

**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, April 9, 2026 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 March 19, 2026 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. | Resolution of Appreciation for Jason Davis, Deputy APCO | APCO |
| 7. | Public Hearing: Proposed FY 2026-27 District Budget
<u>Action Requested</u> : Open Public Hearing to Consider Adoption of Proposed FY 2026-27 District Operating Budget | APCO |
| 8. | APCO Report | APCO |
| 9. | Board Member Reports | Board Chair |
| 10. | Adjournment | Board Chair |

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

Agenda Item: 1

Call to Order

Agenda Item: 2

Roll Call

Agenda Item: 3
Changes & Deletions
to the Agenda

Agenda Item: 4

Consent Agenda

Agenda Item: 4.1

**North Coast Unified
Air Quality Management District**

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**Minutes of the Regular Meeting of the North Coast
Unified Air Quality Management District Governing
Board of Directors Meeting of
March 19, 2026**

The meeting was called to order by Chair Chris Howard at 10:02 a.m. 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
Heidi Carpenter-Harris	Trinity County Supervisor
Chris Howard	Del Norte County Supervisor
Alexandra Stillman	City of Arcata Councilmember
Mike Wilson	Humboldt County Supervisor

MEMBERS ABSENT:

None

STAFF PRESENT:

Brian Wilson	APCO
Jason Davis	Deputy APCO
Erin Squire	Clerk of the Board

OTHERS PRESENT:

Nancy Diamond	District Counsel
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Agenda Item 1: Call to Order

Agenda Item 2: Roll Call

Agenda Item 3: Changes or Deletions to the Agenda

Agenda Item 4: Consider Approving the Consent Agenda

4.1: Approve Minutes of the November 13, 2025 Board Meeting

4.2: By Consent, Accept and File District Activity Report

4.3: By Consent, Approve Updated District Salary Schedule

A motion offered by Supervisor Bohn duly seconded by Councilmember Stillman to Adopt Consent Agenda Items 4.1-4.3, is hereby APPROVED by the North Coast Unified Air Quality Management District Board of Directors on this 19th day of March 2026, 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 Carpenter-Harris (1)

There was no public comment.

Agenda Item 5: Public Comment Period

There was no public comment.

Agenda Item 6: Election of Officers

A motion offered by Supervisor Bohn, duly seconded by Supervisor Wilson, to Elect Supervisor Howard as Governing Board Chair, and Councilmember Stillman as Vice-Chair, is hereby APPROVED by the North Coast Unified Air Quality Management District Board of Directors on this 19th day of March 2026, 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 Carpenter-Harris (1)

There was no public comment.

Agenda Item 7: Nominations for 2026 CSDA Board of Directors Northern District, Seat C

A motion offered by Councilmember Stillman duly seconded by Supervisor Bohn to Decline Nominations for the 2026 CSDA Board of Directors, is hereby APPROVED by the North Coast Unified Air Quality Management District Board of Directors on this 19th day of March 2026, 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 Carpenter-Harris (1)

There was no public comment.

Agenda Item 8: Increase District X-Factor by Consumer Price Index

Supervisor Carpenter-Harris entered the meeting at 10:08 a.m.

Staff provided information about the impact of the proposed X-Factor increase on the District Budget. A short discussion about the District’s Reserve Fund also took place.

A motion offered by Supervisor Wilson duly seconded by Councilmember Stillman to Approve Resolution 2026-1: Increase District X-Factor by Consumer Price Index (CPI), is hereby APPROVED by the North Coast Unified Air Quality Management District Board of Directors on this 19th day of March 2026, by the following votes:

PASS by the following vote:

Supervisor Bohn	Nay
Supervisor Carpenter-Harris	Aye
Supervisor Howard	Aye
Council Member Stillman	Aye
Supervisor Wilson	Aye

There was no public comment.

Agenda Item 9 Reauthorization of Participation in Carl Moyer Program

Supervisor Howard recused himself from discussions and voting due to a self-identified conflict of interest arising from his employment with a previous grant recipient, Alexandre Family Farm.

A motion offered by Supervisor Bohn duly seconded by Councilmember Stillman to Approve Resolution 2026-2: Reauthorization of Participation in Carl Moyer Program, is hereby APPROVED by the North Coast Unified Air Quality Management District Board of Directors on this 19th day of March 2026, by the following votes:

PASS by the following vote:

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

There was no public comment.

Agenda Item 10: Modification of Employee Job Description

Staff described the changes needed to clarify the existing job description, noting that no changes to assignments or job duties were being made.

A motion offered by Supervisor Bohn duly seconded by Councilmember Stillman to Approve Modification of Job Description for Deputy Air Pollution Control Officer, is hereby APPROVED by the North Coast Unified Air Quality Management District Board of Directors on this 19th day of March 2026, by the following votes:

UNANMIOUS PASS by the following vote:

Ayes: Supervisor Bohn, Supervisor Carpenter Harris, Supervisor Howard,
Councilmember Stillman, and Supervisor Wilson (5)
Nays: None (0)
Abstain: None (0)
Absent: None (0)

There was no public comment.

Agenda Item 11: Closed Session: Conference for Labor Negotiations

Agenda Item 12: Closed Session: Conference for Labor Negotiations

The Board adjourned to Closed Session at 10:20 a.m. and reconvened at 11.01 a.m.

Agenda Item 13: Report Out from Closed Session

There was no Report Out from closed session.

Agenda Item 14: APCO Report

Due to time restraints the APCO Report was pulled from this meeting. Pertinent and timely items will be presented at the next board meeting.

There was no public comment.

Agenda Item 15: Board Member Reports

There were no Board Member Reports.

Agenda Item 16: Adjournment

The Governing Board Meeting was adjourned at 11:03 a.m.

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.

ERIN SQUIRE
Clerk of the Board

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.

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: April 9, 2026

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.

NCUAQMD Air Quality Monitoring Report

April 2026

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 2026.

Air Monitoring Data Summary

PM₁₀ AAQS:

- 1) State PM₁₀ 24-hour AAQS -
 - No exceedances were recorded during this period.
- 2) Federal PM₁₀ 24-hour AAQS -
 - No exceedances were recorded during this period.

PM_{2.5} AAQS:

- 1) State and Federal PM_{2.5} 24-hour AAQS -
 - No exceedances were recorded during this period.
- 2) Federal Reference Method Data repeats October-December 2025 data, due to laboratory delays.

Ozone AAQS:

- 1) State 1-hour O₃ AAQS -
 - No exceedances were recorded during this period.
- 2) State and Federal O₃ 8-hour AAQS -
 - No exceedances were recorded during this period.

Particulate Matter (PM) Levels in Relation to State Ambient Air Quality Standards (AAQS):

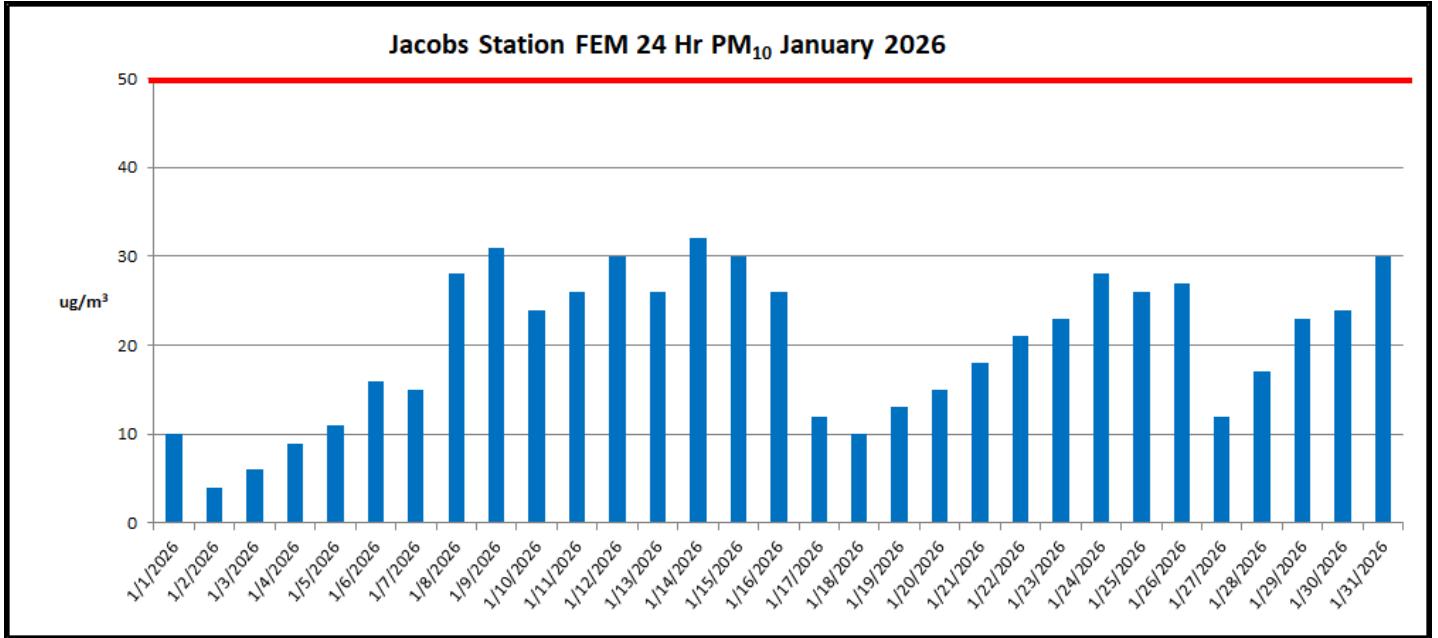
(Excluding data which is undergoing Exceptional Event Exclusion Determination)

Time Period	Air Monitoring Station		
	Jacobs	Crescent City	Weaverville
PM₁₀ 24-hour Average Max (January 2026)	64%	N/A	N/A
PM₁₀ Rolling Arithmetic Mean (February 2025 -January 2026)	91%	N/A	N/A
PM_{2.5} 24-hour Average (FRM) Max (October-December 2025)	67%	N/A	N/A
PM_{2.5} Rolling Arithmetic Mean (FRM) (January 2025-December 2025)	57%	N/A	N/A
PM_{2.5} 24-hour Average (Non-FEM) Max (January 2026)	N/A	69%*	49%*
PM_{2.5} Rolling Arithmetic Mean (non-FEM) (February 2025-January 2026)	N/A	73%*	83%*

