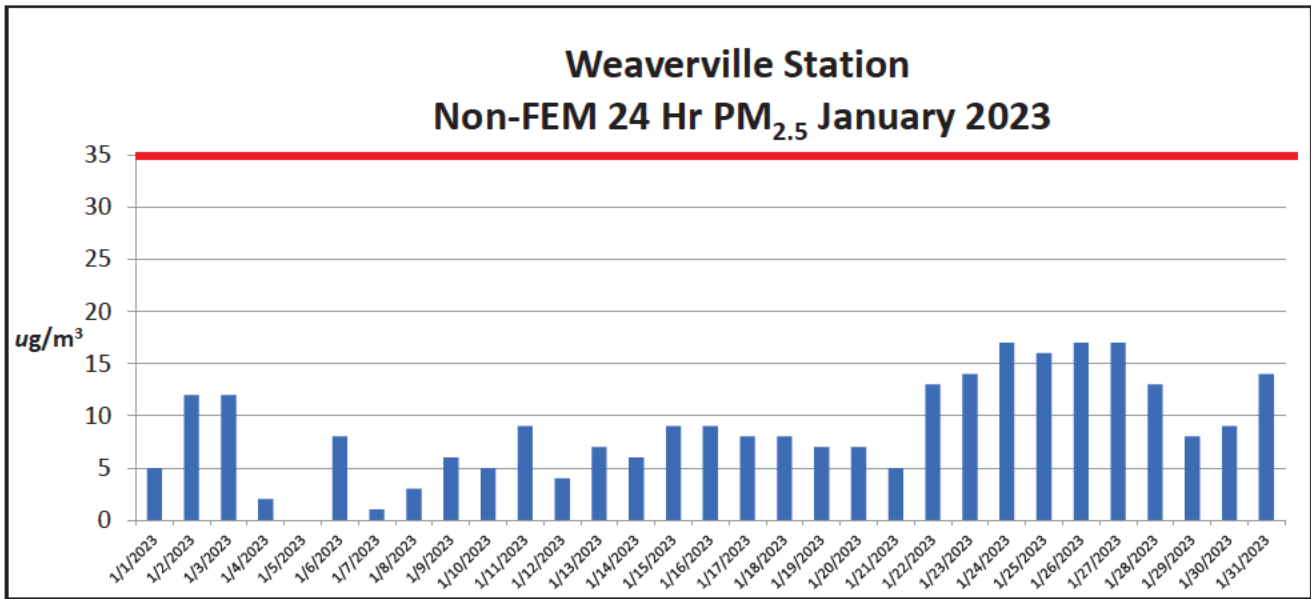


- Federal PM_{2.5} 24-Hour AAQS is 35 ug/m³; There is no separate State PM_{2.5} 24-Hour standard
- This monitor is not used for attainment decisions

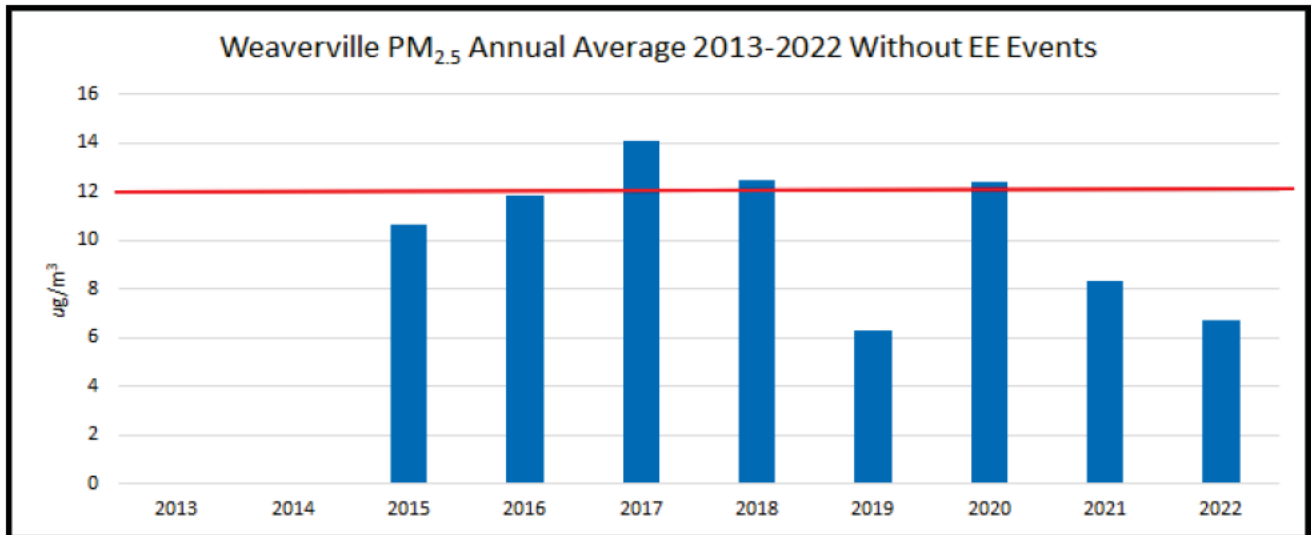
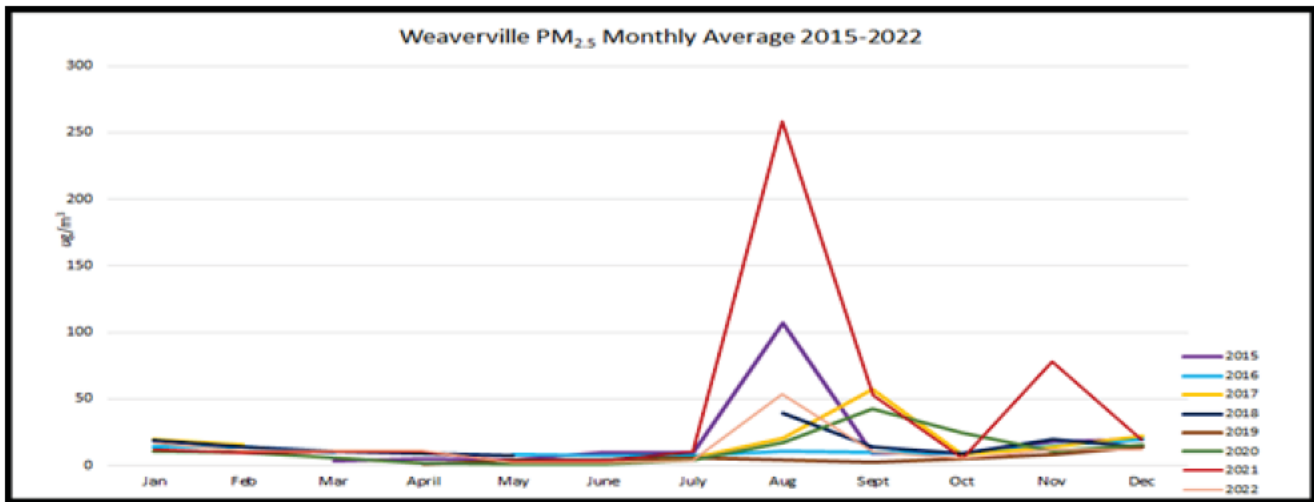


- State PM_{2.5} Annual Arithmetic Mean AAQS is 12 ug/m³; There is no separate Federal PM_{2.5} annual standard.

Weaverville, Trinity County



- Federal PM_{2.5} 24-Hour AAQS is 35 ug/m³; There is no separate State PM_{2.5} 24-Hour standard
- This monitor is not used for attainment decisions



- State PM_{2.5} Annual Arithmetic Mean AAQS is 12 ug/m³; There is no separate Federal PM_{2.5} annual standard

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.ncuaqmd.org



TO: North Coast Unified Air Quality Management District Board

FROM: Brian Wilson, APCO

SUBJECT: Revise Previous Increase For District X-Factor By Change in Consumer Price Index

DATE: May 18, 2023

ACTION REQUESTED: Adopt Resolution 2023-3: Rescind Resolution 2023-1, and Increase District X-Factor By Annual Average Percentage Change In Consumer Price Index (CPI) from the Previous Year

SUMMARY:

At the Governing Board meeting in March 2023, the Board adopted Resolution 2023-1 (attached) which increased the District X-Factor fee by 3.19%, from \$150 to \$155. However upon review, it was discovered that the rule had been incorrectly applied where the X-Factor was increased by simply the actual Consumer Price Index (CPI) rather than the “change” in the CPI as required by the rule (see attached excerpt of District Rule 400(B)) which would be 7.3%.

Specifically, District Rule 400(B) states that the value of “X” shall be rounded to the nearest whole dollar, and according to section 400(B)(1)(a)(ii) it should be increased at a minimum by: *“An adjustment in amount not greater than the **change** in the Consumer Price Index, as determined pursuant to Section 2212 of the Revenue and Taxation Code.”* Section 2212 states that: *“Percentage change in the cost of living” means the percentage change from April 1 of the prior year to April 1 of the current year in the California Consumer Price Index for all items, as determined by the California Department of Industrial Relations.”*

However, since the March-April data is typically not yet available from the State of California DIR in the Spring of each year, the annual percentage change (January 2022 to January 2023) is therefore the closest that can be utilized (see attached California DIR CPI, % change from previous year). Using the correct factor would result in 7.3% annual average percentage change from the previous year. As a result, the District X-Factor fee would then change from \$150 to \$161. Therefore, Staff recommends that the Board adopt Resolution 2023-3 which is attached for consideration and approval.



