



BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

BOARD OF DIRECTORS
EXECUTIVE COMMITTEE MEETING

COMMITTEE MEMBERS

DAVE HUDSON – CHAIR
CINDY CHAVEZ
CAROLE GROOM
NATE MILEY
ROD SINKS
BRAD WAGENKNECT

KATIE RICE – VICE CHAIR
JOHN GIOIA
SCOTT HAGGERTY
MARK ROSS
JIM SPERING

MONDAY
JULY 23, 2018
9:30 A.M.

1ST FLOOR BOARD ROOM
375 BEALE STREET
SAN FRANCISCO, CA 94105

AGENDA

1. **CALL TO ORDER - ROLL CALL**
PLEDGE OF ALLEGIANCE
PUBLIC MEETING PROCEDURE

The Committee Chair shall call the meeting to order and the Clerk of the Boards shall take roll of the Committee members. The Committee Chair shall lead the Pledge of Allegiance.

This meeting will be webcast. To see the webcast, please visit www.baaqmd.gov/bodagendas at the time of the meeting. Closed captioning may contain errors and omissions, and are not certified for their content or form.

Public Comment on Agenda Items: *The public may comment on each item on the agenda as the item is taken up. Public Comment Cards for items on the agenda must be submitted in person to the Clerk of the Boards at the location of the meeting and prior to the Board taking up the particular item. Where an item was moved from the Consent Calendar to an Action item, no speaker who has already spoken on that item will be entitled to speak to that item again.*

Speakers may speak for up to three minutes on each item on the Agenda. However, the Chairperson or other Board Member presiding at the meeting may limit the public comment for all speakers to fewer than three minutes per speaker, or make other rules to ensure that all speakers have an equal opportunity to be heard. The Chairperson or other Board Member presiding at the meeting may, with the consent of persons representing both sides of an issue, allocate a block of time (not to exceed six minutes) to each side to present their issue.

2. **APPROVAL OF THE MINUTES OF APRIL 16, 2018**

Clerk of the Boards/5073

The Committee will consider approving the draft minutes of the Executive Committee meeting of April 16, 2018.

3. **HEARING BOARD QUARTERLY REPORT: APRIL – JUNE 2018**

V. Armento/5053

valeriearmento@yahoo.com

The Hearing Board Chair will present the Hearing Board Quarterly Report for the period of April through June 2018.

4. **RECOMMENDED ASSEMBLY BILL (AB) 617 COMMUNITIES FOR COMMUNITY PLANS**

J. Broadbent/5052

jbroadbent@baaqmd.gov

The Committee will consider recommending that the Board of Directors approve staff recommendations for Community Air Monitoring and Community Emission Reduction Plans under the State's Community Air Protection Plan.

5. **UPDATE ON GOVERNOR'S GLOBAL CLIMATE ACTION SUMMIT**

J. Broadbent/5052

jbroadbent@baaqmd.gov

The Committee will receive an update on the Governor's Global Climate Action Summit.

6. **TECHNOLOGY IMPLEMENTATION OFFICE UPDATE AND SUMMARY OF STEERING COMMITTEE MEETING**

J. Broadbent/5052

jbroadbent@baaqmd.gov

The Committee will receive an update on the Technology Implementation Office Steering Committee Meeting; the loan relationship with the California Infrastructure Economic Development Bank (IBank). The Committee will consider recommending that the Board of Directors authorize the Executive Officer/APCO to execute an agreement with the IBank for the loan relationship.

7. **STATUS UPDATE ON THE AIR DISTRICT'S ADVISORY COUNCIL**

J. Broadbent/5052

jbroadbent@baaqmd.gov

The Committee will receive an update on the Air District's Advisory Council.

8. **ADMENDMENTS TO AIR DISTRICT ADMINISTRATIVE CODE ADDRESSING RESOLUTIONS**

J. Broadbent/5052

jbroadbent@baaqmd.gov

The Committee will consider recommending the Board of Directors adopt amendments to the Air District's Administrative Code, Division I: Operating Policies and Procedures, Section 1: Board of Directors, Meetings, Section 1.1: Meeting Dates, Section 1: Board of Directors, Meetings, Section 1.2A: Compensation – Meeting Attendance, and Section 6: Board of Directors, Committees, Section 6.2: Standing Committees.

9. **DISCUSSION OF PROCEDURES FOR RECEIVING PUBLIC COMMENT ON NON-AGENDA TOPICS**

J. Broadbent/5052

jbroadbent@baaqmd.gov

The Committee will discuss procedures for receiving public comment on topics not included in an item on a posted agenda.

10. **PUBLIC COMMENT ON NON-AGENDA MATTERS**

Pursuant to Government Code Section 54954.3 Speakers wishing to address the Board on non-agenda matters will be heard at the end of the agenda, and each will be allowed up to three minutes to address the Board at that time.

Members of the Board may engage only in very brief dialogue regarding non-agenda matters, and may refer issues raised to District staff for handling. In addition, the Chairperson may refer issues raised to appropriate Board Committees to be placed on a future agenda for discussion.

11. **COMMITTEE MEMBER COMMENTS / OTHER BUSINESS**

Any member of the Committee, or its staff, on his or her own initiative or in response to questions posed by the public, may ask a question for clarification, make a brief announcement or report on his or her own activities, provide a reference to staff regarding factual information, request staff to report back at a subsequent meeting concerning any matter or take action to direct staff to place a matter of business on a future agenda. (Gov't Code § 54954.2).

12. **TIME AND PLACE OF NEXT MEETING**

At the Call of the Chair.

13. **ADJOURNMENT**

The Committee meeting shall be adjourned by the Committee Chair.

CONTACT:

MANAGER, EXECUTIVE OPERATIONS
375 BEALE STREET, SAN FRANCISCO, CA 94105
vjohnson@baaqmd.gov

(415) 749-4941
FAX: (415) 928-8560
BAAQMD homepage:
www.baaqmd.gov

- To submit written comments on an agenda item in advance of the meeting. Please note that all correspondence must be addressed to the “Members of the Executive Committee” and received at least 24 hours prior, excluding weekends and holidays, in order to be presented at that Board meeting. Any correspondence received after that time will be presented to the Board at the following meeting.
- To request, in advance of the meeting, to be placed on the list to testify on an agenda item.
- Any writing relating to an open session item on this Agenda that is distributed to all, or a majority of all, members of the body to which this Agenda relates shall be made available at the District’s offices at 375 Beale Street, Suite 600, San Francisco, CA 94105, at the time such writing is made available to all, or a majority of all, members of that body.

Accessibility and Non-Discrimination Policy

The Bay Area Air Quality Management District (Air District) does not discriminate on the basis of race, national origin, ethnic group identification, ancestry, religion, age, sex, sexual orientation, gender identity, gender expression, color, genetic information, medical condition, or mental or physical disability, or any other attribute or belief protected by law.

It is the Air District’s policy to provide fair and equal access to the benefits of a program or activity administered by Air District. The Air District will not tolerate discrimination against any person(s) seeking to participate in, or receive the benefits of, any program or activity offered or conducted by the Air District. Members of the public who believe they or others were unlawfully denied full and equal access to an Air District program or activity may file a discrimination complaint under this policy. This non-discrimination policy also applies to other people or entities affiliated with Air District, including contractors or grantees that the Air District utilizes to provide benefits and services to members of the public.

Auxiliary aids and services including, for example, qualified interpreters and/or listening devices, to individuals who are deaf or hard of hearing, and to other individuals as necessary to ensure effective communication or an equal opportunity to participate fully in the benefits, activities, programs and services will be provided by the Air District in a timely manner and in such a way as to protect the privacy and independence of the individual. Please contact the Non-Discrimination Coordinator identified below at least three days in advance of a meeting so that arrangements can be made accordingly.

If you believe discrimination has occurred with respect to an Air District program or activity, you may contact the Non-Discrimination Coordinator identified below or visit our website at www.baaqmd.gov/accessibility to learn how and where to file a complaint of discrimination.

Questions regarding this Policy should be directed to the Air District’s Non-Discrimination Coordinator, Rex Sanders, at (415) 749-4951 or by email at rsanders@baaqmd.gov

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT
375 BEALE STREET, SAN FRANCISCO, CALIFORNIA 94105
FOR QUESTIONS PLEASE CALL (415) 749-4941**

**EXECUTIVE OFFICE:
MONTHLY CALENDAR OF AIR DISTRICT MEETINGS**

JULY 2018

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Executive Committee <i>(At the Call of the Chair)</i>	Monday	23	9:30 a.m.	1 st Floor Board Room
Board of Directors Budget & Finance Committee <i>(Meets on the 4th Wednesday of each Month)</i> - CANCELLED	Wednesday	25	9:30 a.m.	1st Floor, Yerba Buena Room #109
Board of Directors Ad Hoc Refinery Oversight Committee <i>(At the Call of the Chair)</i>	Wednesday	25	9:30 a.m.	1st Floor, Yerba Buena Room #109
Board of Directors Mobile Source Committee <i>(Meets on the 4th Thursday of each Month)</i>	Thursday	26	9:30 a.m.	1st Floor, Yerba Buena Room #109
Board of Directors Stationary Source Committee <i>(Meets on the 3rd Monday of every other Month)</i>	Monday	30	9:30 a.m.	1 st Floor Board Room

AUGUST 2018

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Special Meeting as The Sole Member of The Bay Area Clean Air Foundation <i>(At the Call of the Chair)</i> - CANCELLED	Wednesday	1	9:00 a.m.	1 st Floor Board Room
Board of Directors Ad Hoc Building Oversight Committee Meeting <i>(At the Call of the Chair)</i>	Wednesday	1	9:00 a.m.	1 st Floor Board Room
Board of Directors Regular Meeting <i>(Meets on the 1st & 3rd Wednesday of each Month)</i>	Wednesday	1	9:30 a.m.	1 st Floor Board Room
Board of Directors Regular Meeting <i>(Meets on the 1st & 3rd Wednesday of each Month)</i> - CANCELLED	Wednesday	15	9:30 a.m.	1 st Floor Board Room
Board of Directors Budget & Finance Committee <i>(Meets on the 4th Wednesday of each Month)</i> - CANCELLED	Wednesday	22	9:30 a.m.	1st Floor, Yerba Buena Room #109
Board of Directors Mobile Source Committee <i>(Meets on the 4th Thursday of each Month)</i> - CANCELLED	Thursday	23	9:30 a.m.	1 st Floor Board Room

SEPTEMBER 2018

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Regular Meeting <i>(Meets on the 1st & 3rd Wednesday of each Month)</i>	Wednesday	5	9:30 a.m.	1 st Floor Board Room
Board of Directors Stationary Source Committee <i>(Meets on the 3rd Monday of every other Month)</i>	Monday	17	9:30 a.m.	1 st Floor Board Room
Board of Directors Regular Meeting <i>(Meets on the 1st & 3rd Wednesday of each Month)</i>	Wednesday	19	9:30 a.m.	1 st Floor Board Room
Board of Directors Climate Protection Committee <i>(Meets on the 3rd Thursday of every other Month)</i>	Thursday	20	9:30 a.m.	1 st Floor Board Room
Board of Directors Budget & Finance Committee <i>(Meets on the 4th Wednesday of each Month)</i>	Wednesday	26	9:30 a.m.	1st Floor, Yerba Buena Room #109
Board of Directors Mobile Source Committee <i>(Meets on the 4th Thursday of each Month)</i>	Thursday	27	9:30 a.m.	1st Floor, Yerba Buena Room #109
MV – 7/19/18 – 3:55 p.m.				G/Board/Executive Office/Moncal

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson David Hudson and Members
of the Executive Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: July 9, 2018

Re: Approval of the Minutes of April 16, 2018

RECOMMENDED ACTION

Approve the attached draft minutes of the meeting of the Executive Committee of April 16, 2018.

DISCUSSION

Attached for your review and approval are the draft minutes of the Executive Committee meeting of April 16, 2018.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Marcy Hiratzka
Reviewed by: Vanessa Johnson

Attachment 2A: Draft Minutes of the meeting of the Executive Committee of April 16, 2018.

AGENDA 2A – ATTACHMENT

Draft Minutes – Executive Committee Meeting of April 16, 2018

Bay Area Air Quality Management District
375 Beale Street, Suite 600
San Francisco, California 94105
(415) 749-5073

DRAFT MINUTES

Summary of Board of Directors
Executive Committee Meeting
Monday, April 16, 2018

1. CALL TO ORDER – ROLL CALL

Executive Committee (Committee) Chairperson, David Hudson, called the meeting to order at 9:33 a.m.

Roll Call:

Present: Committee Chairperson David Hudson; Committee Vice Chair Katie Rice; and Directors John Gioia, Carole Groom, Scott Haggerty, Rod Sinks, Jim Spering, and Brad Wagenknecht.

Absent: Directors Chavez, Miley, and Ross.

Also Present: None.

2. APPROVAL OF THE MINUTES OF MARCH 26, 2018

Public Comments:

No requests received.

Committee Comments:

Vice Chair Rice requested that the draft minutes of the Joint Executive Committee/Advisory Council meeting of March 26, 2018 be amended to reflect that she did not approve Item 2, as she was absent for the vote. The Clerk said that the draft minutes would be corrected as such.

Committee Action:

Vice Chair Rice made a motion, seconded by Chair Hudson, to approve the minutes (including Vice Chair Rice's correction) of March 26, 2018; and the motion carried by the following vote of the Committee:

AYES: Gioia, Groom, Hudson, Rice, Sinks, Spering, and Wagenknecht.
NOES: None.
ABSTAIN: None.
ABSENT: Chavez, Haggerty, Miley, and Ross.