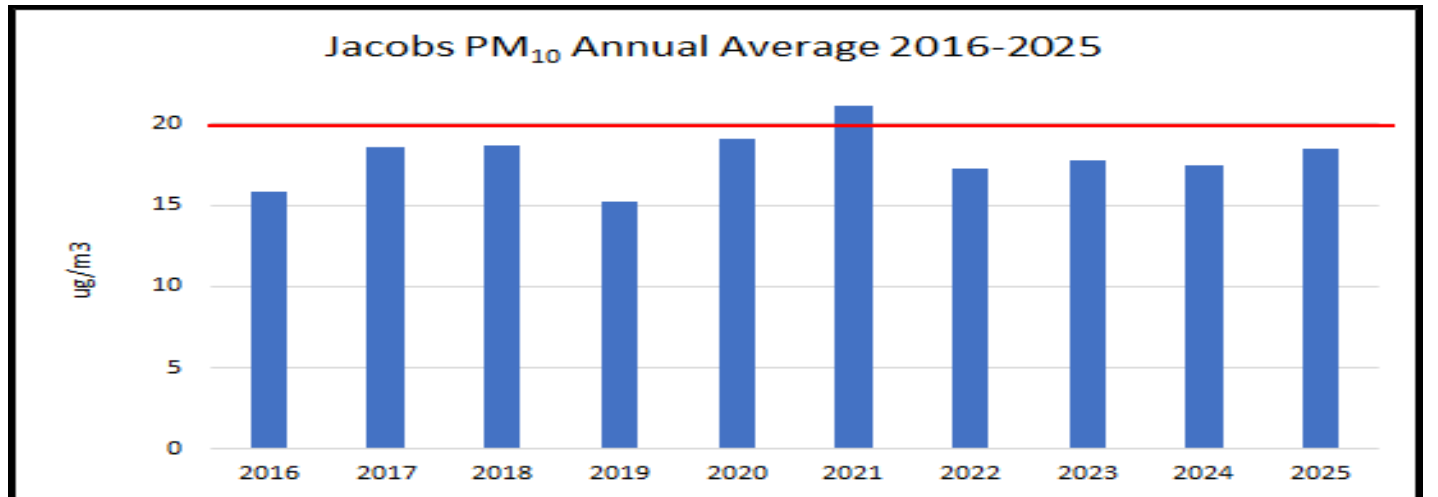
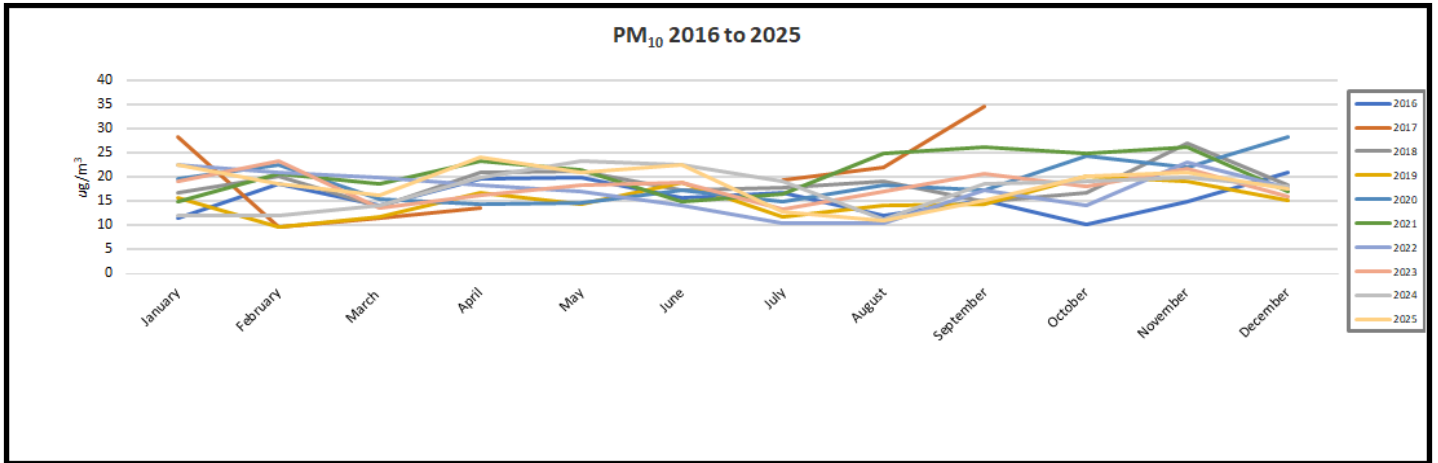
* Instrument not used for Federal Attainment Designation

PM₁₀ Data and Trends:

Eureka, Humboldt County



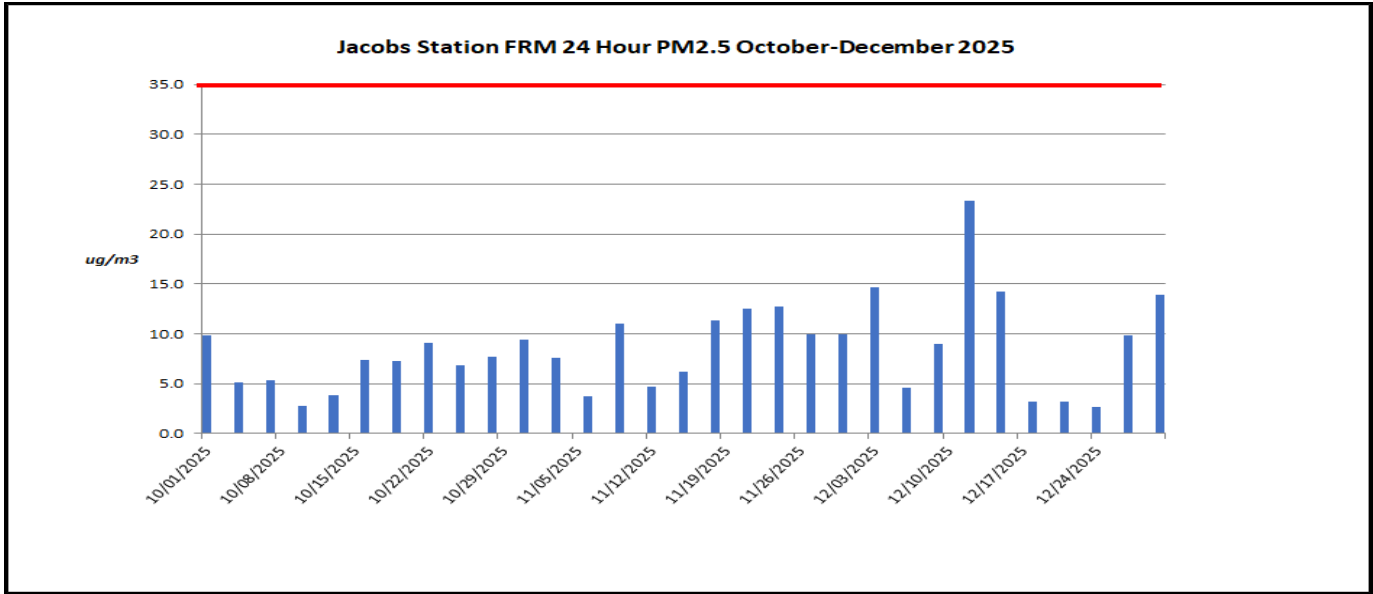
- State PM₁₀ 24-Hour AAQS is 50 ug/m³; Federal PM₁₀ 24-Hour AAQS is 150 ug/m³.
- State and Federal PM₁₀ Annual Arithmetic Mean AAQS is 20 ug/m³
- Humboldt County is classified as non-attainment for the State PM₁₀ AAQS.



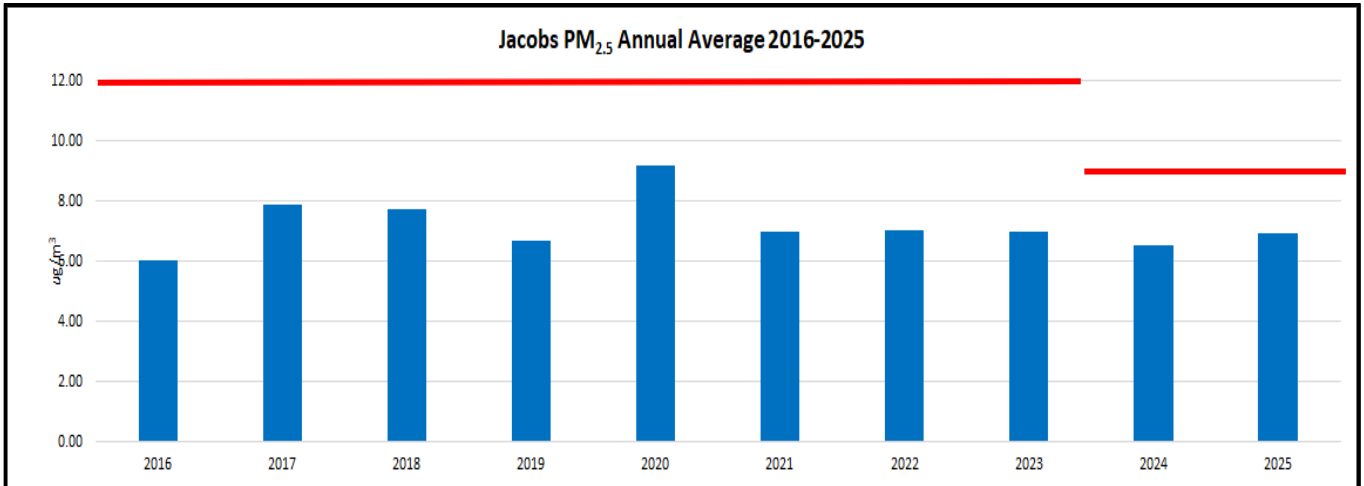
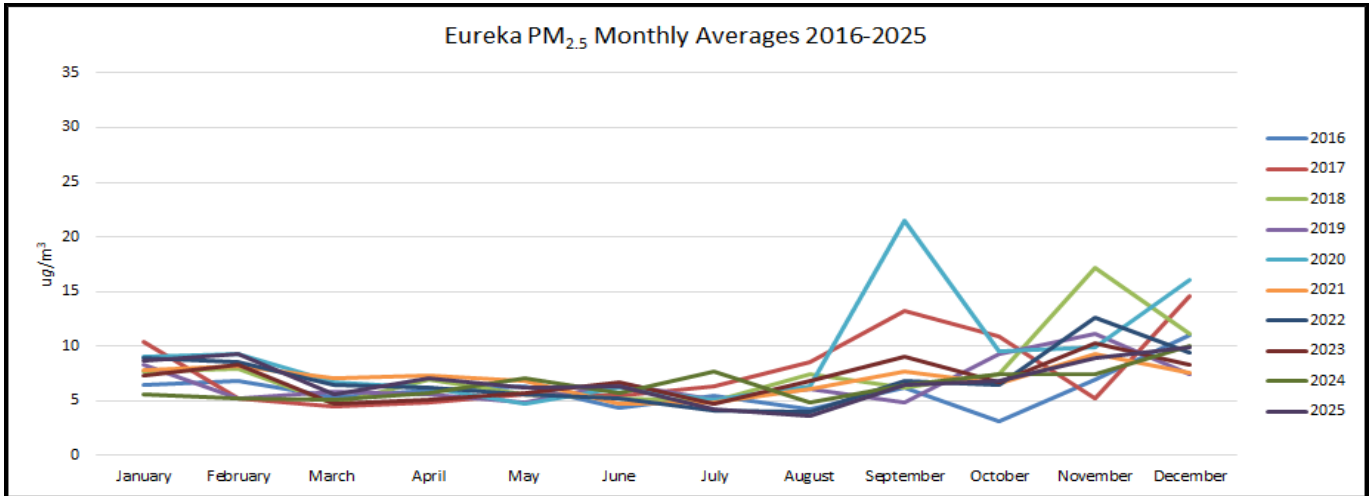
- State PM₁₀ Annual Arithmetic Mean AAQS is 20 ug/m³; There is no separate Federal PM₁₀ annual standard.