Resolution 2023-1:

Increase District X-Factor by Consumer Price Index

WHEREAS, the District has adopted a permit fee schedule in its Regulation IV, with the stated purpose of allowing the District to fully recover all costs associated with implementation, inspection, and enforcement of the air quality programs under the District's jurisdiction;

WHEREAS, Rule 400(B)(1) of Regulation IV allows for an annual adjustment of the hourly cost of operations portion of all fees (the "X-Factor"); and


WHEREAS, Rule 400(B)(1)(a) states that the value of "X" shall be rounded to the nearest whole dollar, and shall be assigned by the District Board of Directors each budget year through resolution, based on two components, either:

- 1) The actual program costs for the immediately preceding year; or
- 2) An adjustment in amount not greater than the change in the Consumer Price Index, as determined pursuant to Section 2212 of the Revenue and Taxation Code; and

WHEREAS, the fees charged pursuant to Regulation IV are imposed to recover the reasonable regulatory costs to the District for issuing licenses and permits, performing investigations, inspections, and audits, and the administrative enforcement and adjudication thereof are not taxes as defined in Section 1(e)(3) of Article XIII C of the California Constitution (Proposition 26); and

WHEREAS, the annual average percentage change from January 1, 2022 to December 31, 2022 in the Consumer Price Index: All Urban Consumers, California, all items (1982-84=100) was 3.19224%.


THEREFORE, BE IT RESOLVED, that the North Coast Unified Air Quality Management District Board hereby increases the Regulation IV, Rule 400 X-Factor by 3.19%, and rounded to the nearest whole dollar.



Board Chair

3/16/2023

Date:



Clerk of the Board

3/16/23

Date:

**North Coast Unified Air Quality
Management District**

707 L Street, Eureka, CA 95501

(707) 443-3093

www.ncuagmd.org



CLERK'S CERTIFICATE

I hereby certify that the foregoing is a true and correct copy of Resolution 2023-1: Increase District X-Factor by Consumer Price Index, has passed and was adopted at a Regular Meeting of the North Coast Unified Air Quality Management District held in Eureka, County of Humboldt, State of California, held on the 16th day of March, 2023 by the following vote:

AYES: 3

NOES: 0

ABSENT: 2

ABSTENTIONS: 0

Erin Squire, Clerk of the Board
North Coast Unified Air Quality
Management District

RULE 400 FEE CALCULATION & ADMINISTRATION

- A. **PURPOSE:** The purpose of this rule is to allow the District to recover reasonable costs incurred directly and indirectly associated with the implementation of air quality programs under its jurisdiction including the issuance of permits, inspection and enforcement, surveillance, planning, research and monitoring, and administration. The authority to establish this rule is provided for in H&SC §41512, §42311, and §42364.
- B. **FEE CALCULATION & FEE SCHEDULES:** District fees are determined by choosing the appropriate fee schedule(s) and then selecting the applicable multiplier(s) from the tables. The actual fee is then calculated by multiplying the “X-Factor Multiplier” obtained by the current value of the “X-Factor”.
1. **X-Factor:** District operational costs are annually estimated on a per hour basis which is referred to as the “X” or the “X-Factor”.
- a. **Determination of X-Factor Value:** As part of the annual budgetary process for each fiscal year following the Base Year, the APCO shall identify the appropriate value for “X” necessary to achieve a balanced budget. The value of “X” shall be rounded to the nearest whole dollar, and shall be determined upon two components, either:
- i. The actual program costs for the immediately preceding year; or
- ii. An adjustment in amount not greater than the change in the Consumer Price Index, as determined pursuant to Section 2212 of the Revenue and Taxation Code.
- b. **X-Factor Established by Resolution:** The value of “X” shall be assigned by the Governing Board each fiscal year via resolution.
- c. **Base Year:** Calendar year 2005 is established as the base year with an X-Factor value of \$57.50.
- d. **X-Factor Multiplier:** The resources necessary to perform services, programs, and activities by the District are represented as an X-Factor “Multiplier”. The applicable X-Factor Multiplier is listed in the fee tables associated with the appropriate fee schedule(s).
- C. **Limitation on Fees:** Notwithstanding the fees specified in the District Fee Schedules, if the actual costs of processing an ATC or a PTO application substantially differ from the fees as determined by the applicable fee schedule, the applicant may be assessed the actual costs. The costs, as determined by the APCO, shall include but not be limited to the direct and indirect expenditures incurred by the District to evaluate, inspect, and permit the subject equipment or device.
- D. **Permits Issued by the Hearing Board:** An ATC or a PTO issued by the District Hearing Board is subject to the fees established pursuant to this Regulation.
- E. **Advanced Deposit of Evaluation Costs:** Where the APCO determines that either the ATC application or the PTO application evaluation will require special handling and analyses due to the quantity or quality of emissions, or due to the proximity of sensitive receptor(s), or the applicants history, or, the complexity of the equipment, activity, or operation being permitted, the APCO may require the applicant to pay a deposit toward the actual costs of the evaluation up to 100% of the estimated permit application evaluation actual costs. The APCO shall maintain a record of costs incurred and on written request from the applicant submitted within six months of the evaluation shall refund to the applicant any unused evaluation costs.
- F. **Cancellation or Denial of Applications:** If an application for an ATC or a PTO is canceled, or if an application is denied and such denial becomes final, the application fee required herein shall not be refunded nor applied to any subsequent application.

Year	Month	California ^a	Los Angeles Long Beach Anaheim ^b	San Francisco Oakland Hayward ^b	San Diego Carlsbad ^b	Riverside San Bernardino Ontario ^b	U.S. City Average ^b
2022	January		7.5%		8.2%	8.6%	7.5%
2022	February	7.4%	7.4%	5.2%			7.9%
2022	March		8.5%		7.9%	10.0%	8.5%
2022	April	7.7%	7.9%	5.0%			8.3%
2022	May		8.0%		8.3%	9.4%	8.6%
2022	June	8.3%	8.6%	6.8%			9.1%
2022	July		7.7%		7.3%	9.2%	8.5%
2022	August	7.5%	7.6%	5.7%			8.3%
2022	September		7.8%		8.2%	8.4%	8.2%
2022	October	7.3%	7.5%	6.0%			7.7%
2022	November		6.0%		6.7%	7.5%	7.1%
2022	December	5.6%	4.9%	4.9%			6.5%
2022	Annual Average	7.3%	7.4%	5.6%	7.7%	8.7%	8.0%
2023	January		5.8%		6.4%	7.3%	6.4%
2023	February	5.4%	5.1%	5.3%			6.0%
2023	March						
2023	April						
2023	May						
2023	June						
2023	July						
2023	August						
2023	September						
2023	October						
2023	November						
2023	December						
2023	Annual Average						

Date of last update: 4/12/2023

^a Weighted average of the consumer price indexes for Los Angeles-Long Beach-Anaheim, San Francisco-Oakland-Hayward, San Diego-Carlsbad, and Riverside-San Bernardino-Ontario. A conversion factor has been included for comparability of 2018 data with 2017 and prior years. Computed by the Department of Industrial Relations, Office of the Director - Research Unit from indexes issued by the U.S. Department of Labor.

^b Source: U.S. Department of Labor, Bureau of Labor Statistics. Beginning with the November 2017 data, indexes for San Diego-Carlsbad will be published bi-monthly on odd months only (January, March, May, etc.). The Riverside-San Bernardino-Ontario indexes are on a December 2017 = 100 base and will be published bi-monthly on odd months only (January, March, May, etc.).



**Resolution 2023-3:
Increase District X-Factor by Consumer Price Index**

WHEREAS, the District has adopted a permit fee schedule in its Regulation IV, with the stated purpose of allowing the District to fully recover all costs associated with implementation, inspection, and enforcement of the air quality programs under the District’s jurisdiction;

WHEREAS, the District has adopted a permit fee schedule in its Regulation IV, with the stated purpose of allowing the District to fully recover all costs associated with implementation, inspection, and enforcement of the air quality programs under the District’s jurisdiction;

WHEREAS, Rule 400(B)(1) of Regulation IV allows for an annual adjustment of the hourly cost of operations portion of all fees (the “X-Factor”); and

WHEREAS, Rule 400(B)(1)(a) states that the value of “X” shall be rounded to the nearest whole dollar, and shall be assigned by the District Board of Directors each budget year through resolution, based on two components, either:

- 1) The actual program costs for the immediately preceding year; or
- 2) An adjustment in amount not greater than the change in the Consumer Price Index, as determined pursuant to Section 2212 of the Revenue and Taxation Code; and

WHEREAS, the fees charged pursuant to Regulation IV are imposed to recover the reasonable regulatory costs to the District for issuing licenses and permits, performing investigations, inspections, and audits, and the administrative enforcement and adjudication thereof are not taxes as defined in Section 1(e)(3) of Article XIII C of the California Constitution (Proposition 26); and

WHEREAS, the District previously adopted Resolution 2023-1 on March 26, 2023 which was in error as it only indicated the “annual average” of the Consumer Price Index (CPI) not the “annual average percentage change from the previous year” in CPI; and

WHEREAS, the State of California Department of Industrial Relations indicated that the annual average percentage change in CPI from January 2022 to January 2023 (California, All Urban Consumers) was 7.3%.

THEREFORE, BE IT RESOLVED, that the North Coast Unified Air Quality Management District Board hereby supersedes Resolution 2023-1, and adopts a 7.3% increase to the Regulation IV, Rule 400 X-Factor rounded to the nearest whole dollar.

Board Chair

Date:

Clerk of the Board

Date:

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: Proposed FY 2023-24 District Budget

DATE: May 18, 2023

ACTION REQUESTED: Close Public Hearing and Adopt the Proposed FY 2023-24 District Operating Budget by Roll Call Vote

SUMMARY:

Attached is the final Proposed FY 2023-24 District Budget. No public comments have been received regarding the proposed draft budget that was initially publicly noticed on March 21, 2023.

Staff will provide additional information at the meeting and answer any questions. The Board is requested to close the Public Hearing and adopt the Proposed FY 2023-24 District Budget by roll-call vote.

