

# California Air Resources Board: Cleaning the Air for a Healthier California

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TRIBAL ADVISORY COMMITTEE MEETING  
DECEMBER 17, 2018



# Overview

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1. Purpose
2. Agency Overview
  - Structure
  - Mission and duties
  - Air pollution and Sources
  - Regulatory measures
  - Air pollution trends
3. Climate Change
  - Scoping Plan
  - Cap-and-Trade
  - California Climate Investments
4. AB 617
5. SB 350 Barriers to Clean Transportation
6. Wood Smoke Program
7. Tribal Consultation Policy
8. Reference Materials
  - Acronyms
  - Legal references

# 1. Purpose

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California Native American Tribes



# California Native American Tribes

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- California has one of the largest tribal populations in the United States
- 109 federally recognized tribes and 57 non-federally recognized tribes in California
- Each tribe is different in geography, land, governing body, culture, language, history, environmental issues, and interests
- Tribes have inherent tribal authority – they are governments predating the United States
- They have their own power to exclude, punish, regulate, and tax
- Sovereignty can only be waived by the tribe or United States either through contract, agreement, or legislation

# New Era in State-Tribal Relations

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- State government-to-government relationships have taken on increasing awareness and importance
  - Under Governor Brown's leadership
  - In light of environmental challenges
  - During the current federal Administration
- California recognizes the importance of this relationship through legislation, executive orders, and state policies

# Purpose

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- Give tribes an overview of the agency and air pollution trends
- Inform tribes of specific CARB programs that may be of interest
- Provide contacts so tribes may obtain additional information
- *Disclaimer:* This is not an exhaustive list of all CARB programs. The programs contained within were selected based on interest from the Tribal Advisory Committee. This PowerPoint does not create, expand, limit, waive, or interpret any legal obligations or rights and it does not extend or impose any requirements on any person, agency, or tribe

## 2. Agency Overview

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Organizational Structure, Regulatory Measures, and  
Air Pollution Trends



# The Board Directs Policies and Adopts Regulations



**CHAIR**



**EXPERTS**

HEALTH • LAW • SCIENCE • AGRICULTURE  
AUTO • ENVIRONMENTAL JUSTICE



**AIR DISTRICT  
REPRESENTATIVES**



**EX-OFFICIO**

## A DIVERSE, PROFESSIONAL STAFF



SCIENTISTS



ENGINEERS



ECONOMISTS



LAWYERS &  
POLICY ANALYSTS

# Mission Statement

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To promote and protect public health, welfare and ecological resources through the effective and efficient reduction of air pollutants while recognizing and considering the effects on the economy of the state

# What CARB Does

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- Leads California's fight against air pollution and climate change
- Protects public health
- Promotes clean, energy-efficient fuels and technology



# Who Does What in Air Pollution?

## FEDERAL



### US EPA

Sets & enforces national air quality standards.  
Regulates interstate transportation.



TRAINS



PLANES



SHIPS

## STATE



### CALIFORNIA AIR RESOURCES BOARD

Regulates mobile sources of air pollution,  
greenhouse gases & consumer products.



CARS



TRUCKS



BUSES

## LOCAL



### Local Air Districts

Regulates stationary & local  
sources of air pollution.



FIREPLACES



FACTORIES



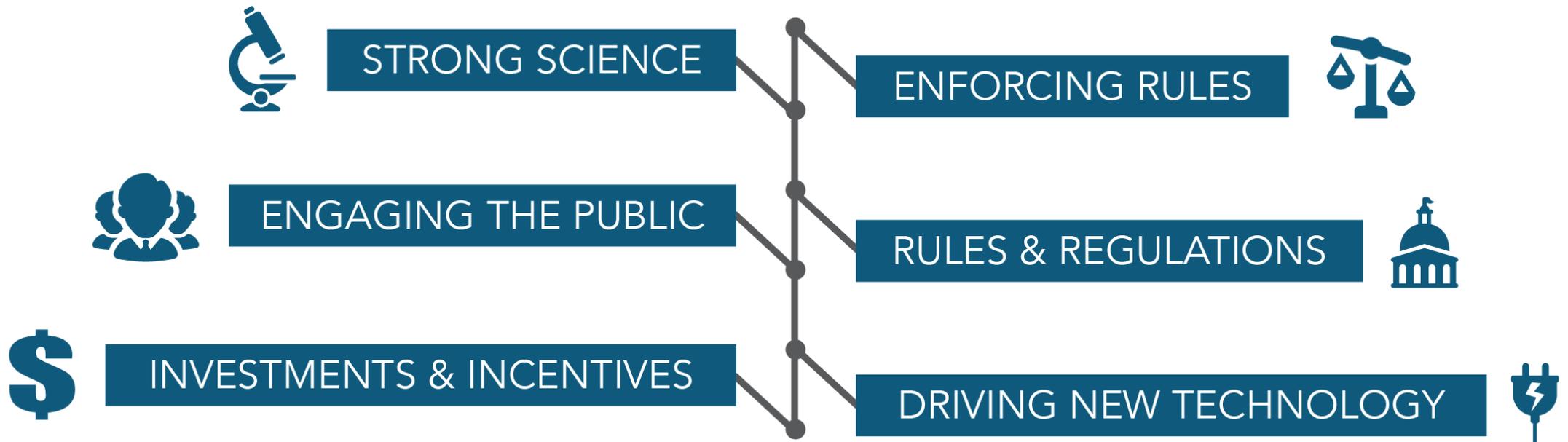
REFINERIES



POWER PLANTS

# California's Path to Clean Air

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# What is an Air Pollutant?

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- **Criteria Pollutants:** Ozone, particulate matter, nitrogen oxides, carbon monoxide, sulfur oxides, lead, hydrogen sulfide, sulfate, vinyl chloride, visibility reducing particles
- **Toxic Pollutants:** CARB has listed over 200 chemicals as toxic
- **Greenhouse Gases:** Carbon dioxide, methane, nitrous oxide, sulfur hexafluoride, hydrofluorocarbons, perfluorocarbons, nitrogen trifluoride

# Air Pollution Comes from a Variety of Sources

## STATIONARY



DRYCLEANERS



FACTORIES



REFINERIES



POWER PLANTS

## INDIVIDUALS



CARS



FIREPLACES



CONSUMER PRODUCTS



PLANES



CARS



TRUCKS



BUSES



TRAINS



PLANES

## MOBILE



ANIMALS



DUST



WILDFIRES

## NATURAL

# Los Angeles, 1957

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# Los Angeles Smog Crisis

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- Unhealthy levels of lead, NO<sub>2</sub>, SO<sub>2</sub>, carbon monoxide, ozone, particulate matter, and air toxics
- In Los Angeles:
  - Over 100 air pollution alerts annually
  - Over 200 days with unhealthy air annually
  - Ozone peaks were five times the allowable level



