# Implementing AB 617

San Francisco Bay Area



#### Jack P. Broadbent

Executive Officer/Air Pollution Control Officer
March 18, 2019



## AB 617 Communities

## Year 1

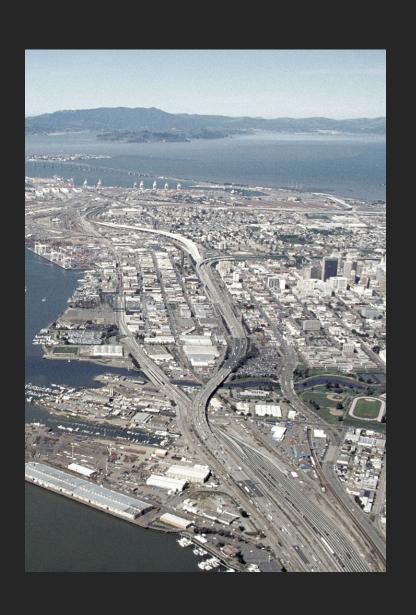
West Oakland – action plan

Richmond - monitoring





# Why West Oakland?



- West Oakland Indicators Project strong community partner to lead effort
- Very high mobile source emissions
  - Port of Oakland largest single source of DPM
  - Roadways contribute significantly to PM<sub>2.5</sub>
- High health burdens and socio-economic vulnerabilities



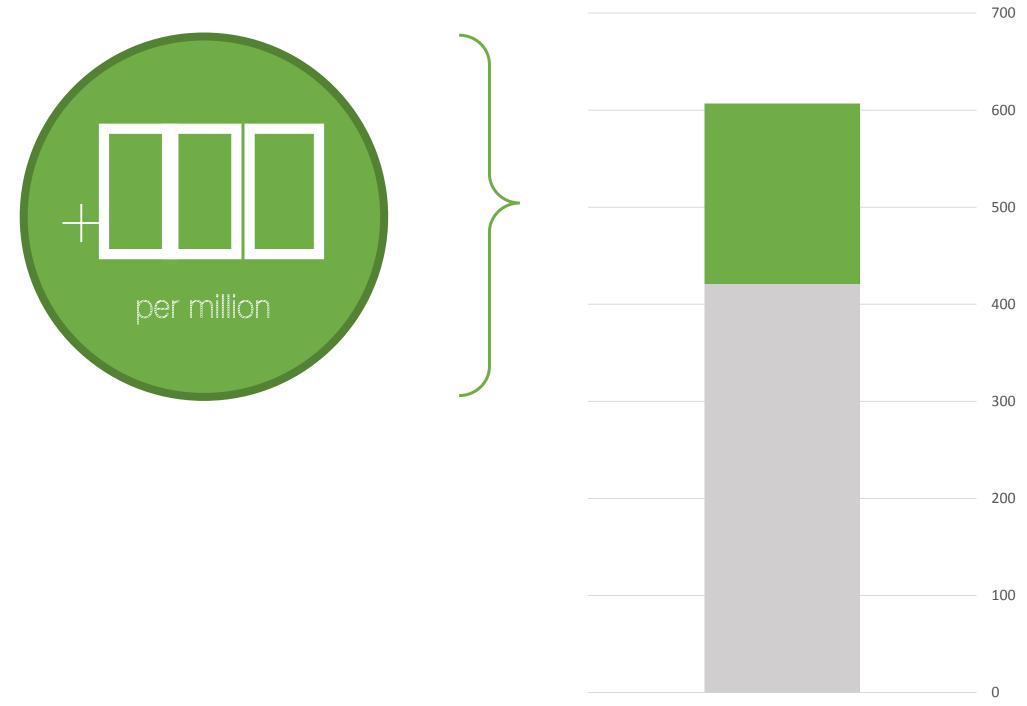
# Local Air Pollution: West Oakland

#### **Top Contributors**

- Trucks (33%)
- Marine vessels (31%)
- Permitted facilities (10%)

# **Cancer Risk**

- Local model mapped impacts
- Regional model (minus West Oakland)



Note: cancer risk from construction was not modeled

Modeled Impact of Local Sources on Residential

# Cancer Risk

1000 per million 800 600 400 200 0

#### Top Contributors:

- Trucks (33%)
- Marine vessels (31%)