3. HEARING BOARD QUARTERLY REPORT: JANUARY – MARCH 2018

Hearing Board Chairperson, Valerie J. Armento, Esq., presented this report.

Public Comments:

No requests received.

Committee Comments:

Ms. Armento expressed her desire for a more expeditious District process regarding *municipal facilities* that are out of compliance.

Committee Action:

None; receive and file.

4. BAY AREA REGIONAL COLLABORATIVE (BARC) UPDATE

Chair Hudson introduced Allison Brooks, BARC Executive Director, who gave an update of BARC activities, including: newest BARC Governing Board members representing the Air District; items of BARC’s April 20, 2018 Governing Board meeting, at which, the Air District and the Metropolitan Transportation Commission will discuss the Governor’s Global Climate Action Summit; how Phase 1 of the Resilient by Design Bay Area Challenge will culminate in May with an award ceremony/reception on May 18, 2018; an update of the Model Solar Ordinance; and BARC’s new website launch in July.

Public Comments:

No requests received.

Committee Comments:

The Committee and staff discussed BARC’s interest in cross-referencing the different tools that Bay Area regional agencies use to identify disadvantaged communities and streamline that identification process.

Committee Action:

None; receive and file.

5. TECHNOLOGY IMPLEMENTATION OFFICE (TIO) STEERING COMMITTEE UPDATE AND FISCAL YEAR ENDING (FYE) 2019 BUDGET PREVIEW

Damian Breen, Deputy Air Pollution Control Officer of Technology, introduced Derrick Tang, Manager of the TIO, who gave the staff presentation *TIO FYE 2019 Budget Preview and Progress Report*, including: outline; TIO mission statement; benefits to partners with Air District TIO; customer discovery; technology assessment – what are they key technologies and facilities to

incentivize; technology assessment goal and timeline; Stationary Loan Program: financing partnership with California Infrastructure Economic Development Bank (IBank); key terms of proposed loan program; proposed project selection and approval processes; Global Climate Action Summit - climate tech marketplace; and next steps.

Public Comments:

No requests received.

NOTED PRESENT: Director Haggerty was noted present at 9:45 a.m.

Committee Comments:

The Committee and staff discussed the necessity of outreach to assess the uptake of the Stationary Loan Program; the anticipated demand of IBank loans and the current stationary and mobile source environment; the desire to increase the flexibility of incentives for projects that have high air quality benefits; the suggestion that the TIO access Cap and Trade funding from the State; and how the District can help close electric vehicle infrastructure gaps in the Electrify America initiative.

Committee Action:

None; receive and file.

6. RECOMMENDATION OF CANDIDATE COMMUNITIES FOR THE ASSEMBLY BILL (AB) 617 PROGRAM

Greg Nudd, Deputy Air Pollution Control Officer of Policy, gave the staff presentation *Recommendation of Candidate Communities for the AB 617 Program*, including: AB 617 - a new approach to community health protection; program components; community selection; all candidate communities; work with communities to select priority areas; ideas for prioritizing communities for action; what we've heard – selecting communities and overall program; and program milestones.

Public Comments:

No requests received.

Committee Comments:

The Committee and staff discussed concerns about the disconnect between organizations identified by the Air District as representing high cumulative exposure burden areas, and District Board members that represent those jurisdictions; the request that the Air District's map of 'all candidate communities' includes street names; how the range (number) of candidate communities will depend on the Air District staff's available workload, and how many communities can be properly supported for the next six years; whether the Air District considered health data from Bay Area counties when creating the map of all candidate communities, and involvement of County Health Officers; the Air District's methodology for selection of candidate communities, and whether

community choice energy organizations may be involved in this effort; the need to be cautious of being drawn into topics over which the Air District has no authority; and the need for direct outreach to Public Health Officers and federally qualified health centers.

Committee Action:

Vice Chair Rice made a motion, seconded by Director Wagenknecht, to approve the draft letter addressed to the California Air Resources Board (CARB), describing the candidate communities for AB 617 program implementation; and the motion carried by the following vote of the Committee:

AYES: Gioia, Groom, Haggerty, Hudson, Rice, Sinks, Spering, and Wagenknecht.
NOES: None.
ABSTAIN: None.
ABSENT: Chavez, Miley, and Ross.

7. UPDATE ON MY AIR ONLINE PERMITTING AND COMPLIANCE SYSTEM

Mr. Breen introduced Blair Adams, Information Systems Manager, Fred Tanaka, Engineering Manager, and Joy Chen, Air Quality Inspector, who gave the staff presentation *Update on My Air Online Permitting and Compliance System*, including; agenda; Production System Office scope; and Permitting and Compliance system current features, three tracks, in-process, future development, and demonstration.

Public Comments:

No requests received.

Committee Comments:

The Committee and staff discussed how the Air District’s production system is beginning to achieve its full potential; staff’s involvement with users via focus groups and customer service availability; the new system’s projected launch date; and the request that staff describes acronyms.

Committee Action:

None; receive and file.

8. PUBLIC COMMENT ON NON-AGENDA MATTERS

Public comments were made by Diana Rivers and Radu Patrichi, residents of San Francisco; and Jed Holtzman, 350 Bay Area.

9. COMMITTEE MEMBER COMMENTS / OTHER BUSINESS

The Committee and staff discussed the following issues:

- Based upon Public Comments given during Item 8, the Committee members discussed: the point in meetings at which Public Comment should take place; potential time restrictions that would have to be enforced out of concern of losing a quorum; how to balance time allocation to Public Comments on Non-Agenda Items versus Agenda Items; the possibility of extending the anticipated meeting times; and discussing a proposed written procedure in detail with the Executive Committee.
- Based upon Public Comments given during Item 8, Committee members requested that Air District staff provide the Board with a status report on the Air District’s involvement in the smoke and odor complaints about Espetus Churrascaria steakhouse in San Francisco.
- Board members planning to attend the 2018 Air and Waste Management Association Conference must finalize their itinerary and send it to Vanessa Johnson as soon as possible.
- The Chair’s desire for Air District staff to attend as many mobility summits and conferences as possible, anywhere in the world.

10. TIME AND PLACE OF NEXT MEETING

The next Executive Committee meeting will be held on Monday, July 23, 2018, Bay Area Air Quality Management District Office, 375 Beale Street, San Francisco, California 94105 at 9:30 a.m.

11. ADJOURNMENT

The meeting adjourned at 11:11 a.m.

Marcy Hiratzka
Clerk of the Boards

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson David Hudson and Members
of the Executive Committee

From: Chairperson Valerie J. Armento, Esq., and Members
of the Hearing Board

Date: July 9, 2018

Re: Hearing Board Quarterly Report: April – June 2018

RECOMMENDED ACTION

None; receive and file.

DISCUSSION

During the second calendar quarter of 2018 (April - June), the Hearing Board:

- Held no hearings;
- Processed a total of four orders; and
- Collected a total of \$4,602.00 in filing fees.

Below is a detail of Hearing Board activity during the same period:

Location: Solano County; City of Suisun City

Docket: 3705 – Potrero Hills Landfill, Inc. – Request for Short-Term Variance

Regulation(s): Regulation 2, Rule 1, Section 301 (Permits, General Requirements, Authority to Construct)

Synopsis: The Potrero Hills Landfill (PHLF) is a municipal solid waste landfill equipped with a landfill gas (LFG) collection and control system. The facility provides solid waste management services for the local communities, including collection, re-use, recycling, and disposal of municipal solid waste. The majority of the collected LFG is sent to a landfill gas to energy facility, which is permitted separately from the Landfill, in order to produce renewable energy. A Variance was sought for the central function of the site: To accept and place municipal solid waste and other waste material in the landfill. Curtailing operations would deprive the community of vital public services. In addition, PHLF would suffer substantial economic losses if forced to curtail landfilling operations. An application for a landfill expansion at the PHLF was first submitted to the BAAQMD in 2004. Permitting was delayed for several years due to protracted legal challenges to Solano County's environmental approval of the project. These legal challenges were resolved in early 2014. Several applications updating the original application were submitted since the original 2004 application, with the most recent permit application (application # [AIN] 27654) submitted on November 11, 2015. The intent of that application was to update and replace the original 2004

application (AIN 11378). BAAQMD determined the updated application to be complete on July 25, 2016; however, the District had not yet issued a permit. A primary factor in the delayed completion of the permitting was staffing/workload constraints on permitting staff, a factor beyond the control of PHLF. PHLF initially expected an Authority to Construct (ATC) increasing the cumulative disposal limit, based on the updated application, to be issued by the end of 2016. In 2018, PHLF was rapidly approaching its current cumulative limit and expected to reach it by the end of March 2018. It was not feasible for PHLF to curtail operations, as it would deprive the community of vital public services. As such, a variance was needed to allow the landfill to continue landfilling operations.

Status: Applicant submitted an application for a short-term variance on March 22, 2018; Hearing scheduled for April 10, 2018; Applicant requested to withdraw application on April 3, 2018 due to negotiations with staff for a Compliance/Enforcement Agreement; Order for Dismissal filed on April 4, 2018.

Period of Variance Requested: March 21, 2018 to Issuance of Authority to Construct

Estimated Excess Emissions: 21.66 tons of fugitive Particle Oxidation Catalysts emissions/year

Fees collected this quarter: None

Location: Contra Costa County; City of Richmond

Docket: 3706 – Wholesome Harvest Bakery, a Division of Bimbo Bakeries USA – Request for Interim and Regular Variances

Regulation(s): Regulation 2, Rule 1, Section 307 (Permits – General Requirements - Failure to Meet Permit Conditions); and Regulation 8, Rule 42, Section 303 (Organic Compounds – Commercial Break Bakeries - Emission Control Requirements, Existing Ovens)

Synopsis: A variance was sought for the 98% destruction efficiency permit condition for the catalytic oxidizer (A 1) which reduces ethanol emissions from the bread and rolls baked in the two tunnel ovens (S-1 and S-2). The facility requested a variance to operate at current conditions (estimated at 95% destruction efficiency) for this catalytic oxidizer while the applicant prepared a permit modification for its planned replacement. The applicant will request a 95% destruction efficiency for the new catalytic oxidizer. The variance would allow the bakery to operate while the new oxidizer is purchased, permitted, installed and source tested.

Status: Application filed on May 21, 2018; interim and regular variance hearings scheduled back-to-back on July 10; applicant requested to withdraw application on June 11; Order for Dismissal filed on June 11, 2018.

Period of Variance Requested: June 1, 2018 to March 31, 2019

Estimated Excess Emissions: 4.3 lbs of ethanol per day before mitigation

Fees collected this quarter: \$4,602.00

Location: San Mateo County, City of South San Francisco

Docket: 3707 - APCO vs. Gold Star Auto Body, LLC., et al – *Accusation*

Regulation(s): Regulation 2, Rule 1 (Permits, General Requirements)

Synopsis: Respondents have owned or operated a facility in South San Francisco, California, where they conduct auto body coating operations, for which they must hold a District permit to operate pursuant to District Regulation 2, Rule 1. District records indicate they have owned or operated the facility since at least 2007 and have not had a current or valid permit to operate the facility since April 1, 2010. The Air District alleged that despite Respondents' knowledge that they must hold a permit to conduct auto body coating operations, since at least April 1, 2010, they have continued to operate without one. Complainant sought an order that Respondents cease conducting operations until they obtain a District permit to do so.

Status: Accusation filed on May 29, 2018; hearing scheduled for July 17; Order for Dismissal filed on July 10, 2018 since facility obtained all required permits.

Location: Solano County, City of Vallejo

Docket: 3708 – APCO vs. Andy's BP Inc., et al - *Accusation*

Regulation(s): Regulation 2, Rule 1, Section 302 (Permit to Operate)

Synopsis: Respondents have owned or operated a gasoline dispensing facility in Vallejo, California, for which they must hold a District permit to operate pursuant to District Regulation 2, Rule 1. District records indicate they have owned or operated the facility since at least December 2011, but have not had a current or valid permit to operate the facility since March 1, 2014. The District is informed and believes and thereon alleges that Respondents know they must hold a permit to operate a gasoline dispensing facility, but that despite knowledge, they have been operating it without one since at least March 1, 2014. Complainant sought an order that Respondents cease conducting operations unless and until they obtain a District permit to do so.

Status: Accusation filed on June 12, 2018; hearing scheduled for July 17, 2018; Order for Dismissal filed on June 27, 2018.

Respectfully submitted,

Valerie J. Armento, Esq.
Chair, Hearing Board

Prepared by: Marcy Hiratzka
Reviewed by: Vanessa Johnson

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson David Hudson and Members
of the Executive Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: July 16, 2018

Re: Recommended Assembly Bill (AB) 617 Communities for Community Plans

RECOMMENDATION

Recommend Board of Directors approve staff recommendations for community air monitoring and community emission reduction plans under the state's Community Air Protection Program.

BACKGROUND

The Bay Area Air Quality Management District is required to prepare a "final submittal" for the California Air Resources Board (CARB) on recommended communities that will be our focus for development of community monitoring plans and community emission reduction plans for the first five years of the state's Community Air Protection Program. The Community Air Protection Program was established by the state to implement Assembly Bill 617 (C. Garcia, Chapter 136, Statutes of 2017), which directs the state, in consultation with local air districts, to select communities that have a "high cumulative exposure burden" to air pollution. Once selected, local air districts will partner with communities to work on community emission reduction programs and/or community air monitoring plans.

This will be the second list of communities the Air District has submitted to CARB for action under AB 617. The first submittal included all communities that the Air District believes will benefit from AB 617 and associated incentive funding. This smaller list will be the communities for which we plan to develop community-specific plans for the first five years of the program. All the communities on the initial list will be eligible for the incentive funding.