North Coast Unified Air Quality Management District - Proposed FY 2023-24 Budget

ACCOUNT NUMBER	ACCOUNT NAME	FY 2022-23	FY 2023-24	DESCRIPTION AND DETAILS OF ACCOUNTS
		ADOPTED	DRAFT	
REGULAR INCOME				
PERMITS				
43050	Non-Standard Burn Permits	120,000	120,000	The Burn Program under District Reg II locally implements CCR Title 17 requirements for open burning. The larger permit is a "Non-Standard" Burn Permit (and may allow other types of burning such as property development, hazard reduction, prescribed burns, etc.). Current fees are tiered for the size of the burn and vary from \$40 (burns<1 acre mt), \$80 (1-10 acres), \$500 (100-300 acres), \$1,250 (burns>300 acres).
43100	Standard Burn Permits	70,000	70,000	The Burn Program under District Reg II locally implements CCR Title 17 requirements for open burning. The smaller permit is a "Standard" Burn Permit that is typically for most residential properties. Current fee is \$20.
43125	Smoke Management Plans (SMPs)	-	-	SMP's are required in conjunction with some Non-Standard Burn Permits when burning could impact a sensitive receptor (school, hospital, centers, homes, etc.) and/or the amount of material to be burned exceeds that outlined in District rules. SMP's are each reviewed and approved, and burning must be done within prescription with a Burn Authorization on a Burn Day. Current Fee is \$65.
43150	Title V Permits	290,000	312,000	The 1990 Amendments to the Federal Clean Air Act (CAA) include a comprehensive operating permit program in Title V (40 CFR Part 70). The Title V permit combines, in a single document, all Federal CAA requirements that apply to these "Major" sources. The District has identified the following facilities that are considered Major sources and are subject to the Title V permit program requirement: DG Fairhaven, Pacific Gas & Electric, and Humboldt Sawmill Company.
43160	Synthetic Minor Permits	4,200	5,000	Synthetic Minor Sources are not considered a Major (Title V) source because permit conditions restrict operation so that its potential to emit emissions are below that for a Major source.
43200	Permits to Operate (PTOs)	205,000	220,000	Annual renewal permit fees for Minor stationary source(s) of emissions and mobile equipment under existing PTOs, such as diesel engines, hot mix asphalt plants, crematories, etc. District fees established pursuant to H&SC Section 42311.
43250	Au hority To Construct (ATC) Permits	15,000	15,000	Initial construction permit fees for stationary source and mobile equipment, such as diesel engines, hot mix asphalt plants, crematories, GDFs, etc. Applications received can vary depending on economy, construction activity, etc.
43300	Vapor Recovery Permits	85,000	95,000	Vapor recovery permits are required by District regulations for gas stations (Gasoline Dispensing Facilities-GDFs), bulk terminals, and for Soil Vapor Extractions (SVE).
TOTAL		789,200	837,000	
FEES				
44025	District share State-wide PERP Fees	24,000	30,000	Under state law, owners or operators of portable diesel engines and certain other types of equipment can register their units under ARB's statewide Portable Equipment Registration Program (PERP) in order to operate their equipment throughout California. These funds represent the District's share of inspection fees for registrations.
44050	Emission Reduction Fees	-	-	Pursuant to federal, state, and local laws, voluntary, unrequired emission reductions initiated by stationary sources which are real, permanent and validated may be banked and used for offset credit toward non-attainment pollutants.
44150	Application Fees	3,000	4,000	Application fees for permits such as ATCs, existing permit revisions, and existing equipment not under permit (PTOs). Applications received can vary depending on economy, construction activity, etc.
44200	ATCM Regulation(s) Fees	150	500	Fees associated with State Air Toxic Control Measures (ATCMs) including Naturally Occurring Asbestos (NOA) mitigation plans.
44250	Asbestos NESHAP Fees	15,000	15,000	The EPA minimizes asbestos emission exposure through the National Emission Standards for Hazardous Air Pollutants (NESHAP) pursuant to 40 CFR Part 61. The Asbestos NESHAP provisions require notification and inspection prior to building demolition activity. Fees cover the review and approval of applications and the issuance of asbestos abatement permits. Applications received can vary depending on economy, construction activity, etc.
44350	GHG Fees	130,000	135,000	Applies to sources which have potential to emit Greenhouse Gases (GHGs) such as stationary sources and those affected by the state refrigerant management program. This covers tracking, permitting, inspecting, and emission inventory management.
44400	Hearing Board & Excess Emission Fees	-	-	Under limited conditions, stationary sources may apply for a variance from District regulations by submitting a petition to the District Hearing Board. This account tracks Hearing Board petition fees and Excess Emission Fees.
44510	Hot Spots Emission Inventory	-	-	On a quadrennial basis, the District bills stationary sources in accordance with Regulation IV, Rule 407(3.2) for cancerous and non-cancerous health effects. The billing covers the cost of updating emissions inventory per AB2588, Hot Spots.
44600	Air Monitoring Funds (Designated)	90,000	85,000	All permitted sources (PTOs, Vapor Recovery, etc.) pay an air monitoring fee that is designated toward support of the District's Air Monitoring network and activities.
44900	Other Fees	-	-	Miscellaneous fees that do not fall into other fee accounts such as expedite fees, outside contract engineering, permit modifications, etc.
TOTAL		262,150	269,500	
PENALTIES				
46050	Settlements, Civil	20,000	50,000	Revenue collected from the District's Civil Penalty Fee Program established pursuant to H&SC Section 42402.5 and 42403. The amount of Violations (NOVs) varies each year. This amount can vary quite a bit, but generally there are always payments associated with NOVs each year.
46100	Late Payments	-	500	Assessment of late payments on past due invoices.
TOTAL		20,000	50,500	

North Coast Unified Air Quality Management District - Proposed FY 2023-24 Budget

ACCOUNT NUMBER	ACCOUNT NAME	FY 2022-23 ADOPTED	FY 2023-24 DRAFT	DESCRIPTION AND DETAILS OF ACCOUNTS
STATE FUNDS				
47050	Subvention, Base	103,200	103,200	Air districts received State Subvention funds because the Legislature recognized that the districts face a number of program mandates under state law that cannot be fully funded (or in some cases, funded at all) through fees on stationary sources or with motor vehicle registration surcharge funds. There are specific requirements and limits for which this money can be used. Under H&SC Section 39802, Base Subvention funding is provided/subvented at a rate of up to \$0.23 per capita but not less than \$34,000 (\$18,000 each county).
47055	Subvention, Supplemental	30,000	15,000	Supplemental Subvention funding received under H&SC 39810 are for programs or expenditures that have been allocated per the District's yearly application and approved by the State. Funds could be targeted for activities such as staff training, rule/SIP revisions, public outreach, unrecovered enforcement costs, supplemental air monitoring equipment and supplies, etc.
47060	CARB AB 617 Community Air Protection Grant Agreement Funding	-	-	Direct reimbursement funding under grant agreement for AB 617 Community Air Protection Program activities such as source evaluations, plan preparation, monitoring, community meetings, reduction plans, emissions reporting, and BARCT implementation. Grant agreement may be amended in future years.
47065	CARB AB 197 Emission Inventory Grant Agreement Funding	9,500	9,500	Direct reimbursement funding under grant agreement for AB 197 Emission Inventory activities to review and update emission inventory data in the California Emissions Inventory Development and Reporting System (CEIDARS) database. Annual funding tentatively \$8,500/yr, and grant agreement may be amended in future years. Anticipate annual requests for reimbursement of activities.
47070	CARB Oil & Gas Regulation Grant Agreement Funding	1,000	1,000	Direct reimbursement funding under grant agreement for implementation and enforcement of facilities subject to the CARB Oil & Gas Regulations. The District currently only has one facility that meets the applicability. Anticipate annual requests for reimbursement of activities.
47315	CARB Prescribed Burn Grant Program	115,000	115,000	Direct reimbursement funding under grant agreement for activities that support statewide increase in prescribed fire as envisioned in SB1260/SB960 with CAL FIRE. Under contract with CARB, CAPCOA implements pass through funding to districts via MOA requirements. Each CARB FY grant agreement is for two years implementation. The District uses these funds to offset fee waivers for Non-Standard Burn Permits and Smoke Management Plans (SMPs) associated with prescribed fire projects, wildfire fuel-reducing Air Curtain Incinerators, and costs associated with prescribed fire-wildfire public outreach activities.
47110	EPA 103 Grant - Air Monitoring PM2.5	9,100	17,300	EPA PM2.5 Grant funds that directly fund District PM2.5 air monitoring efforts (labor, equipment, monitor, etc.)
TOTAL		267,800	261,000	
GRANT ADMINISTRATION FUNDS				
48150	AB923 DMV Surcharge - Admin	17,000	17,000	Administration portion of the AB923 DMV Surcharge (\$2 per vehicle). Administration limited to 6.25% of grant funding pursuant to H&SC 44233.
47331	RSBPP Grant Admin (YR 2)	25,000	-	Admin income from direct reimbursement of costs incurred with the administration of the Rural School Bus Pilot Program (RSBPP) for YR 2
47332	RSBPP Grant Admin (YR 3)	75,000	160,000	Admin income from direct reimbursement of costs incurred with the administration of the Rural School Bus Pilot Program (RSBPP) for YR 3
47333	RSBPP Grant Admin (YR 4)	25,000	40,000	Admin income from direct reimbursement of costs incurred with the administration of the Rural School Bus Pilot Program (RSBPP) for YR 4
47215	State Woodsmoke Reduction Grant Admin	-	-	Admin income from the CARB Woodsmoke Reduction Grant (YR 2) which provides 9.5% for administrative expenses (0.5% for CAPCOA oversight).
TOTAL		142,000	217,000	
AB2766 DMV SURCHARGE FUNDING				
48000	AB2766 DMV Surcharge Funding	635,000	635,000	AB2766 Surcharge Funding pursuant to H&SC Sections 44223 and 44225, which authorizes the District to collect up to \$4 per vehicle registered within the District's jurisdiction.
TOTAL		635,000	635,000	
MISCELLANEOUS FUNDS				
49350	Other Miscellaneous Income	2,500	5,000	Miscellaneous items not covered by other accounts such fees received for public records requests, District credit card rebates, refund of electricity used for onsite charging stations, etc.
TOTAL		2,500	5,000	
INTEREST				
80050	Interest, General Account	15,000	10,000	Interest earned on funds held by the Humboldt County Treasurer.
TOTAL		15,000	10,000	
TOTAL REGULAR INCOME		2,133,650	2,285,000	