PM2.5 Data and Trends:

Eureka, Humboldt County

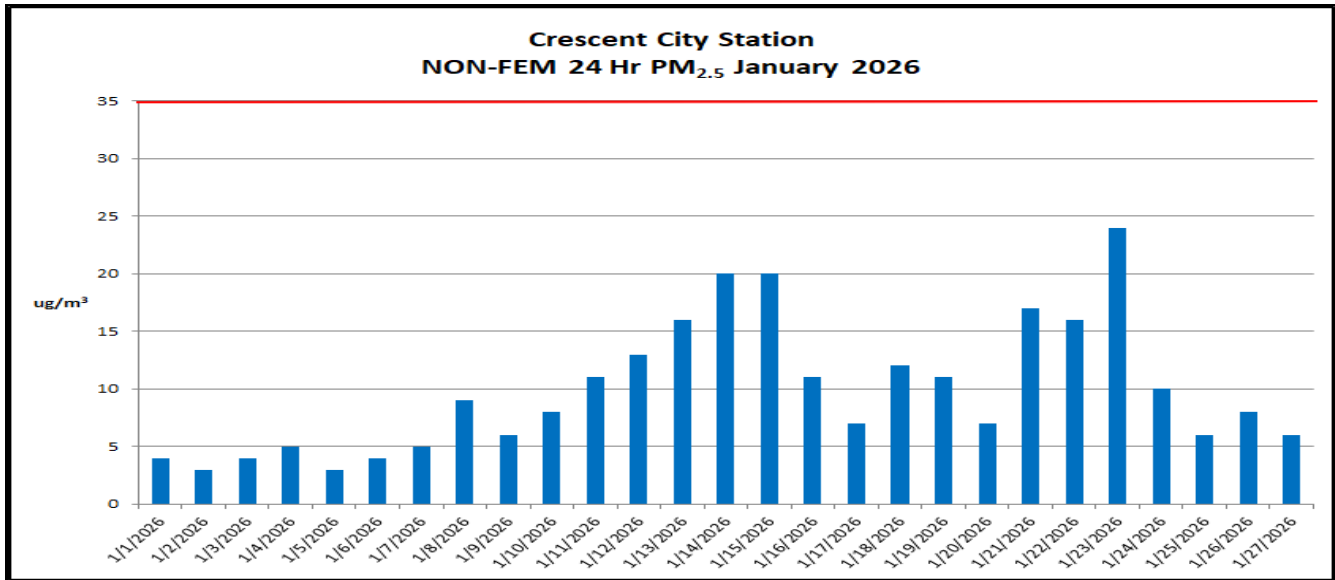


- Federal PM_{2.5} 24-Hour AAQS is 35 ug/m³; There is no separate State PM_{2.5} 24-Hour standard

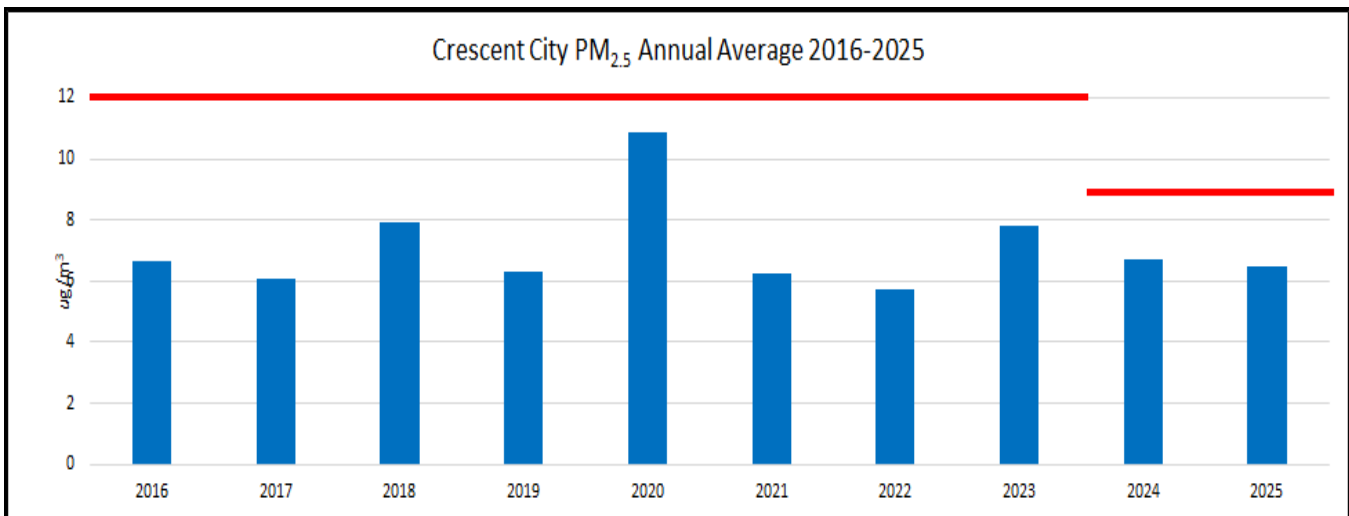
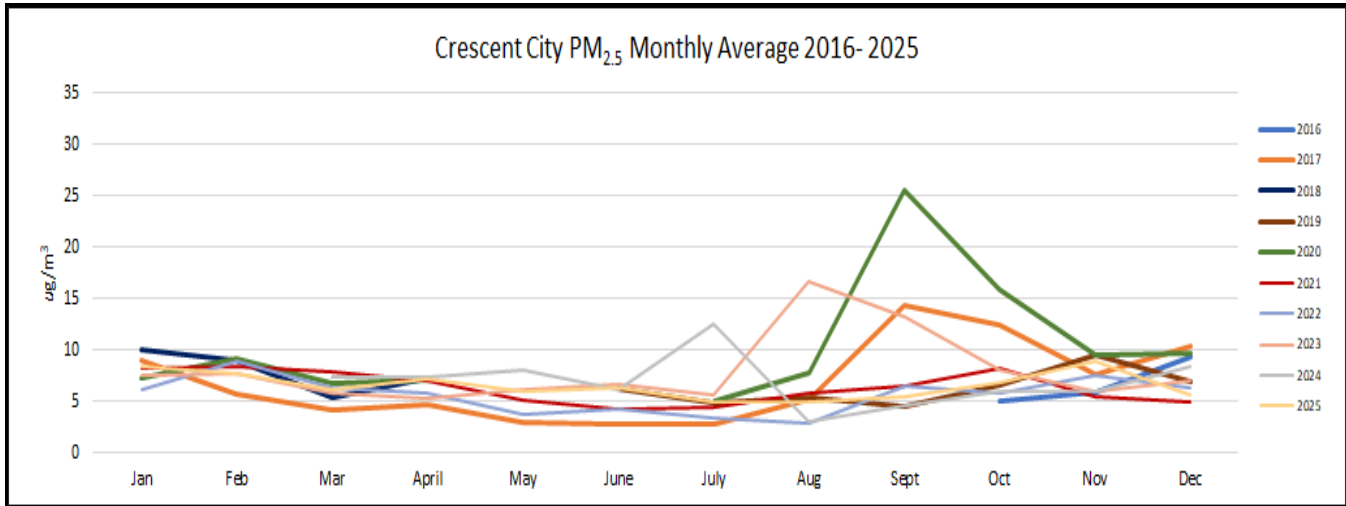


- State PM_{2.5} Annual Arithmetic Mean AAQS is 12 ug/m³;
- Federal PM_{2.5} Annual Standard changed from 12 to 9 ug/m³ in February of 2024.

Crescent City, Del Norte County

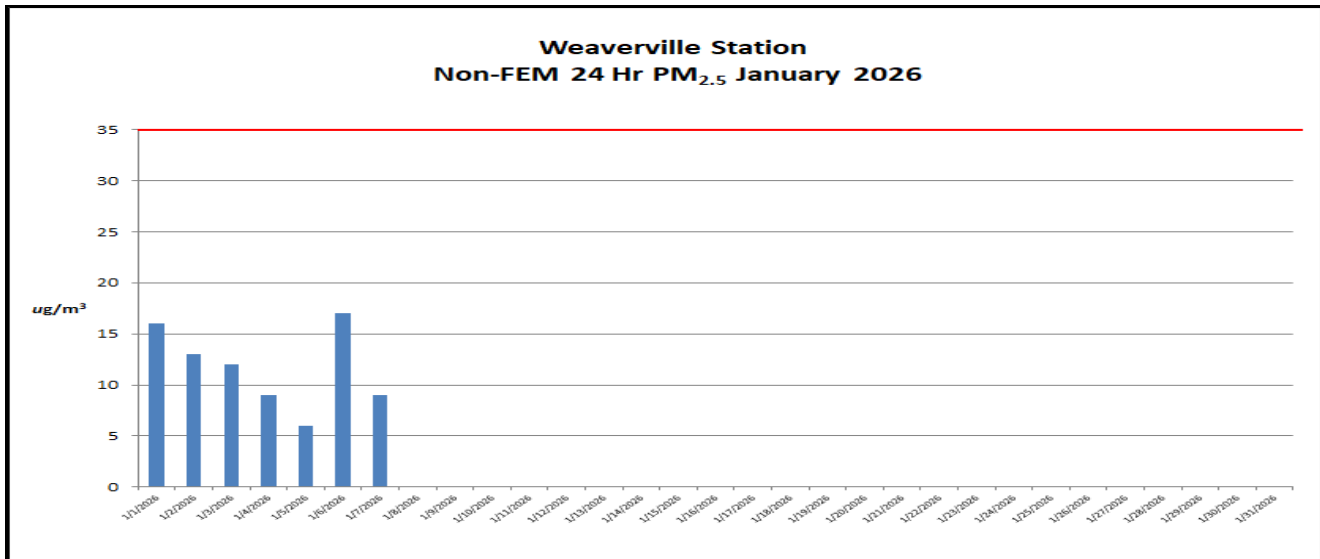


- Federal PM_{2.5} 24-Hour AAQS is 35 ug/m³; There is no separate State PM_{2.5} 24-Hour standard
- This monitor is not used for attainment decisions.

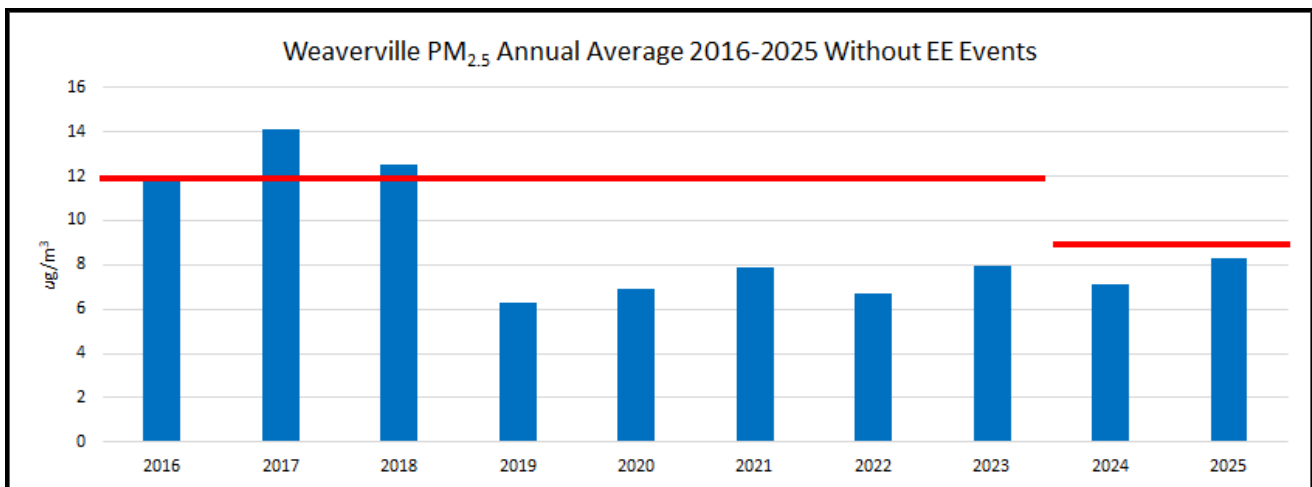
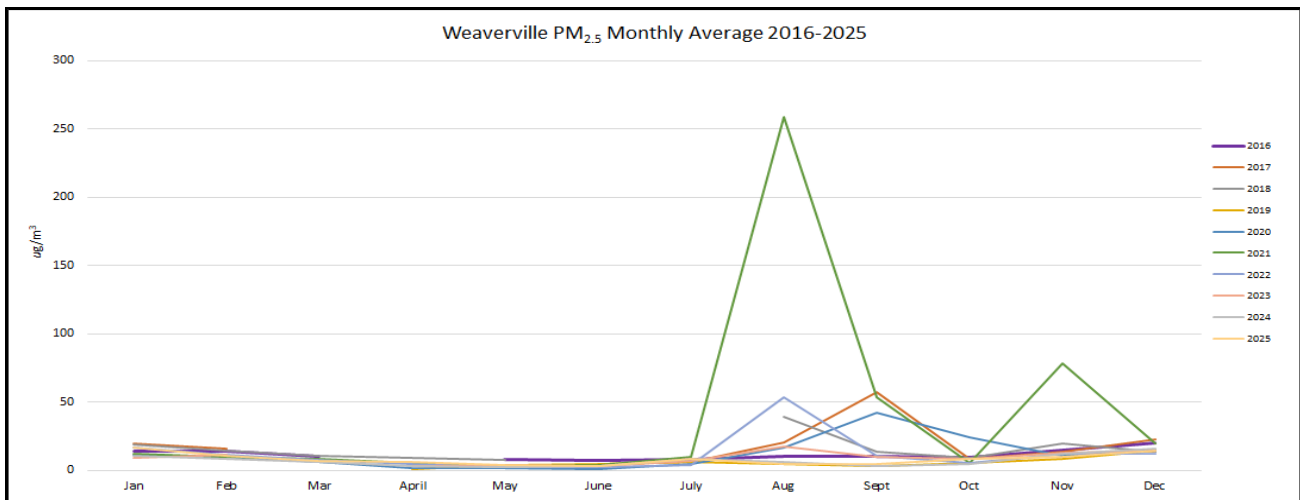


- State PM_{2.5} Annual Arithmetic Mean AAQS is 12 ug/m³; Federal PM_{2.5} annual standard is 9ug/m³
- Federal PM_{2.5} Annual Standard changed from 12 to 9 ug/m³ in February of 2024.
- This monitor is not used for attainment decisions.

