Community Air Quality
Investment in Improvement

American Society of Safety Professionals Meeting
February 6, 2019
Clean Air Efforts in the San Joaquin Valley

• Toughest air regulations on businesses, cars and trucks, consumer products, and Valley residents
• Reduction of health risk from existing and new businesses through District’s permitting and air toxics hot spots programs
• $40 billion spent by businesses on clean air
• Grant programs: $2.1 billion public/private investment in clean air projects
• Air quality throughout the Valley has improved significantly
• Clean air efforts must continue - Valley’s new PM2.5 clean air plan will establish a range of new measures to further reduce air pollution from businesses, mobile sources, and residents
AB 617 Brings New Resources to Valley Communities

• AB 617 established to further address community-level air quality issues beyond regional clean air efforts
  – Provides opportunity for investment in impacted communities to reduce air pollution
  – Valley successful in demonstrating great need and bringing significant new funding to our communities
• State (CARB) tasked with selecting communities for action every year
• Upon CARB’s selection of communities, air districts must develop and implement any necessary air quality monitoring and Community Emissions Reduction Programs (CERPs) for each community
• New clean air resources for community-focused efforts
  – $80 million in AB 617 funding for emission reductions in first year
  – Total of $350 million available for incentive-based emission reductions in the Valley
Valley Communities Selected in First Year

• CARB selected first-year communities in September 2018
  – 10 communities selected statewide for initial year
• In Valley, South Central Fresno and the City of Shafter selected for action under AB 617
• Additional communities to be considered for action under AB 617 in future years
CARB description of South Central Fresno
CARB description of Shafter
Community Emission Reduction Programs

• Developing an effective community emissions reduction program requires:
  – Identifying and evaluating sources that may impact community (inventory of sources in or near community, air monitoring, etc.)
  – Assessment of available measures for further reducing air pollution from contributing sources

• By October 1, 2019, District must adopt community emissions reduction programs for selected communities
  – Work in consultation with Community Steering Committees
  – Plans to include specific measures for reducing air pollution
  – Plans to include air pollution reduction goals and metrics for tracking progress
Community Air Monitoring

• AB 617 includes requirements for air districts to deploy air monitoring in communities selected by CARB
  – For first-year communities, in place by July 1, 2019
  – Supplements existing monitoring in/near selected community
  – May assist in developing community emission reduction programs

• District currently preparing platforms and equipment for community air monitoring in South Central Fresno and Shafter

• Community access to monitoring information

• Additional local air monitoring networks will be planned and deployed in future years as subsequent communities are selected by CARB for AB 617 implementation
Steering Committees

• District established consultative steering committees for each community
  – Majority of steering committee members residents of community
• Full engagement of all sectors within each of the two communities is required to effectively implement AB 617
• Based on the District’s experience, it is critical to create inclusive community engagement processes
  – Provides diverse and balanced perspectives
  – Helps develop innovative and effective air quality improvement strategies
  – Involvement by all community stakeholders builds trust between residents and businesses through sharing of information and concerns
Clean Air Grants Improve Air Quality

• AB 617 places clear focus on making clean air investments in impacted communities
• Incentive grants reduce pollution by providing funding to help replace older, dirtier equipment with newer, cleaner models
• Over $2.1 billion clean air grant public/private investment by Valley residents, businesses, schools, cities, counties, and others
Incentives Critical to Achieving Air Quality Goals

• District is responsible for developing plans and regulations to reduce emissions to meet health-based criteria pollutant standards set by EPA under the Clean Air Act
• District has developed the most stringent air quality regulations in the nation
• Industry has invested billions of dollars to meet these regulations and has dramatically reduced stationary source air pollution
• District continues to seek additional reductions including our innovative 2018 PM2.5 Plan
• Mobile sources now make up more that 80% of emissions and these are not under District jurisdiction
• Additional regulations are not enough to reach attainment
Incentives Critical to Achieving Air Quality Goals

• To expedite emissions reductions and improve public health, and to make attainment possible, District supplements strong regulatory measures with robust incentive programs from a variety of public and private sources

• Reductions must be real and surplus (ahead of any rule requirements)