North Coast Unified Air Quality Management District - Proposed FY 2023-24 Budget

ACCOUNT NUMBER	ACCOUNT NAME	FY 2022-23 ADOPTED	FY 2023-24 DRAFT	DESCRIPTION AND DETAILS OF ACCOUNTS
REGULAR EXPENSE				
APPROPRIATION FOR CONTINGENCIES				
58000	Appropriation for Contingencies	25,000	25,000	Contingency funds are used to address unanticipated fiscal liabilities and changes in the operational activities of the District, which may occur in the course of the year. Contingency funds represent the District's budgeted non-obligated fund. Many of the District's activities require advance funding to receive direct reimbursement.
TOTAL		25,000	25,000	
SALARIES & WAGES				
60050	Salaries & Wages	1,040,000	1,065,000	Projected annual base salary and wages for 12 1/2 permanent employees, including any COLA or merit increases.
60100	Outside contract employee(s)	-	-	Costs for temporary and part time employees as outside contractor/support who are not eligible for standard employee benefits.
60125	Overtime	1,000	1,000	Wages paid for overtime work.
60150	Retirement - CalPERS	284,500	275,000	The District pays a percentage of gross wages and an annual lump sum amount for the Annual Unfunded Accrued Liability (AUAL). PERS rates and AUAL are established through an actuarial valuation. Costs increase due to the District's pension obligation/debt - this year the AUAL amount represents almost 30% of the total payment to CalPERS.
60175	Employees' Group Insurance	390,000	441,345	District employees are covered under PERS insurance (California Public Employees Retirement System's health insurance plan).
60184	Retirees' Group Insurance	84,000	92,580	This account reflects the cost for retirees' health insurance coverage. This is considered part of the District's Other Post Employment Benefits (OPEB) debt obligation.
60186	SDRMA Dental, Vision, Life Insurance	17,400	15,600	This account reflects the cost of the Special District Risk Management Authority (SDRMA) ancillary benefits (which include Dental, Vision and Basic Life Insurance for employees).
60190	Workers' Compensation Insurance	12,000	10,000	Workers' compensation insurance is paid yearly and is determined based on a combination of State rates and claims experience.
TOTAL		1,828,900	1,900,525	
PAYROLL TAXES				
60225	Medicare & Social Security Tax	15,080	15,450	The Medicare tax rate is 1.45% of taxable wages, with no wage limit.
60250	CA Taxes, Unemployment Insurance & ETT	2,450	1,600	These taxes are calculated by applying the 2022 contribution rates of 1.5% for State Unemployment Insurance (SU) and 1% for Employment Training Tax (ETT) to the first \$7,000 wages per employee per calendar year period.
TOTAL		17,530	17,050	
INSURANCE				
60350	General Liability, E&O	25,000	25,000	Premiums for public liability, property damage including fire, burglary, and vehicle coverage, errors and omissions coverage, boiler and money insurance coverage. This expense also includes a rider for various air monitoring stations.
TOTAL		25,000	25,000	
PROFESSIONAL SERVICES				
60450	Professional & Special Services	100,000	100,000	Professional and specialized services including financial and auditing services, legal services, outside consulting/support, etc.
TOTAL		100,000	100,000	
REPAIRS & MAINTENANCE				
60550	Maintenance, Computers & Programs	28,500	28,500	General maintenance costs for computers, software, licenses, and proprietary programs (IT costs, SmartSign, DocuSign, Zoom, QuickBooks, Google/Gmail, payroll, server, website support, software licenses, etc.)
60575	Maintenance, Building	5,000	5,000	Building maintenance and repair costs to building.
60580	Maintenance, Equipment & Miscellaneous	8,000	8,000	Maintenance activity for equipment not specified in other maintenance accounts (landscape maintenance, etc.).
60590	Maintenance, Equip. & Misc.-Air Monitoring	15,000	15,000	Repairs and maintenance of air monitoring stations.
60585	Household & Janitorial	6,700	6,700	General janitorial costs for office and garbage pick-up service.
TOTAL		63,200	63,200	
SAFETY EQUIPMENT & SUPPLIES				
60855	Safety Equipment	1,000	1,000	Safety equipment such as safety shoes and/or gear for inspections. Includes COVID-19 supplies.
TOTAL		1,000	1,000	

North Coast Unified Air Quality Management District - Proposed FY 2023-24 Budget

ACCOUNT NUMBER	ACCOUNT NAME	FY 2022-23 ADOPTED	FY 2023-24 DRAFT	DESCRIPTION AND DETAILS OF ACCOUNTS
TRANSPORTATION & TRAVEL				
60950	Vehicles - Gas, Maintenance & Repairs	13,000	13,000	Costs of vehicles' gas, maintenance and repairs including fuel, auto detailings, annual safety checks, oil changes, and car washes.
61050	Transportation & Travel - Staff	8,000	8,000	Costs of all transportation including the reimbursement to staff for the costs of meals and lodging, commercial transportation, allowance for use of private vehicles and other travel costs.
61060	Transportation & Travel - APCO	4,000	4,000	Costs of all transportation associated with the APCO including the reimbursement of the costs of meals and lodging, commercial transportation, allowance for use of private vehicles and other travel costs.
61075	Transportation & Travel - Board of Directors	4,000	4,000	Travel expenses for governing and hearing board members and District counsel, such as mileage and lodging reimbursements.
TOTAL		29,000	29,000	
COMMUNICATIONS				
62050	Communications - General Office	18,000	15,000	Cost of communications services, including monthly telephone at the office and cell phone costs.
62060	Communications - Internet	3,000	3,600	Cost of internet communications at various district sites.
TOTAL		21,000	18,600	
UTILITIES				
63050	Utilities - Electric & Gas	10,000	12,500	Gas and electric service to the office & various air monitoring stations.
63100	Water & Sewer	1,000	1,000	Water and sewer service to the office.
TOTAL		11,000	13,500	
SPECIAL DISTRICT EXPENSE				
64050	Special District Expense - General	8,000	8,000	Other District expenses in this category include payments to Board members at \$100 per meeting (H&SC 40154), etc.
64075	Training	4,500	4,500	Employee education and training expenses (registration and class fees).
64100	Memberships & Subscriptions	12,000	12,000	Costs of necessary memberships, subscriptions, and/or licenses (CAPOCA membership, CSDA, etc.).
64150	Public Education	1,000	1,000	Various public education programs and outreach not included in other programs' outreach or expense accounts (i.e. funding provided directly by the District).
TOTAL		25,500	25,500	
OFFICE EXPENSE				
65050	Postage	5,000	5,000	Stamps, metered mail and bulk mail postage.
65100	Office Supplies	7,000	5,000	Office supplies include expendable items such as pens, pencils, ink & toner cartridges, copy paper, binders, envelopes, etc.
65200	Publications & Legal Notices	5,000	5,000	District costs of publications legally required for reports and notices, and includes costs of public notices.
65225	Printing Costs	2,000	2,000	Printing costs such as printing permit forms and other District publications.
65250	Rents & Leases - Building	2,040	2,340	Rental expense for storage unit.
65255	Rents & Leases, Building - Air Monitoring	600	600	Eureka (Alice Birney) Air Monitoring Station monthly rent at \$50 per month.
65300	Rents & Leases - Equipment	4,500	6,000	Rent and lease of equipment, including postage meter and copier leases.
65350	Office Services	6,000	6,000	Other misc office expense for services (Office/building security system, office printing/copier services, etc.).
TOTAL		32,140	31,940	
CAPITAL OUTLAY				
66075	Equipment <\$5,000	10,000	7,000	Small tools, computer-related and office equipment.
66080	Air Monitoring Equipment <\$5,000	10,000	5,000	Small tools and equipment associated with air monitoring.
66100	Fixed Assets >\$5,000	-	20,000	Major modifications to real property, replacement of vehicles, or purchase of other assets. Purchase of Storage shed for RSBPP grant files reimbursed with RSBPP Admin funds.
66105	Fixed Assets - Air Monitoring >\$5,000	30,000	30,000	Purchase of new equipment for air monitoring stations.
TOTAL		50,000	62,000	
GRANT ADMINISTRATION EXPENSE				
67601	RSBPP Grant Admin (YR 2) - Expense	10,000	-	Admin income expensed from direct reimbursement of costs incurred with the administration of the Rural School Bus Pilot Program (RSBPP) for YR 2

North Coast Unified Air Quality Management District - Proposed FY 2023-24 Budget

ACCOUNT NUMBER	ACCOUNT NAME	FY 2022-23 ADOPTED	FY 2023-24 DRAFT	DESCRIPTION AND DETAILS OF ACCOUNTS
67602	RSBPP Grant Admin (YR 3) - Expense	55,000	120,000	Admin income expensed from direct reimbursement of costs incurred with the administration of the Rural School Bus Pilot Program (RSBPP) for YR 3
67603	RSBPP Grant Admin (YR 4) - Expense	10,000	30,000	Admin income expensed from direct reimbursement of costs incurred with the administration of the Rural School Bus Pilot Program (RSBPP) for YR 4
67625	State Woodsmoke Reduction Grant Admin (YR 2) - Expense	-	-	Admin income expensed from direct reimbursement of costs incurred with the administration of the State Woodsmoke Reduction Grant (YR 2)
67630	CARB Prescribed Burn Grant Program - Expense	25,000	50,000	Admin income expensed from direct reimbursement costs incurred with the administration of CARB Prescribed Burn Program Grant.
TOTAL		100,000	200,000	
FUNDS TO OTHER AGENCIES				
68200	CARB Air Toxic "Hot Spots" Program	1,500	1,500	Fees collected by the District and passed through to CARB for CARB's Air Toxic "Hot Spots" Program.
68290	Burn Permit Fees to Fire Agencies	12,000	12,000	The District provides \$3 for every Standard Burn Permit issued to each local fire agency.
68410	CARB AB 617 Community Air Protection Grant Agreement Funding	-	-	
TOTAL		13,500	13,500	
MISCELLANEOUS EXPENSE				
69100	Uncategorized Expenses	-	-	
69150	Bad Debt/Unpaid Fees/Write-offs	-	-	Unpaid invoices and deductions in fees due to the District.
	Pension & OPEB Liabilities Fund	-	-	Payments to the Pension and OPEB Trusts
TOTAL		-	-	
BANK FEES & INTEREST EXPENSE				
70125	Bank Fees & Charges	1,500	1,500	Regular banking fees associated with checking accounts.
70130	Credit Card Expense	6,500	7,500	Bank fees associated with credit card transactions.
70150	Late Fees	-	-	
TOTAL		8,000	9,000	
TOTAL REGULAR EXPENSE		2,350,770	2,534,815	