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; The Federal PM_{2.5} annual standard is 9 ug/m³
- Federal PM_{2.5} Annual Standard changed from 12 to 9 ug/m³ in February of 2024
- This monitor is not used for attainment decisions.

2026 Activity Report

	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Dec	YTD Totals	2025 Totals
Complaint Responses - General	3	4	3										10	51
Complaint Responses - Open Burning	12	18	17										47	139
Permissive Burn Days	21	28	31										80	321
Non-Permissive Burn Days ("No Burn Day")	10	0	0										10	44
Permissive Burn Days (%)	68%	100%	100%										89%	88%
Standard (Residential) Burn Permits Issued	627	262	361										1,250	3,205
Non-Standard Burn Permits Issued	571	302	289										1,162	2,678
"No Burn Day" Permits Issued	0	0	0										0	0
Smoke Management Plans (SMP) Reviewed	16	17	3										36	98
SMP Burn Authorizations Issued	211	191	137										539	1,581
Acres Authorized	1,764	1,878	732										4,374	22,405
Stationary Source Permits Issued (new)	2	4	3										9	108
Stationary Source Permits Issued (amended)	0	0	0										0	0
Stationary Source Permit Apps. Received	4	2	3										9	57
Stationary Source De minimus Determination	0	0	0										0	4
Inspections - Major Sources	1	3	8										12	59
Inspections - Minor Sources	43	27	44										114	373
Inspections - Mobile Sources	1	0	0										1	11
Inspections - Asbestos	2	1	2										5	33
Asbestos Notifications Processed	8	5	7										20	81
Notice(s) of Violation (NOVs) Issued	6	5	1										12	53
Environmental Documents Reviewed	2	2	5										9	61
Grants Paid: Woodstove	0	0	0										0	0
Grants Paid: Moyer	0	0	0										0	6
Grants Paid: FARMER	0	0	0										0	1
Grants Paid: Rural School Bus	0	0	1										1	12
Public Records Requests Received	11	6	5										22	54

Agenda Item: 5

Public Comment Period

Agenda Item: 6

**North Coast Unified
Air Quality Management District**

707 L Street, Eureka, CA 95501

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**Resolution 2026-3:
Resolution of Appreciation for Mr. Jason Davis
For Twenty-Six (26) Years of Service to the NCUAQMD**

WHEREAS, Mr. Jason Davis began employment with the North Coast Unified Air Quality Management District on October 23, 2000, and during his twenty-six years of service, has observed and overseen much growth in District operations, and has worked with four different Air Pollution Control Officers; and

WHEREAS, Mr. Davis initially joined the District as an Air Pollution Inspector II, contributing greatly to the necessary expansion of District permitting into areas such as gasoline dispensing facilities (GDFs), District permits for open burning, and even implementation of the state ATCM prohibiting use of burn barrels in the jurisdiction; and

WHEREAS, Mr. Davis subsequently became the Compliance & Permitting Division Supervisor in October 2003, pioneering the early growth of many of the minor source permits for District-wide emission sources such as diesel engines, crematories, aggregate and hot mix asphalt facilities, and others; and

WHEREAS, Mr. Davis served as the District's Acting APCO for 6 months in 2006, and then took over as the Permits & Planning Division Manager in February 2007, and has grown the District's permitting program, managing many complicated major source Title V permits, reviewed countless request for comments from agencies; and

WHEREAS, Mr. Davis has been the Deputy Air Pollution Control Officer (DAPCO) since February 2019 until present, and during his tenure has managed over ten different Grant Programs for more than twenty years granting over \$72 million, particularly the Carl Moyer Program, and management of the first state-wide Rural School Bus Pilot Program (RSBPP); and

WHEREAS, the North Coast Unified Air Quality Management District, its customers, staff, Hearing Board, and Governing Board of Directors have benefited from Mr. Davis' wealth of institutional knowledge and experience.

THEREFORE, BE IT RESOLVED, by the North Coast Unified Air Quality Management District Governing Board acknowledges and expresses its appreciation to Mr. Jason Davis for his twenty-six years of dedicated service and unwavering commitment to the District, its constituents, and protection of public health through air quality.

Governing Board Chair

Date:

Attest: Clerk of the Board

Date:

Agenda Item: 7

**North Coast Unified
Air Quality Management District**

707 L Street, Eureka, CA 95501

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TO: North Coast Unified Air Quality Management District Board

FROM: Brian Wilson, APCO

SUBJECT: Proposed FY 2026-27 District Budget

DATE: April 9, 2026

ACTION REQUESTED: Open Public Hearing to Consider Adoption of Proposed
FY 2026-27 District Operating Budget

SUMMARY:

Attached is the draft Proposed FY 2026-27 District Budget which was publicly noticed on March 10, 2026. Staff will provide a presentation during the meeting and answer any questions. The Board is requested to open the Public Hearing in regards to the District Budget, which will then be continued until the next Board meeting for final action.

North Coast Unified Air Quality Management District - Draft FY 2026-27 Budget

ACCOUNT NUMBER	ACCOUNT NAME	FY 2025-26 ADOPTED	FY 2026-27 PROPOSED	DESCRIPTION AND DETAILS OF ACCOUNTS
REGULAR INCOME				
PERMITS				
43050	Non-Standard Burn Permits	120,000	125,000	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 mtl), \$80 (1-10 acres), \$500 (100-300 acres), \$1,250 (burns>300 acres).
43100	Standard Burn Permits	70,000	75,000	The Burn Program under District Reg II local 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 \$2C
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	374,250	390,000	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 following are considered Major sources and are subject to the Title V permit program requirement: Pacific Gas & Electric (PG&E), and the Humboldt Sawmill Company (HSC)
43160	Synthetic Minor Permits	5,670	6,000	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)	300,535	362,000	Annual renewal permit fees for Minor stationary source(s) of emissions and mobile equipment under exiting PTOs, such as diesel engines, hot mix asphalt plants, crematories, etc. District fees established pursuant to H&SC Section 42311
43250	Authority To Construct (ATC) Permits	39,690	55,000	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	113,410	117,000	Vapor recovery permits are required by District regulations for gas stations (Gasoline Dispensing Facilities-GDFs), bulk terminals, and for Soil Vapor Extractions (SVE).
TOTAL		1,023,555	1,130,000	
FEES				
44025	District share State-wide PERP Fees	30,000	35,000	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	6,805	6,805	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	500	500	Fees associated with State Air Toxic Control Measures (ATCMs) including Naturally Occurring Asbestos (NOA) mitigation plans
44250	Asbestos NESHAP Fees	17,010	19,000	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	192,795	229,000	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 Fees (Designated)	102,070	114,000	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		349,180	404,305	
PENALTIES				
46050	Settlements, Civil	70,000	100,000	Revenue collected from the District's Civil Penalty Fee Program established pursuant to H&SC Section 42402.5 and 42403. The amount Notice of Violations (NOVs) varies each year, but the payment amount can vary depending on the type of violation and given the reduction violators can received using the District's Mutual Settlement Program.
46100	Late Payments	500	500	Assessment of late payments on past due invoices
TOTAL		70,500	100,500	

North Coast Unified Air Quality Management District - Draft FY 2026-27 Budget

ACCOUNT NUMBER	ACCOUNT NAME	FY 2025-26 ADOPTED	FY 2026-27 PROPOSED	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/subvened 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	30,000	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. <u>Grant agreement may be amended in future years</u>
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	160,000	160,000	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	17,000	34,000	EPA PM2.5 Grant funds that directly fund District PM2.5 air monitoring efforts (labor, equipment, monitor, etc.)
47115	IRA Grant- Air Monitoring	20,000	40,000	EPA Inflation Reduction Act (IRA) Air Monitoring grant. Grant funds that directly fund District air monitoring efforts (labor, equipment, monitor, etc.). These funds received in prior fiscal year and held in Reserve fund
TOTAL		340,700	377,700	
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.
47332	RSBPP Grant Admin (YR 3)	160,000	35,000	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)	40,000	25,000	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 Carryover	54,375	54,375	Admin income from the CARB Woodsmoke Reduction Grant (YR 5) which provides 9.5% for administrative expenses (0.5% for CAPCOA oversight). These funds received in prior fiscal year and held in Reserve fund.
N/A-Reserve	District Woodstove Grant Carryover	100,000	100,000	These District Woodstove Grant funds received in prior fiscal years and held in Reserve fund
TOTAL		371,375	231,375	
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	5,000	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		5,000	5,000	
INTEREST				
80050	Interest, General Account	15,000	17,000	Interest earned on funds held by the Humboldt County Treasurer
TOTAL		15,000	17,000	
	TOTAL REGULAR INCOME	2,810,310	2,900,880	

North Coast Unified Air Quality Management District - Draft FY 2026-27 Budget

ACCOUNT NUMBER	ACCOUNT NAME	FY 2025-26 ADOPTED	FY 2026-27 PROPOSED	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	1,184,850	1,250,351	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 benefit
60125	Overtime	1,000	1,000	Wages paid for overtime work.
60150	Retirement - CalPERS	336,035	360,000	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	525,550	490,000	District employees are covered under PERS insurance (California Public Employees Retirement System's health insurance plan
60184	Retirees' Group Insurance	160,000	148,000	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	15,600	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	17,500	21,700	Workers' compensation insurance is paid yearly and is determined based on a combination of State rates and claims experience
TOTAL		2,240,535	2,286,651	
PAYROLL TAXES				
60225	Medicare & Social Security Tax	17,180	18,130	The Medicare tax rate is 1.45% of taxable wages, with no wage limit
60250	CA Taxes, Unemployment Insurance & ETT	2,275	2,275	These taxes are calculated by applying the 2025 contribution rates of 1.5% for State Unemployment Insurance (SUI) and 1% for Employment Training Tax (ETT) to the first \$7,000 wages per employee per calendar year period.
TOTAL		19,455	20,405	
INSURANCE				
60350	General Liability, E&O	30,000	34,500	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		30,000	34,500	
PROFESSIONAL SERVICES				
60450	Professional & Special Services	100,000	100,000	Professional and specialized services including financial and auditing services, legal services, outside consulting/support, et
TOTAL		100,000	100,000	
REPAIRS & MAINTENANCE				
60550	Maintenance, Computers & Programs	40,000	30,000	General maintenance costs for computers, software, licenses, and proprietary programs (IT costs, Smartsheet, DocuSign, Zoom, QuickBooks, Google/Gmail, payroll, server, website support, software licences, etc.
60575	Maintenance, Building	25,000	25,000	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	8,000	Repairs and maintenance of air monitoring stations
60585	Household & Janitorial	8,000	8,000	General janitorial costs for office and garbage pick-up service
TOTAL		96,000	79,000	
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 - Draft FY 2026-27 Budget

