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DATE: May 3, 2016

TO: SJVUAPCD Citizens Advisory Committee

FROM: Seyed Sadredin, Executive Director/APCO

RE: **ITEM NUMBER 11: REPORT ON DISTRICT ENVIRONMENTAL JUSTICE ADVISORY GROUP (EJAG) ACTIVITIES**

Attached are highlights from the Environmental Justice Advisory Group meeting of March 3, 2016.

Attachments:
Highlights from the EJAG meeting of March 3, 2016 (2 pages)
2016-17 EJAG Incentives and Funding Recommendations (2 pages)

HIGHLIGHTS FROM THE ENVIRONMENTAL JUSTICE ADVISORY GROUP (EJAG)
MEETING OF MARCH 3, 2016

District's Legislative Platform and Strategy for Modernizing the Federal Clean Air Act – Seyed Sadredin, Executive Director/APCO provided the overview. Each year, the District adopts a Legislative Platform and Mr. Sadredin provided information regarding this year's platform. As an important component of the platform, the District's Clean Air Act Modernization Proposal presents a legislative solution that preserves the federal government's ability to routinely reevaluate and set health protective air quality goals based on sound science while avoiding current duplicative requirements and confusion. The proposed changes would also require strategies that lead to the most expeditious air quality improvement while considering technological and economic feasibility.

Since the 1970's, EPA has established numerous ambient air quality standards for individual pollutants. We have now reached a point where various regions throughout the nation are subject to multiple iterations of standards for a single pollutant. Currently, the San Joaquin Valley is subject to four standards for ozone and four standards for PM2.5. Each of these standards requires a separate attainment plan which leads to multiple overlapping requirements and deadlines. The District's Clean Air Act Modernization Proposal will help to reduce the current chaotic nature of the transition between standards through the elimination of duplicative requirements and synchronizing progress milestones when a new standard is published by EPA. This streamlining will not delay aggressive efforts to reduce air pollution and improve public health in the Valley.

Furthermore, meeting the new standards that approach background concentrations call for transformative measures that require time to develop and implement. These transformative measures require new technologies that in many cases are not yet commercially available or even conceived. The formula-based deadlines and milestones that were prescribed in the Act 25 years ago now lead to mandates that are impossible to meet. The District's proposal would have the Clean Air Act require control measures that lead to the most expeditious attainment of health based standards while taking into account technological achievability and economic feasibility.

Mr. Sadredin explained a classic case of the well-intentioned provisions that were included in the Clean Air Act over 25 years ago that are now leading to unintended consequences is the requirement for contingency measures in areas classified as "extreme" nonattainment. By definition, a region is classified as extreme nonattainment if, despite implementing all available control measures, reductions achieved are not enough to meet the standard. The only way a region can meet the contingency requirements is to hold back on implementing clean air measures and save them for later as a contingency. Of course, this would result in delays in cleaning the air and reducing air pollution. As currently written, the requirements in the Clean Air Act that require extreme areas to include all available measures to ensure expeditious

attainment and the requirement for holding back measures as contingency are contradictory. Mr. Sadredin that the District will be working with the Valley Congressional leadership to move this legislation forward.

A number of EJAG members expressed strong support for the District's Clean Air Act Modernization Proposal.

EJAG Grants Subcommittee 2016-17 Incentives and Funding Recommendations –

The EJAG reviewed and approved the 2016-17 Incentives and Funding Recommendations provided by the Grants Subcommittee (attached).

Next EJAG meeting – 5:30 p.m., Thursday, June 23, 2016.

Further information may be obtained at:

http://www.valleyair.org/Programs/EnvironmentalJustice/Environmental_Justice_idx.htm

ENVIRONMENTAL JUSTICE ADVISORY GROUP
GRANTS COMMITTEE
RECOMMENDATION FOR USE OF DISTRICT FUNDS FOR 2016-2017

This recommendation by the committee to the Environmental Justice Advisory Group, EJAG, shall be reviewed at least annually and may be changed at the direction of the EJAG, subject to approval and review by the APCO of the District in conjunction with the CAC of the District, final authority being reserved to the Governing Board of the District.

The Grants Committee hereby makes the following itemized recommendations to the EJAG for the District use of incentive funds including but not limited to, funds provided by DMV fees pursuant to AB 2522, AB 32 and SB 535:

- 1) **SCHOOL BUSES:** That funds be set aside and for the replacement of school buses in environmental justice (EJ) communities/districts as defined by the EJ Map of the District, and CalEnviroScreen model, divided equally between each of the three District regions.
- 2) **ON-ROAD HEAVY DUTY VEHICLES:** That funds be set aside and allocated for the retrofitting or replacement of on-road heavy duty trucks for fleet operators, and/or to provide additional funding for certain small fleets or single owner operators, including, when feasible, the development of programs whereby said operators, after contributing a (yet to be determined percentage) of the cost of replacement or retrofitting, shall be allocated grants and loan procurement assistance, for the balance of said cost, for those operators operating primarily within environmental justice (EJ) areas as defined by the EJ Map of the District and CalEnviroScreen model, divided equally between each of the three Regions of the District.
- 3) **LIGHT DUTY PASSENGER VEHICLES:** That funds be set aside and allocated for the continuation and expansion of the TUNE-IN TUNE-UP VOUCHER PROGRAM as well as the continuation and expansion of the VEHICLE REPLACEMENT PROGRAM, to include a bicycle voucher component utilizing District funds, with additional funding allocated specifically within environmental justice (EJ) areas as defined by the EJ Map of the District and CalEnviroScreen model. Additionally, explore the feasibility of incorporating a "retirement only" option.
- 4) **HEAVY DUTY ENGINE PROGRAM:** That funds be set aside and allocated for the heavy duty engine program of the District, including but not limited to the following:
 - A) Agricultural Irrigation Pump Engine Component
 - B) Agricultural Equipment Replacement Component
 - C) Forklift Component
 - D) Off-Road Equipment Component, to include construction and portable equipment.

5) **BICYCLE/NON-COMBUSTION MOTORIZED VEHICLES:** That funds be set aside and allocated for the continued development of bicycle and non-combustion motorized vehicle components including updating the REMOVE II program, including but not limited to boulevards, green ways development, path development, sharing programs, and the development and modifying of components as appropriate and needed. That said, allocated funds be divided equally between each of the three Regions of the District. That the District work with CAL-TRANS and the State of California to, where appropriate, be involved in transportation planning.

6) **BURN CLEANER PROGRAM:** That funds be set aside and allocated for the Burn Cleaner Program, a highly successful existing program of the District, to continue to replace existing non-compliant wood or pellet stoves or fireplace inserts with EPA compliant units meeting the Districts standards. Special incentives and/or larger amounts to remain available for property owners and/or residents of EJ communities and areas as defined by the EJ Map of the District and CalEnviroScreen model.