DRAFT 2019-03-04

Permitted facilities (10%)

#### Highwa

Highway				
Heavy/Med	lium HD trucks	20.3	11%	
Passenger	vehicles	5.3	3%	
Light HD tr	ucks	1.3	1%	
Street				
Heavy/Med	lium HD trucks	23.1	12%	
Passenger	vehicles	5.3	3%	
Light HD tr	ucks	1.5	1%	
Port				
Harbor cra	ft	22.6	12%	
OGV (berth	ing)	16.6	9%	
OGV (mane	euvering)	10.5	6%	
Cargo hand	dling	3.4	2%	
Drayage tru	ucks <sup>‡</sup>	3.1	2%	
Railyard (O	GRE)	2.2	1%	
Dredging		1.9	1%	
Railyard (B	NSF)	1.6	1%	
Bunkering	(tugs + pumps)	1.0	1%	
Rail				
Railyard (U	P)	18.2	10%	
Rail lines		14.9	8%	
Permitted				
Schnitzer (s	stationary)	13.4	7%	
EBMUD		2.1	1%	
Other facili	ties	1.3	1%	
Other				
Schnitzer (t	rucks)	7.4	4%	
Ferries		5.7	3%	
Schnitzer (s	ships at berth)	2.3	1%	
Truck-relat	ed businesses	1.0	1%	

# Action Plan Strategies

- Steering
   Committee is
   working to
   identify
   strategies
- Focus:
   Incompatible
   land uses,
   trucks, Port of
   Oakland,
   enforcement
   and clean
   technology

Address incompatible land uses

Implement and track progress of existing plans

Prevent trucks from driving, parking and idling in residential neighborhoods

### Strategy Ideas

Educate and coordinate responsible agencies

Provide incentives for clean engines, equipment and infrastructure

Air filtration, vegetative barriers and trees





# Challenges

Limited accountability

 Responsible agencies not required to change policies that create air pollution impacts

Limited authority

Air District, who is accountable under AB
 617, has no land use, mobile source authority

Limited enforcement of existing ordinances

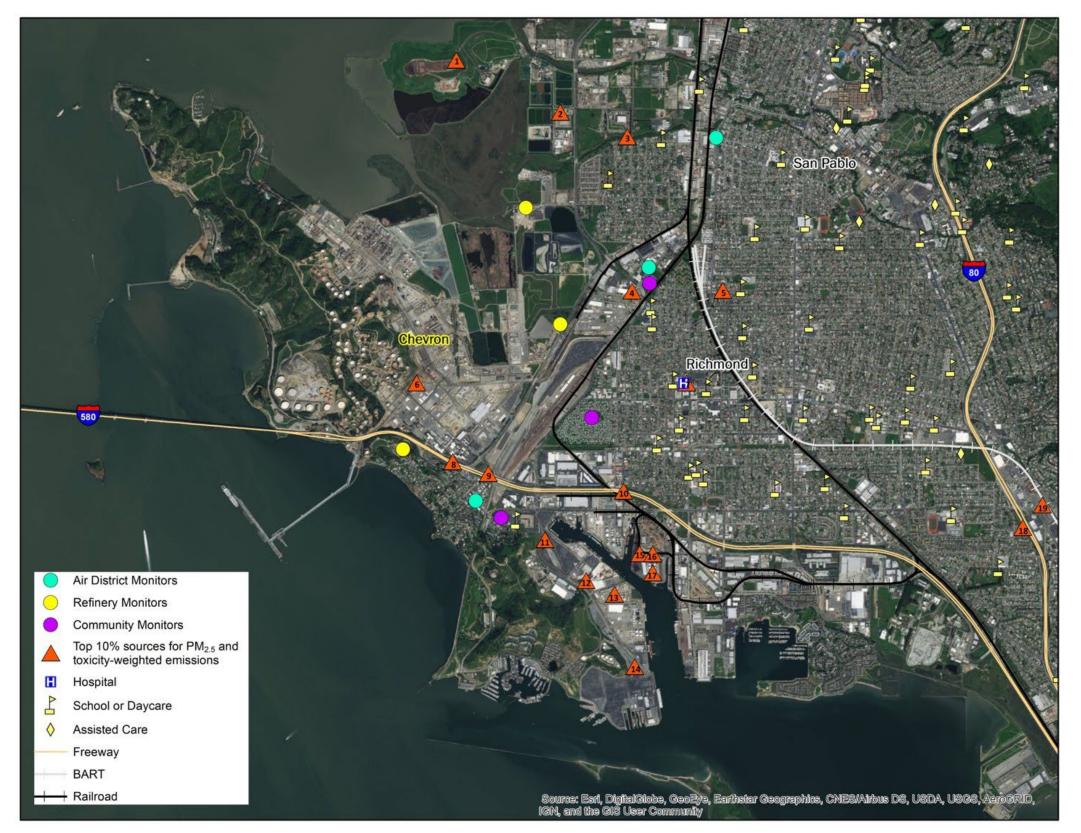
Nonconforming land uses, truck routes, parking, idling, and clean truck standards