Total FY 23/24 Income	2,285,000
Total FY 23/24 Expense	2,534,815
	-249,815
Contribution of FY 23/24 Grant Programs which have a fixed admin % (does not include direct/reimbursement grant admin)	94,410
	-155,405

GRANTS & SPECIAL INCOME				
CARL MOYER GRANT INCOME				
47100	Carl Moyer Program Grant (Yr 25)	505,617	346,548	The CARB Carl Moyer Program Grant provides grant incentives for purchasing lower-emission heavy-duty diesel engines. Funding typically covers the cost difference between a new heavy-duty diesel engine and an alternative, clean fuel or lower-emission model.
47100	Carl Moyer Program Grant carryover	457,625	703,105	Carl Moyer Grant program funds carryover from previous fiscal year.
47105	Carl Moyer Program Admin (Yr 25)	72,231	49,507	The Carl Moyer Grant provides 12.5% for grant admin/expenses (held in District Reserve), which are allocated over several years (typically allocate 80% initial year)
47105A	Carl Moyer Program Grant Admin carryover from previous year	8,304	14,446	The Carl Moyer Grant provides 12.5% for grant admin/expenses (held in District Reserve), which are allocated over several years (typically allocate and carryover 20% for second year)
80150	Interest, Carl Moyer Program Grant	200	200	Estimated interest earned on all Carl Moyer Program Grant funds while held in the Moyer bank account. All interest earned must be available for disbursement to qualified projects.
TOTAL		1,043,977	1,113,806	

North Coast Unified Air Quality Management District - Proposed FY 2023-24 Budget

ACCOUNT NUMBER	ACCOUNT NAME	FY 2022-23 ADOPTED	FY 2023-24 DRAFT	DESCRIPTION AND DETAILS OF ACCOUNTS
STATE RESERVE (MULTI-DISTRICT) GRANT INCOME				
47350	State Reserve (Multi-District) Grant	-	-	CARB grant funding from the unallocated 5% within the Carl Moyer Program, referred to as State Reserve (Multi-District). Supports state priorities in partnership with air districts. Initially funding went to the TIMBER Program with new funds presently going toward VIP off-road, non-Ag and Ag projects.
47350	State Reserve (Multi-District) Grant carryover	219,835	219,835	The State Reserve Grant program funds carryover from previous fiscal year.
47355	State Reserve (Multi-District) Admin	-	-	The State Reserve Grant provides 12.5% for grant admin/expenses (held in District Reserve), which are allocated over several years (typically allocate 80% initial year)
47355	State Reserve (Multi-District) Admin carryover	31,403	31,403	The State Reserve Grant provides 12.5% for grant admin/expenses (held in District Reserve), which are allocated over several years (typically allocate 20% for second year).
TOTAL		251,238	251,238	
AB923 DMV SURCHARGE INCOME				
48100	AB923 DMV Surcharge Funds	325,000	325,000	State provided AB923 DMV Surcharge Funds for grant projects pursuant to H&SC 44229, which authorizes the District to receive an additional \$2 per vehicle in the District's jurisdiction.
48100	AB923 DMV Surcharge Funds carryover	1,893,365	1,896,400	AB923 DMV Surcharge Funds Carryover from previous fiscal year.
80200	Interest, AB923 DMV Surcharge Funds	200	200	Estimated interest earned on AB923 DMV Surcharge Funds.
TOTAL		2,218,565	2,221,600	
RURAL SCHOOL BUS PILOT PROGRAM (YR 2) INCOME				
47326	Rural School Bus Pilot Program (YR 2)	-	-	Through a CARB Grant Agreement, the District administers the state-wide Rural School Bus Pilot Program (RSBPP) Year 2 grant for school buses for rural school districts.
47326	Rural School Bus Pilot Program (YR 2) carryover	5,000,000	-	RSBPP (YR 2) carryover from previous fiscal year and held in the RSBPP (YR 2) financial account.
80215	Interest, RSBPP (YR 2) Grant Program	1,000	-	Estimated interest earned on RSBPP (YR 2) Grant funds while held in the RSBPP (YR 2) financial account. All interest earned must be available for disbursement to qualified projects.
TOTAL		5,001,000	-	
RURAL SCHOOL BUS PILOT PROGRAM (YR 3) INCOME				
47327	Rural School Bus Pilot Program (YR 3)	-	-	Through a CARB Grant Agreement, the District administers the state-wide Rural School Bus Pilot Program (RSBPP) Year 3 grant for school buses for rural school districts (allocation was increased beyond initial amount to \$18,550.00, which includes CARB's state match project funds for DERA grant applied to RSBPP).
47327	Rural School Bus Pilot Program (YR 3) carryover	10,405,000	7,375,000	RSBPP (YR 3) carryover from previous fiscal year and held in the RSBPP (YR 3) financial account.
80216	Interest, RSBPP (YR 3) Grant Program	1,500	1,000	Estimated interest earned on RSBPP (YR 3) Grant funds while held in the RSBPP (YR 3) financial account. All interest earned must be available for disbursement to qualified projects.
TOTAL		10,406,500	7,376,000	
RURAL SCHOOL BUS PILOT PROGRAM (YR 4) INCOME				
47328	Rural School Bus Pilot Program (YR 4)	4,350,000	-	Through a CARB Grant Agreement, the District administers the state-wide Rural School Bus Pilot Program (RSBPP) Year 4 grant for school buses for rural school districts.
47328	Rural School Bus Pilot Program (YR 4) carryover	-	4,185,000	RSBPP (YR 4) carryover from previous fiscal year and held in the RSBPP (YR 4) financial account.
80217	Interest, RSBPP (YR 4) Grant Program	1,000	1,000	Estimated interest earned on RSBPP (YR 4) Grant funds while held in the RSBPP (YR 4) financial account. All interest earned must be available for disbursement to qualified projects.
TOTAL		4,351,000	4,186,000	
DERA FEDERAL GRANT INCOME				
47324	DERA Grant	1,695,376	1,695,376	Through Grant Agreements G-19-DEIRA-01 and G-21-DEIRA-01, the District administers all of CARB's Diesel Emissions Reduction Act (DERA) allocated by the EPA to CARB for all of California. Under agreement, the DERA funds will be spent toward the RSBPP grant program, typically funding about 5 additional school buses.
47324	DERA Grant carryover	-	-	
TOTAL		1,695,376	1,695,376	
WOODSTOVE CHANGEOUT PROGRAM INCOME				
N/A-Reserve	Woodstove Changeout Grant Program	-	-	District Woodstove Grant Program is typically funded by funds from compliance settlement agreement(s). The current funds were received in FY 16/17 and are provided through the Reserve Fund.
N/A-Reserve	Woodstove Changeout Grant Program carryover	275,000	275,000	District Woodstove Grant funds carryover from previous fiscal year and held in the District Reserve.
TOTAL		275,000	275,000	

North Coast Unified Air Quality Management District - Proposed FY 2023-24 Budget

ACCOUNT NUMBER	ACCOUNT NAME	FY 2022-23 ADOPTED	FY 2023-24 DRAFT	DESCRIPTION AND DETAILS OF ACCOUNTS
STATE WOODSMOKE REDUCTION PROGRAM INCOME				
47210	State Woodsmoke Reduction Grant Program	-	-	State Woodsmoke Reduction Grant Program is implemented by CARB and administered by air districts in coordination with CAPCOA. Implemented by California Climate Investments with GGRF funds. Initial allocation to District and also air basin. Estimated 2 year pilot with future funding.
47210	State Woodsmoke Reduction Grant Program carryover	5,000	-	
80210	Interest, Woodsmoke Grant Program	-	-	State Woodsmoke Grant program funds carryover from previous fiscal year and held in the State Woodsmoke account.
TOTAL		5,000	-	Estimated interest earned on Woodsmoke Reduction Program funds while held in the Woodsmoke financial account. All interest earned must be available for disbursement to qualified projects.
FARMER PROGRAM INCOME				
47200	FARMER Grant Program	-	300,000	CARB's Funding Agricultural Replacement Measures for Emission Reductions (FARMER) grant program. A statewide agricultural equipment replacement program similar to the Carl Moyer Program with additional project types. Initially allocates \$5.5 million split among 18 air districts with 9% administration. Funded by GGRF, Air Quality Improvement Funds, Alternative and Renewable Fuel and Vehicle Technology Funds. The FARMER Grant program funds carryover from previous fiscal year and held in the FARMER account. The FARMER Grant provides 9% for administrative expenses. The FARMER Grant provides 50% admin carryover from previous fiscal year, held in District Reserve, to be expensed this fiscal year.
47200	FARMER Grant Program carryover	-	-	
47205	FARMER Grant Program Admin	-	27,000	
47205	FARMER Grant Program Admin carryover from previous year	-	-	
80205	Interest, FARMER Grant Program	-	200	Estimated interest earned on FARMER Grant Program funds while held in the FARMER Program financial account. All interest earned must be available for disbursement to qualified projects.
TOTAL		-	327,200	
TOTAL GRANTS & SPECIAL INCOME		25,247,656	17,446,220	
GRANTS & SPECIAL EXPENSE				
CARL MOYER GRANT EXPENSE				
68100	Carl Moyer P Program Grant	963,442	1,049,853	Carl Moyer Program Grant incentives/project funds provided under contract to recipients.
68100	Carl Moyer P Program Grant carryover	-	-	Carl Moyer Program Grant funds carryover to next fiscal year and held in Carl Moyer financial account.
68100A	Carl Moyer Program Grant Admin	57,785	39,606	The Carl Moyer Grant provides 12.5% for grant admin/expenses (held in District Reserve), which are allocated over several years (typically 80% initial year, 20% second year) to roughly cover minor admin expenses during grant term (5-10yrs). This expense is reflected in the operating budget in various accounts (e.g. Salaries & Benefits and Office Expense).
68100A	Carl Moyer Program Grant Admin carryover from previous year	8,304	9,901	
68100A	Carl Moyer Program Grant Admin carryover to next year	14,446	14,446	Carl Moyer Grant admin of 20% carryover from previous fiscal year, held in District Reserve, to be expensed in this fiscal year.
TOTAL		1,043,977	1,113,806	Carl Moyer Grant admin of 20% carryover to next year, held in District Reserve, to be expensed next fiscal year.
STATE RESERVE (MULTI-DISTRICT) GRANT EXPENSE				
68350	State Reserve (Multi-District) Grant	-	-	State Reserve Grant incentives/project funds provided under contract to recipients.
68350	State Reserve (Multi-District) Grant carryover	219,835	219,835	State Reserve Program funds carryover to next fiscal year and held in Carl Moyer financial account.
68350A	State Reserve (Multi-District) Admin	-	-	State Reserve Admin provides 12.5% for grant admin/expenses, where 80% is expensed initial year when funds received. This expense is reflected the operating budget in various accounts (e.g. Salaries & Benefits and Office Expense).
68350A	State Reserve (Multi-District) Admin carryover from previous year	31,403	31,403	State Reserve admin of 20% carryover from previous fiscal year, held in District Reserve, to be expensed in this fiscal year.
68350A	State Reserve (Multi-District) Admin carryover to next year	-	-	State Reserve admin of 20% carryover to next year and held in District Reserve, to be expensed next fiscal year.
TOTAL		251,238	251,238	