This list of high priority communities for monitoring plans and emission reduction plans will be revisited and re-submitted to CARB every year. The CARB board makes the final decision about which communities will be selected for community plans for that year.

DISCUSSION

To develop this list of high priority communities for monitoring plans and emission reduction plans, Air District staff considered air quality and health data. Air quality data was obtained from the Air District's CARE Pollution Index and fine particulate matter and toxic air contaminant concentrations measured at San Francisco Bay Area monitoring sites. Health data was obtained from the CARE Vulnerability Index and the California Healthy Places Index developed by county

public health officials. Staff also considered community readiness, historical and on-going community exposure characterization work by communities, concentration of stationary sources, community input, and socio-economic factors and other public health data available via statewide screening tools. Final recommendations for prioritizing areas for action are due to the state on July 31, 2018.

Community air monitoring and emission reduction plans are one component of AB 617. Plans will include a substantial research and analytical component to better understand local emission sources. Therefore, they are needed in communities where there is significant uncertainty about how much various sources contribute to pollution exposure and/or where there is a significant mobile source component to the exposure. The use of the Air District's regulatory authority can be used to more quickly reduce exposures in communities where there are already well-known emission sources.

The staff's analysis and recommendation document were posted for public review and comment on July 5, 2018. The staff presentation will address any comments received from that public process.

Staff Community Recommendations

Year 1: West Oakland, Community Emission Reduction Plan

Air District staff recommends West Oakland for an emission reduction plan in year 1 of the state's AB 617 program. The West Oakland Environmental Indicators Project (WOEIP) will be our co-lead in this effort. They have a long history of community planning and advocacy to reduce residents' exposure to diesel particulate matter and toxic air contaminants. WOEIP has been instrumental in bringing air pollution and its related health effects to the forefront of research and planning activities in West Oakland. They are uniquely positioned to engage quickly and effectively in an action planning effort and will likely serve as a model in future plans.

Year 1: Richmond, Community Air Monitoring

Air District staff recommends the Richmond area for a community monitoring plan in year 1 of the state's AB 617 program. In Richmond, we have an opportunity to leverage many historic and current monitoring studies. The Richmond area includes most of the City of Richmond and portions of El Cerrito. It also includes communities just north and east of Richmond, such as San Pablo and several unincorporated communities, including North Richmond. There are a complex mix of emission sources in the Richmond area. It is home to a large refinery and chemical plant, a seaport, organic waste and metal facilities, small to medium industrial and manufacturing facilities, high volume freeways and roadways, a railyard and rail lines. Our primary goal of the Richmond monitoring effort will be to better characterize this mix of sources and to more fully understand the associated air quality and pollution impacts.

Years 2-5 Communities

Air District staff recommends East Oakland/San Leandro, Eastern San Francisco, the Pittsburg-Bay Point area, San Jose and Vallejo for years 2-5 in the state's AB 617 program. Like Richmond and West Oakland, currently available data shows that these communities have higher levels of environmental exposures and more significant health burdens compared to the rest of the Bay Area.

These health burdens increase vulnerability to environmental exposures. Over the next several years, we will be working to build capacity in these communities for future planning and/or community air monitoring. Building partnerships and developing a shared understanding of local air quality issues, combined with lessons learned from the year 1 activities, will provide strong foundation for improving air quality in the years 2-5 communities.

Communities for Years 6 and Beyond

Our recommended communities for years 1 through 5 do not represent all Bay Area communities that have high levels of air pollution. We are committed to addressing air quality issues, and associated health impacts, in every Bay Area community burdened by air pollution. The Air District will use its permitting, monitoring, education, regulatory, enforcement and grants programs to improve air quality issues across the region.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None. Funding for year 1 of this program has been included in the Fiscal Year Ending (FYE) 2019 Budget.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Christianne Riviere
Reviewed by: Greg Nudd

Attachment 4A: Final Submittal: Public Process for Determination of Recommended Communities



**San Francisco Bay Area Community Health Protection
Program:
Improving Neighborhood Air Quality**

Final Submittal: Public Process for Determination of Recommended Communities

August 1, 2018



**BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT**

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Executive Summary

The Bay Area Air Quality Management District is required to prepare a “final submittal” for the California Air Resources Board (CARB) on recommended communities for the first five years of the state’s Community Air Protection Program. The Community Air Protection Program was established by the state to implement Assembly Bill 617 (C. Garcia, Chapter 136, Statutes of 2017), which directs the state, in consultation with local air districts, to select communities that have a “high cumulative exposure burden” to air pollution. Once selected, local air districts will partner with communities to work on community emission reduction programs and/or community air monitoring plans.

Bay Area residents helped Air District staff select all candidate communities, and final recommended communities for years 1 through 5. Since January 2018, residents attended numerous workshops and used online engagement tools to share local air quality concerns and to propose communities for action. Community recommendations, along with air quality and health data, helped us draft a complete set of areas in the Bay Area that would be good candidates for the development of an action and/or monitoring plan. All areas were sent to the California Air Resources Board on April 25, 2018.

To select year 1 through 5 communities, Air District staff considered air quality and health data. Air quality data was obtained from the Air District’s CARE Pollution Index, and also fine particulate matter and toxic air contaminant concentrations measured at San Francisco Bay Area monitoring sites. Health data was obtained from the CARE Vulnerability Index and via life expectancy. We also considered community readiness, historical and on-going community and other monitoring or exposure efforts, concentration of stationary sources, community input, and socio-economic factors and other public health data available via statewide screening tools.

Year 1: West Oakland, Community Action Plan

The Air District recommends West Oakland for an action plan in year 1 of the state’s AB 617 program. The West Oakland Environmental Indicators Project (WOEIP) will be our partner in this effort. They have a long history of community planning and advocacy to reduce residents’ exposure to diesel particulate matter and toxic air contaminants. Maritime-freight industries, rail, large distribution centers, a cement plant, a power plant, metal facilities, small to medium industrial and manufacturing operations, major freeways and busy roadways used as trucking routes all impact the West Oakland community. These sources contribute to high levels of PM_{2.5} concentrations and elevated cancer risk from toxic air contaminants. West Oakland is considered one of the most impacted areas in the San Francisco Bay Area due to the area’s many sources of diesel particulate matter.

Year 1: Richmond, Community Air Monitoring Plan

The Air District recommends the Richmond area for a community monitoring plan in year 1 of the state’s AB 617 program. In Richmond, we have an opportunity to leverage many historic and current monitoring studies. The Richmond area includes most of the City of Richmond and portions of El Cerrito. It also includes communities just north and east of Richmond, such as San Pablo and several unincorporated communities, including North Richmond. There are a complex mix of emission sources in the Richmond area. It is home to a large refinery and chemical plant, a seaport, organic waste and metal facilities, small to medium industrial and manufacturing facilities, high volume freeways and roadways, a railyard and rail lines.

Years 2-5 Communities

The Air District recommends East Oakland/San Leandro, Eastern San Francisco, the Pittsburg-Bay Point area, San Jose and Vallejo for years 2-5 in the state's AB 617 program. Over the next several years, we will be working to build capacity in these communities for future planning and/or community air monitoring. Building partnerships and developing a shared understanding of local air quality issues, combined with lessons learned from the year 1 activities, will provide strong foundation for improving air quality and health in the years 2-5 communities.

Year 6+ Communities

The communities recommended for years 1 through 5 do not represent all Bay Area communities that have high levels of air pollution. The Air District is committed to addressing disproportionate impacts caused by air quality issues, and associated health outcomes, throughout the Bay Area. The Air District will use its permitting, monitoring, education, regulatory, enforcement, grants programs and all other available tools to address air quality issues across the region. This will allow us to improve health outcomes for everyone.

Introduction

This document serves as the as the Bay Area Air Quality Management District's (Air District's) final submittal on "recommended communities" for the first five years of the state's Community Air Protection Program, as required by the California Air Resources Board (CARB). The Community Air Protection Program was established by the state to implement Assembly Bill 617 (C. Garcia, Chapter 136, Statutes of 2017). AB 617 directs the state, in consultation with local air districts, to select communities that have a "high cumulative exposure burden" to air pollution. Once selected, local air districts will partner with communities to work on community emission reduction programs and/or community air monitoring plans

The Air District first initiated a comprehensive program to identify areas that experience regional disparities in air pollution exposure and health effects in 2004. Through the Community Air Risk Evaluation (CARE) program, the Air District identified areas in the San Francisco Bay Area where air pollution disparities are most significant and where populations are most vulnerable to air pollution.

The CARE program served as a starting point for the Air District's work in selecting "candidate communities" for CARB's Community Air Protection Program. On April 25, 2018, the Air District submitted candidate communities to CARB - communities in the San Francisco Bay Area that the Air District identified as having a high cumulative exposure burden. San Francisco Bay Area candidate communities included all the Air District's CARE areas, as well as areas with large sources of air pollution (refineries, seaports, airports, etc.), areas that have been identified via statewide screening tools as having pollution and/or health burden vulnerability, and areas that have low life expectancy.¹

To select recommended communities from all San Francisco Bay Area candidate communities, the Air District considered both air quality and health-based data. Air quality data was obtained from the Air District's CARE Pollution Index,² and also fine particulate matter (PM_{2.5}) and toxic air contaminant concentrations measured at San Francisco Bay Area monitoring sites. The CARE Pollution Index includes both modeled concentrations of cancer risk and fine particulate matter, as well as interpolated concentrations of ozone from monitoring sites. Health data was obtained from the CARE Vulnerability Index³ and life expectancy. The CARE Vulnerability Index includes mortality rates, costs from ER visits and hospitalizations for illnesses aggravated by air pollution. Life expectancy was considered as a public health indicator. We also considered community capacity (community resources and capacity to immediately participate in AB 617), historical and on-going community monitoring efforts or exposure characterization work by communities, concentration of stationary sources, community input, and socio-economic factors and other public health data available via statewide screening tools.⁴

Below are the enumerated responses to the specific questions listed in CARB's *Community Protection Program Draft Process and Criteria for 2018 Community Selections*.⁵ Specifically, included is a description of the Air District's recommended communities, early work in communities, required resources,

¹ See Attachment A for a map of all Air District "high cumulative exposure burden" areas.

² See Attachment B for CARE Pollution Index map

³ See Attachment C for CARE Vulnerability Index map

⁴ See Attachment D for full methodology description.

⁵ Full questions are listed in Attachment E; CARB document available here:

https://ww2.arb.ca.gov/sites/default/files/2018-02/capp_draft_process_and_criteria_for_2018_community_selection_february_2018.pdf

availability of data to prepare community-level emission inventories and the public process used to identify, and then prioritize and select, recommended communities.

1. Description of Year 1 Communities

The Air District recommends West Oakland and the Richmond area as the San Francisco Bay Area's year 1 communities for the state's Community Air Protection Program. We recommend West Oakland for a community emission reduction program (action plan) and the Richmond area for a community air monitoring plan.

West Oakland: Community Emissions Reduction Program

The residential area of West Oakland is generally bounded by the Port of Oakland, the Union Pacific rail yard, and I-580, I-880 and I-980 freeways. Specific geography for the study area will be determined in partnership with the community, i.e. in conjunction with the Community Steering Committee, which will be established as part of the emission reduction program. The study area geography will include the numerous sources that impact West Oakland.

Maritime-freight industries (including the Port of Oakland, the redevelopment of the Oakland Army Base and private facilities), the rail yard and rail lines, large distribution centers, a cement plant, a power plant, metal facilities, small to medium industrial and manufacturing operations, major freeways and busy roadways used as trucking routes all impact the West Oakland community. These sources contribute to high levels of PM_{2.5} concentrations and elevated cancer risk from toxic air contaminants. West Oakland is considered one of the most impacted areas in the San Francisco Bay Area due to the area's many sources of diesel particulate matter. Unknown additional impacts may occur due to the redevelopment of the Oakland Army Base.

Approximately 25,000 people live in the West Oakland area. Nearly 30 percent of the population is African-American and over 25 percent is Latino.⁶ West Oakland is predominantly a low-income and high health-burden community. It is a designated CARE area, has high levels of environmental exposures and experiences social and economic disadvantages. Health burdens that increase vulnerability to environmental exposures are widespread in the West Oakland community. People living in West Oakland experience more asthma emergency room visits, higher rates of cardiovascular disease, greater unemployment, lower educational attainment, higher housing cost burden, lower life expectancy and higher incidences of poverty than most other areas in Alameda County.

⁶ U.S. Census Bureau, 2010 Census.