ACCOUNT NUMBER	ACCOUNT NAME	FY 2025-26 ADOPTED	FY 2026-27 PROPOSED	DESCRIPTION AND DETAILS OF ACCOUNTS
TRANSPORTATION & TRAVEL				
60950	Vehicles - Gas, Maintenance & Repairs	13,000	10,000	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	2,000	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	2,000	Travel expenses for governing and hearing board members and District counsel, such as mileage and lodging reimbursement
TOTAL		29,000	22,000	
COMMUNICATIONS				
62050	Communications - General Office	15,000	15,000	Cost of communications services, including monthly telephone at the office and cell phone costs
62060	Communications - Internet	3,600	3,600	Cost of internet communications at various district sites
TOTAL		18,600	18,600	
UTILITIES				
63050	Utilities - Electric & Gas	15,000	14,000	Gas and electric service to the office & various air monitoring stations
63100	Water & Sewer	1,500	1,500	Water and sewer service to the office.
TOTAL		16,500	15,500	
SPECIAL DISTRICT EXPENSE				
64050	Special District Expense - General	8,000	6,000	Other District expenses in this category include payments to Board members at \$100 per meeting (H&SC 40154), etc
64075	Training	4,000	2,000	Employee education and training expenses (registration and class fees)
64100	Memberships & Subscriptions	18,500	17,000	Costs of necessary memberships, subscriptions, and/or licenses (CAPCOA 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		31,500	26,000	
OFFICE EXPENSE				
65050	Postage	5,000	5,000	Stamps, metered mail and bulk mail postage.
65100	Office Supplies	5,000	5,000	Office supplies include expendable items such as pens, pencils, ink & toner cartridges, copy paper, binders, envelopes, et
65200	Publications & Legal Notices	5,000	4,000	District costs of publications legally required for reports and notices, and includes costs of public notice:
65225	Printing Costs	2,000	1,500	Printing costs such as printing permit forms and other District publications
65250	Rents & Leases - Building	2,340	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	6,000	6,000	Rent and lease of equipment, including postage meter and copier leases
65350	Office Services	6,000	4,000	Other misc office expense for services (Office/building security system, phone system, office printing/copier services, etc.
TOTAL		31,940	28,440	
CAPITAL OUTLAY				
66075	Equipment <\$5,000	7,000	5,000	Small tools, computer-related and office equipment.
66080	Air Monitoring Equipment <\$5,000	5,000	5,000	Small tools and equipment associated with air monitoring
66100	Fixed Assets >\$5,000	-	-	Major modifications to real property, replacement of vehicles, or purchase of other assets.
66105	Fixed Assets - Air Monitoring >\$5,000	10,000	10,000	Purchase of new equipment for air monitoring stations
TOTAL		22,000	20,000	
GRANT ADMINISTRATION EXPENSE				
67602	RSBPP Grant Admin (YR 3) - Expense	120,000	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	30,000	24,000	Admin income expensed from direct reimbursement of costs incurred with the administration of the Rural School Bus Pilot Program (RSBPP) for YR 4

North Coast Unified Air Quality Management District - Draft FY 2026-27 Budget

ACCOUNT NUMBER	ACCOUNT NAME	FY 2025-26 ADOPTED	FY 2026-27 PROPOSED	DESCRIPTION AND DETAILS OF ACCOUNTS
67625	State Woodsmoke Reduction Grant Admin (YR 4) - Expense	54,375	54,375	Admin income expensed from direct reimbursement of costs incurred with the administration of the State Woodsmoke Reduction Grant (YR 2)
68075	District Woodsmoke Grant Expense	100,000	100,000	These District Woodstove Grant funds received in prior fiscal years and held in Reserve fund
67630	CARB Prescribed Burn Grant Program - Expense	85,000	85,000	Admin income expensed from direct reimbursement costs incurred with the administration of CARB Prescribed Burn Program Grant
TOTAL		389,375	383,375	
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	-	-	Miscellaneous uncategorized expenses
69150	Bad Debt/Unpaid Fees/Write-offs	-	-	Unpaid invoices and deductions in fees due to the District
69200	Pension & OPEB Liabilities Fund	-	-	Contribution to the District's Pension and OPEB Liability/Trust Funds either as part of the budget or pulled from the Reserve Fund
TOTAL		-	-	
BANK FEES & INTEREST EXPENSE				
70125	Bank Fees & Charges	2,000	2,000	Regular banking fees associated with checking accounts
70130	Credit Card Expense	8,000	8,000	Bank fees associated with credit card transactions
70150	Late Fees	-	-	
TOTAL		10,000	10,000	
	TOTAL REGULAR EXPENSE	3,074,405	3,083,971	

2,810,310	2,900,880	Total FY 25/26 Income
3,074,405	3,083,971	Total FY 25/26 Expense
-264,095	-183,091	
57,438	73,251	Contribution of FY 25/26 Grant Programs which have a fixed admin % (does not include direct/reimbursement grant admin)
0	0	Contribution to the District's Pension & OPEB Liability Fund (if provided from Reserve)
20,000	20,000	Pulled from Reserve for modifications to District building
-186,657	-89,840	

GRANTS & SPECIAL INCOME				
CARL MOYER GRANT INCOME				
47100	Carl Moyer Program Grant	335,302	334,127	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. The allocation for 2026-27 FY it is considered the CMP Year 28
47100	Carl Moyer Program Grant carryover	-	-	Carl Moyer Grant program funds carryover from previous fiscal year
47105	Carl Moyer Program Admin	59,171	58,964	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	10,101	11,834	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		404,774	405,125	

North Coast Unified Air Quality Management District - Draft FY 2026-27 Budget

ACCOUNT NUMBER	ACCOUNT NAME	FY 2025-26 ADOPTED	FY 2026-27 PROPOSED	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-Aq and Ag projects.
47350	State Reserve (Multi-District) Grant carryover	-	-	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	-	-	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		-	-	
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	1,520,070	1,951,991	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		1,845,270	2,277,191	
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	7,375,000	250,000	RSBPP (YR 3) carryover from previous fiscal year and held in the RSBPP (YR 3) financial account
80216	Interest, RSBPP (YR 3) Grant Program	1,000	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		7,376,000	251,000	
RURAL SCHOOL BUS PILOT PROGRAM (YR 4) INCOME				
47328	Rural School Bus Pilot Program (YR 4)	-	-	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	2,500,000	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		4,186,000	2,501,000	
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	345,267	345,267	District Woodstove Grant funds carryover from previous fiscal year and held in the District Reserve
TOTAL		345,267	345,267	
STATE WOODSMOKE REDUCTION PROGRAM INCOME				
47210	State Woodsmoke Reduction Grant Program	-	-	State Woodsmoke Reduction Grant Program allocation for YR4. Grant program is implemented by CARB and administered by air districts in coordination with CAPCOA. Implemented by California Climate Investments with GGRF funds
47210	State Woodsmoke Reduction Grant Program carryover	512,445	512,445	State Woodsmoke Grant program YR3 funds carryover from previous fiscal year and held in the State Woodsmoke account
80210	Interest, Woodsmoke Grant Program	100	100	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
TOTAL		512,545	512,545	
FARMER PROGRAM INCOME				
47200	FARMER Grant Program	-	69,554	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
47200	FARMER Grant Program carryover	-	-	The FARMER Grant program funds carryover from previous fiscal year and held in the FARMER account
47205	FARMER Grant Program Admin	-	14,246	The FARMER Grant provides 9% for administrative expenses

North Coast Unified Air Quality Management District - Draft FY 2026-27 Budget

ACCOUNT NUMBER	ACCOUNT NAME	FY 2025-26 ADOPTED	FY 2026-27 PROPOSED	DESCRIPTION AND DETAILS OF ACCOUNTS
47205	FARMER Grant Program Admin carryover from previous year	-	-	The FARMER Grant provides 50% admin carryover from previous fiscal year, held in District Reserve, to be expensed this fiscal year. 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.
80205	Interest, FARMER Grant Program	-	-	
TOTAL		-	83,800	
CHIRP GRANT INCOME				
47120	CHIRP Grant	56,262	-	The Climate Heat Impact Response Program (CHIRP) is an incentive program initiated between CARB and the CEC, to mitigate the extra emissions during declared heat event to relieve pressure on the power grid. Targets backup diesel generators and can be distributed using Carl Moyer Grant guidelines. Air district funding allocation(s) determined by CAPCOA. The CHIRP Grant provides 15% for grant/admin expense.
47120	CHIRP Grant Carryover	-	-	CHIRP Grant funds carryover to next fiscal year and held in Reserve fund
47125	CHIRP Admin	9,929	-	CHIRP Grant program provides 15% for admin/expenses
47125	CHIRP Admin Carryover	-	-	CHIRP Admin funds carryover from previous fiscal year and held in Reserve fund
TOTAL		66,191	-	
TOTAL GRANTS & SPECIAL INCOME		14,736,047	6,375,928	
GRANTS & SPECIAL EXPENSE				
CARL MOYER GRANT EXPENSE				
68100	Carl Moyer Program Grant	335,502	334,127	Carl Moyer Program Grant incentives/project funds provided under contract to recipients.
68100	Carl Moyer Program Grant carryover	-	200	Carl Moyer Program Grant funds carryover to next fiscal year and held in Carl Moyer financial account.
68100A	Carl Moyer Program Grant Admin	47,337	47,171	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	10,101	11,834	Carl Moyer Grant admin of 20% carryover from previous fiscal year, held in District Reserve, to be expensed in this fiscal year.
68100A	Carl Moyer Program Grant Admin carryover to next year	11,834	11,793	Carl Moyer Grant admin of 20% carryover to next year, held in District Reserve, to be expensed next fiscal year.
TOTAL		404,774	405,125	
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	-	-	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	-	-	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		-	-	
AB923 DMV SURCHARGE FUNDS EXPENSE				
68055	AB923 DMV Surcharge Funds	650,000	650,000	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	1,195,270	1,627,191	AB923 Grant funds carryover to next fiscal year and held in AB923 financial account, including interest
TOTAL		1,845,270	2,277,191	

North Coast Unified Air Quality Management District - Draft FY 2026-27 Budget

ACCOUNT NUMBER	ACCOUNT NAME	FY 2025-26 ADOPTED	FY 2026-27 PROPOSED	DESCRIPTION AND DETAILS OF ACCOUNTS
RURAL SCHOOL BUS PILOT PROGRAM (YR 3) EXPENSE				
68327	Rural School Bus Pilot Program (YR 3)	7,376,000	251,000	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		7,376,000	251,000	
RURAL SCHOOL BUS PILOT PROGRAM (YR 4) EXPENSE				
68328	Rural School Bus Pilot Program (YR4)	4,186,000	2,501,000	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		4,186,000	2,501,000	
WOODSTOVE CHANGEOUT PROGRAM EXPENSE				
68075	Woodstove Changeout Program	100,000	100,000	District Woodstove Grant incentives provided under agreement to recipients.
68075	Woodstove Changeout Program carryover	245,267	245,267	District Woodstove Changeout Program funds carryover and held in District Reserve
TOTAL		345,267	345,267	
STATE WOODSMOKE REDUCTION PROGRAM EXPENSE				
68080	State Woodsmoke Reduction Program	512,545	100,000	State Woodsmoke Grant incentives provided under agreement to recipients
68080	State Woodsmoke Reducton Program carryover	-	412,545	State Woodsmoke Grant funds carryover to next fiscal year and held in State Woodsmoke financial account
TOTAL		512,545	512,545	
FARMER PROGRAM EXPENSE				
68040	FARMER Program	-	69,554	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	-	14,246	FARMER Grant program provides 9% for admin/expenses, where 50% admin expensed in first year when funds received. This expense is reflected 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	-	-	FARMER Grant admin of 50% carryover to next fiscal year and held in District Reserve
TOTAL		-	83,800	
CHIRP PROGRAM EXPENSE				
68115	CHIRP Program	56,262	-	CHIRP Grant incentives/project funds provided under contract to recipients
68115	CHIRP Program carryover	-	-	CHIRP Grant funds carryover to next fiscal year and held in Reserve fund
68115A	CHIRP Admin	9,929	-	CHIRP Grant program provides 15% for admin/expenses. This expense is reflected the operating budget in various accounts (e.g. Salaries & Benefits and Office Expense).
68115A	CHIRP Admin carryover	-	-	CHIRP Admin funds carryover from previous fiscal year and held in Reserve fund
TOTAL		66,191	-	
TOTAL GRANTS & SPECIAL EXPENSE		14,736,047	6,375,928	