North Coast Unified Air Quality Management District - Proposed FY 2023-24 Budget

ACCOUNT NUMBER	ACCOUNT NAME	FY 2022-23 ADOPTED	FY 2023-24 DRAFT	DESCRIPTION AND DETAILS OF ACCOUNTS
AB923 DMV SURCHARGE FUNDS EXPENSE				
68055	AB923 DMV Surcharge Funds	400,000	400,000	AB923 DMV Surcharge Grant incentives/project funds provided to recipients; AB923 DMV Surcharge Funds also provide yearly match funds for the Carl Moyer Program Grant Program.
68055	AB923 DMV Surcharge Funds carryover	1,818,565	1,821,600	AB923 Grant funds carryover to next fiscal year and held in AB923 financial account.
TOTAL		2,218,565	2,221,600	
RURAL SCHOOL BUS PILOT PROGRAM (YR 2) EXPENSE				
68326	Rural School Bus Pilot Program (YR 2)	5,001,000	-	RSBPP (YR 2) Grant incentives/project funds provided under contract to recipients.
68326	Rural School Bus Pilot Program (YR 2) carryover	-	-	RSBPP (YR 2) Grant funds carryover to next fiscal year and held in RSBPP (YR 2) financial account.
TOTAL		5,001,000	-	
RURAL SCHOOL BUS PILOT PROGRAM (YR 3) EXPENSE				
68327	Rural School Bus Pilot Program (YR 3)	10,406,500	7,376,000	RSBPP (YR 3) Grant incentives/project funds provided under contract to recipients.
68327	Rural School Bus Pilot Program (YR 3) carryover	-	-	RSBPP (YR 3) Grant funds carryover to next fiscal year and held in RSBPP (YR 3) financial account.
TOTAL		10,406,500	7,376,000	
RURAL SCHOOL BUS PILOT PROGRAM (YR 4) EXPENSE				
68328	Rural School Bus Pilot Program (YR 4)	4,351,000	4,186,000	RSBPP (YR 4) Grant incentives/project funds provided under contract to recipients.
68328	Rural School Bus Pilot Program (YR 4) carryover	-	-	RSBPP (YR 4) Grant funds carryover to next fiscal year and held in RSBPP (YR 4) financial account.
TOTAL		4,351,000	4,186,000	
DERA FEDERAL GRANT				
68340	DERA Grant	1,695,376	1,695,376	DERA Grant funding is spent within the RSBPP Grant according to the grant agreement along with RSBPP YR3 funds.
68340	DERA Grant carryover	-	-	
TOTAL		1,695,376	1,695,376	
WOODSTOVE CHANGEOUT PROGRAM EXPENSE				
68075	Woodstove Changeout Program	100,000	-	District Woodstove Grant incentives provided under agreement to recipients.
68075	Woodstove Changeout Program carryover	175,000	275,000	District Woodstove Changeout Program funds carryover and held in District Reserve.
TOTAL		275,000	275,000	
STATE WOOD SMOKE REDUCTION PROGRAM EXPENSE				
68080	State Woodsmoke Reduction Program	5,000	-	State Woodsmoke Grant incentives provided under agreement to recipients.
68080	State Woodsmoke Reduction Program carryover	-	-	State Woodsmoke Grant funds carryover to next fiscal year and held in State Woodsmoke financial account.
TOTAL		5,000	-	
FARMER PROGRAM EXPENSE				
68040	FARMER Program	-	300,200	FARMER Grant incentives/project funds provided under contract to recipients.
68040	FARMER Program carryover	-	-	FARMER Grant funds carryover to next fiscal year and held in FARMER Grant Program financial account.
68040A	FARMER Admin	-	13,500	FARMER Grant program provides 9% for admin/expenses, where 50% admin expense in first year when funds received. This expense is reflected in the operating budget in various accounts (e.g. Salaries & Benefits and Office Expense).
68040A	FARMER Admin carryover from previous year	-	-	FARMER Grant admin of 50% carryover from previous fiscal year, held in District Reserve, to be expensed in this fiscal year.
68040A	FARMER Admin carryover to next year	-	13,500	FARMER Grant admin of 50% carryover to next fiscal year and held in District Reserve.
TOTAL		-	327,200	
TOTAL GRANTS & SPECIAL EXPENSE		25,247,656	17,446,220	
		17,446,220	17,446,220	Total FY 23/24 Grant Income
		17,446,220	17,446,220	Total FY 22/23 Grant Expense
		0	0	

Agenda Item: 8

Closed Session

Agenda Item: 9

**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: APCO Report

DATE: May 18, 2023

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. Status on District Pension & Other Post Employment Benefit (OPEB) Liability Trust Fund

At the Governing Board meeting in April, the Board was provided a presentation on the District's Pension & Other Post Employment Benefit (OPEB) Liabilities, and approved Pension and OPEB Liability Funding Policies. The next step would be for the Board to choose a Section 115 Trust Fund Administrator (PARS, CalPERS, etc.) and choose an investment strategy for transferred funds. District staff is working on bringing a representative from the Public Agency Retirement Services (PARS) to discuss trust fund administrator options and possible investment strategies to present at the next Governing Board meeting.

2. New Statewide CAL FIRE Burn Permit System

Beginning in May, Cal Fire launched a statewide online burn permit application to streamline the process of requesting a CAL FIRE burn permit (see attached press release). The permits are for any projects located within the State Responsibility Area (SRA) and other jurisdictions where CAL FIRE has the authority to require them. The burn permits available online include: a) residential (dooryard LE-6A) burning, b) general burning, and c) Broadcast burning. Once an application is submitted, a CAL FIRE representative has 10 days to respond review/issue the permit and a site visit may be required. The District's burn permit is valid year-round, whereas the CAL FIRE permit is required during Fire Season or issued for short durations.

3. CARB Approves Advanced Clean Fleets Rule (Accelerating Heavy Duty ZEVs)

The California Air Resources Board (CARB) just approved the Advanced Clean Fleets regulation to phase out the sales of medium and heavy-duty combustion trucks in California by 2036 (see attached press release) and approved first-in-the-nation regulation to limit train pollution. The new rule puts the state on a path toward the goal of fully transitioning the medium and heavy-duty trucks to zero-emissions technology by 2045, providing major fleet operators, including state, local and federal government fleets, with different options to begin transitioning next year. For example: drayage trucks (i.e. big rigs), local delivery and government fleets must transition by 2035, and garbage trucks must be zero-emission by 2039. All other vehicles covered by the regulation must be zero-emission by 2042.

4. American Lung Association (ALA) State of the Air Report

Recently, the American Lung Association (ALA) issued its State of the Air 2023” report in which “report cards” are given for major areas throughout the US (see attached chart and local article). The report cards have been an annual event by the ALA for many years now. The report cards grade 726 counties in the US which operate ambient particulate and ozone monitors over a three-year period. The grade is weighted and seeks to reflect the number of days the area exceeds AQI Moderate level for 24-hr PM2.5 averages and 8-hr Ozone levels.

Typically, the only county in the North Coast Unified AQMD that is able to receive a grade (i.e., there is regulatory monitoring data available) is Humboldt County, which is usually a grade of “A” for both High Ozone Days and High Particle Pollution Days (see the 2016 ALA report).

A key point to note in regards to the ALA grade/report is that the grade represents a much more conservative and restrictive methodology which uses AQI (Air Quality Index) for reporting daily air quality. This is separate from the existing health-based state and federal ambient air quality standards (AAQS) and assessment basis for attainment designations. Because the ALA report bases its grades in part on the AQI, rather than the AAQS, it is possible to receive an “F” on the report, while still meeting all the AAQS requirements. The ALA report includes data on days influenced by wildfire smoke, whereas these impacts are not included with regulatory data.