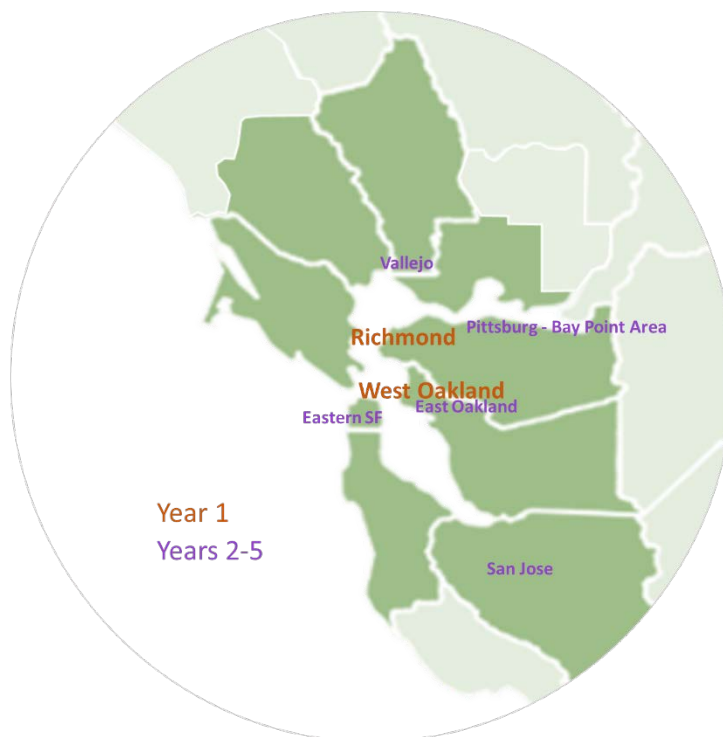


Figure 1. SF Bay Area, Year 1 Communities, Years 2-5 Communities

The Air District, the West Oakland Environmental Indicators Project and other community groups and researchers have spent decades doing monitoring, modeling and planning related work to better understand and address the community's exposure to air pollution.⁷ The body of knowledge and experience of the West Oakland community, as well as the established relationship between the Air District and West Oakland Environmental Indicators Project positions West Oakland as a community most likely to succeed in developing a robust community emission reduction plan given the challenging legislative deadlines. West Oakland Environmental Indicators Project has been instrumental in bringing air pollution and its related health effects to the forefront of research and planning activities in West Oakland. The Indicators Project is uniquely positioned to engage quickly and effectively in an action planning effort that will serve as a model for future action plans.

Richmond: Community Air Monitoring Plan

For the purposes of this submittal, the Richmond area includes the City of Richmond, areas in El Cerrito just south of Richmond, and communities just north and east of Richmond, including portions of San Pablo and several unincorporated communities, such as North Richmond. The specific geography for the study area and the monitoring objectives will be determined in partnership with the community, i.e. in conjunction with the Community Stakeholder Group, which will be established as part of the community air monitoring planning process.

In the Richmond area, which is also a designated CARE area, there is a complex mix of emission sources: a large refinery and chemical plant, a petroleum coke terminal, organic liquid storage and distribution facilities, a seaport, organic waste and metal facilities, small to medium industrial and manufacturing sources, high volume freeways and roadways, a rail yard and rail lines.

Approximately 100,000 people live in the Richmond area.⁸ A variety of communities and neighborhoods make up the Richmond area. Neighborhoods range from 16 to over 33 percent African American; and from 40 to over 56 percent Latino. Many of these areas are low-income and have high health burden that increase vulnerability to environmental exposures. Areas throughout Richmond also experience social or economic disadvantages. People living in the Richmond area, especially North Richmond and the Iron Triangle, experience more asthma emergency room visits, higher rates of cardiovascular disease, greater unemployment, lower educational attainment, higher housing cost burden, lower life expectancy and higher incidences of poverty than in other areas of Contra Costa County.

There are several ongoing monitoring and air quality research projects in the Richmond area. Projects include the expansion of monitoring efforts in Richmond due to the Air District's Regulation 12, Rule 15 (Petroleum Refining Emissions Tracking), a community monitoring project through an EPA STAR grant in which the Air District is partnering with the South Coast Air Quality Management District to build a low-cost sensor guidance document, an air toxics data analysis effort with the City of Richmond through an EPA Community-Scale Air Toxics Monitoring Grant, and other studies by researchers or other government agencies. These projects and studies can be leveraged and will allow a year 1 monitoring plan in Richmond to be more feasible in the legislatively required timeframe. These efforts will also help inform and improve the monitoring efforts in the area, for data collected by all the various project can be comprehensively reviewed and analyzed and any findings leveraged. The Air District also expects to work with other groups funded by CARB or other organizations to assist with any ongoing monitoring

⁷ More information about these projects is listed in the Air District response to item 3, *Work Already Started*.

⁸ U.S. Census Bureau, 2010 Census.

efforts, including ensuring the work is transparent to the public. (More information about these projects is provided below.)

2. Description of Years 2-5 and Year 6+ Communities

Years 2-5 Communities

The Air District recommends East Oakland/San Leandro, Eastern San Francisco, the Pittsburg-Bay Point area, San Jose and Vallejo as the San Francisco Bay Area's years 2-5 communities for the state's Community Air Protection Program. These communities rose to the top of many of the air quality and health metrics evaluated by the Air District. The Air District will continue to develop more refined and accurate data on health vulnerability and air pollution exposure. Recommendations for years 2-5 will be re-evaluated each year, as new data to better understand community air quality concerns become available.

East Oakland/San Leandro, Eastern San Francisco, the Pittsburg-Bay Point area, San Jose and Vallejo include numerous high health-burden neighborhoods with disproportionately high exposure to air pollution. Many people living in the years 2-5 areas experience more asthma emergency room visits, higher rates of cardiovascular disease, greater unemployment, lower educational attainment, high housing cost burden, lower life expectancy and higher incidences of poverty than other areas of the San Francisco Bay Area.

Table 1 lists the significant stationary and mobile sources of pollution in each of the years 2-5 communities.

Table 1. Emission Sources

Community Area	Stationary Sources	Mobile Sources
East Oakland/San Leandro	Waste facilities, metal facilities, crematory, small to medium industrial and manufacturing operations.	Oakland International Airport, large distribution centers, high-volume freeways and roadways (I-880, I-238, I-580, Highway 92), trucks, transit buses, industrial equipment, freight and passenger rail
Eastern San Francisco	Organics recovery and waste facilities, power plants, and numerous small to medium industrial and manufacturing operations	High-volume freeways and roadways (I-280, I-80, Bay Bridge, Highway 101), trucks, industrial equipment, transit buses, harbor craft, freight and passenger rail, construction equipment
Pittsburg-Bay Point Area	Power plants, chemical plant, landfills, metal and chrome plating facilities, agriculture equipment	Freight rail, high-volume freeways and roadways (Highway 4, Highway 160), industrial equipment, transit buses, harbor craft, ocean going vessels
San Jose	Organics and waste recovery facilities, organic liquids storage and distribution facilities, quarries, cement and asphalt plants and small	San Jose International Airport, freight and passenger rail, high volume freeways and roadways (I-880, I-280, I-680, Highway 101, Highway 87),

	to medium industrial and manufacturing operations	trucks, transit buses, industrial equipment distribution centers
Vallejo	Marine terminals, landfills, metal facilities, cement plant (potential)	Freight rail, high-volume freeways and roadways (I-80, Highway 29, Highway 37), trucks, industrial equipment, transit buses, harbor craft, ocean going vessels

Year 6+ Communities

The Air District identified high cumulative exposure burden areas, or candidate communities, in every county in the San Francisco Bay Area. Recommended year 1 and years 2-5 communities have been selected from these areas. Areas recommended for years 6+ are all the San Francisco Bay Area's candidate communities, not identified as a year 1 or years 2-5 community. Years 6+ communities are areas that were identified as having one or more of the following characteristics: within an Air District CARE area, has large sources of air pollution, has been identified via statewide screening tools as areas with pollution and/or health burden vulnerability, or has low life expectancy.

Years 6+ communities in the San Francisco Bay Area are mostly in the region's suburban or semi-rural areas, with some locations in the urban core. In general, communities identified as years 6+ have some level of environmental exposures and/or experience social or economic disadvantages. They may also have health burdens that increase vulnerability to environmental exposures, but to a lesser extent than those identified above. In general, Years 6+ communities may experience higher levels of exposure areas air pollutants, suffer from more air quality related health impacts and higher incidences of poverty than those identified above.

3. Information for Recommended Communities

Work Already Started

The Air District has a long history of working in and with communities to reduce people's exposure to harmful emissions. For over 60 years, the Air District has been passing regulations on large facilities, small to medium industrial sources, diesel engines, fireplaces and many other sources to reduce local exposure to air pollutants. Permitting and enforcement of our regulations ensures exposure reductions are realized. Our monitoring work, including fence-line and other source-oriented monitors, near-roadway monitors and regional fixed-site monitors allow Air District staff to assess and better understand regional and local air pollutant levels. Incentive programs enable the Air District to further reduce emissions and pollutant exposure from the sources we cannot regulate. Trucks, vehicles, locomotives, ships and industrial and construction equipment are often the most significant sources of pollution in our most impacted communities. The CARE program, initiated in 2004, served as the Air District's foundation for identifying and selecting communities most impacted by and vulnerable to health impacts from air pollution for the AB 617 effort.

AB 617 presents an opportunity to continue and expand these programs - to ensure that exposure to air pollutants is reduced in our most impacted communities. Through AB 617, we will build community capacity to better understand the impacts of poor air quality and participate in the AB 617 process. We will build better partnerships, engagement strategies and educational materials to ensure a shared

understanding of air quality and related community health. The specific work we are doing in West Oakland and Richmond, and how our work impacts all AB 617 communities is described below.

Year 1 Communities: West Oakland and Richmond

The Air District has been working directly with our recommended year 1 communities to support the development of a community emission reduction program in West Oakland and a community air monitoring plan in Richmond. Our work in West Oakland continues the partnerships we have had with the West Oakland community, especially with the West Oakland Environmental Indicators Project, for well over a decade. It also builds on over thirty years of planning activities. Early plans focused on economic revitalization and transportation access, often addressing specific areas or neighborhoods in West Oakland, such as Seventh Street, the Mandela Parkway, or Acorn-Prescott. Over the past fifteen years, various planning activities have sought to bring jobs, retail and services to the community; to address incompatible land uses; to improve transit, bike, and pedestrian access; to increase mixed-use development; to preserve the existing housing stock; to increase the supply of affordable housing; and to reduce the community's exposure to diesel particulate matter and toxic air contaminants.

West Oakland's exposure to diesel particulate matter and toxic air contaminants, and corresponding health burden has been extensively studied. Beginning with a partnership with the Pacific Institute in 2000, the West Oakland Environmental Indicators Project has been instrumental in bringing air pollution and its related health effects to the forefront of research and planning activities in West Oakland. West Oakland Environmental Indicators Project has led or participated in the following studies: *Neighborhood Knowledge for Change: The West Oakland Environmental Indicators Project (2002)*, *Cleaning the Air: Reducing Diesel Pollution in West Oakland (2003)*, *Paying with Our Health: The Real Cost of Freight Transport in California (2006)*, and the *West Oakland Truck Survey (2009)*. In addition, West Oakland Environmental Indicators Project co-chaired the Port of Oakland's 2009 Maritime Air Improvement Plan (MAQIP) and the MAQIP update currently underway. They were an active member of the West Oakland Specific Plan (2014) working group and continue to participate in the Oakland Army Base Stakeholder Group.

These partnerships have also helped to expedite investments to early-retire highly polluting mobile sources impacting the West Oakland community. Between 2008 and 2016 the Air District awarded over \$33 million in grants to retrofit or replace approximately 2000 diesel trucks that move goods from Port of Oakland. During this time, the Air District also awarded more than \$24 million to install shore power infrastructure to reduce pollution from ocean-going vessels at the Port of Oakland. These investments, along with ARB air toxic control measures for mobile sources, have helped significantly reduce diesel emissions in West Oakland, and the region. Since 2016, the Air District awarded more than \$10 million to additional projects to reduce emissions from locomotives, cargo-handling equipment, marine vessels, and on-road trucks. These projects will reduce more than 84 tons of NO_x, 2.7 tons of ROG, and 1.4 tons of diesel PM per year.

Despite this extensive history of planning, research, and grant-funding activities in West Oakland, more work needs to be done. We need to integrate the findings of past studies and implement measures that reduce criteria air pollutants and toxic air contaminants emissions and exposure to improve health outcomes. To this end, the West Oakland Environmental Indicators Project and the Air District have recently developed a formal partnership to develop a community emission reduction action program for the West Oakland community. We worked together to identify local stakeholders and community

members to participate on a steering committee to guide the development of the action plan. The steering committee has formed and has begun meeting.

In the Richmond area, Air District staff is working to establish a group of strong local, community-based organizations to partner with the Air District in leading the effort to develop the community air monitoring plan. We are beginning by building a “bench” of community partners that can bring various skills, knowledge, and capabilities to the partnership. We expect to have community partners on board by late Summer 2018. In parallel, we are preparing a technical assessment and information report for the Richmond area, to share with community partners for their input. We will also work with our community partners to identify local stakeholders and other community members to form a larger stakeholder group.

There are several air monitoring and air quality data analysis efforts ongoing in Richmond. These efforts can be leveraged to ensure the Richmond community air monitoring plan is feasible and successful in the short state-mandated time frame. One such effort is the expansion of the fence-line monitoring systems to include all Bay Area refineries, including expansion of the current system at the Chevron Refinery. Chevron has proposed to expand its fence-line monitoring system to meet the requirements of the Air District’s Regulation 12, Rule 15 (Rule 12-15). Additionally, as part of the Rule 12-15 process, the Air District committed to expand efforts to characterize levels of air pollutants in communities near refineries by adding an additional fixed monitoring site. The Air District is assisting the City of Richmond on an EPA Community Scale Toxics Grant, to evaluate and interpret air toxics data collected at sites near the Chevron Refinery. The Air District is also working with the Asian Pacific Environmental Network community organization to implement a PM_{2.5} community-led sensor project in the Richmond area as one of the Northern California communities participating in an EPA STAR Grant: “Engage, Educate and Empower California Communities on the Use and Applications of “Low-cost” Air Monitoring Sensors” in partnership with the South Coast Air Quality Management District.⁹ Finally, there are current and historical air monitoring projects the Air District worked on with researchers and other governmental organizations that will provide data and other information to inform year 1 monitoring planning efforts.