# Los Angeles Today

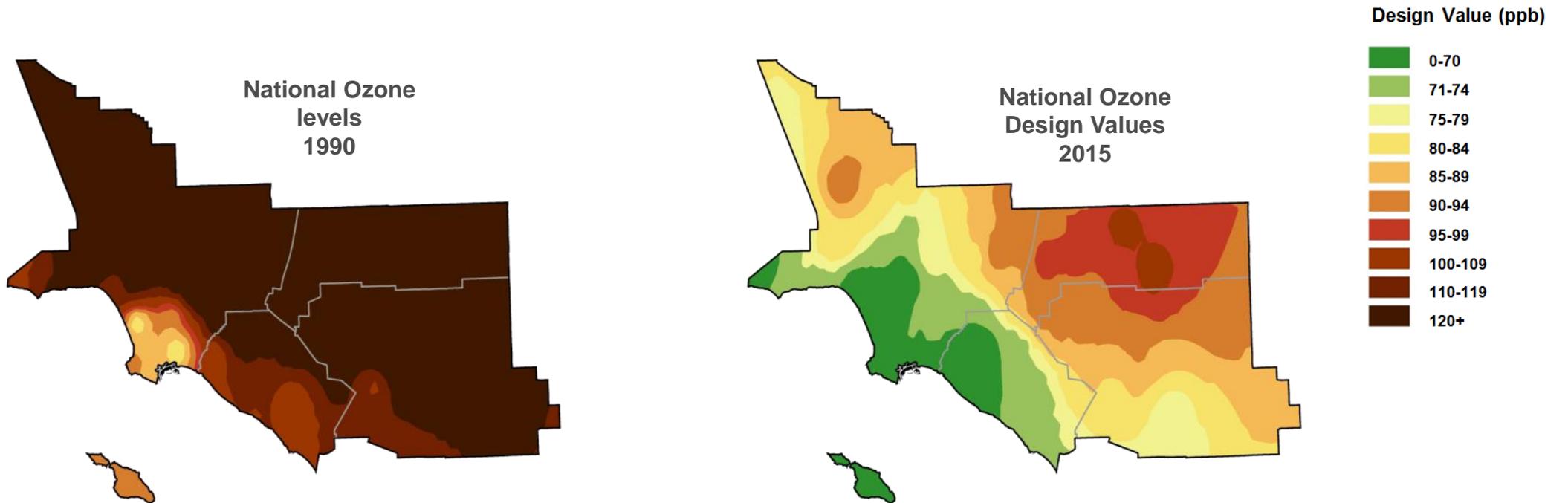
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Levels of nitrogen oxide, Sulphur dioxide, and carbon dioxide: National Standards:

- Ozone: Los Angeles peak cut over 60%, hours of exposure reduced 90%
- PM10: Annual levels cut in half
- Toxics: Nearly 50% risk reduction



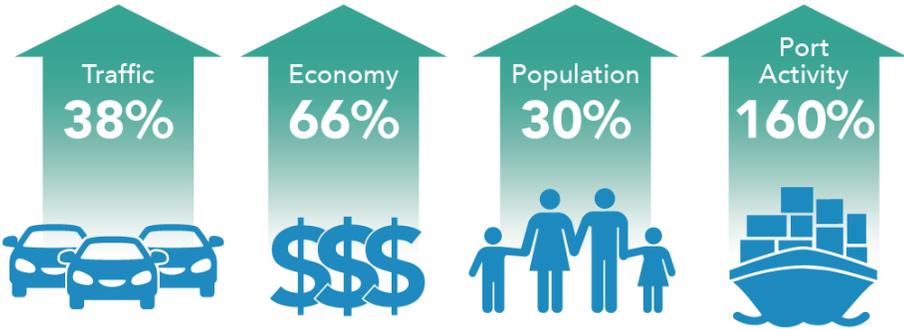
# Clean Air Progress: Dramatic Improvement in Los Angeles



# Policy Changes Lead to Cleaner Air

## USC Children's Health Study

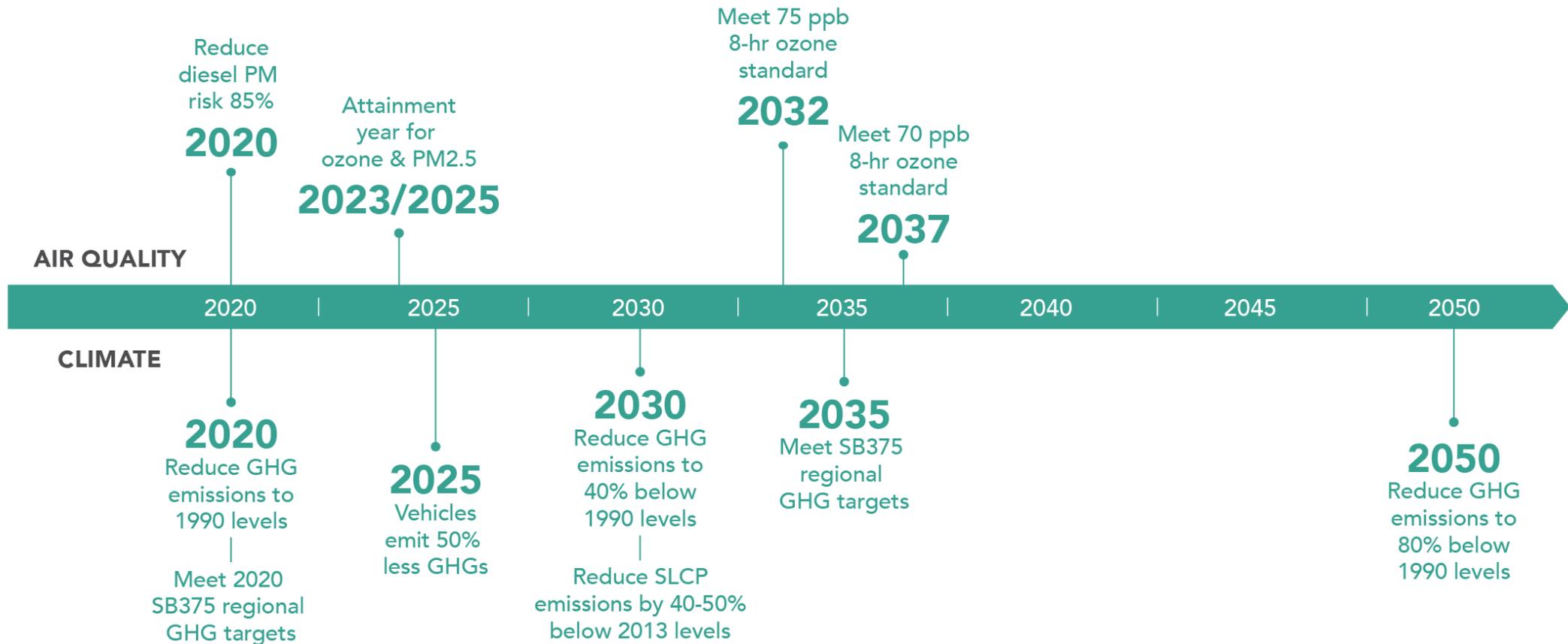
Despite Increases Across the Southern California Region (1994-2011)...



Pollution Levels Dropped (1993-2015)



# California's Key Air Quality and Climate Change Goals Through 2050



# How CARB Meets its Goals

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- Regulations
  - Mobile sources: Cars, trucks, buses, construction equipment, ships, locomotives, engines, and more
  - Stationary sources: industrial facilities and electricity generation
  - Fuels
  - Consumer products
- Incentives and voluntary programs

# Car, Truck, and Equipment Measures

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## ON-ROAD

- Emission standards for cars and trucks
- Zero emission vehicles
- Fleet clean-up requirements
- Idling prohibitions
- Smoke limits
- Smog check
- Accreditation of air pollution control devices

## OFF-ROAD

- Construction equipment
- Off-highway rec vehicles
- Large spark ignition engines
- Small off-road engines and equipment
- Spark-ignition marine engines
- Portable engines and equipment

# Sustainable Freight Strategy

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- Locomotives
- At-Berth Ship Requirements
- Cargo Handling Equipment
- Drayage Trucks
- Transportation Refrigeration Equipment
- Ground Support Equipment
- Harborcraft

# Cleaner Fuels

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- Eliminated lead from gasoline
- Cleaner formulations for gasoline
- Cleaner, low-sulfur formulations for diesel
- Clean fuel requirements for ships
- Gasoline vapor recovery at gas stations
- Cap and Trade regulation
- Low-Carbon Fuel Standard