5. Staff Training, Workshops, & Symposiums

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

- CalPERS - *Public Agency PEPRA Contribution Rates* - Penny Costa & Erin Squire
- GovInvest - *2023 OPEB & Pension Insider* - Penny Costa
- CARB - *FP118: Methane Leak Detection Equipment: Part A & B* - David Huffman

INTERAGENCY NEWS RELEASE

*California Department of Forestry and Fire Protection
Humboldt - Del Norte Unit
And
North Coast Unified Air Quality Management District*



CONTACT: CAL FIRE
Humboldt-Del Norte Unit
(707) 726-1285

RELEASE DATE: April 25, 2023



CAL FIRE BURN PERMITS REQUIRED MAY 1, 2023

Effective May 1, 2023, the CAL FIRE Humboldt - Del Norte Unit requires both **Standard** and **Non-Standard** Burn Permit holders in State Responsibility Areas, to also obtain a CAL FIRE Burn Permit. A North Coast Unified Air Quality Management District (NCUAQMD) burn permit is still required year-round and contains the permittee's designated burn zone.

The CAL FIRE Humboldt – Del Norte Unit wants to emphasize the importance of following all burning regulations and ensuring controlled burns do not escape and become wildfires. Recent precipitation has helped bring needed moisture, but light fuels can dry quickly when conditions are dry and windy.

CAL FIRE has transitioned to a new online process to obtain burn permits.

- Burn permits are available online at: www.burnpermit.fire.ca.gov
- All applications for burn permits must be submitted online.
- Anyone without internet access may contact their nearest CAL FIRE station for assistance.
- Residential Burn permits
 - No site visit is required.
 - An Air Quality Standard permit is also required.
 - Burning can only occur on Permissive Burn Days as determined by calling NCUAQMD.
- General Project and Broadcast Burn permits
 - May require a site visit.
 - Allow ten days for application review and site visit as needed.
 - An Air Quality Non-Standard permit is also required.
 - Burning can only occur on Permissive Burn Days as determined by calling the NCUAQMD or by exemption.

CAL FIRE Stations

Fortuna Headquarters	(707) 725-4413
Garberville Station	(707) 923-2645
Weott Station	(707) 946-2215
Trinidad Station	(707) 677-3638
Crescent City Station	(707) 464-5526

NCUAQMD burn permits are required year-round and can be obtained on-line at www.ncuqamd.org or in person at 707 L Street, Eureka (M-F 9am to Noon and 1pm to 4pm). For more information contact the NCUAQMD by calling (707) 443-3093.

California approves groundbreaking regulation that accelerates the deployment of heavy-duty ZEVs to protect public health

Advanced Clean Fleets establishes world's first mandate to end combustion truck sales

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CATEGORIES

Topics On-Road Heavy-Duty Vehicles

Programs Advanced Clean Fleets, Advanced Clean Trucks

SACRAMENTO – The California Air Resources Board (CARB) today approved a first-of-its-kind rule that requires a phased-in transition toward zero-emission medium-and-heavy duty vehicles.

Known as Advanced Clean Fleets, the new rule helps put California on a path toward accomplishing Gov. Gavin Newsom’s goal of fully transitioning the trucks that travel across the state to zero-emissions technology by 2045. The new rule is expected to generate \$26.6 billion in health savings from reduced asthma attacks, emergency room visits and respiratory illnesses. Furthermore, fleet owners will save an estimated \$48 billion in their total operating costs from the transition through 2050.

While trucks represent only 6% of the vehicles on California’s roads, they account for over 35% of the state’s transportation generated nitrogen oxide emissions and a quarter of the state’s on-road greenhouse gas emissions. California communities that sit near trucking corridors and warehouse locations with heavy truck traffic have some of the worst air in the nation. California is set to invest almost \$3 billion between 2021 – 2025 in zero-emission trucks and infrastructure. This investment is a part of a \$9 billion multi-year, multi-agency zero-emissions vehicle package to equitably decarbonize the transportation sector that was agreed upon by the Governor and the Legislature in 2021.

“We have the technology available to start working toward a zero-emission future now,” said CARB Chair Liane Randolph. “The Advanced Clean Fleets rule is a reasonable and innovative approach to clean up the vehicles on our roads and ensure that Californians have the clean air that they want and deserve. At the same time, this rule provides manufacturers, truck owners and fueling providers the assurance that there will be a market and the demand for zero-emissions vehicles, while providing a flexible path to making the transition toward clean air.”

“California continues to lead by example with first-of-its-kind standards to slash air pollution and toxics from heavy-duty trucks,” said Yana Garcia, California’s Secretary for Environmental Protection. “Where you live, work, or go to school should not determine the quality of the air you breathe. The Advanced Clean Fleets rule brings California one step closer to addressing historic inequities that have placed some communities at the epicenter of environmental pollution and the resulting health consequences, while accelerating our transition to a zero-emission future.”

Under the new rule, fleet owners operating vehicles for private services such as last-mile delivery and federal fleets such as the Postal Service, along with state and local government fleets, will begin their transition toward zero-emission vehicles starting in 2024. The rule includes the ability to continue operating existing vehicles through their useful life. Due to the impact that truck traffic has on residents living near heavily trafficked corridors, drayage trucks will need to be zero-emissions by 2035. All other fleet owners will have the option to transition a percentage of their vehicles to meet expected zero-emission milestones, which gives owners the flexibility to continue operating combustion -powered vehicles as needed during the move toward cleaner technology. The flexibility is intended to take into consideration the available technology and the need to target the highest-polluting vehicles. For

example, last mile delivery and yard trucks must transition by 2035, work trucks and day cab tractors must be zero-emission by 2039, and sleeper cab tractors and specialty vehicles must be zero-emission by 2042.



The rule also allows fleet owners to receive exemptions based on available technology to make sure fleet owners continue to replace their older polluting trucks with ones that have the cleanest engines in the nation. There are already about 150 existing medium- and heavy-duty zero-emission trucks that are commercially available in the U.S. today.

The Advanced Clean Fleets rule includes an end to combustion truck sales in 2036, a first-in-the-world requirement that factors in public commitments to transition to zero-emission technology by truck manufacturers, potential cost savings for fleets, and accelerated benefits for California communities. The rule also provides fleet owners flexibility and provides regulatory certainty to the heavy-duty market.

An analysis of the sales and purchase requirements estimates that about 1.7 million zero-emission trucks will hit California roads by 2050. To support the needed infrastructure and services to make this transition, agencies across government have committed to the Zero-Emission Infrastructure Joint Agency Statement of Intent. For more than a decade, California has been making investments in infrastructure and to support the development and adoption of zero-emissions vehicles. The Joint Statement of Intent lays out the basic tools for direct communication and collaboration between CARB, the California Energy Commission, the California State Transportation Agency, California Transportation Commission, California Department of Transportation, the Department of General Services and the Governor's Office of Economic and Business Development. These agencies will plan, develop, deploy and help to fund the extensive network of electric charging and hydrogen stations required to help get California to zero-emissions by 2045.

As part of the vote, board members directed staff to coordinate with relevant state agencies on how non-fossil biomethane from sources related to the state's wastewater and food waste diversion requirements under SB1383 can be used in hard-to-decarbonize sectors as part of the transition, and to report to the Board, by the end of 2025, any actions needed to accomplish the transition.

Advanced Clean Fleets follows the 2020 adoption of the Advanced Clean Trucks rule, which put in place a requirement for manufacturers to increase the sale of zero-emission trucks and its waiver was recently granted by the Biden Administration's Environmental Protection Agency.

California's ambitious efforts to provide cleaner air are especially important for those living in areas with heavy truck traffic, who often are low-income residents or communities of color that bear a disproportionate burden from the impacts of pollution and climate change. Fleet owners will also see benefits from the new regulations, including lower operating and maintenance expenses that can offset the initial purchase costs. Today, in some instances, the total cost of ownership for zero-emissions trucks may be comparable to those of fuel-powered options, without factoring in available state and federal financial incentives.

Financial Assistance

More information

CARB's mission is to promote and protect public health, welfare, and ecological resources through effective reduction of air pollutants while recognizing and considering effects on the economy. CARB is the lead agency for climate change programs and oversees all air pollution control efforts in California to attain and maintain health-based air quality standards.

Source URL: <https://ww2.arb.ca.gov/news/california-approves-groundbreaking-regulation-accelerates-deployment-heavy-duty-zevs-protect>

California

County	High Ozone Days 2019-2021										High Particle Pollution Days 2019-2021														
	Orange					Red					Purple					Maroon					Wgt.				
	Orange	Red	Purple	Avg	Grade	Orange	Red	Purple	Avg	Grade	Orange	Red	Purple	Maroon	Avg	Grade	Value	Design	Pass / Fail						
Alameda	21	2	0	8.0	F	9	10	1	0	0	8.7	F	0	8.8	F	8.8	Pass	Pass							
Amador	8	1	0	3.2	D	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC							
Butte	17	2	0	6.7	F	21	22	2	1	1	20.2	F	1	11.4	F	11.4	Pass	Pass							
Calaveras	9	1	0	3.5	F	14	16	0	0	0	12.7	F	0	8.9	F	8.9	Pass	Pass							
Colusa	0	0	0	0.0	A	18	27	0	0	0	19.5	F	0	10.4	F	10.4	Pass	Pass							
Contra Costa	13	0	0	4.3	F	9	11	0	0	0	8.5	F	0	9.3	F	9.3	Pass	Pass							
El Dorado	41	6	0	16.7	F	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC							
Fresno	136	16	1	54.0	F	77	42	5	0	0	50.0	F	0	15.3	F	15.3	Fail	Fail							
Glenn	0	0	0	0.0	A	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC							
Humboldt	0	0	0	0.0	A	2	0	0	0	0	0.7	B	0	7.4	B	7.4	Pass	Pass							
Imperial	45	4	0	17.0	F	8	1	0	0	0	3.2	D	0	11.0	D	11.0	Pass	Pass							
Inyo	19	0	0	6.3	F	32	34	8	6	6	38.0	F	6	8.4	F	8.4	Pass	Pass							
Kern	201	38	1	86.7	F	107	29	2	0	0	51.5	F	0	17.8	F	17.8	Fail	Fail							
Kings	54	3	0	19.5	F	85	23	0	0	0	39.8	F	0	15.9	F	15.9	Fail	Fail							
Lake	0	0	0	0.0	A	1	4	0	0	0	2.3	D	0	6.3	D	6.3	Pass	Pass							
Los Angeles	175	86	16	112.0	F	39	13	1	0	0	20.2	F	0	13.0	F	13.0	Fail	Fail							
Madera	59	6	0	22.7	F	30	21	1	0	0	21.2	F	0	13.0	F	13.0	Fail	Fail							
Marin	1	0	0	0.3	B	4	4	1	0	0	4.0	F	0	7.3	F	7.3	Pass	Pass							
Mariposa	45	7	0	18.5	F	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC							
Mendocino	0	0	0	0.0	A	15	12	1	2	2	13.3	F	2	9.2	F	9.2	Pass	Pass							
Merced	44	3	0	16.2	F	24	16	0	0	0	16.0	F	0	11.9	F	11.9	Pass	Pass							
Mono	DNC	DNC	DNC	DNC	DNC	23	27	10	18	18	42.8	F	18	INC	F	INC	INC	INC							
Monterey	0	0	0	0.0	A	5	9	2	0	0	7.5	F	0	7.0	F	7.0	Pass	Pass							
Napa	3	0	0	1.0	C	6	8	0	0	0	6.0	F	0	INC	F	INC	INC	INC							
Nevada	51	7	1	21.2	F	14	27	4	0	0	20.8	F	0	9.7	F	9.7	Pass	Pass							
Orange	42	9	2	19.8	F	24	2	0	0	0	9.0	F	0	11.1	F	11.1	Pass	Pass							
Placer	69	8	0	27.0	F	19	23	0	0	0	17.8	F	0	10.4	F	10.4	Pass	Pass							
Plumas	DNC	DNC	DNC	DNC	DNC	22	28	1	1	1	22.8	F	1	16.5	F	16.5	Fail	Fail							
Riverside	232	89	10	128.5	F	36	7	0	0	0	15.5	F	0	13.9	F	13.9	Fail	Fail							
Sacramento	48	3	0	17.5	F	22	21	0	1	1	18.7	F	1	11.1	F	11.1	Pass	Pass							
San Benito	3	0	0	1.0	C	6	8	0	0	0	6.0	F	0	6.5	F	6.5	Pass	Pass							

