

Action Summary Minutes  
**San Joaquin Valley Unified Air Pollution Control District**

**ENVIRONMENTAL JUSTICE ADVISORY GROUP (EJAG)**

Central Region Office, Governing Board Room  
1990 E. Gettysburg Avenue, Fresno, CA

**Thursday, December 3, 2015**  
**5:30 p.m.**

*The Environmental Justice Advisory Group Meeting was held via video teleconference (VTC):  
Central Region Office, Governing Board Room, 1990 E. Gettysburg Avenue, Fresno, the Southern  
Region Office, VTC Room, 34946 Flyover Court, Bakersfield and teleconference in the Northern  
Region Office, VTC Room, 4800 Enterprise Way, Modesto*

1. Call to Order – The Vice Chair, Derek Williams, called the meeting to order at 5:41 p.m.
2. Roll Call – was taken and a quorum was not present

<u>County</u>	<u>Member Name/Interest Group</u>	<u>Location</u>
Fresno	Kevin Hamilton, CAC-Environmental (Primary)**	Central
Kern	Marvin Dean, Ethnic-Small Business Owner	South
Madera	Michelle Garcia, At-Large Rep	Central
Merced	Melissa J. Kelly Ortega, At-Large Rep	Central
Merced	Jack Lemen, CAC-City (Primary)	Central
San Joaquin	Esperanza Vielma, At-Large Rep*	North
Stanislaus	Thomas Helme, At-Large Rep	North
Tulare	Derek Williams, At-Large Rep	Central

\*Ms. Vielma arrived at 5:50 p.m.

\*\*Mr. Hamilton arrived at 6:11 p.m.

Staff Present in Central Region Office (Fresno) – Samir Sheikh, Deputy APCO; Jaime Holt, Chief Communications Officer; Chay Thao, Strategies and Incentives Program Manager; Todd DeYoung, Strategies and Incentives Program Manager; Ana Stone, Bilingual Outreach and Communications Rep; Tom Jordan, Senior Policy Advisor; Mehri Barati, Administrative Services Director; Ryan Hayashi, Compliance Director

Staff Present in the Northern Region Office (Modesto) – Anthony Presto, Outreach and Communications Rep

Staff Present in the Southern Region Office (Bakersfield) – Christal Martinez, Office Services Manager; Mike Oldershaw, Compliance Manager

Members of the public present – Robert Jones, Heavy Duty Equipment Owner/Operator

This item was taken out of order at the Vice Chair's prerogative

4. Public Comments – None.
5. Chair Comments – None
6. APCO/Deputy APCO Comments – Samir Sheikh, Deputy APCO, reported the District was awarded \$6 million in additional funding for the extremely successful Tune In Tune Up Program: \$5 million from Cap and Trade and \$1 million from AB118. Mr. Sheikh acknowledged EJAG members for being instrumental in ensuring that the Valley receive as much Cap and Trade funding as possible.

Mr. Sheikh recommended that the EJAG Grants Committee meet prior to the regularly scheduled EJAG meeting in February to assist in the District's preparation of the upcoming 2016-17 incentives spending plan.

Mr. Sheikh reported that Seyed Sadredin, Executive Officer/APCO, is reviewing the 2016 goals and objectives approved by EJAG.

Ms. Vielma arrived at 5:50 pm and presided over the rest of the meeting and quorum was met.

The following EJAG members volunteered for the Grants Committee: Mr. Williams, Mr. Smith, Mr. Hamilton, Mr. Helme, Mr. Dean, Ms. Vielma. Ms. Kelly-Ortega volunteered to be an alternate for the Grants Committee. Ms. Vielma appointed Mr. Williams as the Chair of the Grants Committee and Mr. Dean as the Vice Chair of the Grants Committee.

Public Comments: None

7. Updates on Attainment Plans and Rules – Chay Thao, Program Manager for Strategies and Incentives Department, presented the updates.

Public Comment: None

8. Charge Up! Grant Program – Todd DeYoung, Program Manager for Strategies and Incentives Department, explained that to support the growing number of clean plug-in electric vehicles (PEVs) and plug-in hybrid electric vehicles (PHEVs) in the San Joaquin Valley, the District launched its Charge Up! Program on June 1, 2015 to fund the purchase and installation of publically accessible electric vehicle chargers. The program offers Valley businesses and public agencies up to \$6,000 for a Level 2 charger and up to \$25,000 for a Level 3/DC Fast Charger. The goal of

this program is to further strengthen the Valley's electric vehicle charging network to ensure the technology's sustainability in the region and ease "range anxiety" that concern many existing and potential electric vehicle owners. Through the program, the District strives to build a robust charging network throughout the San Joaquin Valley which will support the Governor's goal of 1.5 million electric vehicles in California by 2025. To date, the District has awarded more than \$1.4 million in incentives for the installation of 140 Level 2 and Level 3 electric vehicle chargers. In addition to this, the District is currently developing new ways to leverage its Charge Up! Program by working with several different Valley entities to take advantage of current funding opportunities with the California Energy Commission and the California Air Resources Board to further meet the electric vehicle goals in California.