# Industrial and Electricity Measures

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- Cap-and-Trade Regulation
- Oil and Gas Regulation
- Landfill Methane
- Refrigerant Management
- Chrome Platers

# Consumer Product Measures

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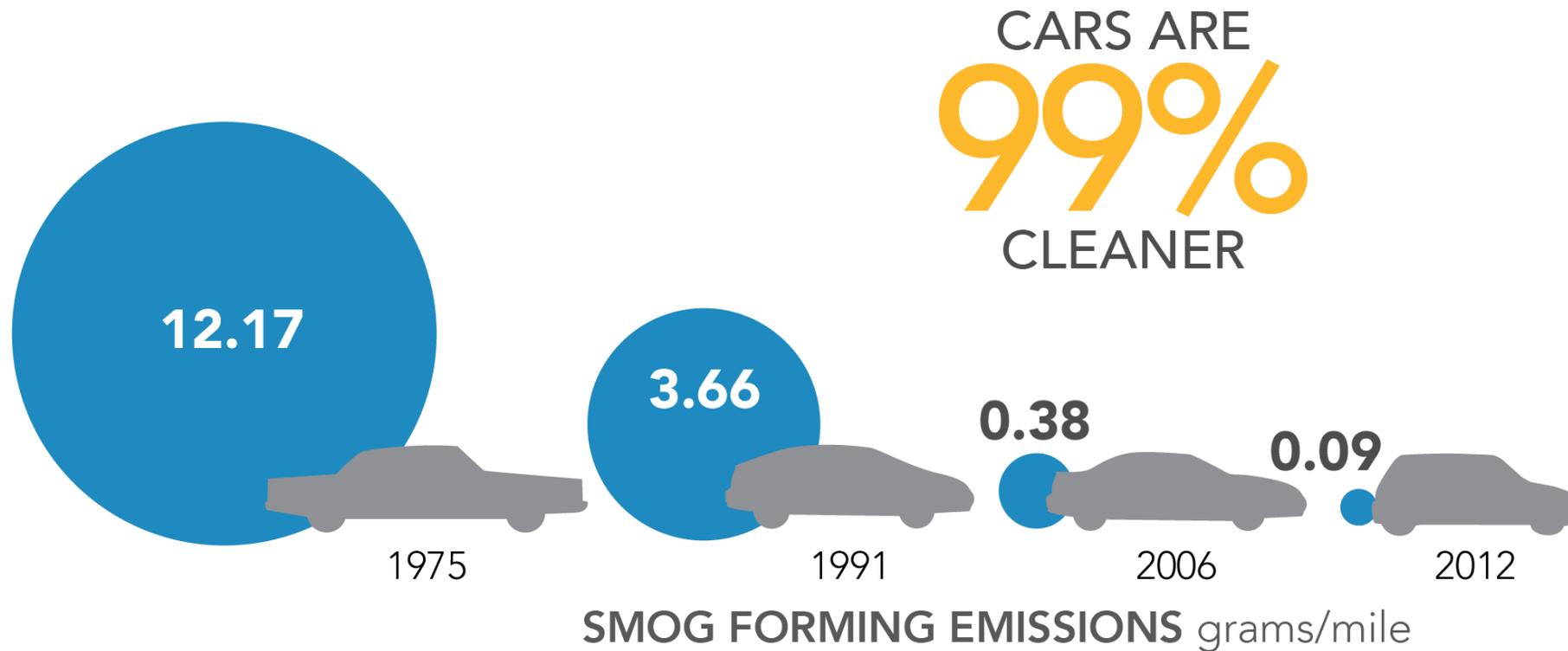
- Composite Wood Products
- Personal care products
  - Hairsprays
  - Antiperspirants and deodorants
- Adhesives
- Automotive products
- Cleaners
- Sealants

# Incentives and Voluntary Programs

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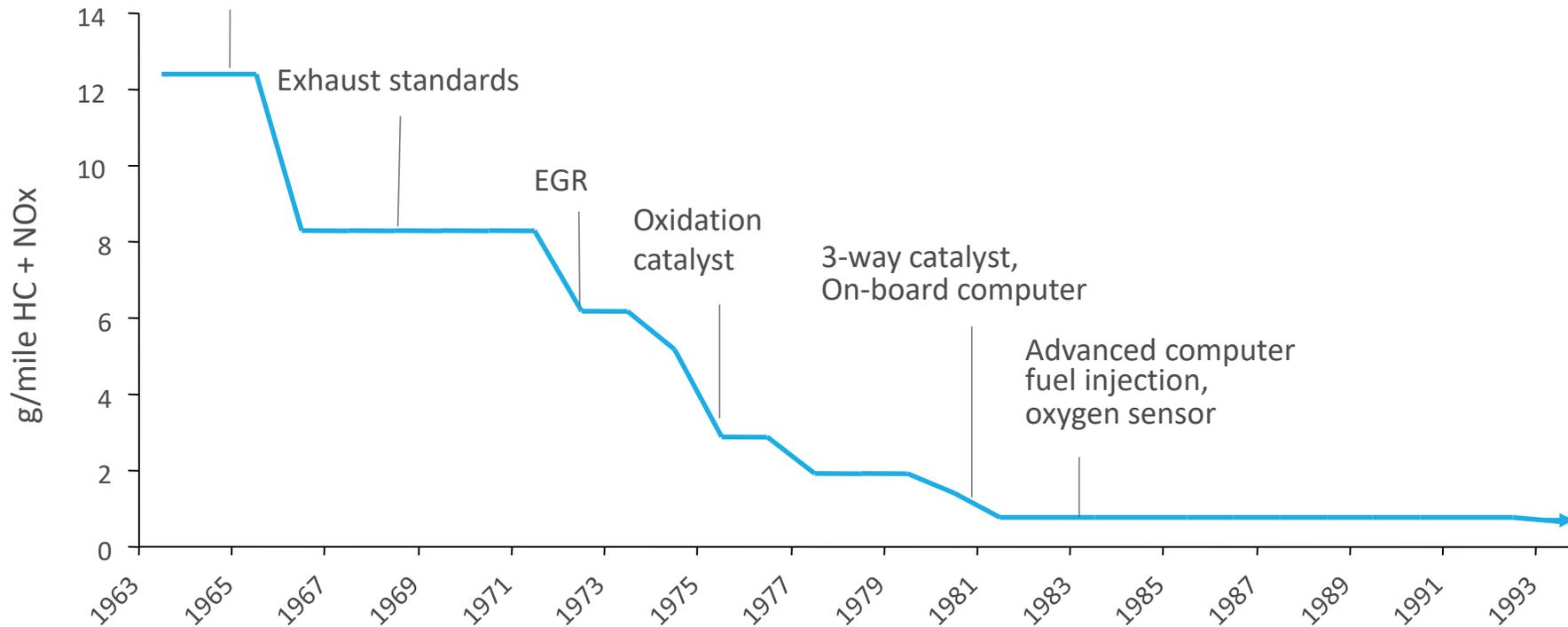
- Carl Moyer Program
- AB 617 Community Air Grants
- Clean Vehicle Rebates
- Hybrid and Zero Emission Truck Vouchers
- FARMER agricultural incentives