The Air District has also provided grant funding to incentivize early-emissions reductions from projects in Richmond. Since 2016, the Air District has awarded more than \$3.8 million to eligible projects in Richmond that will reduce air pollution from light-duty vehicles, locomotives, marine vessels, and off-road equipment. These projects will reduce more than 6.8 tons of NO_x, 0.42 tons of ROG, and 0.37 tons of diesel PM emissions per year.

Moving forward, the Air District will continue pursuing funding from all available sources, such as state and federal agencies and settlement funds. These funds will be used to augment the Air District’s traditional grant funding sources, which total approximately \$50 million on an annual basis. Air District’s grant funds are used to support projects that reduce air pollution and improve air quality in the Bay Area and are prioritized for communities that are disproportionately impacted by air pollution.

Stationary Source Regulations

⁹ More information on EPA Star Grant may be found here: <http://www.aqmd.gov/aq-spec/research-projects>

Many Air District stationary source regulations will directly benefit communities that have oil refineries, cement plants, chemical plants, large facilities, small to medium industrial sources, organic waste facilities and a variety of other sources.¹⁰ Air District rules and programs that will improve facility and/or source emissions, and therefore community exposure to pollutants, are summarized below:

- **Toxics:** The Air District's Regulation 11, Rule 18 (Rule 11-18) is the most stringent health-based air toxics regulation in California. The rule requires health risk screening for all facilities in the Bay Area that report toxic air contaminant emissions. The screening analysis will determine a prioritization score for each facility. The score will be based on the amount of toxic air pollution emitted, the degree of toxicity and the proximity of pollutants to local communities. Facilities that exceed a prioritization score threshold will undergo health risk assessment for all permitted sources that emit toxic air contaminants. Facilities with health risks above a risk action threshold would be required to reduce their risk or meet retrofit control guidelines for all significant risk sources. Facilities with the highest risk levels would be required to submit risk reduction plans by 2020. Risk reductions at the highest risk facilities should be completed during 2020-2025. Others subject facilities should complete risk reductions by 2030.
- **Best Available Retrofit Control Technology:** Additional rules will be put into place to further reduce emissions where there are opportunities for further cost-effective controls. AB 617 required review of a set of eighty facilities, housing over 3,000 sources, throughout the Bay Area. This review resulted in the identification of up to 12 possible new regulations to further reduce emissions from these sources. These include controls on organic liquid storage tanks, petroleum wastewater treatment, Portland cement manufacturing, refinery equipment and boilers, landfills, fiberglass manufacturing and petroleum coke calcining.
- **Petroleum Refineries:** There are five large refineries in the Bay Area with several nearby communities, including Richmond, Crocket and Rodeo, Martinez, Clyde and Benicia. In addition to potential emission reductions due to the implementation of Rule 11-18, there are several other refinery-specific regulations that are being developed or implemented. These regulations will either help characterize emissions from these facilities, characterize cumulative exposure in communities near refineries, or achieve further emission reductions. These requirements include Rule 12-15 Petroleum Refining Emissions Tracking – which requires the refineries to establish air monitoring plans and operate fence line air monitoring systems (<http://www.baaqmd.gov/plans-and-climate/emission-tracking-and-monitoring/fenceline-monitoring-plans>) and Air District planning for the expansion of air monitoring in communities near refineries, using feedback from Spring 2018 public workshops. Rule 12-15 also requires refineries to submit information that will help the Air District improve and standardize emissions estimates from the petroleum refineries.
- **Woodsmoke:** Many communities in the San Francisco Bay Area are impacted by PM_{2.5} emissions from residential wood burning, including areas in the Sonoma and Napa Valley, Santa Rosa,

¹⁰ A stationary source is an individual fixed emitter of air pollutants, such as a boiler. A facility may have multiple individual stationary sources, such as a petroleum refining facility.

Marin and other rural communities. For some communities, especially the rural communities tucked into the many valleys of Marin, Sonoma and Napa, residential wood burning is the only significant source of PM_{2.5}. These areas may also have health burdens and high levels of poverty, which air pollution can exacerbate, especially if residents have limited access to health care. Several residents from rural communities in Marin County asked that their communities be included in the Air District's first year recommendations for AB 617 action. Although woodsmoke is a considerable concern in these communities, AB 617 is intended to address cumulative air quality and health burden areas; those areas that are impacted by multiple sources of air pollution, such as large industrial sources, major marine ports, congested freeways and roadways and/or rail.

Although we are not recommending any community exclusively impacted by woodsmoke for the in this submittal, the Air District is committed to reducing woodsmoke in communities impacted by the effects of wood burning. In the past several years, the Air District has both strengthened its rules related to wood burning and offered significant public funding to replace wood-burning equipment with cleaner options. The Air District is expecting to continue to address residential woodsmoke emissions through additional incentive programs that provide funding to residents to help replace older and highly polluting fireplaces and wood-burning stoves with cleaner alternatives. We are also considering further strengthening of our Wood-Burning Devices Rule.

- **Permitting:** The Air District is considering changes to our permitting program to address cumulative impacts. To examine the possibilities, we have created a cross-divisional workgroup to broadly review and recommend changes to the existing permitting system. We are considering all permitting policies and procedures, rules and regulations, local land use permitting guidance and CEQA guidelines.
- **Odors:** The Air District will be amending its odor rule, Regulation 7, to help reduce odors that impact communities. Efforts are underway to strengthen standards that limit odorous compounds and develop strategies to enhance the enforceability of the existing odor rule.
- **Methane:** In 2017, the Air District developed a comprehensive Basin-wide Methane Strategy, an agency-wide effort to better quantify and reduce the region's methane emissions. Rules associated with the strategy will focus on methane specific to organics material handling and to composting. In addition to climate benefits, the Methane Strategy is expected to garner reductions in reactive organic gases, a precursor to ozone formation. There is also the potential for reduction of some toxic volatile organic compounds as a co-benefit.
- **Organics Recovery:** The Air District is developing an Organics Recovery Strategy. Changes in state law will impact San Francisco Bay Area organics recovery, including landfill management, composting, and anaerobic digestion. In addition to possible new or modified rules, the Air District will consider non-regulatory measures to take a lifecycle approach to organics diversion. The regulations and best practices that follow from this effort are expected to reduce emissions of all pollutants associated with this process, including methane and compounds that cause odor nuisances and/or lead to ozone formation. There is also the potential for reduction of some toxic volatile organic compounds as a co-benefit.

- **Particulate Matter (Fugitive Dust):** A suite of regulations focusing on particulate matter emissions is going to the Air District Board for consideration in Summer 2018. Following the adoption of those new rules and amendments, implementation would target fugitive dust emissions including those from bulk material handling and from truck trackout. This would primarily help reduce particulate emissions from activities at construction sites, landfills and rock quarries, some of which impact AB 617 communities.

Mobile Source Incentives

The cost to accelerate fleet turnover in the highly impacted communities will likely require significant incentive funding to help fleet owners and operators to make early investments in cleaner technology in the absence of regulations from the state and federal governments who have regulatory authority over mobile sources. As an example, a recent review of the fleet inventory at the Port of Oakland that was developed by Port staff shows that the total cost to replace most of the existing vehicles that service the Port and equipment that is operated at the Port with cleaner alternatives is estimated to exceed \$200 million.

In 2017, the legislature passed Assembly Bill (AB) 134, which appropriated \$250 million in Greenhouse Gas Reduction Funds to achieve early emission reductions in communities most burdened by air pollution. Incentive funds are targeted toward engine replacement, repower, and infrastructure projects in disadvantaged and low-income areas. The San Francisco Bay Area has received \$50 million of these funds. Per legislative requirements, funds will be directed at projects that can deliver “early action” emission reductions in our most disadvantaged communities, including both recommended year 1 communities, most of the recommended years 2-5 communities, and in several year 6+ communities. Funds will be directed to communities along the I-880/I-80 Corridor: Hayward to Richmond including East and West Oakland, Berkeley and Richmond; and in the Refinery Corridor: Rodeo and Vallejo, Martinez to Pittsburg.

Building Capacity in All AB 617 Communities

A wide variety of community capacity building efforts have begun and will continue as we implement AB 617 throughout the region. Capacity building means building respectful and open relationships with community members, establishing partnerships, and sharing information. It means providing the tools and assistance needed for authentic empowered participation in designing the work ahead. We expect to learn about communities, and for communities to learn more about the importance of good air quality and its contribution to community health. We are currently developing curriculum for an “Air Quality Academy,” with the goal building a shared understanding of air quality issues and concerns between the Air District and our community partners. In addition, the Air District is in the process of establishing a Community-led Air Quality Sensing Program, which will seek new and improved ways to partner with community groups in addressing air quality concerns throughout the Bay Area. The Program will provide guidance and resources to ensure communities are successful in their monitoring efforts and is intended to respond to a variety of both internal and external community needs, including assisting with all aspects of community monitoring from inception, monitoring, analysis, and next steps.

Resource Needs

AB 617 is the one of most significant changes in air quality regulation in the last 35 years. Increasing the focus on localized air pollution in overburdened communities is a welcome and necessary initiative for public health and equity in California. However, it requires significant additional resources.

Community

Communities in years 1 through 5 will need funding for a variety of activities to build community readiness to eventually develop an emission reduction programs and/or community air monitoring plan. AB 617 is envisioned as a community-based endeavor, and therefore communities will be at the center of planning and decision-making regarding local priorities for action. However, not all communities are at the same starting point, or level of readiness. At each stage of the process, community organizations will need financial assistance to support their participation. Funding is especially needed for the capacity building, plan development, and plan implementation and evaluation.

- **Capacity Building:** includes stakeholder identification, community surveys, mappings, review of existing plans and data, formation of an AB 617 stakeholder group including local jurisdictions and regulated entities. Build shared understanding about air quality, community concerns, local issues, and about Air District programs and resources.
- **Emission Reduction Program and/or Air Monitoring Plan Development:** Communities co-lead a process with the Air District to develop and adopt a plan for emission reductions or air monitoring consistent with CARB guidance, with local government and other stakeholder involvement.
- **Plan Implementation and Evaluation:** includes implementing community monitoring, actions, or mitigations as described in the plans, review of initial milestones, and assist evaluating metrics for progress as defined in the plans.

The Air District estimates that approximately \$500,000 per year will be required for community capacity building and participation in AB 617 processes. This funding is needed across the Bay Area, not just in the communities identified for years 1-5.

In addition to the community capacity building and participation efforts, some communities may desire to perform their own community-led monitoring efforts, in addition to the community-led monitoring that could be a part of implementing any active AB 617 Community Monitoring Plan. The Air District estimates that each of these community-led monitoring efforts will require \$500,000.

To ensure that the data is useful in moving toward emissions reductions, the Air District will need to provide technical assistance to the communities conducting this monitoring, including study design, monitoring implementation, and data analysis and interpretation. Air District technical staff may have the capacity to assist with one of these projects per year. Therefore, the total annual costs for community-led monitoring in the Bay Area is estimated to be \$500,000 per year. Total cost for community participation in AB 617 is estimated to be \$1 million per year.

Air District

Most of the air pollution impacting overburdened communities is from mobile sources. Addressing the impacts of this pollution will require a cooperative effort between the local air districts and the

California Air Resources Board. Since Air Districts can only charge permit fees to stationary sources to address the impacts of their pollution, there is very limited opportunity to raise the needed funds from fees.

The Air District will incur significant start-up costs to set up its new Community Health Protection Program to implement AB 617. During the first year of implementing the state Community Air Protection Program, the Air District will incur nearly \$13 million in initial costs associated with the identification of a prioritized list of impacted communities, development and adoption of a Community Action Plan, development and implementation of a Community Monitoring Plan, development of new state-wide emissions inventory protocols, review of best available retrofit control technology and potential adoption of amended regulations to gain benefits from the technology. Much of this work will become ongoing, including working with impacted communities in advance of the development of additional community action and monitoring plans.

Ongoing, annual costs for specific Air District activities are provided in Table 3.

Table 22. Air District Resource Needs

Program Component	Activity	Cost
Community Monitoring	Staff to maintain equipment, asses and analyze data, and to conduct short-term monitoring studies.	\$5.4 million
	Laboratory equipment and supplies.	
	Assistance to community groups for community-led monitoring.	
	Special studies to measure emissions from large sources using new technology.	
Community Emissions Reduction Plans	Staff to prepare community emission reduction programs, track community progress and prepare annual progress reports to state.	\$5.2 million
	Consultants for conducting CEQA analyses.	
	Additional inspectors to provide enhanced enforcement in AB 617 communities.	
Community Engagement	Staffing to manage community grants and work with community-based organizations to build capacity.	\$0.6 million
Review of Best Available Retrofit Control Technology	Development and implementation of new rules to reduce emissions from large stationary sources.	\$0.8 million
Emissions Reporting Coordination	Ongoing improvement in emissions estimates.	\$0.3 million
Overhead	Executive time to coordinate/oversee program development.	\$1.7 million
	Legal services for CEQA analysis and regulatory development.	
	Administrative overhead for new staff and contracts.	
Total Expected Cost		\$14 million

Community-Level Emission Inventory: Emissions Data Availability

Data for developing a community-level emissions inventory for the areas of West Oakland, Richmond, East Oakland/San Leandro, Eastern San Francisco, Pittsburg-Bay Point-Antioch, San Jose, and Vallejo are available, but significant work is required to acquire and process these data. For example, an updated emissions inventory is currently being prepared by the Port of Oakland and emissions inventories are available for stationary sources permitted by the Air District. The Air District has also compiled and modeled on-road mobile emissions for *Planning Healthy Places*,¹¹ a tool that helps local governments identify areas in their communities that have high levels of cancer risk from toxics and high concentrations of PM_{2.5}. We are also working to improve our emission inventory as data is generated through monitoring, source testing and other means. In the coming months, we will also begin working with external partners, including CARB, on a uniform methodology for performing community-level emissions inventories in all communities recommended for community emission reduction programs. The Air District looks forward to partnering with CARB in this effort, specifically in the development of mobile source emissions inventories, and especially for off-road mobile sources.

