Assembly Bill 617
Community Selection Process for Year 2

August 29, 2019
Valley Challenges Unmatched

- Surrounding mountains and meteorology create ideal conditions for air pollution formation and retention
- High poverty and unemployment rates (20 of 30 most disadvantaged communities in state)
- High rate of population growth
- I-5 and Hwy 99 (major transportation arteries) run all the way through Valley
Clean Air Efforts in the San Joaquin Valley

- Toughest air regulations on businesses and industries large and small
- Toughest air regulations on farms and dairies
- Reduction of risk from existing and new stationary sources through District’s permitting and air toxics hot spots programs
- $2.4 billion dollars of public/private investment on incentive-based emissions reductions
  - More than 155,000 tons of emissions reduced
- Toughest regulations on cars and trucks
- Toughest regulations on consumer products and what people can do inside their homes
- Work continues to identify additional emission reductions necessary to meet the latest federal air quality standards
Major Reductions in Pollution

91% Reduction in Stationary Source Emissions
Population Exposure to High Ozone Days
90% Reduction

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT
Population Exposure to High PM2.5 Days
85% Reduction
Assembly Bill 617 Overview

• AB 617 passed by state legislature in 2017 to address potentially high cumulative exposure burdens from toxics and criteria pollutants in some communities
• Through robust public engagement process, CARB and air districts must develop and implement community specific:
  – Statewide uniform emissions reporting processes
  – Community air monitoring networks
  – Community emission reduction plans
  – Best Available Retrofit Control Technology (BARCT)
Community Air Monitoring

• Local air monitoring networks may be established for each selected community
  – Provides localized and more spatially dense air quality information
AB 617 Year 1 Community Selection Process

• Through public process, District established community prioritization methodology
  – CalEnviroScreen overall scores
  – Diesel particulate matter
  – Population weighted exposure to high concentrations of ozone and PM2.5
  – Poverty
• July 2018: District submits Year 1 recommendations to CARB
  – Recommended North Bakersfield, South Central Fresno, and City of Shafter
• September 2018: CARB selects Year 1 communities
  – 10 communities selected statewide for initial year
  – In Valley, selected South Central Fresno and the City of Shafter
AB 617 Implementation Progress for Year 1 Communities

• Community Steering Committees established for each community in the Fall of 2018
  – Majority of committees are residents of community
  – Also includes workers and business owners, community groups, city and county representation
AB 617 Implementation Progress for Year 1 Communities (cont’d)

• Numerous steering committee meetings held since Fall of 2018
  – Discussion on a significant number of topics
  – Implementation of community air monitoring networks has begun
  – Nearing completion of CERPs for both communities (must be submitted to CARB by October 2019)
AB 617 Year 2 Implementation Timeline

• District beginning process for Year 2 community recommendations
  – Recommendations must be submitted to CARB in Fall 2019
  – CARB to make final community selections in December 2019, ahead of January 1, 2020 deadline
  – New community air monitoring networks to be implemented by January 2021
  – New community CERPs to be submitted to CARB by January 2021
Community Feedback Received

• Consider updating District’s prioritization methodology and recommendations
  – Multiple complex criteria used by District in Year 1
    • *For year 2, District only used indicators from the state’s CalEnviroScreen (CES) 3.0 tool and modeled PM2.5 concentrations as selection criteria*

• Consider placing greater focus on community prioritization and recommendations in Northern Region
  – Year 1 communities in Central and Southern Regions
  – Significant community interest in Northern Region (e.g. Stockton)
    • *For year 2, narrowed focus to disadvantaged communities in Northern Region (San Joaquin, Stanislaus, and Merced Counties)*
CARB Year 2 Community Selection

• CARB: Up to three (3) communities will be added to year 2 implementation statewide, has indicated at most one in San Joaquin Valley
  – Allows Districts and State to focus limited financial resources and staff time on up to 13 total communities

• Communities may be selected for either/both monitoring and community emission reduction programs
  – Many have expressed the need to first conduct robust monitoring to better understand local impacts to inform future community emission reduction programs
  – Tight AB 617 deadlines mean monitoring plan and community emissions reduction programs launch at the same time
Factors Used to Prioritize Communities

- Focused on Northern region of District (San Joaquin, Stanislaus, Merced)
- Identified top 5% most disadvantaged census tracts (CES 3.0)
- Communities with high PM2.5 and diesel PM exposure
  - Placed more weight on PM2.5 exposure and diesel PM exposure than CES 3.0 overall scores or pollution burden scores

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<th>DIESEL PM</th>
<th>POLLUTION BURDEN</th>
<th>POPULATION OF COMMUNITY</th>
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*Highest CES Overall Max Value
Community of Southwest Stockton
Southwest Stockton

• Stockton is the largest metro area in District’s northern region
• Southwest Stockton is densely populated community impacted by large freeways, Port of Stockton, industry, and upwind emissions
  – 12.2 square miles
  – Estimated population of 51,000
  – Interstate 5 and Highways 99 and 4
• Entire Southwest Stockton community ranks in the top 5% most disadvantaged communities in state (CES 3.0)
  – Contains most disadvantaged census tract in District’s northern region
  – All census tracts within boundary in top 25 most disadvantaged in District’s northern region, SB 535 disadvantaged community, and AB 1550 low-income community
  – Highest ranked northern region community for PM2.5 impacts
• Primarily within “Rise Stockton” Transformative Climate Community (TCC) boundaries – leverages resources to maximize benefits under AB 617
AB 617 Implementation in Southwest Stockton

• Currently one (1) air monitoring station located in Stockton
• Need more comprehensive and consistent understanding of air pollution impacts within the community
• Port, freeway, rail, and industrial operations in community provide opportunity for investment in cost-effective emissions reductions programs
• District considering nominating Southwest Stockton as a community for the next round of funding to develop and implement both an advanced community air monitoring program and community emissions reduction program
Community Feedback Needed

• Comments on methodology used to identify and prioritize Valley communities recommended for consideration by CARB for Year 2
• Nominations for Valley communities for Year 2 consideration
  – [http://community.valleyair.org/community-identification](http://community.valleyair.org/community-identification)
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Open Discussion

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