# Clean Air Progress: Cleaner Cars



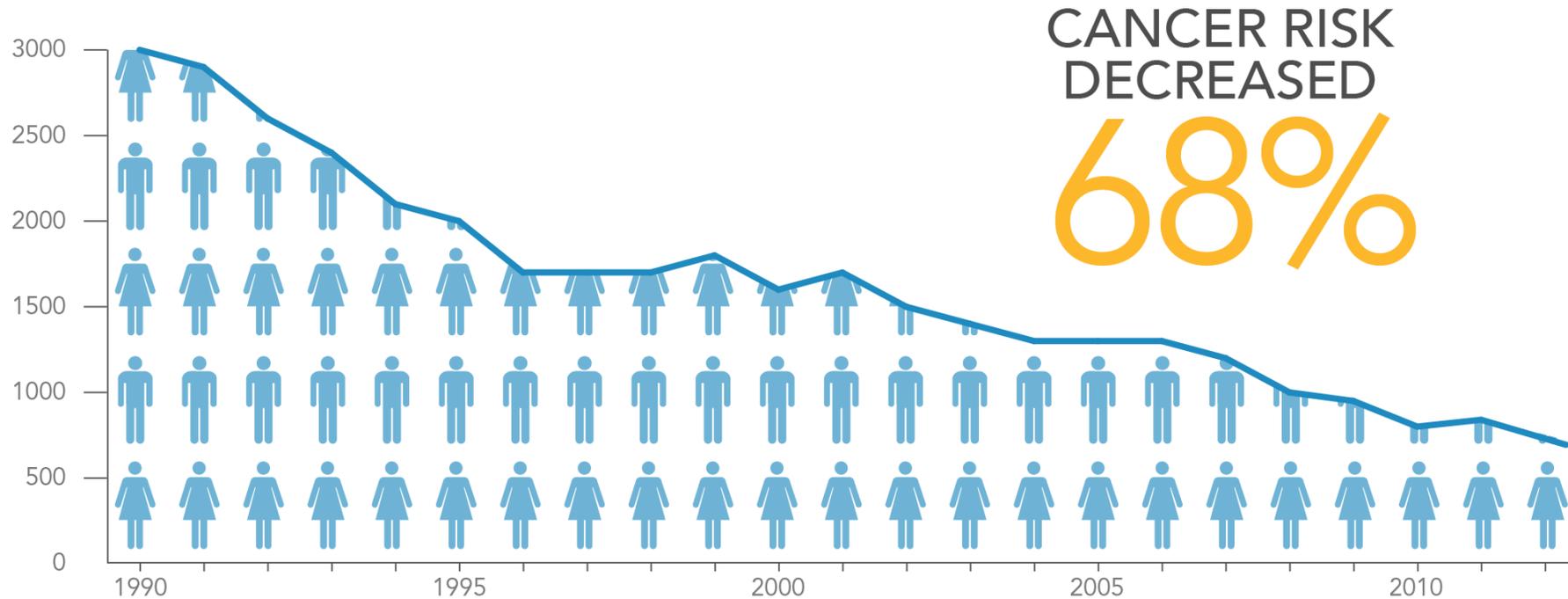
# Vehicle Rules Cut Ozone-Forming Emissions