• Reductions are verified with inspections

• For the last several years, incentives have been ~$100 MM/Year with more than $2 BB to date, on a wide variety of equipment, reducing over 140,000 tons of emissions

• Expenditures for Last year were $135 MM with 9500 units replaced reducing 9000 tons of emissions

• AB 617 brings significant additional funding that is now available, with state commitments for billions more

• District grant programs recognized as model for efficiency and effectiveness, and this makes additional funding possible
Non-Operating vs. Operating Appropriations

FY 18-19 Budget

$350,672,500

$52,164,875

Operating Appropriations

Non-Operating Appropriations
District’s Incentive-Based Strategies

• Focus on achieving greatest reductions in expedited manner
• Promote efficient and timely access to funding
• Equal District outreach in all regions
• Maximize flexibility to meet fund deadlines and provide best possible customer service
• Ensure actual “SIP creditable” reductions - District’s groundbreaking EPA-approved Rule 9610
• Provide opportunities to leverage other funds and promote partnerships
Key Factors in Distributing Funds

- Cost-effectiveness
- Expenditure timeframe
- Regulatory deadlines
- Health benefits
- Technology advancement
- Environmental Justice
- Distribution of funds closely follows population and location of key sources
Continued Need for Reductions

• Reductions still include truck fleet incentives and these reductions critical to PM2.5 Plan
• Money available to assist purchase of new Ag or OTR Class IV – Class VIII trucks
• Like all grants, vehicle must be in compliance (Grant Programs cannot be used to get into compliance – emissions reductions must be ahead of regulations)
• Some of the programs allow two-step process
• Note that SB1 (2016) ties DMV registration to truck regulations, in other words, by 2020 a truck must meet emissions standards or it cannot be registered
Pursuing New and Enhanced Incentive Programs

• Given importance of maximizing emission reductions, it is imperative that District continues to work with stakeholders to seek new and enhanced incentive programs throughout the Valley.

• District working with stakeholders through the PM2.5 Plan development process and has identified the following immediate opportunities for program enhancements:
  – Enhanced Burn Cleaner Program (emissions and health concerns)
  – Commercial Under-Fired Charbroilers ($35 MM vs. $14 BB)
  – Reductions from mobile sources
  – Rule enhancements (Flares, Engines, boilers and others)
  – In addition we are examining:
    • Replacement of Portable Diesel Equipment
    • Commercial Lawn Car Providers
    • Clean Almond Harvesting
Enhanced Burn Cleaner Program

• Increased participation in Burn Cleaner Program is an essential component of PM2.5 Attainment Strategy
• Enhanced strategy will rely on providing increased incentives for residents choosing to replace existing wood-burning devices with natural gas devices
• Will require enhanced outreach and education and close collaboration with retailers, community and civic organizations, and municipalities
Commercial Under-Fired Charbroilers

- Developing and implementing new incentive program to assist restaurants in installing emission control technology for commercial under-fired charbroilers is essential component of PM2.5 Plan
- Will provide significant incentives to defray capital and maintenance costs
- Will require enhanced outreach and education with restaurant industry to assist in designing effective program and increase awareness
- Outreach has begun with a survey sent to 4000 establishments
Replacement of Portable Diesel Equipment

• Portable diesel-fueled engines of 50 horsepower or greater are generally subject to a statewide Portable Engine Airborne Toxic Control Measure (ATCM)
  – Existing ATCM prohibits operating older engines that emit higher levels of air pollutants than newer engines, sets strict engine eligibility and registration requirements and sets District permitting requirements
  – Engines in use in a wide variety of applications and industries throughout the Valley; many found in oilfield operations

• November, 2017: CARB approved relaxations to the ATCM, extending the compliance deadlines for certain fleets or engines; some out to 2028

• Extensions will allow hundreds of higher-emitting engines to operate for a number of years

• District has been exploring the opportunities to provide incentives to replace these engines ahead of their compliance dates
Need more information?