	14,736,047	6,375,928	Total FY 25/26 Grant Income
	14,736,047	6,375,928	Total FY 25/26 Grant Expense
	0	0	

Agenda Item: 8

APCO Report

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



TO: North Coast Unified Air Quality Management District Board

FROM: Brian Wilson, APCO

SUBJECT: APCO Report

DATE: April 9, 2026

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. District participation in Humboldt County Science Fair

Staff is pleased to announce another year of partnering with the Humboldt County Science Fair. District staff provided judging for the competition and additionally awarded separate NCUAQMD certificates for outstanding projects in the area of air quality as follows:

- 4th Grade: "Slip-N-Slide", Hank Kelley
- 5th Grade: "Soil Erosion with Fire and Water", Oliver Florz-Berg
- 6th/7th Grade: "Wind Generation Optimization", Jameson Wolf; "Infrared Gaseous Chemicals", Rebecca Huffman
- 8th Grade: "Vertical Variation: A Study of Prairie Creek Biodiversity", Leo Dixon and Sulas Kauffmann

2. Update on Financial Audits

In 2021, the District entered into a Professional Service Contract with Brown-Armstrong from Bakersfield for Financial Auditing Services for the fiscal years ending June 30, 2018, 2019, & 2020. Initially, COVID-19 had an impact on the new auditors completion of year-end accounting, however we finally anticipate their findings in the next few months. California Government Code requires a change of auditor after six consecutive audit years. Therefore, once Brown-Armstrong completes this three year audit, the District can elect to use this same firm for review of three more three-year fiscal years (ending June 30, 2021, 2022, 2023) unless the Board chooses to initiate a Request for Proposal from other agencies.

3. Support Letter for RCEA for CPUC BioMAT Program

In December of 2025, the APCO provided a support letter to the Redwood Coast Energy Authority (RCEA) to encourage the California Public Utilities Commission (CPUC) to extend the end date for the Bioenergy Market Adjusting Tariff (BioMAT) program (see attachments).

The RCEA and other community choice aggregators became eligible for the first time to offer the BioMAT tariff to further tap into local bioenergy resources – not only from forest-derived biomass, but also biogas from our dairy industry, and increased biomethane production from wastewater treatment plants and food waste digesters. In the past year, the RCEA has publicized its BioMAT offering and losing the program would cut off an important pathway to procuring affordable, locally generated clean energy for their customers.

4. EPA Wildfire Preparedness in Commercial Buildings Grant Notice

Just recently, the EPA issued a Notice of Funding Opportunity for the *2026 Wildfire Smoke Preparedness in Community Buildings Grant Program*, which offers funding for the assessment, prevention, control, and/or abatement of wildfire smoke hazards in community buildings and related activities. More information can be found in the attached notice, and applications must be received by April 15, 2026. Staff has already forwarded this notice to various county departments (including Public Health), schools, and tribal entities.

The grant offers over \$13.5 million in available funding for states, federally recognized Tribes, public pre-schools, local educational agencies, and non-profit organizations to enhance community wildfire smoke preparedness and reduce indoor exposures to pollutants in wildfire smoke. The EPA anticipates awarding approximately 8 to 11 grants, ranging from \$350,000 to \$2,500,000. A maximum of 25% of total funding available may go to award recipients in any one state. Additionally, there is a 10% cost-share requirement, which may be waived for facilities in economically distressed communities.

5. EPA notice about right to repair farm equipment

In February, the U.S. EPA issued guidance reaffirming American farmers and equipment owners' right to repair the farm and other nonroad diesel equipment they own. The EPA's guidance makes it clear to manufacturers that the Clean Air Act does not prevent them from making essential repair tools or software available to all Americans. EPA's guidance will allow Americans to make repairs directly in the field, or at the repair shop of their choosing, and the EPA indicates that this guidance does not change the law, weakening emission standards, or reducing compliance obligations.

6. CARB 2026 Priorities Memo

In January, the California Air Resources Board (CARB) issued a memo in regards to its priorities for 2026. The attached memo provides details for the following priorities:

- Driving clean transportation forward
- Implementing major climate legislation
- Defending California's authority and programs
- Advancing clean air for communities
- Improving organizational operations

7. District Staff Attended 4th International Smoke Symposium

Compliance & Enforcement Division Manager Winslow Condon and Burn Program Coordinator Kacy Tuel attended the International Association of Wildland Fire's "*4th International Smoke Symposium*", held at the Tall Timbers Research Station and Land Conservancy in the Red Hills region, outside Tallahassee, Florida, from March 23-27, 2026. Tall Timbers is recognized as an important center for the study of fire ecology and advocates for land management through the use of prescribed fire. It is also recognized as one of the nation's leading land trusts.

At the Symposium, District Staff attended workshops and sessions on prescribed fire communication strategies, satellite tools for fire and smoke monitoring, wildfire smoke modeling, and many other topics directly relating to the District's Burn Permit and Smoke Management programs.

District Staff also attended several active prescribed burns, discussing the topic of wildland/urban interface with local prescribed fire practitioners and agencies. Of particular interest was the State of Georgia's issuance of rapid burn authorizations and smoke modeling. District attendance at the Symposium was made possible by grant funding from the SB1260 Prescribed Fire Grant.



REDWOOD COAST Energy Authority

Arcata | Blue Lake | Blue Lake Rancheria | County of Humboldt | Eureka | Ferndale | Fortuna | Humboldt Bay Municipal Water District | Rio Dell | Trinidad | Yurok Tribe

December 17, 2025

Governor Gavin Newsom
1021 O Street, Suite 9000
Sacramento, CA 95814

Dear Governor Newsom,

I am writing to ask you to encourage the California Public Utilities Commission (CPUC) to extend the end date for the Bioenergy Market Adjusting Tariff (BioMAT) program. The CPUC has a consent agenda item (Petition for Modification of Decision 20-08-043) set for their December 18 meeting that would terminate the program, closing it to new bioenergy contracts as of December 31, 2025.

Redwood Coast Energy Authority (RCEA) serves Humboldt County, the state's leading forest products producing county. Since inception of our community choice aggregation program in 2017, RCEA has procured locally generated biomass power, currently making up about 20% of our total electric portfolio. We see the importance of including biomass as a regionally appropriate energy solution for the North Coast, where it helps to manage a major waste stream, provides skilled jobs, and moves RCEA toward its goal of 100% renewable electricity supply for Humboldt County.

In 2024, RCEA and other community choice aggregators became eligible for the first time to offer the BioMAT tariff to further tap into our local bioenergy resources – not only from forest-derived biomass, but also biogas from our dairy industry, and increased biomethane production from wastewater treatment plants and food waste digesters. All of these potential small-scale bioenergy projects offer additional stacked benefits to our community beyond power production.

We have worked diligently in the past year to publicize our BioMAT offering and build the relationships that can lead to successful new small-scale bioenergy projects. Losing the BioMAT program at this time would cut off an important pathway to procuring affordable, locally generated clean energy for our customers. Other local stakeholders share our concern about losing BioMAT; I am attaching a letter from our local air district that supports continuing this program.

We hope you will express support with the CPUC for continuing the BioMAT program. Thank you for considering my comments.

Sincerely,

A handwritten signature in black ink, appearing to be "Beth Burks".

Beth Burks
Executive Director

Attachment: North Coast Unified Air Quality Management District letter to CPUC

**North Coast Unified
Air Quality Management District**

707 L Street, Eureka, CA 95501
(707) 443-3093
www.ncuaqmd.org



December 16, 2025

California Public Utilities Commission
Attn: President Alice Reynolds
Commissioner Matthew Baker
Commissioner Karen Douglas
Commissioner Darcie L. Houck
Commissioner John Reynolds
505 Van Ness Avenue
San Francisco, CA 94102

[Sent via email]

RE: Support To Maintain The BioMAT Program Until A Suitable Replacement Program Is Put In Place

Dear President Reynolds and Honorable Commissioners,

The North Coast Unified Air Quality Management District (“District”) respectfully requests that you take action to maintain the BioMAT program until a suitable replacement program is put in place. This item is currently listed on your December 18, 2025 agenda as an action item.

The District’s jurisdiction includes Humboldt, Del Norte, and Trinity County, which are located in areas with significant wildfire risk and typically results in smoke impacts affecting public health in our region. Recently, Governor Newsom’s October 29, 2025 Executive Order on beneficial fire highlights the state’s continued commitment to advancing fuel-reduction efforts that improve forest health and community resilience. CAL FIRE has highlighted BioMAT’s potential to expand support for removing and transporting hazardous woody fuels from forests – an essential step to reducing catastrophic wildfire risk¹.

While prescribed fire remains an essential tool, it may not be feasible in all circumstances, and additional tools are needed given the scale of the challenge. Programs such as BioMAT provide a complementary pathway for managing woody material, offering sustainable solutions that align with the state’s broader climate and air-quality objectives.

Wood waste disposal is a significant issue in California, with much of that being handled today by pile burning or aging direct combustion infrastructure. Alternatively, it is being

¹ An Evaluation of Forest Biomass Transportation Subsidies (January 25, 2023), page 1: https://cdnverify.bof.fire.ca.gov/media/uahpimiz/cal-fire_evaluation-of-forest-biomass-transportation-subsidies_1-25-2023_ada.pdf

put in landfills or being left in aging piles that emit methane. Sometimes these piles also undermine the purpose of the forest treatment, because leaving the biomass in the woods can exacerbate wildfire risk. While composting can work for some wood waste, it is not the solution for the large amounts that must be removed in coming years.

As California tackles the wildfire issue, and works to maintain a vibrant agricultural sector, more solutions for dealing with woody materials are critically needed. With declining state funds available to defray the high costs of alternative practices such as chipping and soil incorporation, maintaining viable biomass-utilization on pathways such as BioMAT is helpful to prevent stockpiling, landfill methane emissions, or renewed pressure to burn.

While there have been difficulties in meeting all of the goals under the current BioMAT Program due to a variety of reasons, there is renewed momentum and recognition that more woody waste solutions are needed in California. Towards that end, the District respectfully requests that the BioMAT program be continued, and develop enhancements or replace aspects of the program, moving forward to ensure success in meeting the requirements under SB 1122 (Rubio). This support was also echoed in a recent letter to the Commission by four of the larger air districts in California. They noted that “[i]n addition to sustaining near-term outlets for woody residues (reducing wildfire risk, improving grid reliability, providing alternatives to open burning), BioMAT provides a critical bridge for advanced bioenergy solutions, such as gasification, pyrolysis, and biochar production, that can convert woody waste materials into renewable fuels and long-lived, carbon-negative coproducts that improve soil health and water retention.”²

The District recognizes and appreciates the Governor’s and Commission’s commitment to addressing the high cost of electricity for ratepayers. This concern is shared, as rising energy costs directly impact the communities in our jurisdiction. At the same time, it is important to note that the BioMAT program represents only a minimal portion of overall electricity costs, while the environmental and economic consequences of allowing excess woody waste to remain in our communities can be far more severe. Converting these materials into renewable energy provides a practical, community-based solution to provide numerous benefits through the productive use of waste that would otherwise contribute to significant air quality and climate impacts.

In summary, the District respectfully requests the Commission to sustain and enhance the BioMAT program as a vital platform for innovation in renewable energy and woody waste utilization, and we look forward to its continued success for the benefit of ratepayers and the environment.

Sincerely,



Brian Wilson
Executive Director & Air Pollution Control Officer
North Coast Unified Air Quality Management District

² Joint Letter to the Commission from Placer County Air Pollution Control District, San Joaquin Valley Air Pollution Control District, Sacramento Metropolitan Air Quality Management District, and Bay Area Air Quality Management District (November 10, 2025).