Positive Crankcase Ventilation

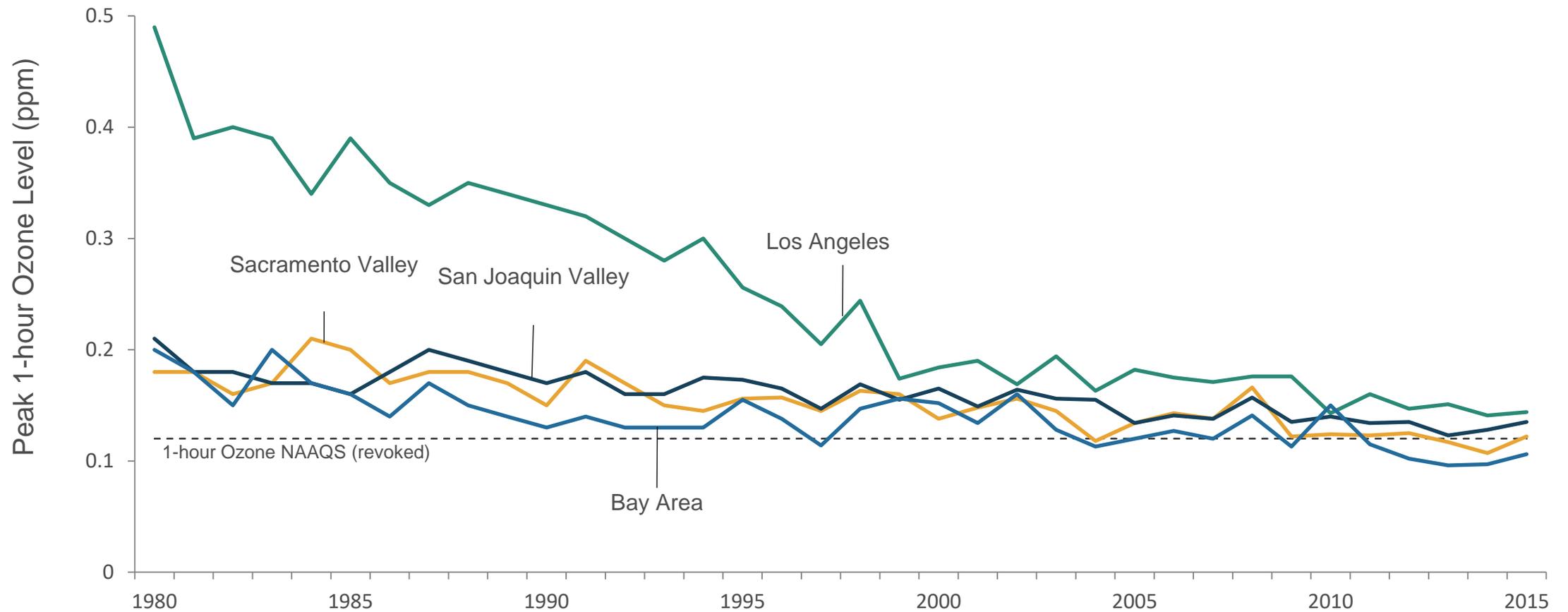


# Clean Air Progress: Reduced Risk

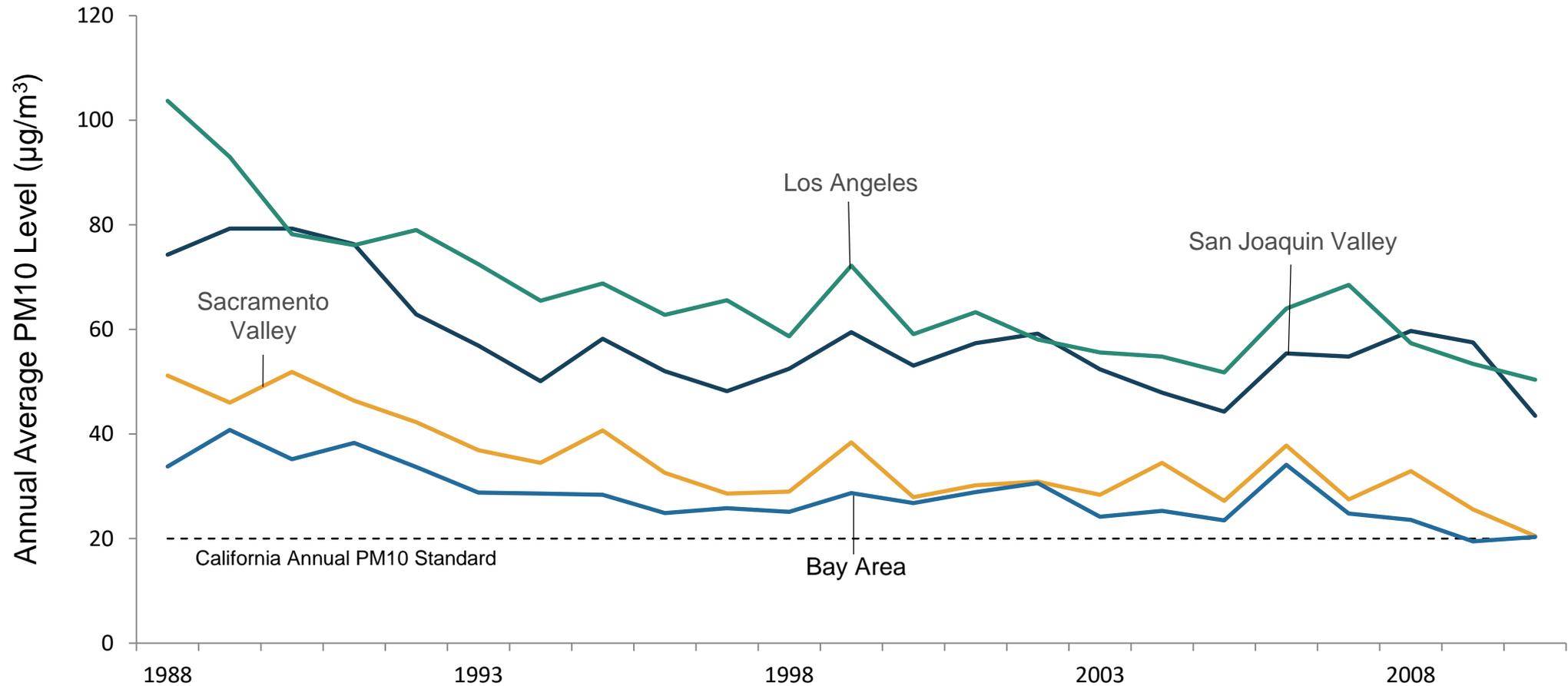
## Cancer Risk per Million Residents



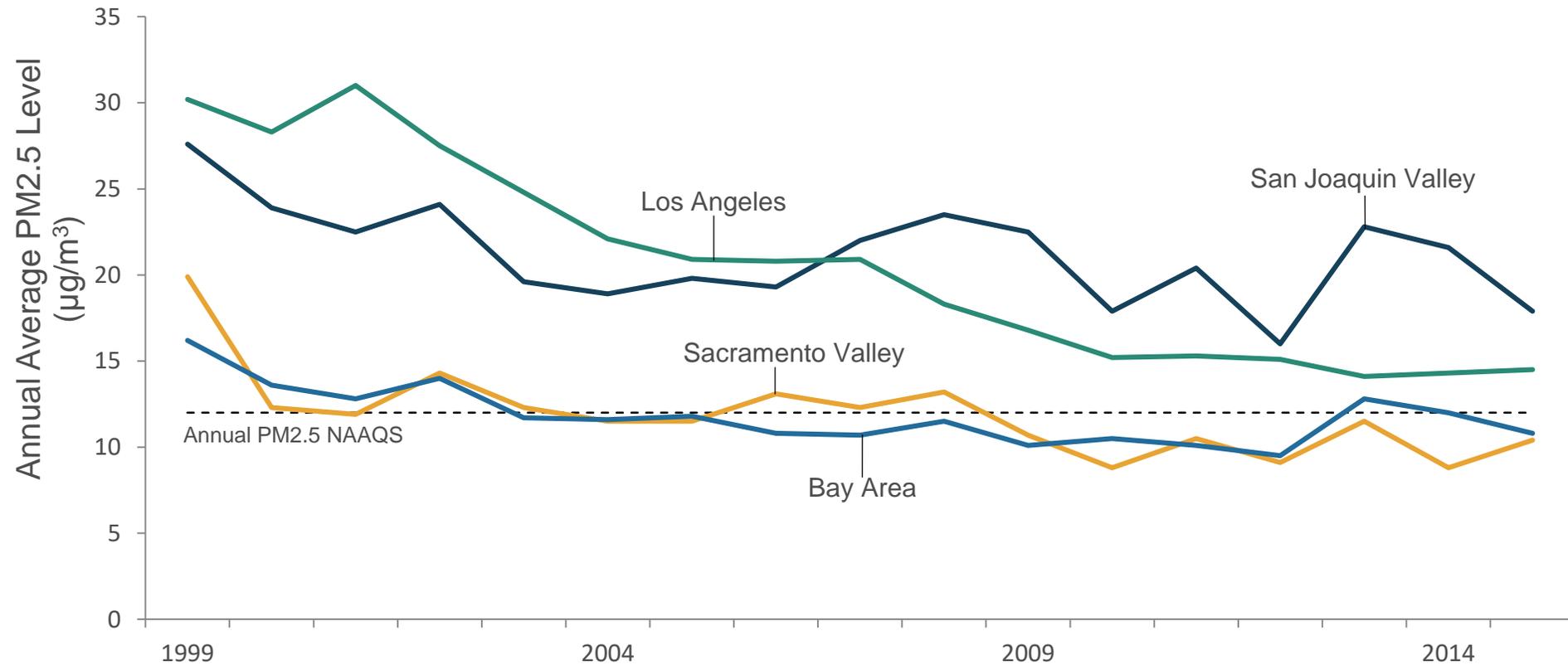
# Clean Air Progress: Peak Ozone Levels Decline



# Clean Air Progress: Annual Average PM10 Levels Drop



# Clean Air Progress: Annual Average PM2.5 Levels Drop



Californians now breathe the cleanest air since the first air pollution monitors were installed more than 50 years ago

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# ...But Work Still Remains

## Most Polluted Cities in U.S.

As of April 2018

■ California city

### BY OZONE POLLUTION

1	Los Angeles-Long Beach
2	Bakersfield
3	Visalia-Porterville-Hanford
4	Fresno-Madera
5	Sacramento-Roseville
6	San Diego-Carlsbad
7	Modesto-Merced
8	Phoenix
9	Redding-Red Bluff
10	New York-Newark

### BY YEAR ROUND PARTICLE POLLUTION

1	Fairbanks, AK
2	Visalia-Porterville-Hanford
3	Bakersfield
4	Los Angeles-Long Beach
5	Fresno-Madera
6	Modesto-Merced
7	El Centro
8*	Pittsburgh
8*	Lancaster, PA
10*	Cleveland
10*	San Francisco Bay Area

### BY SHORT-TERM PARTICLE POLLUTION

1	Bakersfield
2	Visalia-Porterville-Hanford
3	Fresno-Madera
4	Fairbanks, AK
5	Modesto-Merced
6	San Francisco Bay Area
7	Los Angeles-Long Beach
8	Salt Lake City
9	El Centro
10	Pittsburgh

Source: American Lung Association

\*A tie

# Information

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CARB Website: <https://ww2.arb.ca.gov/our-work>

Rulemaking Documents: <https://ww2.arb.ca.gov/rulemaking>

Board Meetings: <https://ww2.arb.ca.gov/our-work/programs/board-meetings>

Contact Person: Shannon Dilley, (916) 322-3940, [shannon.dilley@arb.ca.gov](mailto:shannon.dilley@arb.ca.gov)

# 3. Climate Change

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ASSEMBLY BILL 32, THE SCOPING PLAN, CAP-AND-TRADE,  
AND CALIFORNIA CLIMATE INVESTMENTS



# AB 32 and the Scoping Plan

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PATH TO 2030



# Climate Change

## The Greenhouse Gas Effect



SOME SUNLIGHT  
THAT HITS THE EARTH  
IS REFLECTED; SOME  
BECOMES HEAT

**CLIMATE CHANGE**  
is caused by a build up of  
**GREENHOUSE GASES**  
in the atmosphere generated primarily by  
**BURNING FOSSIL FUELS**  
and other human activities