Ms. Vielma requested information about current outreach for the program. Mr. DeYoung explained information is available on the District's website and information has been distributed via email. There has been a good response and the trend appears to have applicants leveraging funding from a large CEC grant opportunity. The District is able to partner with public agencies and businesses to expand the reach of the program.

Ms. Kelly-Ortega requested clarification regarding the funding for a Level 3/DC fast charger. Mr. DeYoung explained due to the higher cost of the chargers, specifically significant infrastructure, the funding cap is \$25,000 per site. Ms. Kelly-Ortega asked for an example of businesses that have received funding. Mr. DeYoung said there one large project involves installing charging stations at multiple Walmart locations and CVS.

Mr. Williams asked who is paying for the electricity from the charging stations at the retailers' locations. Mr. DeYoung explained that there are a range of options available and that the grant program does not specify what option should be pursued. Mr. Williams asked how much it costs to charge for an hour. Mr. DeYoung explained the information varies depending on the electrical rate. Mr. Sheikh added this is a fast changing environment with the public utilities commission discussing pricing structure and infrastructure to adapt to the changing reality.

Mr. Hamilton commented the locations of these charging stations should be taken into consideration and suggested providing information to corporate offices of retailers.

Mr. Dean suggested a possibility of partnering with the sellers of electric vehicles to ensure the infrastructure is available for the owners and asked if the program is for businesses only or if residents are allowed to have a charging station also. Mr. DeYoung explained the main focus of this program is public access to the stations. The direction from the Governing Board for this program is to serve as many

people as possible. Mr. Dean asked if there has been a response from the dealers. Mr. DeYoung said there has been some interest from the dealers.

Mr. Williams asked the amount of funding available for the various grant programs. Mr. Sheikh reported there is \$2 million allocated to the Charge Up! Program, \$4 million for the Tune In Tune Up Program and \$2.4 million for the replacement component. He explained through the replacement component of the Tune In Tune Up Program residents may be eligible to purchase an electrical vehicle. Mr. DeYoung reported there is \$2 million allocated for the Drive Clean program which assists in the cost of purchasing new or leased electric vehicles.

Mr. Dean requested more information on the types of benefits available from the replacement component of the Tune In Tune Up Program. Mr. Sheikh explained several options are available with the replacement component of the Tune In Tune Up Program including purchasing vehicles and public transportation passes.

Public Comment: None

9. Diesel Truck Voucher Program – Todd DeYoung, Grants Program Manager provided an update on the District's success and extremely important truck voucher program. To assist truck owner/operators with additional upcoming ARB regulations prior to their implementation, the District currently offers a couple of incentive programs – Truck Voucher program and Prop 1B. Both of these are open and both require their fleets to be in compliance with the state Truck & Bus regulation. The Truck Voucher program, which is fully supported by the EJAG, is only open to small businesses in the Valley. These are locally generated funds to the tune of \$8 to \$10 million per year and pay up to 35% of the cost of a truck with a 2010 standard engine with a max of \$50,000. The Prop 1B program, also fully supported by the EJAG, is currently in the 5<sup>th</sup> and final stage of the program and approved for truck projects (\$29.5 million) and locomotive projects (\$19.5 million). The majority of the funding is for zero or near zero emission advanced technology. The outreach for Prop 1B was very different during this phase. It was more targeted to potential zero and non-zero emissions projects, and required working closely with the California Air Resources Board. The EJAG has played an important role in giving feedback to the District over the last several years as tough ARB trucking regulations, costing Valley business millions of dollars, have gone into effect.

Mr. Dean expressed concern with the funding amount available and suggested the funding amount be increased for small fleets. He also expressed concern for several single owner/operators not knowing or understanding the regulations.

Public Comment: Robert Jones, Heavy Duty Equipment Owner/Operator, said he has been in business for 38 years and over time purchased several pieces of heavy duty equipment. The economy slowed down and the regulations drove the

company to stop using the equipment. Mr. Jones reported he received a District Incentive voucher for \$35,000 and another for \$8,000 from an outside source, but added the replacement cost of all the equipment would be approximately \$300,000. He commented a voucher for 90% of the cost would provide more assistance to a small business-owner/operator.

Mr. Williams suggested determining if the Prop 1B Program can be extended or possibly increase funding for the Truck Voucher Program. He expressed concern over the number of applications received for the current Prop 1B Program due to the upcoming compliance deadline under the state truck and bus regulation. Mr. Sheikh noted that this can be discussed during the Grants Committee Meeting.