Tight Timelines

Legal requirement to identify strategies early, capacity building, local technical assessment

# Why Richmond?

- High emissions from stationary and mobile sources:
  - Refinery, chemical plant, landfills, water treatment facility, metal scrapping, marine terminals, freeways, port
- High health and socio-economic vulnerabilities
- Measured air quality does not fully explain observed health issues
- Data from monitoring is needed to identify air quality issues and related sources to build successful emission reduction strategies





#### COMMUNITY-LED PROCESS IN RICHMOND



# CARRY SUCCESS FORWARD

Co-leads and Steering Committee will ensure an inclusive, transparent process with shared goals, creating a greater impact.

#### **COMMUNITY SUMMIT**

Community had an opportunity to shape their own process, including steering committee members and decision-making







#### **BUILT BY COMMUNITY**

Process is community-developed, to build trusting relationships and authentic participation.

#### **DESIGN TEAM**

Community planned summit to get input on their design for steering committee process

#### 2019 Milestones: Year 1 Communities



#### **West Oakland**

Draft strategies
Begin drafting plan
CEQA Analysis

#### **Richmond**

Steering Committee kick-off Select remaining co-leads Initial information sharing Monitoring objectives



#### **West Oakland**

Public review of draft plan Prepare final plan

#### **Richmond**

Begin monitoring
Data collection, analysis,
reporting



#### **West Oakland**

Plan implementation

#### **Richmond**

Data collection, analysis, reporting



JAN-FEB

Source attribution Identify initial strategies MAR-APR



Design team meetings Community Summit Identify co-leads



Release draft plan and DEIR

#### **Richmond**

Monitoring approaches
Roles and responsibilities
Draft Monitoring plan to BOARD



#### **West Oakland**

Draft plan and DEIR to BOAR Final Plan to CARB

#### **Richmond**

Data collection, analysis, reporting





# Funding Challenges

Program Component	Current Costs <sup>1</sup> (2 communities)	Projected Cost <sup>2</sup> (4 communities)
Community Monitoring	\$4.1 million	\$5.8 million
Emission Reduction Plans	\$2.1 million	\$3.5 million
Community Engagement		\$2.4 million
BARCT Review	\$0.3 million	\$0.3 million
Emissions Reporting		\$1.3 million
CTR Changes	\$0.8 million	\$2.4 million
Total	\$10.0 million	\$15.7 million

<sup>1. 1</sup> CERP; 1 monitoring

<sup>2.</sup> existing communities, plus 1 additional CERP and 1 additional monitoring plan

# AB 617 Proposed Changes

#### Phase 1: Build Capacity – up to 2 years

Build community relationships, form community collaboratives

Air District and community evaluates technical information, new modeling

Implement strategies identified by communities in needs assessments

#### Phase 2: Monitoring – up to 2 years (if needed)

- Form Steering Committee
- Community-led plan for monitoring
- Collect community-scale actionable data, perform analyses to inform Action Plan

#### Phase 3: Action Plan – 1 year

Form/continue Steering Committee
Set emission reduction targets
Develop emission reduction strategies



# Implementing AB 617

San Francisco Bay Area



#### Jack P. Broadbent

Executive Officer/Air Pollution Control Officer March 18, 2019