CO<sub>2</sub> AND OTHER GASES IN  
THE ATMOSPHERE TRAP  
MORE HEAT FROM THE SUN,  
RAISING GLOBAL TEMPERATURES



# CALIFORNIA

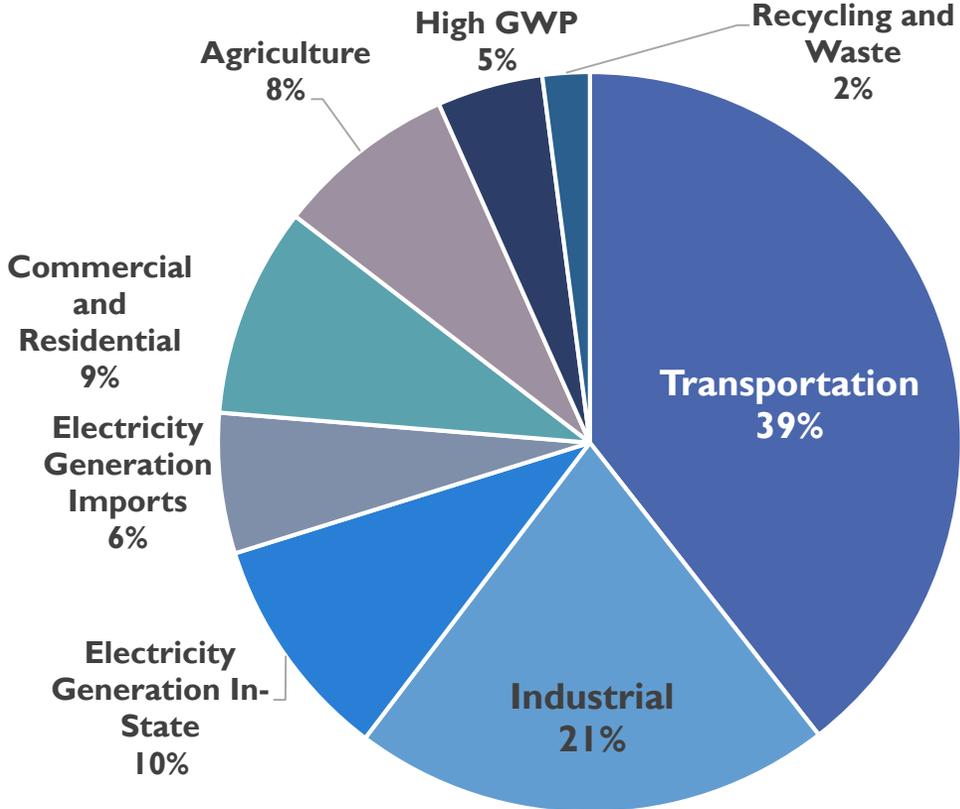
is already experiencing  
the impacts of  
**CLIMATE CHANGE**

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IN 2015 THE DROUGHT COST THE AGRICULTURE INDUSTRY IN THE CENTRAL VALLEY AN ESTIMATED \$2.7 BILLION & 20,000 JOBS

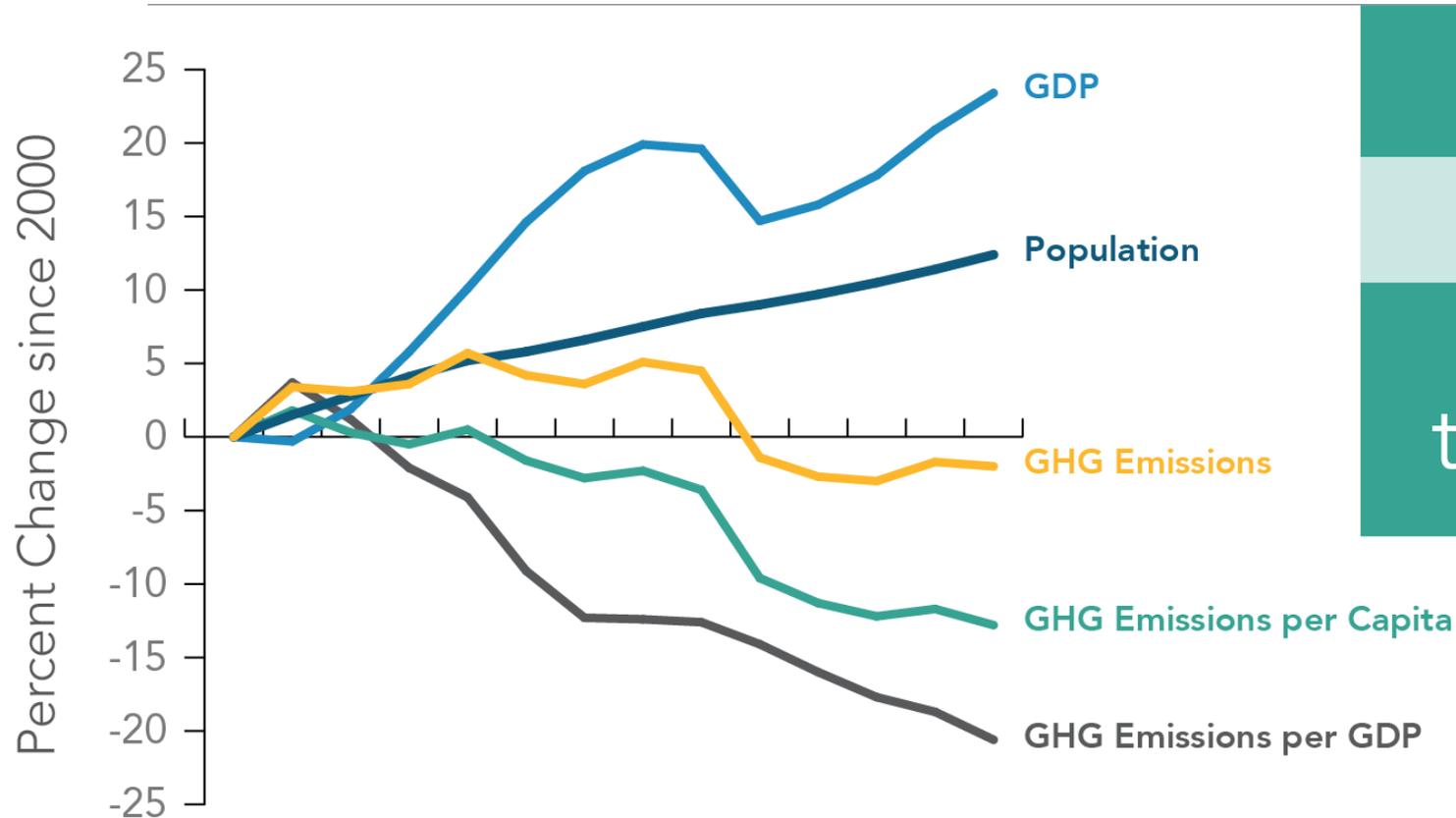
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# California's Greenhouse Gas Emissions



2016 Total CA Emissions: 429.4 MMTCO<sub>2</sub>e

# Growing Economy and Cleaner Energy



California is  
**ON TRACK**  
to achieve  
the goals of AB 32

# California's Climate Policy Portfolio

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Double building efficiency



Cleaner freight and goods movement



50% renewable power



Slash potent "super-pollutants" from dairies, landfills and refrigerants



More clean, renewable fuels



Cap emissions from transportation, industry, natural gas, and electricity



Cleaner zero or near-zero emission cars, trucks, and buses



Invest in communities to reduce emissions



Walkable/bikeable communities with transit



Protect and manage natural and working lands

# Scoping Plan Alternatives Considered

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- No Cap-and-Trade (Prescriptive Regulations)
  - Need new statutory authority
  - Fewer options to minimize leakage and higher cost than Scoping Plan
- Carbon Tax
  - No firm emissions limit and difficulty in setting right price to incent reductions
  - Difficult to make up unrealized reductions
- All Cap-and-Trade
  - No enhancement to LCFS may impede transportation fuel diversification
- Cap and Tax
  - Highest direct costs resulting in loss of industry, jobs, and GDP