Contact the Valley Air District at:

AB617@valleyair.org
Fresno office (559) 230-6000
Modesto office (209) 557-6400
Bakersfield office (661) 392-5500

valleyair.org/grants

Grants Hotline 559-230-5800 (Jeanine Tackett)

For information visit:

www.valleyair.org/community

www.valleyair.org

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Use the Valley Air App for the latest air quality info.
## ARB Community Selections – 10 Communities

<table>
<thead>
<tr>
<th>Community</th>
<th>Local Air District</th>
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<tbody>
<tr>
<td>Richmond</td>
<td>Bay Area</td>
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<tr>
<td>West Oakland</td>
<td>Bay Area</td>
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<tr>
<td>Calexico, El Centro, Heber</td>
<td>Imperial County</td>
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<tr>
<td>South Sacramento – Florin</td>
<td>Sacramento Metropolitan</td>
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<tr>
<td>Portside Environmental Justice Neighborhoods (Barrio Logan, West National City, Logan Heights, Sherman Heights)</td>
<td>San Diego County</td>
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<tr>
<td><strong>Shafter</strong></td>
<td><strong>SJVAPCD</strong></td>
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<tr>
<td><strong>South Central Fresno</strong></td>
<td><strong>SJVAPCD</strong></td>
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<tr>
<td>East Los Angeles Neighborhoods, Boyle Heights</td>
<td>South Coast</td>
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<tr>
<td>Muscoy, San Bernardino</td>
<td>South Coast</td>
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<tr>
<td>Wilmington, West Long Beach, Carson</td>
<td>South Coast</td>
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Replacement of Portable Diesel Equipment (cont’d.)

- Staff have engaged with stakeholders in the oil and gas production industry to gain a better understanding of local fleet inventory and usage.
- Based on District’s initial analysis of portable equipment information, staff have concluded that there is an opportunity to replace these engines in a cost-effective manner through an incentive program.
  - Modeled after the Carl Moyer Program.
- Unfortunately, these engines are not eligible for funding with most federal and state funding sources.
- To fund these projects, District would need to identify a suitable funding source with enough flexibility to accommodate this program.
- District staff are working to develop a new program component, identify potential funding source(s) and, if feasible and available, seek Governing Board approval for implementation.
Continued Need for Reductions

• 2018 PM2.5 Plan includes comprehensive air quality strategy to achieve significant new emissions reductions from stationary/mobile sources

• Even with new reductions, “hot spot” strategy may be only way to bring Valley into attainment
  – Kern/Fresno County “hot spots” most difficult to bring into attainment

• Critical to ensure incentive programs are achieving robust levels of participation, particularly in “hot spots”
Community Steering Committee Role

- The steering committee’s consultative role can take many forms, including the following:
  - Help the District understand community concerns, including socioeconomic burdens, location of sensitive receptors, etc.
  - Identification of local mobile and stationary sources
  - Assist in developing any community monitoring plans necessary to determine whether local sources are impacting community air quality
  - Assist in developing the community-specific webpage
  - Assist with the public engagement process
  - Assist in identifying and evaluating emission reduction opportunities, including socioeconomic considerations of actions identified

- Membership is voluntary and will require regular participation in meetings and ongoing commitment to ensure meaningful steering committee process
Community Steering Committee Charter

• In convening and coordinating the community steering committee, the District will work with the steering committee to establish a charter to clearly set out the committee goals, process, and structure. Elements of the charter that should be considered include the following topics:
  – Committee objectives
  – Roles and responsibilities of committee members
  – Meeting procedures
    • Meeting frequency
    • Meeting dates, times, and locations to ensure accessibility
    • Meeting notice requirements
    • Deliberative process that ensures meaningful, diverse, and balanced participation
  – Use of interpretation services
Additional Funding Promotion (cont’d)

• Engaged contracted hearth retailers to strategize ways to increase Burn Cleaner participation
• Working to increase number of participating Burn Cleaner retailers
• Working with Bakersfield City Fire Department regarding possibility of replacing emergency vehicles through upcoming District solicitation
• Engaged with several school districts regarding replacing older, high-polluting school buses with new, natural gas or electric buses
  – Locally working with Bakersfield City Schools, Kern High School District, Fruitvale School District and Panama Buena Vista School District