California

County	High Ozone Days 2019-2021										High Particle Pollution Days 2019-2021																								
	Orange					Red					Purple					Maroon					Wgt.					Design Value					Pass / Fail				
	Orange	Red	Purple	Avg	Grade	Orange	Red	Purple	Avg	Grade	Orange	Red	Purple	Maroon	Avg	Grade	Value	Pass	Fail	Orange	Red	Purple	Maroon	Avg	Grade	Value	Pass	Fail							
San Bernardino	194	176	37	177.3	F	36	9	0	0	0	0	0	0	16.5	F	14.2	Fail																		
San Diego	65	6	0	24.7	F	17	10	0	0	0	0	0	0	10.7	F	9.6	Pass																		
San Francisco	1	0	0	0.3	B	3	5	0	0	0	0	0	0	3.5	F	8.5	Pass																		
San Joaquin	11	0	0	3.7	F	29	16	0	0	0	0	0	0	17.7	F	11.8	Pass																		
San Luis Obispo	32	0	1	11.3	F	5	8	2	0	0	0	0	0	7.0	F	7.7	Pass																		
San Mateo	3	0	0	1.0	C	4	5	0	0	0	0	0	0	3.8	F	7.6	Pass																		
Santa Barbara	7	1	0	2.8	D	7	3	0	0	0	0	0	0	3.8	F	7.6	Pass																		
Santa Clara	15	1	0	5.5	F	12	8	0	0	0	0	0	0	8.0	F	10.3	Pass																		
Santa Cruz	0	0	0	0.0	A	6	10	2	0	2	2	0	0	10.0	F	7.1	Pass																		
Shasta	12	0	0	4.0	F	9	17	2	0	2	0	0	0	12.8	F	9.5	Pass																		
Siskiyou	0	0	0	0.0	A	19	35	2	1	2	1	0	0	26.0	F	10.5	Pass																		
Solano	7	0	0	2.3	D	6	5	1	0	1	0	0	0	5.2	F	9.7	Pass																		
Sonoma	0	0	0	0.0	A	1	6	0	0	0	0	0	0	3.3	F	INC	INC																		
Stanislaus	56	3	0	20.2	F	42	19	0	0	0	0	0	0	23.5	F	13.0	Fail																		
Sutter	19	3	0	7.8	F	24	19	1	1	1	1	1	1	19.0	F	13.1	Fail																		
Tehama	31	1	0	10.8	F	16	36	0	0	0	0	0	0	23.3	F	9.8	Pass																		
Tulare	220	35	2	92.2	F	59	21	1	1	1	1	1	1	31.7	F	17.8	Fail																		
Tuolumne	9	0	0	3.0	D	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC	DNC						
Ventura	35	3	0	13.2	F	5	2	0	0	0	0	0	0	2.7	D	7.9	Pass																		
Yolo	5	0	0	1.7	C	3	1	0	0	0	0	0	0	1.5	C	INC	INC																		

Notes:

- (1) The weighted average was derived by adding the three years of individual level data (2019-2021), multiplying the sums of each level by the assigned standard, i.e. 1.0 = orange, 1.5 = red, 2.0 = purple, 2.5 = maroon and calculating the average.
- (2) INC indicates incomplete monitoring data for some portion of the three years within that county.
- (3) DNC indicates that data on that particular pollutant is not collected in that county.
- (4) Grades are as follows: A = 0.0, B = 0.3-0.9, C = 1.0-2.0, D = 2.1-3.2, F = 3.3+.

RYAN BURNS / THURSDAY, APRIL 20 @ 3:30 P.M.
/ ENVIRONMENT

Breathe a Sigh of Relief: Humboldt County May Have the Cleanest Air in the State, Report Finds

Young lungs breathing pristine Humboldt County air. | Photo: Stephanie McGear.

###

Rejoice, Humboldt. Step outside, breathe deep and shout “Hooray!” When you’re done, go ahead and take a few more deep inhales, because unless you’re standing near a vehicle tailpipe, a [4/20 party](#) or the business end of a local farm animal, the air you’re breathing might just be the cleanest in the entire state.

That’s according to the American Lung Association’s [2023 State of the Air report](#), which issues letter grades to counties across the country based on two air quality measurements: ozone and particle pollution.

[Ozone pollution](#), the main ingredient in smog, can trigger a variety of health problems, leading to coughing, difficulty breathing, inflamed airways and increased frequency of asthma attacks.

Humboldt County is virtually smog-free.

With 49 out of California’s 58 counties providing data analyzed in the report, Humboldt is one of just nine counties to receive an “A” grade, with 0.0 high ozone days tallied over the time period covered. (The data from the report, collected in 2019, 2020 and 2021, was taken from the 10,000-plus air quality monitors in the [EPA’s Air Quality System](#). Not all counties have monitors for either ozone or particle pollution.)

As for particle pollution, Humboldt County received a B grade, which may sound sorta “meh” until you learn that it was the highest grade in class. Yolo County got a

C; Imperial, Lake and Ventura counties all got Ds; every other county on the report received a failing grade.

While Humboldt County experienced a bit of air pollution in recent years as smoke from inland wildfires drifted our way, most days here are pristine. In contrast, the vast majority of Californians live in communities with unhealthy levels of smog or fine particles.

That may surprise you, but the truth is that much of California's air is very, very bad. [As CNN notes](#), the Golden State accounts for six of the 10 worst cities in the country in terms of annual particle pollution. California also has four of the five worst cities for ozone pollution: Los Angeles-Long Beach, Visalia, Bakersfield and Fresno-Madera-Hanford.

Nationwide, nearly 36 percent of Americans — 119.6 million people — live in communities with failing grades for unhealthy levels of ozone or particle pollution, according to the American Lung Association. That's actually 17.6 million *fewer* people breathing unhealthy air than in last year's report.

The authors attribute the country's falling levels of ozone pollution to the success of the Clean Air Act. Since President Richard Nixon signed that act into law in 1970, emissions of outdoor air pollutants have fallen 78 percent, [according to the EPA](#).

“However,” the State of the Air report says, “the number of people living in counties with failing grades for daily spikes in deadly particle pollution was 63.7 million, the most ever reported under the current national standard.”

People of color and those in western states are disproportionately affected, the report found. Of the nearly 120 million people living in areas with unhealthy air quality, more than 64 million (54 percent) are people of color.

What's causing all this pollution? Driving is the big one. Transportation, including fuel production and the engine of our gas-powered vehicles, is responsible for roughly half of greenhouse gas emissions and 80 percent of air pollutants in California, [according to the California Air Resources Board](#).

Another factor? Wildfires, which lead to more ozone and particle pollution. Nationwide there were 14,407 fires in 2021 alone, according to the [National Interagency Fire Center](#). “Those fires are why the regions with the highest concentrations of air pollution are largely in the West,” [CNN says](#).

As noted by the *Los Angeles Times*, California is taking action. “Following a 2020 order from Gov. Gavin Newsom, the California Air Resources Board developed a plan to [ban sales of new gas-powered vehicles by 2035](#),” the paper says in a story published earlier today. “Similar state restrictions on diesel-burning big rigs were also recently [given the green light](#) by federal regulators.”

How do we improve matters further? The report includes [a list of suggestions](#) for both individuals and governments. For people they recommend that you prioritize walking, biking and public transit for your transportation. Also, conserve electricity, purchase your power from clean sources and refrain from burning leaves, trash and wood whenever possible.

For local governments, the researchers recommend that jurisdictions adopt a climate action plan. (Humboldt County supervisors are [working to adopt one](#).) They also suggest buying zero-emission fleet vehicles and set purchasing goals for renewable, non-combustion energy.

Of course, most residential customers in the county already get their electricity through Redwood Coast Energy Authority, which has a goal of purchasing 100 percent renewable power by 2030. And before long we could have [massive floating wind turbines](#) generating power off our coast.

Click the following links if you’d like to read the full [2023 State of the Air report](#) or peruse [California’s report card](#).

Agenda Item: 10

Board Member Reports

Agenda Item: 11

Adjournment