4. Public Process used to Identify, Prioritize and Select Recommended Communities

The Air District developed and implemented an extensive outreach plan to ensure community participation in the identification, prioritization, and then selection of recommended communities for the state's Community Air Protection Program. Outreach consisted predominately of public workshops and online community engagement.

The Air District held a total of eleven workshops throughout the region on AB 617, and specifically on community identification and prioritization. Outreach for workshops include informational flyers posted at libraries, community centers and other popular gathering places, e-blasts, social media posts on Facebook and Twitter, press releases and follow-up media advisories, posts in community calendars, targeted emails to key community stakeholders and Spare the Air Resource Teams, and targeted outreach at community events in target communities (e.g., groundbreaking event at Pittsburg Unified School District).

Table 3. San Francisco Bay Area AB 617 Public Workshops

Date	Workshop Title	Venue	Attendees
January 31, 2018	Landmark Local Air Pollution Legislation - AB 617	Air District Offices, 375 Beale St, Yerba Buena Rm, San Francisco, CA 94105	66
March 28, 2018	New Funding and New Efforts to Curb Local Air Pollution (AB 617)	Hilton Garden Inn, 510 Lewelling Boulevard San Leandro, CA 94579	17
April 24, 2018	AB 617 Community Health Protection Program Public Workshop	Florence Douglas Senior Center, 333 Amador St, Vallejo, CA 94590	29
April 25, 2018	AB 617 Community Health Protection Program Public Workshop	Ambrose Community Center, 3105 Willow Pass Road, Bay Point, CA 94565	13
April 30, 2018	AB 617 Community Health Protection Program Public Workshop	Pleasant Hill Community Center, 320 Civic Drive, Pleasant Hill, CA 94523	11
May 10, 2018	AB 617 Community Health Protection Program Public Workshop	Shannon Community Center, 11600 Shannon Avenue, Dublin, CA 94568	0
May 16, 2018	AB 617 Community Health Protection Program Public Workshop	San Pablo Community Center, 2450 Rd 20, San Pablo, CA 94806	28

¹¹ <http://www.baaqmd.gov/plans-and-climate/planning-healthy-places>

May 21, 2018	AB 617 Community Health Protection Program Public Workshop	Dr. Martin Luther King Jr. Library, 150 E. San Fernando St, San Jose, CA 95112	6
May 24, 2018	AB 617 Community Health Protection Program Public Workshop	Fairfield Community Center, 1000 Kentucky St, Fairfield, CA 94533	8
June 4, 2018	AB 617 Community Health Protection Program Public Workshop	Cal State East Bay Oakland Center, 1000 Broadway Avenue, Oakland, CA 94607	12
June 20, 2018	AB 617 Community Health Protection Program Public Workshop	Air District Offices, 375 Beale St, Yerba Buena Rm, San Francisco, CA 94105	34

Workshop attendees learned about the public health context for addressing air quality concerns at the local level, the goals of AB 617, the process for identifying, prioritizing and selecting communities. There was opportunity for discussion, where workshop participants could ask questions and share concerns. Following the presentations, Air District staff facilitated interactive sessions where attendees could prioritize communities for selection and early action, speak with local inspectors about local sources of pollution, guide criteria for selection and shape program objectives.

Workshop attendees rated the workshops well. All (100%) of respondents rated the facilitation and overall structure of the workshops as good to excellent. Most rated the clarity of information presented (88%) and the opportunity to ask questions (95%) as good to excellent. They found the following as the most valuable components of the workshops:

- Networking
- Interacting with Air District staff
- Learning about the intent of AB 617 and the data through presentations and handouts
- Interactive stations
- Learning from community residents
- The public health context

Respondents offered the following as opportunities for improvement:

- Better outreach/more resident attendance
- Better link the public health presentation to air quality
- Inform attendees about what selected communities will get out of being selected as an AB 617 community
- More time for Q&A

To ensure participation beyond the workshops, the Air District posted two interactive topics on Open Air Forum, the Air District's online community engagement platform. Each topic included information to inform the public about AB 617, the process for community selection and to provide an opportunity for the community to inform and guide our community selection. The goal of the first topic was to allow our community to weigh in on our community selection criteria; this topic had 254 visitors and 30 responses from the public. The survey asked respondents to rate their level of support for the methods proposed to identify candidate communities. The respondents overwhelmingly strongly support the use of CARE (81%), additional impacts (73%), and other large sources (73%). Respondents were asked to provide additional criteria that the Air District should consider, respondents recommend that we consider:

- Odors and wood smoke
- Areas with heavy idling and proximity to multiple transportation systems
- History of regulatory violations
- Socio-economic status, e.g. income, race, equity

- Historical contamination: military bases & heavy industry

Respondents were also provided the opportunity to recommend a community that was not captured by our proposed methods. Eleven out of the thirty respondents offered recommendations; however, all but one recommended community were included as candidate communities in the Air District's April 26th submittal to CARB on recommended candidate communities. (Benicia, Pittsburg, Vallejo, Mare Island, Pt. Richmond, Rodeo-Crocket, Alviso, and parts of Napa).

The one community not recommended was San Geronimo Valley in Marin County. Although heavily impacted by woodsmoke, San Geronimo Valley was not included because it is not considered a high cumulative exposure burden area. Like many other rural areas in Marin, Sonoma and Napa, woodsmoke is a considerable concern. For some communities, especially the rural communities tucked into the many valleys of Marin, Sonoma and Napa, residential wood burning is the only significant, source of PM_{2.5}. These areas may also have health burdens and high levels of poverty, which air pollution can exacerbate, especially if residents have limited access to health care. However, AB 617 is intended to address cumulative air quality and health burden areas; those areas that are impacted by multiple sources of air pollution, such as large industrial sources, major marine ports, congested freeways and roadways and/or rail. As described on page 9, although we are not recommending any community exclusively impacted by woodsmoke for the in this submittal, the Air District is committed to reducing woodsmoke in communities impacted by the effects of wood burning. We will continue to address residential woodsmoke through additional incentive programs that provide funding to residents to help replace older and highly polluting fireplaces and wood-burning stoves with cleaner alternatives and we are considering further strengthening of our Wood-Burning Devices Rule.

The second topic included on Open Air Forum closed on June 29th. This topic allowed community members to shape community prioritization for years 2-5. The second topic had 150 visitors and 33 responses from the public.

The survey asked respondents to rate their level of support for the criteria proposed to select communities for action. The respondents' support was variable – 41% somewhat to strongly support our selection criteria, 16% indicated that they were neutral and 44% somewhat to strongly oppose the selection criteria proposed.

Respondents were asked to provide additional criteria that the Air District should consider, respondents recommend that we:

- Include wood smoke
- Consider areas that are out of range of current Air District monitors
- Consider areas within proximity to agricultural pesticides, vehicle exhaust and/or diesel particulate matter
- Prioritize income, access to health care, race, crime rates, access to public transit, access to open spaces and other social determinants of health

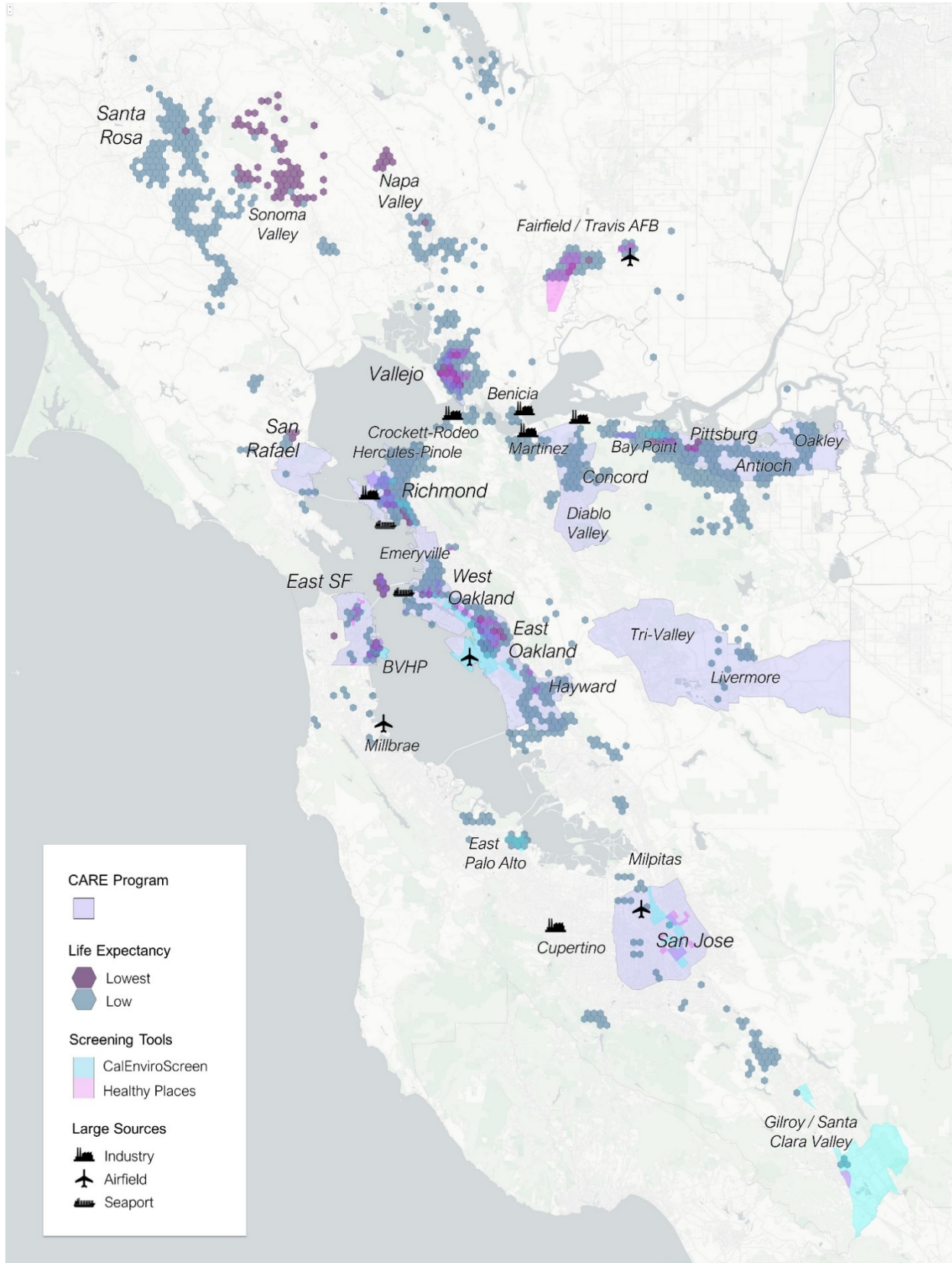
Respondents were also asked to share the sources of air pollution that concern them the most. The most common response was wood smoke, additional responses were:

- Refineries
- Emissions from mobile sources, such as cars in heavily traveled corridors and diesel particulate matter

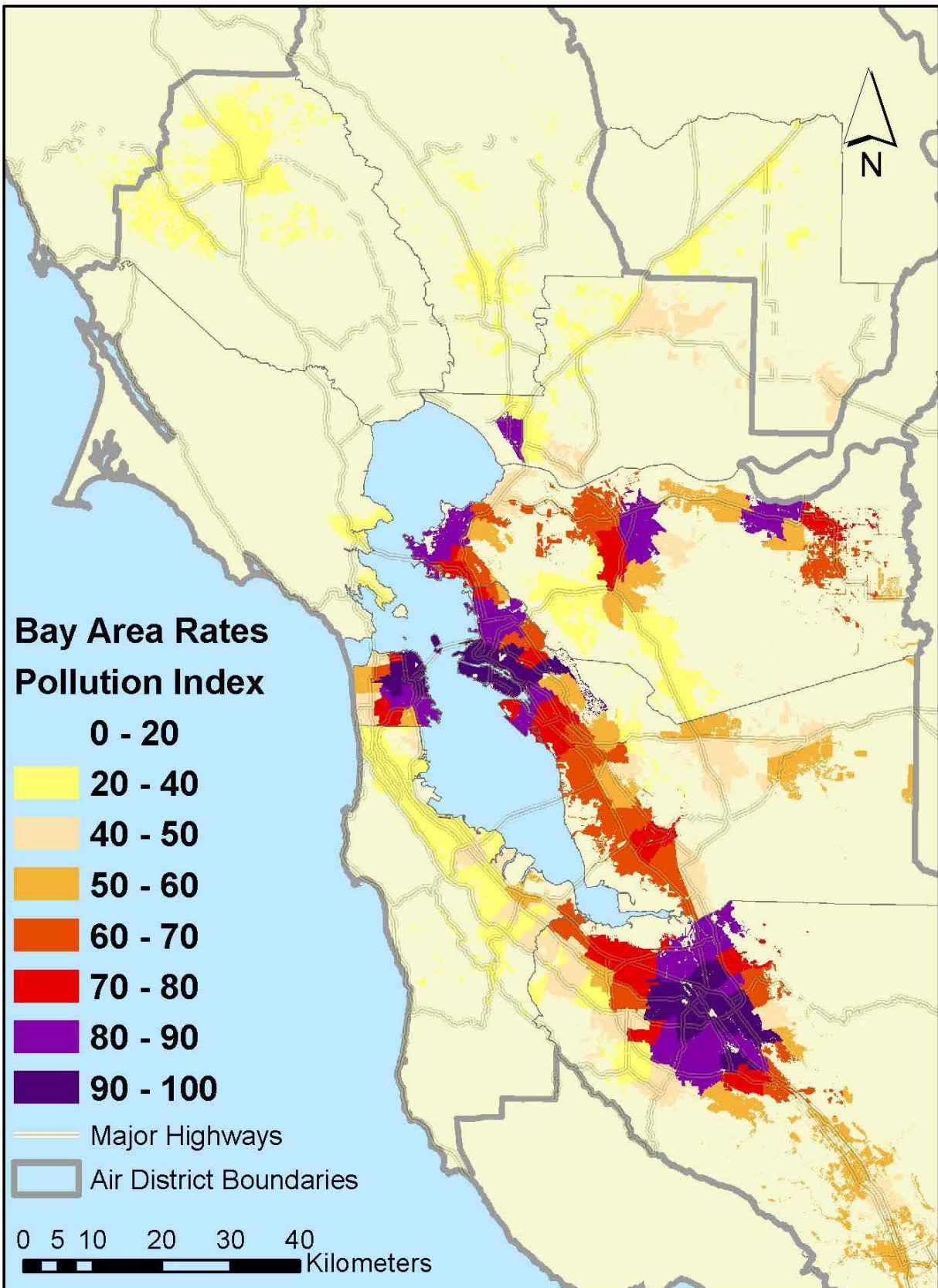
Respondents also shared their largest health concerns from heavy air pollution. The most common responses were:

- Asthma
- Emphysema
- Lung cancer
- Allergies
- Persistent coughs

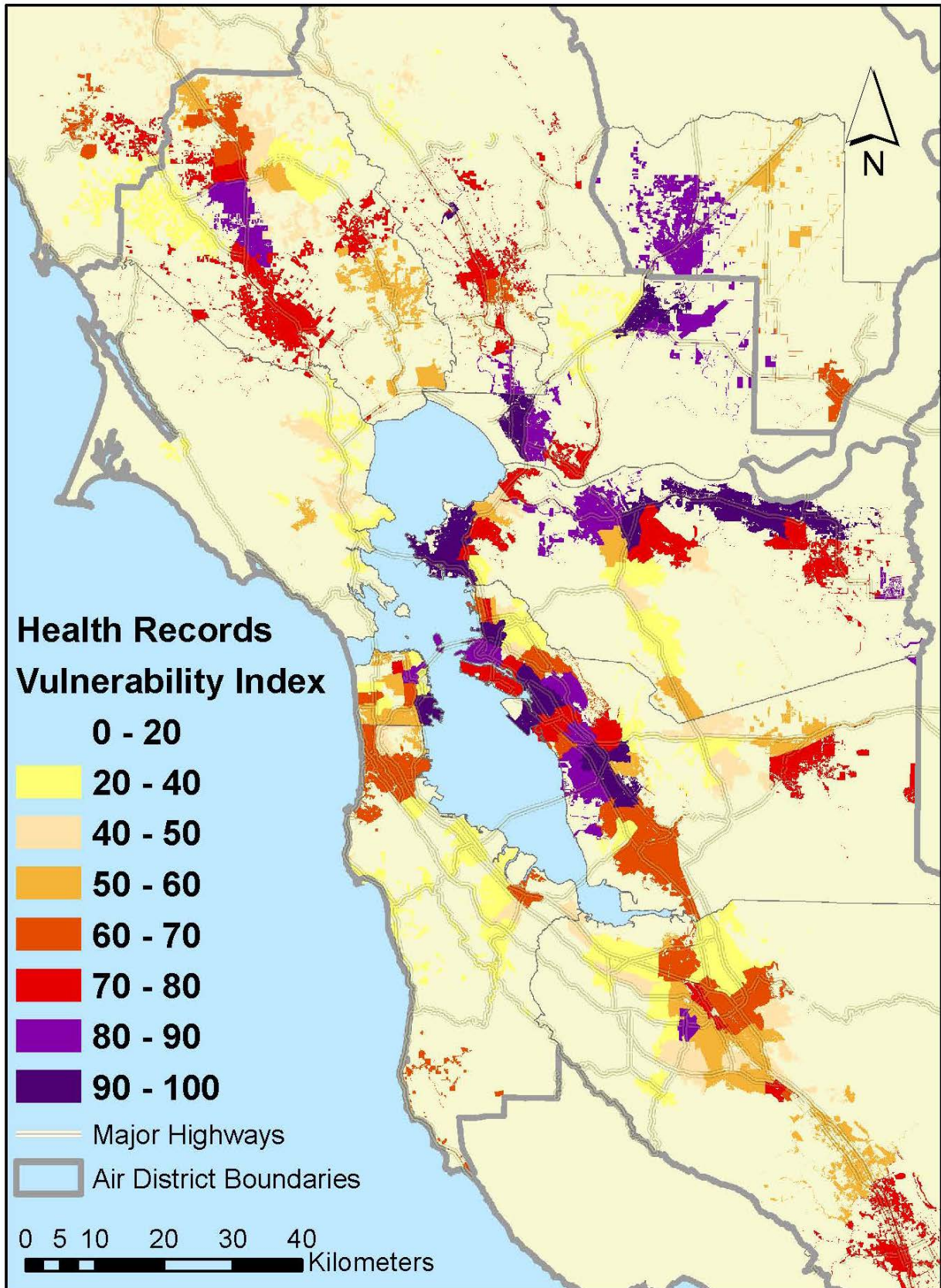
Attachment A. High Cumulative Exposure Burden Communities, SF Bay Area



Attachment B. CARE Pollution Index, SF Bay Area



Attachment C. CARE Health Vulnerability Index, SF Bay Area



Attachment D: Community Prioritization Methodology

Air Quality

Metrics:

1. **CARE Pollution Index:** modeled concentrations of cancer risk, fine PM, and ozone. Air pollution levels are mapped to zip code areas. Regional modeling for toxic air contaminant levels in 2015 were used to estimate cancer risk. Annual average PM_{2.5} above background levels was estimated using regional air quality modeling of representative days in 2010 and 2011, and observations from San Francisco Bay Area monitoring sites. Mean 8-hour ozone above background levels was interpolated from observations in 2010 and 2011 at monitoring sites only.
2. **PM_{2.5} Monitoring Data:** Many metrics describing PM_{2.5} concentrations measured at monitoring sites in the Bay Area from 2013-2017 were evaluated, including: the maximum, mean, and 98th percentile of the 24-hour concentrations each year, the annual means, and the 24-hour and annual design values. Using many metrics helps assess sites that might exhibit differing concentration distributions, such as a few very high values versus a high annual mean. Health research data show that both acute and chronic exposure to PM_{2.5} are issues of concern.
3. **Toxics Monitoring Data:** Annual means of 24-hour concentrations of several key toxic air contaminants (including toluene, m/p-xylene, o-xylene, ethyl benzene, 1,3-butadiene and, benzene) concentration measurements from monitoring sites in the San Francisco Bay Area. Data are for the 2013-2017 period.

Methodology:

- a. Pollution index data by zip codes were analyzed for all San Francisco Bay Area high cumulative exposure burden areas. Air District staff reviewed maps and noted geographic areas that had high, medium and low levels of pollution.
- b. PM_{2.5} monitoring data were analyzed for all San Francisco Bay Area high cumulative exposure burden areas. Air District staff gave geographic areas a high/medium/low ranking based on a combination of PM_{2.5} metrics. Areas of expected high cumulative exposure burden that do not have a PM_{2.5} monitoring site were either extrapolated from a nearby site depending on meteorology and topography, or the PM_{2.5} metric was not used. The latter type of areas was scored only on the available information from CARE.
- c. Toxics (toluene, m/p-xylene, o-xylene, ethyl-benzene, 1,3-butadiene and benzene) monitoring data were analyzed for all San Francisco Bay Area high cumulative exposure burden areas. Air District staff gave each geographic area a high/medium/low ranking based on the data. Areas of expected high cumulative exposure burden that do not have a toxics monitoring site were either extrapolated from a nearby site, depending on meteorology and topography, or the toxics metric was not used. The latter type of areas was scored only on the available information from CARE and, if available, PM_{2.5} monitoring sites.

Health Burden

Metrics:

1. **CARE Vulnerability Index:** Mortality rates, ER visits, and hospitalizations attributed to causes known to be aggravated by air pollution were used to estimate health vulnerability. Death records are for years 2008-2010. Emergency room visits, and hospital records are for years 2009-2011.
2. **Life Expectancy:** Life expectancy data is obtained from the California Healthy Places Index project. Places that scored within the lowest 50 percent are classified as 'low life expectancy,' and those within the lowest 25 percent are classified as 'lowest life expectancy.'

Methodology:

- a. Vulnerability index data by zip codes were analyzed for all San Francisco Bay Area high cumulative exposure burden areas. Air District staff reviewed maps and selected geographic areas that have high, medium and low levels of health vulnerability.
- b. Lowest and low life expectancy data by census tract block groups were analyzed for all San Francisco Bay Area high cumulative exposure burden areas. The life expectancy results were mapped to display concentrations of low life expectancy in the region. Air District staff reviewed maps and selected areas in the AB 617 universe that have high, medium and low levels of life expectancy.

Other Information Used in Understanding High Cumulative Exposure Burden Communities

1. **Community Capacity** – Current levels of community capacity were considered in selecting first year action communities. Community capacity means having relationships with community members, established partnerships and the ability to share information. It means having the tools needed for authentic empowered participation in the work. It also means having some significant levels of knowledge, research and previous planning or other studies that can be leveraged as we moved forward in a community.
2. **Sources** – *Total sources*: Total permitted stationary sources, by size and type; mobile sources, including freeways, roadways, rail, distribution centers.
3. **Cal Enviro Screen 3.0** – CalEnviroScreen is a mapping tool that uses environmental, health, and socioeconomic information from state and federal government sources to identify California communities that are disadvantaged. Disadvantaged communities include those most affected by multiple sources of pollution and those where the population is especially vulnerable to pollution's effects. CalEnviroScreen 3.0 scores are used to rank and map every census tract in the state by percentile. Census tracts in the San Francisco Bay Area that were ranked within the top 25 percent of statewide scores were included in the Air District's recommendation of high cumulative exposure areas. Those areas with the highest scores across all metrics, and individual metrics, including socio-economic, were noted.
4. **Healthy Places Index** – The California Healthy Places Index was developed by the Public Health Alliance of Southern California. The index includes diverse non-medical economic, social, political and environmental factors that influence physical and cognitive function, behavior and disease. The total score is used to screen for places with high health burden. Census tracts in the San Francisco Bay Area that rank within the top 25 percent of statewide scores were included in the Air District's recommendation of high cumulative exposure areas. Those areas with the highest scores across all metrics, and individual metrics including socio-economic and racial demographics, were noted.
5. **Proximity of emissions to sensitive receptors** – The **Environmental Justice Screening Method (EJSM)** was developed for the California Air Resources Board (CARB) to examine cumulative impacts and social vulnerability within California regions, as well as to identify overburdened communities. The Air district used the hazard proximity portion of this tool to identify the areas that have sensitive receptors near sources of significant emissions since this measure of exposure is not included in the other environmental justice screening tools. More Information about the calculation of the hazard proximity scores is at <https://www.arb.ca.gov/research/apr/past/11-336.pdf>.

Final Analysis and Recommendations

The main metrics describing air quality and health issues were combined to reveal a group of geographic areas that showed consistently high air quality and health burdens, including West Oakland, the Richmond area, East Oakland/San Leandro, Eastern San Francisco, the Pittsburg-Bay Point area, San Jose and Vallejo. Given the legislatively required deadlines for year one activities, West Oakland and Richmond areas were selected for year 1 action; West Oakland for a community emission reduction program and the Richmond area for a community air monitoring plan. The remaining communities, East Oakland/San Leandro, Eastern San Francisco, the Pittsburg-Bay Point area, San Jose and Vallejo are recommended for years 2-5. Note that the recommendations for years 2-5 were based on the best data currently available to the Air District. As we continue to improve our data on health burden and air pollution exposure, the list of recommended communities may change. This list will be re-evaluated every year.

Historical and ongoing activities in West Oakland and Richmond provide opportunities that the Air District and partner communities can leverage to make a successful community emission reduction program and/or community air monitoring plans feasible. In West Oakland, there has been over a decade of monitoring and policy work done to understand and reduce exposure to air pollution in West Oakland, by the Air District, West Oakland Environmental Indicators Project and other community groups, and scientific researchers. This body of knowledge, and the established relationship between the Air District and the West Oakland Environmental Indicators Project positions West Oakland as a community most likely to be able to meet the legislated deadlines for the first community emission reduction program process. There are several air monitoring and air quality data analysis efforts ongoing in Richmond. These efforts can be leveraged to ensure the Richmond community air monitoring plan is feasible and successful in the short state-mandated time frame. One such effort is the expansion of the fence-line monitoring system at the Chevron Refinery. Chevron has proposed to expand its fence-line monitoring system to meet the requirements of the Air District's Regulation 12, Rule 15 (Rule 12-15). Additionally, as part of the Rule 12-15 process, the Air District committed to expand efforts to characterize levels of air pollutants in communities near refineries by adding an additional fixed monitoring site. The Air District is assisting the City of Richmond on an EPA Community Scale Toxics Grant, to evaluate and interpret air toxics data collected at sites near the Chevron Refinery. The Air District is also working with the Asian Pacific Environmental Network community organization to implement a PM_{2.5} community-led sensor project in the Richmond area as one of the Northern California communities participating in South Coast Air Quality Management District's EPA STAR Grant: "Engage, Educate and Empower California Communities on the Use and Applications of "Low-cost" Air Monitoring Sensors".¹² Finally, there are current and historical air monitoring projects the Air District worked on with researchers and other governmental organizations that will provide data and other information to inform year 1 monitoring planning efforts.