2026 Wildfire Smoke Preparedness in Community Buildings Grant Program

Applications due April 15, 2026

U.S. Environmental Protection Agency (EPA) is announcing over \$13.5 million in available funding for states, federally recognized Tribes, public pre-schools, local educational agencies, and public and private non-profit organizations through the [2026 Wildfire Smoke Preparedness in Community Buildings Grant Program](#). This competitive federal assistance program provides grants for the assessment, prevention, control or abatement of wildfire smoke hazards in community buildings and related activities. The program supports activities that enhance community wildfire smoke preparedness and reduce indoor exposures to pollutants in wildfire smoke. The program aims to prioritize projects in communities that have a demonstrated wildfire smoke risk and targets public buildings or buildings that serve the public. Priority project types include:

- Smoke readiness planning.
- Outreach and training for smoke readiness.
- Indoor and outdoor air quality monitoring.
- Deployment of portable air cleaners.
- Identification and preparation of cleaner air shelters.
- Significant improvements to buildings, such as upgrading heating, ventilation, and air conditioning units or systems and weatherization.

[Apply here](#)

[EPA's Wildfire Smoke Preparedness in Community Buildings Grant Program](#) supports activities that enhance community wildfire smoke preparedness and reduce indoor exposures to pollutants in wildfire smoke. The program aims to prioritize projects in communities that have a demonstrated wildfire smoke risk and targets public buildings or buildings that serve the public.

EPA will host an information session for potential applicants. During the webinar, EPA will provide an overview of the [2026 Notice of Funding Opportunity](#) and the application process.

- Date: February 25, 2026
- Time: 1-2 p.m. ET

[Register here](#)

FW: ICYMI: EPA Sets Record Straight — Americans Have the Right to Repair Their Farm or Other Nonroad Diesel Equipment

Laura Gutierrez <Laura@capcoa.org>
To: CAPCOA Mobile Sources & Grants Committee <incentives-mobile@capcoa.org>

Fri, Feb 6, 2026 at 1:10 PM

Hello MS&G Committee –

Sharing the following news release from EPA regarding their support for farmers to repair their off-road diesel equipment, including *faulty emissions systems*, as stated below.

Thank you,



Laura Gutierrez

Air Quality Specialist

California Air Pollution Control Officers Association

Phone | 916-441-5700

1000 G St, Ste 360, Sacramento, CA 95814

From: EPA Press <EPAPress@govdelivery.epa.gov>

Sent: Friday, February 6, 2026 9:16 AM

To: Laura Gutierrez <Laura@capcoa.org>

Subject: ICYMI: EPA Sets Record Straight — Americans Have the Right to Repair Their Farm or Other Nonroad Diesel Equipment



EPA.GOV/NEWSROOM

ICYMI: EPA Sets Record Straight — Americans Have the Right to Repair Their Farm or Other Nonroad Diesel Equipment

February 6, 2026

Contact Information

EPA Press Office (press@epa.gov)

WASHINGTON — On Monday, U.S. Environmental Protection Agency (EPA) Administrator Lee Zeldin set the record straight with [guidance](#) reaffirming American farmers and equipment owners' right to repair the farm and other nonroad diesel equipment they own. EPA's guidance makes it clear to manufacturers that the Clean Air Act does not prevent them from making essential repair tools or software available to all Americans. Without changing the law, weakening emission standards, or reducing compliance obligations, EPA's guidance will allow Americans to make repairs directly in the field, or at the repair shop of their choosing—saving them time and money.

Read coverage below on this commonsense guidance.

Farm News Media: [EPA Greenlights Right To Repair In 'Another Win For American Farmers'](#)

"The U.S. Environmental Protection Agency (EPA) is clarifying its policies under the Clean Air Act (CAA) and confirming that farmers and other nonroad equipment owners are allowed to temporarily override emissions systems to fix their own equipment... EPA's clarification applies to all nonroad diesel engines equipped with advanced emission control technologies, including selective catalytic reduction and inducement systems, as well as Diesel Exhaust Fluid system repairs."

Hoosier Ag Today: [\\$48 Billion Breakthrough: EPA Says Farmers Have The Right To Repair Their Machines](#)

"America's farmers could save \$48 billion, according to the Trump administration, because of new guidance from EPA that says farmers and equipment owners have the right to repair their own equipment. 'For farmers, timing is everything. When equipment breaks down during planting or harvesting, delays can result in thousands of dollars in lost productivity,' says EPA Administrator Lee Zeldin."

Farm Week Now: [EPA Reaffirms Right To Repair Equipment](#)

“The Environmental Protection Agency (EPA) issued guidance that reaffirms farmers and equipment owners are allowed, under the Clean Air Act, to override emissions systems for repairs as long as the repair returns the equipment to compliance... ‘We are issuing guidance out of the Trump EPA to make abundantly clear that if you own your farm and other nonroad diesel equipment, you have the right to fix it,’ EPA Administrator Lee Zeldin said during a media call Monday. ‘This might seem like a no brainer, but ask any American farmer, and they will tell you about the headaches and costly hassles that they have been forced to endure at the hands of equipment manufacturers.’”

AgWeb: EPA Backs Farmers, Affirms Right To Repair Equipment

“... Zeldin says farmers are often forced to rely exclusively on authorized dealerships for repairs, even during critical times like during planting and harvest when downtime costs farmers time and money. ‘Instead of a farmer being able to fix their own equipment in the field or bring it down the road to their local repair shop, farmers have been forced to rely solely on authorized dealers for essential repairs, which are not always close by,’ he says. ‘For farmers, timing is everything. When equipment breaks down during planting or harvesting, delays can result in thousands of dollars in lost productivity.’”

AG Daily: EPA Clarifies Farmers’ Right To Repair Non-Road Diesel Equipment

“... For several years, many manufacturers have used the Clean Air Act’s anti-tampering provisions to prevent farmers from making repairs to their own equipment, claiming the Clean Air Act prohibited them from providing repair tools to farmers outside of the dealership network. This has required farmers to take their equipment to distant repair shops, increasing the cost and downtime of the farmer’s operation. ‘EPA is proud to set the record straight and protect farmers...’ said EPA Administrator Lee Zeldin.”

Brownfield: New EPA Guidance Blocks Manufacturers From Limiting Farm Equipment Repairs

“...EPA administrator Lee Zeldin says, ‘Farmers should be able to choose where and how their equipment is repaired, whether that’s by themselves, a local mechanic or a dealer.’”

Zeldin says the agency’s guidance reaffirms that the Clean Air Act states that farmers and equipment owners are allowed to temporarily override emissions systems when it’s for the purpose of repair, and as long as the repair returns the equipment to compliance.”

Iowa Capital Dispatch: EPA: Clean Air Act Supports Right To Repair

“The U.S. Environmental Protection Agency issued a clarification letter Monday to manufacturers saying that the Clean Air Act does not prohibit independent repairs to offroad diesel equipment such as farm machinery. A news release from EPA said manufacturers ‘can no longer’ use the act to ‘justify limiting access to repair tools or software.’... The letter from EPA explains that while the Clean Air Act prohibits the removal or disabling of emission control systems, the law has a written exception that the systems can be disabled for the purpose of a repair.”

Washington Examiner: EPA Issues Guidance Backing Farmers ‘Right-To-Repair’ Equipment

“... Zeldin said manufacturers have ‘misused’ the Clean Air Act, which regulates emissions for farm equipment, ‘by falsely claiming that environmental laws prevented them from making essential repair tools or software available to all Americans.’ The administrator said that the ‘misinterpretation’ has limited farmers and independent repair shops from fixing equipment. ‘The Clean Air Act was written to ensure clean air for all Americans, not to lock farmers into expensive repairs,’ Zeldin said.”

Progressive Farmer: EPA: Repair Restrictions Not Warranted

“In a single guidance document from the U.S. Environmental Protection Agency, the Trump administration on Monday essentially wiped away the stated reason why equipment companies restrict farmers and independent repair shops from making emissions repairs to

their own equipment. For years equipment manufacturers have interpreted the Clean Air Act's emission control anti-tampering provisions as preventing them from making repair tools available to farmers and independent repair shops."

Tampa Free Press: Farmers Win Big As EPA Ends Corporate Lockdown On Tractor Repairs

"American farmers and heavy equipment owners just got a major green light to fix their own machinery without looking over their shoulders... The move centers on a common-sense reading of the law: while you can't permanently disable emissions controls, you are absolutely allowed to bypass them temporarily if it's for the 'purpose of repair.'... By making tools and software more accessible to independent shops and individuals, the administration expects to save farmers thousands of dollars in service fees and prevent long delays during critical planting and harvest seasons."

Daily Caller: Trump Admin Sets Record Straight Over Red Tape Strangling Farmers

"The Environmental Protection Agency (EPA) released guidance Monday for farmers affirming their right to repair their farm and nonroad diesel equipment, aimed at saving them 'headaches and costly hassles.' EPA Administrator Lee Zeldin, Agriculture Secretary Brooke Rollins and Small Business Administrator Kelly Loeffler told reporters Monday that if farmers own their property and nonroad diesel equipment, they have the right to fix it themselves."

RFD TV: EPA Issues New Right To Repair Guidance

"Federal regulators moved to remove long-standing barriers that limited farmers' ability to repair their own equipment, issuing new guidance that affirms producers' rights under existing environmental law... The Environmental Protection Agency clarified that the Clean Air Act allows equipment owners to temporarily bypass emissions systems when necessary to complete repairs, provided the machinery is returned to full compliance. EPA officials said some manufacturers had misused the law to restrict access to repair software and tools, forcing farmers to rely solely on authorized dealers and increasing downtime during critical planting and harvest windows."

Manufacturing Drive: EPA Says Deere Can't Cite Clean Air Act To Limit Farm Equipment Repairs

"For years, companies have interpreted the Clean Air Act's anti-tampering provisions in a way that prevents them from making their repair tools or software available to customers. This has forced farmers to take their equipment to manufacturer-authorized dealers to be fixed, when the repair could have been made in the field or at a nearby independent shop. The companies' interpretation has made repairs more costly and caused some farmers to opt for older equipment that lacks modern emission controls because they can fix that equipment themselves."

Oklahoma Farm Report: EPA Clarifies Farmers' Right to Repair Equipment, Cutting Costs And Downtime For Growers

"... The guidance makes clear that the Clean Air Act does not prohibit farmers or independent repair shops from accessing diagnostic tools, software or temporary emission system overrides when repairs are made for the purpose of restoring proper equipment functionality. For years, manufacturers had cited the law to restrict repairs to authorized dealers, often forcing costly delays during planting and harvest."

Agri Pulse: Trump EPA Enters Right-To-Repair Debate With Emissions Guidance

"... An EPA press release asserts that 'for years, prominent equipment manufacturers have interpreted the CAA's emission control anti-tampering provisions as preventing them from making essential repair tools available to all Americans.' This, in turn, has 'forced farmers to take their equipment exclusively to manufacturer-authorized dealers to be fixed, even though the repair could have been made in the field or at a nearby independent repair shop,' it argues."

Morning AgClips: EPA Advances Farmers' Right to Repair Their Own Equipment

"EPA's guidance to manufacturers clarifies that the Clean Air Act (CAA) supports, rather than restricts, Americans' ability to make repairs on their own, and makes clear manufacturers can no longer use the CAA to justify limiting access to repair tools or software. For America's farmers, timely and affordable repairs are essential to planting, harvesting, and keeping operations running."