# Climate Plan Provides Health Benefits in 2030

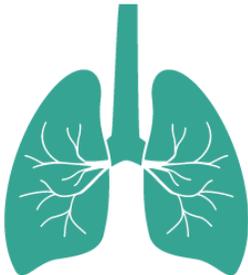
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AVOIDED  
PREMATURE DEATHS



~ 3,300

VALUE OF AVOIDED  
HEALTH IMPACTS



\$1.2-1.8 billion

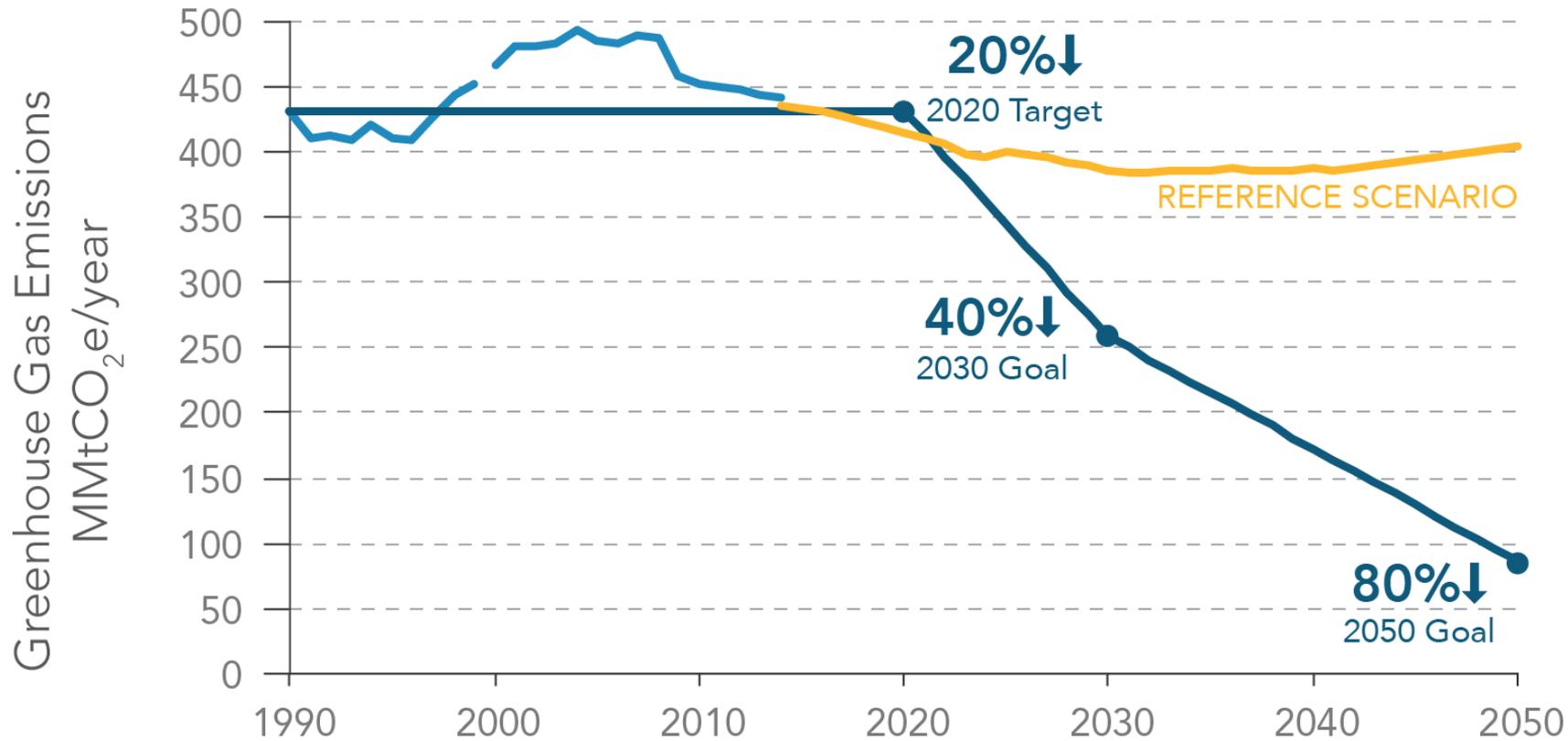
VALUE OF AVOIDED  
DAMAGES USING  
SOCIAL COST OF CARBON



\$1.9-11.2 billion

# California's Climate Strategy

## Vision for 2030



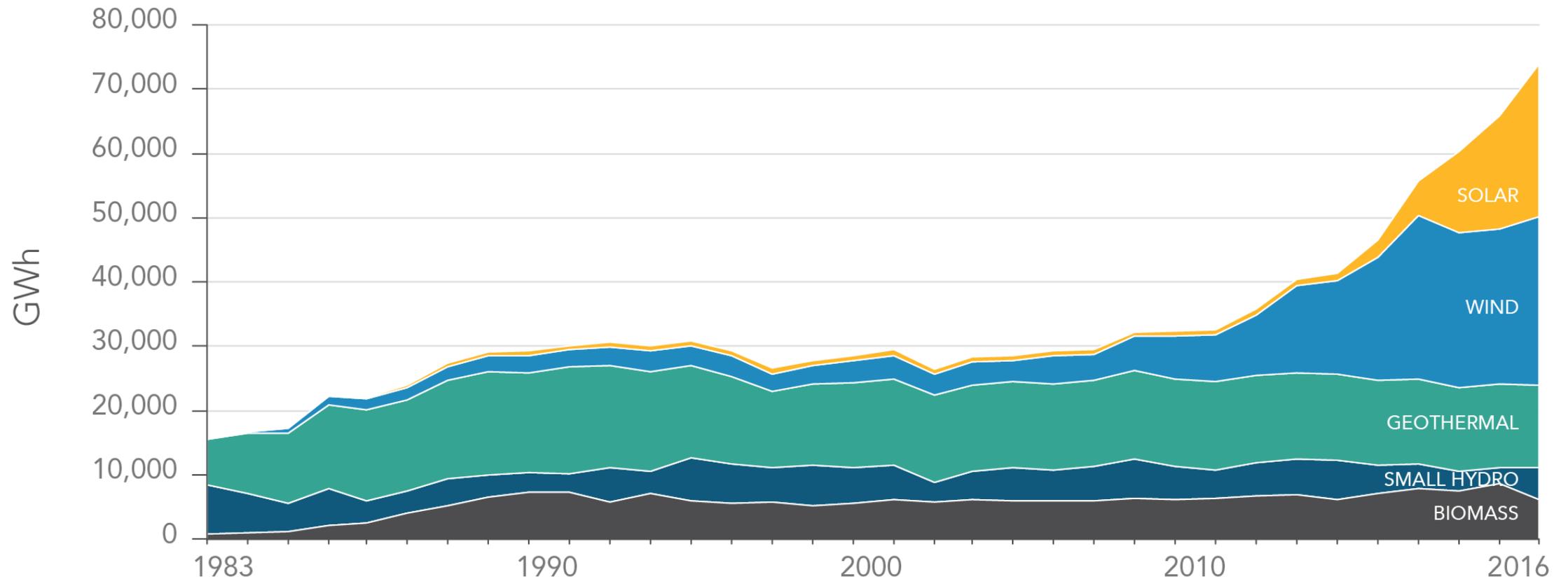
REDUCING GREENHOUSE  
GAS EMISSIONS TO

**40%↓**  
**1990** LEVELS

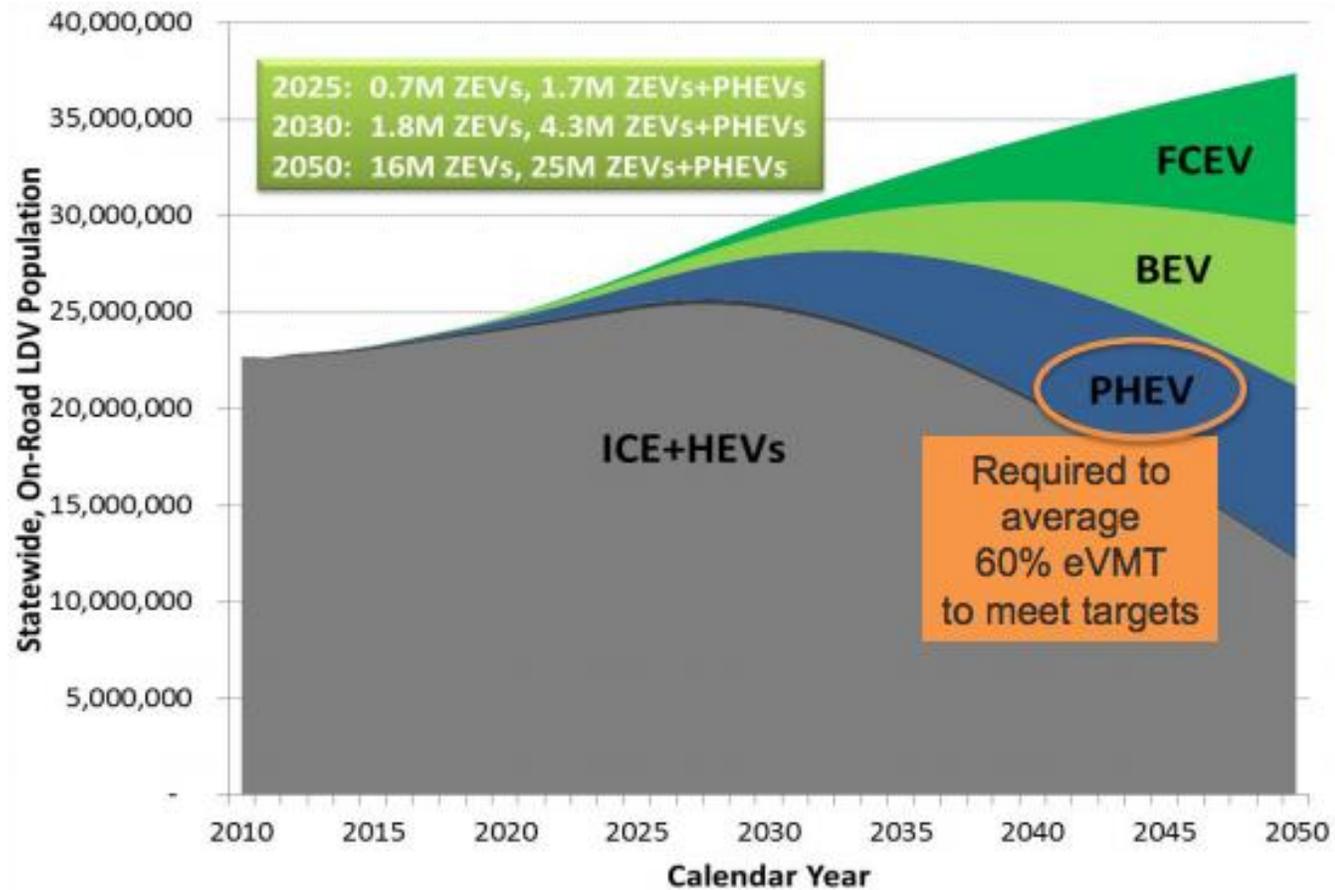
# Growing Energy Innovation

## Increasing Renewable Electricity Generation

(In-State and Out-of State)



# California's Clean Car Future



# Key Points Summary

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- This plan provides an achievable path for reaching the State's 2030 GHG target