¹² More information on EPA Star Grant may be found here: <http://www.aqmd.gov/aq-spec/research-projects>

Attachment E. Final Submittal Requirements, California Air Resources Board

Air District final submittal: Public process for determination of recommended communities

Due: July 31, 2018

Air districts recommending communities for AB 617 2018 Community Selections must provide documentation addressing the following elements in the final submittal:

1) Describe (including geographic boundaries) the communities from the preliminary list that the air district is recommending for inclusion in year one for:

- a) A community air monitoring plan
- b) A community emissions reduction program

2) In accordance with statute, CARB staff are required to return to the Board annually for recommendations on additional communities. Describe the communities from the preliminary list the air district is recommending for inclusion in subsequent years, recognizing that additional data and public input may result in updates to the final recommendations for each year:

- a) Community air monitoring and/or community emissions reduction programs in years 2 through 5
- b) Community air monitoring and/or community emissions reduction programs in years 6 and beyond

3) Provide information on the following questions for each community recommended for year 1 and communities being considered for years 2-5:

- a) Has work already started in the community?
- b) What are the anticipated resource needs for each recommended community for both the air district and the community?
- c) Are emissions data available to develop a community level emission inventory?

4) Describe the public process used to identify, then prioritize and select recommended communities? Provide a brief overall summary of comments received and specify how many attendees were at each workshop or meeting.

5) Any additional information the air district would like to provide, including any community recommendations for future year implementation.

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson David Hudson and Members
of the Executive Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: July 16, 2018

Re: Update on the Governor's Global Climate Action Summit

RECOMMENDED ACTION

Recommend Board of Directors:

1. Seek support from their jurisdictions for the Diesel Free by '33 Statement of Purpose and encourage signatures from Mayor's both within and outside the Bay Area.
2. Encourage participation from cities, counties and businesses Request at the Climate Technology Showcase event.

BACKGROUND

At the beginning of 2018, the Air District submitted proposals for 2 affiliated events to the Governor's Climate Action Summit scheduled September 12-14, 2018 in San Francisco. The Diesel Free by '33 and Climate Technology Showcase events are both hosted by the Air District and will be held at the Bay Area Metro Center, 375 Beale St. San Francisco.

The Diesel Free event is intended to bring mayors, county supervisors and industry leaders together to sign a commitment in principal to go diesel free in their communities by 2033.

The Technology Showcase will bring together the latest low/zero emission technology products and programs with those who are could benefit from the latest emissions reducing technology.

DISCUSSION

The Air District was selected to host 2 affiliated events at the Governor's Global Climate Action Summit.

1. September 12, 2018 – United Against GHG's – Diesel Free by '33 hosted by the Air District. The agenda and event logistics are in the planning process and requests are out for speakers.

2. September 13, 2018 - Climate Technology Showcase – hosted by the Air District. Call for technology vendor displays has been made and planning is underway.

Staff will update the Committee on planning and details for both events including the new Diesel Free by '33 website, technical support documents and revised *Statement of Purpose*.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Lisa Fasano
Reviewed by: Damian Breen

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson David Hudson and Members
of the Executive Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: July 9, 2018

Re: Technology Implementation Office Update and Summary of Steering Committee
Meeting

RECOMMENDATION

Recommend the Board of Directors:

1. Authorize the Executive Officer/APCO to negotiate and execute an agreement with the IBank not to exceed \$4,185,000 to fund a loan program for Bay Area industrial facilities

BACKGROUND

The Technology Implementation Office (TIO) mission is to accelerate climate action by cultivating partnerships between technology developers and customers and offering grants and loans for low-carbon technologies for the industrial and transportation sectors. The TIO Steering Committee met on June 21, 2018. The technology assessment and loan program that were discussed at this meeting will be summarized for the Executive Committee and Board of Directors.

STATIONARY LOAN PROGRAM

The Technology Implementation Office has worked with other Air District Divisions and engaged a consultant to evaluate technology options for loan projects. The evaluation criteria include technology readiness, costs, technical and market barriers, and potential for emissions reductions. The product will be a final report and matrix of technologies that the Air District can maintain and use to prioritize the technologies to be supported through proposed financing and partnership programs. As part of this Agenda Item, Air District staff will provide a progress update and share example technologies with the Executive Committee and Board.

Air District staff will also provide an update on the collaboration being developed between the Air District and the California Infrastructure and Economic Development Bank (IBank). Staff is proposing an agreement that would enable the Air District funds to be used for loans and loan guarantees to Bay Area stationary facilities through the IBank's existing processes. As project implementers pay back their loans, funding can be reinvested in additional greenhouse gas technology projects dictated by the Air District. The collaboration would enable the Air District to participate in loan projects, accelerate the implementation of emerging technologies, and provide financial incentives for Bay Area facilities to make emission reductions. Air District staff will provide matchmaking and technical evaluations that expand the IBank's customer base and push implementation of eligible greenhouse gas reduction technologies. The Air District funding will leverage IBank monies in a ratio as high as 10 to 1 to execute selected projects.

As part of this Agenda Item, staff will present the key terms of this agreement with the IBank (summarized in Attachment 1) to the Committee and recommend the Executive Officer/APCO negotiate a final agreement with the IBank based on these terms.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None. Funding for the IBank agreement is part of the Board approved Fiscal Year Ending (FYE) 2019 budget.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Derrick Tang
Reviewed by: Ranyee Chiang

Attachment 6A: Key Terms of Agreement with IBank

AGENDA 6A - ATTACHMENT

Attachment 6A – Key Terms of Agreement with IBank

The California Infrastructure and Economic Development Bank (“IBank”) and Air District are negotiating a Memorandum of Agreement to enhance two IBank programs: the California Lending for Energy and Environmental Needs (“CLEEN”) Center for direct public financing to Municipalities, Universities, Schools, and Hospitals (MUSH borrowers), and the California Small Business Loan Guarantee Program (SBLGP) for loan guarantees for small businesses. Following are the key terms of the agreement to be negotiated and finalized:

- The Air District shall negotiate an agreement to fund this program up to \$4,185,000: \$3,000,000 shall be reserved for the CLEEN program; \$1,000,000 shall be reserved for SBLGP; and \$185,000 shall be reserved to cover initial fees for projects.
- Air District funds will transfer to IBank on an as-needed basis.
- The Air District portion of the loan shall be repaid in 5 years or less.
- The Air District portion of losses in loans and loan guarantees are borne by the Air District.
- The total liability of the Air District under this Agreement shall not exceed the total amount of the Air District's outstanding loans and loan guarantees made under the Agreement plus initial fees, or an amount not to exceed \$4,185,000, whichever is less.
- The Air District may terminate the program with 30 days advance notification; remaining unallocated funds are not committed to IBank programs.
- The Air District shall establish Program Guidelines to define minimum requirements of projects that are eligible for Air District funding. All CLEEN loans and SBLGP loan guarantees financed in any part with funds from the Air District must comply with the Program Guidelines established by the Air District.
 - For example, all projects must be located in the Bay Area and fall under specific technology categories as identified in the Air District technology assessment.
 - Program Guidelines may be updated periodically.
- The Air District shall conduct engineering evaluations of projects that meet the minimum requirements as defined in the Program Guidelines and provide the results of the evaluations to the IBank.
- The maximum Air District participation per project shall be \$1,000,000 or 25% of a single loan; and \$250,000 or 10% of loan principal in a single loan guarantee.
- The CLEEN program shall lend Air District funds at 0% interest.

AGENDA 6A – ATTACHMENT

- IBank can guarantee up to 80% of loan principal through SBLGP. For SBLGP loan guarantee projects that meet the minimum requirements of Program Guidelines, Air District funds will be used to guarantee up to an additional 10% of loan principal.
 - In the event of loan default, Air District liability shall not exceed the amount of the Air District portion of the loan guarantee. Loss rates are historically under 2%.
- The Air District shall initially pay trustee fees, origination fees, servicing fees, and loan guarantee fees charged to the borrower, up to a cumulative amount not to exceed \$185,000.

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson David Hudson and Members
of the Executive Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: July 15, 2018

Re: Status Update on the Air District's Advisory Council

RECOMMENDED ACTION

None; receive and file.

BACKGROUND

Senate Bill 1415 (SB1415), effective July 1, 2015, reconstituted the membership of the Bay Area Air Quality Management District (Air District) Advisory Council to include seven appointed members "skilled and experienced in the fields of air pollution, climate change, or the health impacts of air pollution. Members shall be selected to include a diversity of perspectives, expertise and backgrounds." The Council is "to advise and consult with the bay district board and the bay district air pollution control officer in effectuating the purposes of" the Air District.

ADVISORY COUNCIL MEMBERSHIP

At its May 7, 2018 meeting the Personnel Committee recommended, and the Board subsequently approved the appointment of Gina M. Solomon, M.D., M.P.H., and Linda Rudolph, M.D., M.P.H., to the Council for a two-year term.

ADVISORY COUNCIL MEETING UPDATE AND NEXT AREA OF FOCUS

On July 19, 2018 the Council was provided with a presentation on early progress regarding AB 617 implementation, including discussions with the California Air Resources Board and how this moves the Air District's program beyond the target of attainment for criteria pollutants.

The Council was also presented with a discussion of Diesel particulate matter (diesel PM), and the degree to which it remains a significant contributor to health impacts from air pollution in the Bay Area, especially for disadvantaged communities living near freeways and industrial areas.

Staff reviewed the health impacts from exposures to diesel PM, and summarized studies showing that diesel PM contributes about 65% of the regional cancer risk from air pollution and about 15% of regional PM_{2.5}.

Next the Council reviewed the Air District's multilayered approach to reducing and eliminating diesel PM from Bay Area industries and communities and discussed their possible concurrence on a process to evaluate and possibly implement a variety of strategies, including strategies that use incentives and other non-regulatory methods.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Jeff McKay

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson David Hudson and Members
of the Executive Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: July 12, 2018

Re: Amendments to Air District Administrative Code Addressing Resolutions

RECOMMENDED ACTION

Recommend Board of Directors consideration and approval of language amending the Air District's Administrative Code to address introduction and amendment of resolutions to be adopted by the Board of Directors. If approved by the Committee, in accordance with the Air District's Administrative Code, language amending the Administrative Code will be noticed in an upcoming Board of Directors meeting agenda, and placed on the Agenda for adoption at a subsequent meeting.

BACKGROUND

Over the past few years, a number of resolutions have been considered by the Board of Directors, but it has not always been clear to the Board members who authored the resolution language. As a result, concerns have been raised about the process by which resolutions are drafted and amended. Accordingly, staff was directed to propose an amendment to the Air District's Administrative Code to clarify the process for proposal of resolutions and amendments.

DISCUSSION

The following language is proposed to address the Board's direction:

SECTION 1 BOARD OF DIRECTORS, MEETINGS**[New] 1.6 ADOPTION OF RESOLUTIONS.**

When a resolution is necessary or appropriate to document an action of the Board of Directors, such as when adopting a rule or regulation, or establishing a Board of Directors policy related to Air District governance, staff shall prepare a draft resolution and shall include that draft with supporting materials in the agenda for the meeting at which the action is to be taken. If a member of the Board wishes to amend the draft resolution or introduce a different resolution, that member shall introduce such resolution or amendment at the appropriate time by motion in the course of the related hearing. Any such amendment or different resolution requires a second and the affirmative vote of the Board to consider the resolution. In order

to provide opportunity for notice and public comment, the adoption of any such amended or different resolution shall be taken up at a subsequent meeting of the Board of Directors and shall require the affirmative vote of a majority of the Board.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Brian C. Bungler

BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Memorandum

To: Chairperson David Hudson and Members
of the Executive Committee

From: Jack P. Broadbent
Executive Officer/APCO

Date: July 12, 2018

Re: Discussion of Procedures for Receiving Public Comment on Non-Agenda Topics

RECOMMEND ACTION

The Committee will discuss procedures for receiving public comment on topics not included in an item on a posted agenda.

BACKGROUND

California Government Code sections 54950, et seq. (the “Brown Act”) mandates, among other things, that the public be afforded an opportunity to provide comment on items on the agenda before or at the time the item is considered. The Brown Act also mandates that public meeting agendas provide an opportunity for members of the public to address a legislative body on any topic within the subject matter jurisdiction of the body, regardless of whether the item is on the agenda (often referred to as “non-agenda” comment). The Brown Act provides latitude to the legislative body to arrange its agenda to orderly receive such comment.

DISCUSSION

At various times in the past, the Air District’s Board and Committees have received non-agenda comment at the beginning of the agenda, before taking up specific agenda items, at the end of the agenda, and split, with a defined number of comments received at the outset, and the remainder at the conclusion, of the agenda. Members of the public have complained about all of these approaches.

Recently, comment was shifted from the beginning of the agenda to the end of the agenda, because the volume of non-agenda comment at some meetings has resulted in the business on the agenda not being fully considered by the Board of Directors or its Committees. This change prompted complaints from members of the public. In response, Board Chairman Dave Hudson committed to discuss with the Board’s Executive Committee the issue of the appropriate place on meeting agendas and procedures for receiving non-agenda comment in a manner that does not impact consideration of Air District business on the noticed agenda.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Jack P. Broadbent
Executive Officer/APCO

Prepared by: Brian C. Bunger