[EPA.GOV](https://www.epa.gov)

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To: **Lauren Sanchez**, Chair, California Air Resources Board
Honorable Board Members, California Air Resources Board

From: Steven S. Cliff, Ph.D., Executive Officer, California Air Resources Board 

Date: January 28, 2026

Subject: CARB Priorities for 2026

For nearly sixty years, CARB has worked to protect public health and the environment by reducing air pollution and advancing clean energy solutions. As we look toward 2026, our mission has never been more urgent. With the Board's leadership, we are poised to advance actions that support a healthier, more affordable, and equitable future for all Californians. This memo is intended to outline the priorities that will be a focus for 2026 and on which the Board and the public will engage. While not exhaustive, these priorities reflect CARB's commitment to science-based action in the face of accelerating climate change and persistent air quality challenges. We look forward to working with you and stakeholders across California to deliver cleaner air and a healthier future for all. These priorities include:

- Driving clean transportation forward
- Implementing major climate legislation
- Defending California's authority and programs
- Advancing clean air for communities
- Improving organizational operations

These priorities are bolstered by the [Governor's Proposed 2026-27 Budget](#), which proposes investments to protect public health and the environment by reducing air pollution while considering economic impacts. Much of the key work we are advancing in 2026 is focused on implementing new laws that advance California's clean air and climate goals. CARB is grateful for the Legislature's leadership in shaping California's climate and air quality agenda. Many of our 2026 priorities are a direct reflection of the Legislature's vision and commitment, and we thank them for their continued support in driving change for all Californians.

Political and Economic Environment

This past year, the federal administration has taken action targeting several of the programs central to California values and our agency's mission. The illegal and unconstitutional federal actions that attempt to dismantle California's mobile source programs have required us to take that fight to the courts, standing up for science and for California's ability to protect the public health of its residents.

The federal administration has also moved to eliminate programs and policies focused on the nation's most vulnerable communities. Despite this, CARB remains committed to working to ensure race, economic class, and geographic location do not determine health outcomes. The data are clear that air pollution disproportionately harms low-income communities and communities of color, and as a data-driven organization, we cannot achieve our mission without addressing these racial and socio-economic inequities.

At the same time, Californians are facing real economic pressure. The state is operating in a difficult budget environment, and federal rollbacks of climate and clean energy incentives increase affordability concerns. Cost matters. That is why CARB prioritizes cost-effective approaches to climate and clean air. Inaction leads to higher health care expenses, climate-related damages, and economic instability. CARB remains committed to advancing science-based, cost-effective, and outcome-focused solutions to protect public health for all Californians.

Priority: Driving Clean Transportation Forward

In response to the federal administration's attacks challenging California's mobile source programs, Governor Newsom issued Executive Order N-27-25, directing CARB and partner agencies to accelerate clean vehicle adoption and recommend actions that keep California driving forward. While this leadership is important, legislative support will be key to helping advance several of the strategies, including incentives needed to continue making progress.

Drive Forward

CARB's Drive Forward Initiative represents the next phase of California's clean transportation strategy. This effort combines incentives, outreach, partnerships, and regulations to ensure every Californian benefits from cleaner air and affordable clean vehicle options.

In support of this strategy, the [Governor's Proposed 2026-27 Budget](#) includes \$200 million for a new light-duty passenger zero-emission vehicle (ZEV) incentive program. Other actions include:

- Partnering with state agencies and industry to advance voluntary programs that accelerate zero-emission technologies including Clean Fleet Connect, a tool to link businesses with ZEV fleets, and California Clean Construction, a set of voluntary standards that encourage the use of cleaner off-road equipment.
- Prioritizing working with the Department of General Services to identify opportunities to leverage State procurement.

- Developing the next generation of light-duty and heavy-duty vehicle regulatory programs will begin in 2026 with proposals to the Board in 2027.
- Launching California Clean Fuel Rewards program to provide incentives for medium- and heavy-duty zero emission vehicles.

Off-Road and Freight Sector Priorities

Freight activities remain significant sources of pollution. CARB will continue implementing existing regulations, including the Commercial Harbor Craft regulation, the Ocean-Going Vessels (OGV) At-Berth regulation, and the Transportation Refrigeration Unit (TRU) Regulation. Implementation will focus on compliance assistance and appropriate use of regulatory flexibilities.

We are also exploring strategic opportunities to build upon existing regulations, including:

- Developing a new OGV In-Transit regulation to address near-shore emissions with continued public engagement in 2026.
- Continuing to explore opportunities to further reduce emissions and health risk from diesel-powered TRUs.
- Advancing the next generation of off-road equipment standards, "Tier 5," with the goal of bringing a proposal to the Board in 2027.
- Working with railroads and communities to pursue opportunities to obtain near-term emission reductions and advance cleaner technologies.
- Evaluating strategies to reduce emissions from airport ground operations.

Federal attacks on California's mobile sources programs are expected to increase pollution and complicate attainment of State Implementation Plan obligations, causing severe health impacts including more than 14,500 avoidable deaths. In response, CARB will outline a path forward in 2026, identifying existing and new control measures to address the emission reduction gap created by Federal backsliding.

Priority: Implementing Major Climate Legislation

California is experiencing increasing climate impacts including last year's unprecedented wildfires in the Los Angeles region.

California has established ambitious climate goals, including reducing emissions 85% below 1990 levels and achieving carbon neutrality by 2045. CARB is implementing programs designed to achieve these goals cost-effectively, while providing regulatory certainty and delivering public health benefits.

Cap-and-Invest

California's Cap-and-Invest program (formerly Cap-and-Trade) is central to the state's climate strategy. Under Assembly Bill (AB) 1207 and Senate Bill (SB) 840, the Governor and the Legislature extended the program through 2045, strengthening long-term market signals and funding for communities and climate investments.

To date, the program has generated over \$34 billion for the Greenhouse Gas Reduction Fund and returned over \$15 billion in bill credits to utility customers.

CARB is updating the Cap-and-Invest regulation consistent with legislative direction and will present a rulemaking package to the Board in May 2026, with the proposed changes effective in September 2026.

Finalizing these rules will strengthen investor confidence, enable California-Quebec linkage with Washington, and support California Public Utilities Commission updates to the climate credit.

Corporate Climate Disclosure

SB 253 and SB 261 require large companies doing business in California to report GHG emissions and climate-related financial risks.

Last month, CARB released a draft regulatory package to establish a fee system for the entities reporting under each program and to propose a first-year 2026 corporate GHG emissions reporting deadline. Staff plan to present this item to the Board at the February 2026 hearing.

Carbon Removal & Storage

California's 2022 Scoping Plan identifies carbon removal as necessary to achieve carbon neutrality by 2045. SB 905 directs CARB to establish a Carbon Capture, Utilization, and Storage (CCUS) Program to assess the efficacy, safety, and viability of CCUS and Carbon Dioxide Removal (CDR).

CARB is coordinating closely with state agencies and has received the staff resources necessary for implementation as part of the 2025-2026 State Budget. Staff aim to bring a rulemaking proposal to the Board in 2026. The rulemaking is expected to address monitoring, reporting, public safety, and financial responsibility.

Reducing Emissions from Buildings

Recognizing buildings are a major source of GHG emissions, CARB staff have conducted multiple public workshops and technical meetings focused on addressing emissions from

this sector as a key action identified in the 2022 Scoping Plan and in the 2022 State SIP Strategy. During the last two years, staff conducted comprehensive public engagement to seek input on proposed regulatory concepts and will continue to engage the public on how best to address these emissions.

California Climate Investments

California has invested more than \$20 billion in climate projects over the past decade, with more than 70% benefiting disadvantaged and low-income communities. In 2026, CARB will launch three tools to support equitable investment consistent with AB 1550.

- *Supplemental Guidance for Avoiding Burdens* - A framework to help agencies prevent burdens on priority populations during program design and project selection.
- *Tribal Engagement Guidebook* - A resource to help State agencies strengthen tribal partnerships, improve outreach, and design programs that enhance access and participation.
- *Equity Metrics Dashboard* - A geospatial tool to identify opportunities to improve equitable outcomes.

Clean, Affordable Fuels: E15 and Beyond

Following enactment of AB 30, CARB is supporting the sale of E15 gasoline and developing a permanent fuel specification proposal for Board consideration by year-end.

CARB will continue interagency collaboration to address dispensing, storage equipment capability, vehicle compatibility, and labeling.

Improving Transportation

In accordance with SB 375, the Sustainable Communities and Climate Protection Act of 2008, CARB will update regional greenhouse gas reduction targets in 2026 and release the latest report tracking progress. CARB will continue supporting implementation of Executive Order N-2-24 to promote housing development in climate-friendly locations.

Priority: Defending California's Authority to Protect Clean Air

California faces unprecedented legal challenges to its ability to safeguard public health and the environment. These attacks target core programs that cut air pollution and fight climate change.

CARB's mandates are clear, and we will continue to defend our authority to set cost-effective standards to reduce air pollution and fight climate change for public health.

Working with the California Department of Justice, CARB is vigorously defending its programs and mandates. Our goal: preserve California's ability to set strong standards, protect public health, and drive climate progress for future generations.

Priority: Advancing Clean Air for Communities

Supporting Community-Led Clean Air Solutions

AB 617, the Community Air Protection Program, has implemented community-scale air monitoring and accelerated emissions reductions in overburdened neighborhoods. The Legislature's establishment of a continuous annual appropriation supports continued implementation under SB 840.

CARB expects to bring to the Board two new Community Emission Reduction Plans for South Sacramento/Florin and East Oakland, and the Bay View Hunters Point/Southeast San Francisco in early 2027. CARB will also prepare for the largest ever in-person convening of program participants, to be held in early 2027. In response to SB 352, CARB will also begin the process to update the AB 617 Statewide Monitoring Plan in 2026.

Addressing Environmental Justice

CARB will solicit new members for Environmental Justice Advisory Committee in early 2026 and update the [2016 Civil Rights Policy](#) through a transparent process. CARB will continue engagement with California Native American Tribes and develop an agencywide Tribal Engagement Model.

Roadmap to Reducing Air Toxics

This year, CARB will develop a unified, forward-looking strategy to guide CARB's air toxics work over the next 20 years and beyond. This Roadmap will build upon the existing foundational work carried out by CARB and air districts, to identify a path forward for more effectively addressing toxic air pollutants statewide.

As the federal government is stepping back on efforts to address air toxics, California is stepping forward. The roadmap will outline current capabilities, future goals, and the steps needed to achieve them, including resource needs, organizational improvements, and innovative partnerships. As part of this effort, we will be exploring new emissions reduction strategies that go beyond regulation so that we can respond in the timeliest manner.

Collaboration with air districts, Office of Environmental Health Hazard Assessment, the Department of Pesticide Regulation, local governments, community groups, and key industry groups will be essential to ensure the path forward optimizes our collective resources and authorities and identifies the most effective and efficient ways to get outcomes. Staff aim to bring the roadmap to the Board by the end of 2026.

Statewide Mobile Monitoring Initiative

In 2026, CARB is implementing the Statewide Mobile Monitoring Initiative (SMMI), a program supported through funding from the Legislature that enhances the Community Air Protection Program by providing block-level air quality data for criteria pollutants, GHGs, and toxics for over 60 AB 617 consistently nominated communities.

Health Protection Zones

CARB is collaborating with the Department of Conservation to implement SB 1137, which establishes health protection zones around sensitive receptors near oil and gas production operations. CARB is developing performance standards for systems that can rapidly detect leaks and alert operators before nearby communities are impacted. In 2026, we will be hosting public workshops, developing regulatory text, and moving towards a formal rulemaking process to support a tentative target effective date of 2028.

Priority: Improving Organizational Operations

California's budget challenges demand tough choices. Recent position reductions and funding losses prompted CARB to take a hard look at how we operate and ensure every dollar delivers maximum impact. In response to administration-wide budget reductions, we launched our first zero-based budgeting process for fiscal year 2025-26—requiring programs to justify funding from the ground up and align spending to statutory mandates and strategic priorities.

Looking Ahead

CARB's 2026 priorities reflect our commitment to protecting public health, advancing cost-effective and equitable environmental solutions. From expanding community air protection to implementing climate policies and defending our authority, our efforts are grounded in science and shaped by stakeholder engagement.

These efforts are possible thanks to the steadfast leadership of the Governor and the Legislature in prioritizing the health and safety of Californians. Together, we are building a cleaner, healthier future for all.

Agenda Item: 9

Board Member Reports

Agenda Item: 10

Adjournment