Mr. Hamilton commented the mission of the District is to improve public health and business owners are required to keep abreast of the regulations.

Public Comment: None

10. Potential Goods Movement Freight Technology Advocacy Related to Cap and Trade Funding – Tom Jordan, Senior Policy Advisor provided an overview of the collaborative work being done with a wide variety of Valley stakeholders (including EJAG) to bring Cap and Trade funding to the Valley for goods movement. In speaking with the California Air Resources Board, goods movement issues in the Valley have been overlooked with focus being on ports and large cities. With over 80% of the Valley's emissions coming from mobile sources, heavy duty trucks are the largest single source of NOx emissions in the San Joaquin Valley and attaining the health-based ozone and particulate standards will require significant additional reductions in truck emissions through the development and implementation of advanced truck technology. Additionally, reducing emissions from heavy duty trucks will provide significant health benefits for disadvantaged communities in the San Joaquin Valley and throughout the state, particularly given that many of these communities are located near major freight corridors.

Mr. Jordan explained that although there have been significant advances in battery and fuel cell electric vehicle technologies, pursuing the advancement and deployment of clean natural gas heavy-duty vehicles and other more readily available and suitable near-zero emission technologies will help the Valley address our significant air quality challenges while also reducing greenhouse gas emissions. This can be accomplished in a faster manner than solely relying on electrification technology due to current range limitations. At the request of EJAG members during the August 27, 2015 meeting, the District drafted a letter outlining the afore-mentioned issues and Valley needs for EJAG discussion and consideration during this meeting.

Mr. Dean reported he provided comments to an ARB 3-Year Investment Plan public workshop including concerns of trucks driving through the Valley, the Valley

should receive funding to help mitigate the emissions from these trucks and the 25% of Cap and Trade funds allocated to environmental justice communities should be closely monitored to ensure accountability. Mr. Jordan reported the comment period has closed but ARB just released the draft document and they will be taking comments at their Board meeting on December 17 and 18, 2015.

Mr. Helme asked if there was information regarding emissions associated with natural gas. Mr. Sheikh explained the current focus at the state level is development of renewable gas markets. He said there is a 90% reduction of emissions from the use of near-zero natural gas technology with respect to NOx and directly emitted particulates. He explained that it will be difficult to create a market for renewal natural gas if emerging technologies are not promoted with existing natural gas availability that can then take advantage of new renewable gas supplies. Mr. Helme expressed that clean natural gas seems well suited for heavy duty trucks.

Mr. Williams asked if it was difficult to convert a diesel engine to natural or propane gas. Mr. Sheikh explained that it is difficult to convert old diesel trucks to alternative fuels in a manner that meets low emissions levels due to the sophistication of needed emission control technologies, durability issues, integration issues, and other factors.

Ms. Vielma suggested adding language to the letter expressing that heavy duty trucks make up the single largest source of NOx emissions in the Valley.

Moved: Kelly-Ortega  
Seconded: Lemen  
Ayes: Kelly-Ortega, Vielma, Helme, Williams, Dean, Lemen, Hamilton  
Nays:

**Motion passed unanimously to support allocating Cap and Trade revenues for funding the replacement of diesel trucks with advanced near-zero emission technologies including clean natural gas trucks, expansion of fleets with new alternative fuel or other near-zero emission vehicles, and installation of natural gas fueling infrastructure, and requested that a letter be sent from EJAG to the State Air Resources Board expressing this position.**

Public Comments: None

3. Approve Minutes of October 22, 2015 – The Chair asked if there were any comments regarding the Minutes for October 22, 2015. Having decided the Minutes were accurate, on motion of Mr. Williams and seconded by Mr. Dean, unanimously passed, the Minutes were approved with no changes.

11. Upcoming EJAG Meeting Agenda Items

- Update on the 8-hour Ozone plan
- Review and Approve 2016 Grants Committee Recommendation

12. Public Comments (Second Opportunity) – None

13. EJAG Member Comments – Ms. Vielma reported she is attending the AB32 Environmental Justice Advisory Committee on Monday, December 7, 2015.

14. Volunteer to Present Report During CAC Meeting on Tuesday, January 5, 2016 at 10 a.m. – Mr. Kelly-Ortega volunteered.

15. Volunteer to Present Report During Governing Board Meeting on Thursday, January 21, 2016 at 9 a.m. – Mr. Hamilton volunteered.

Meeting adjourned at 7:43 p.m.

Next Meeting –The next EJAG meeting is scheduled for Thursday, February 25, 2016, at 5:30 p.m. The meeting will be held via video teleconference (VTC), with the Central Region Office (Fresno), the Northern Region Office (Modesto) and the Southern Region Office (Bakersfield) participating.