- 2030 target is a milestone on the way to achieve greater reductions needed to stave off the catastrophic impacts of climate change
- We need to continue to evaluate and incorporate additional opportunities to reduce GHGs, criteria, and air toxics emissions as they become cost-effective and technologically feasible
- Implementation of the SP measures must not disproportionately impact low-income communities
- Continue to monitor, adjust, and enforce existing air quality programs, in addition to implementing AB 617

# California's Subnational Climate Leadership

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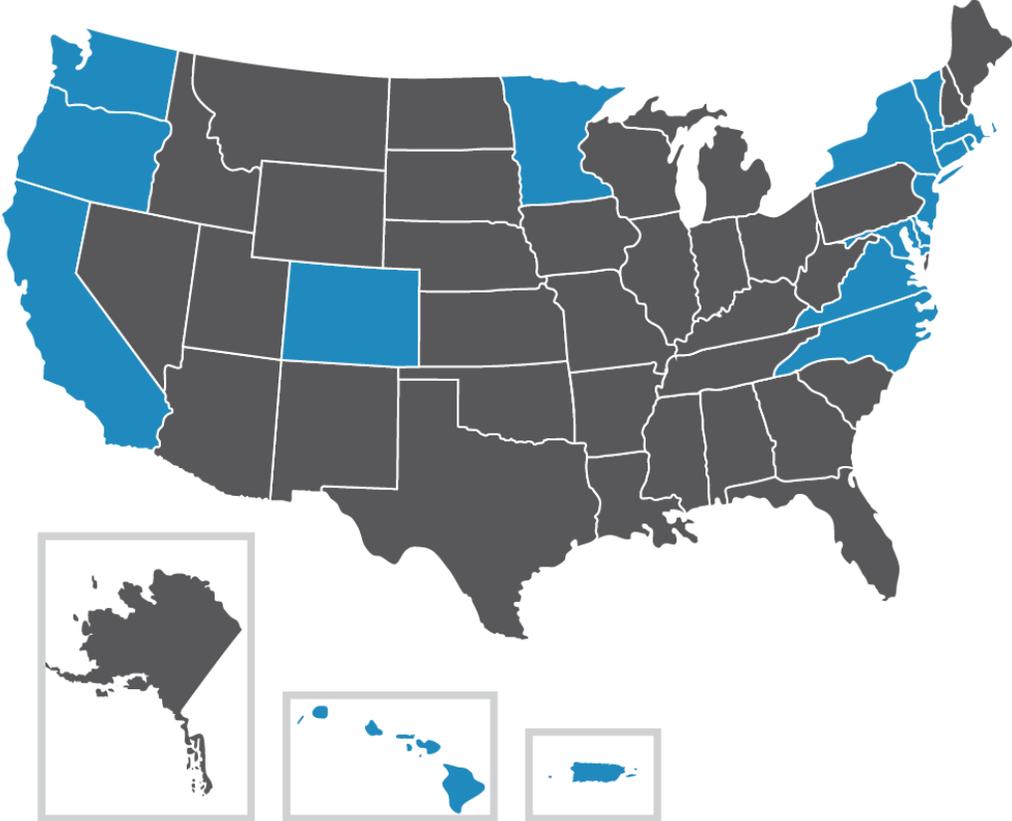
- AB 32 already having national and international impact
- Lessons learned
  - Co-benefits
  - Public participation and transparency

# California's Subnational Climate Leadership

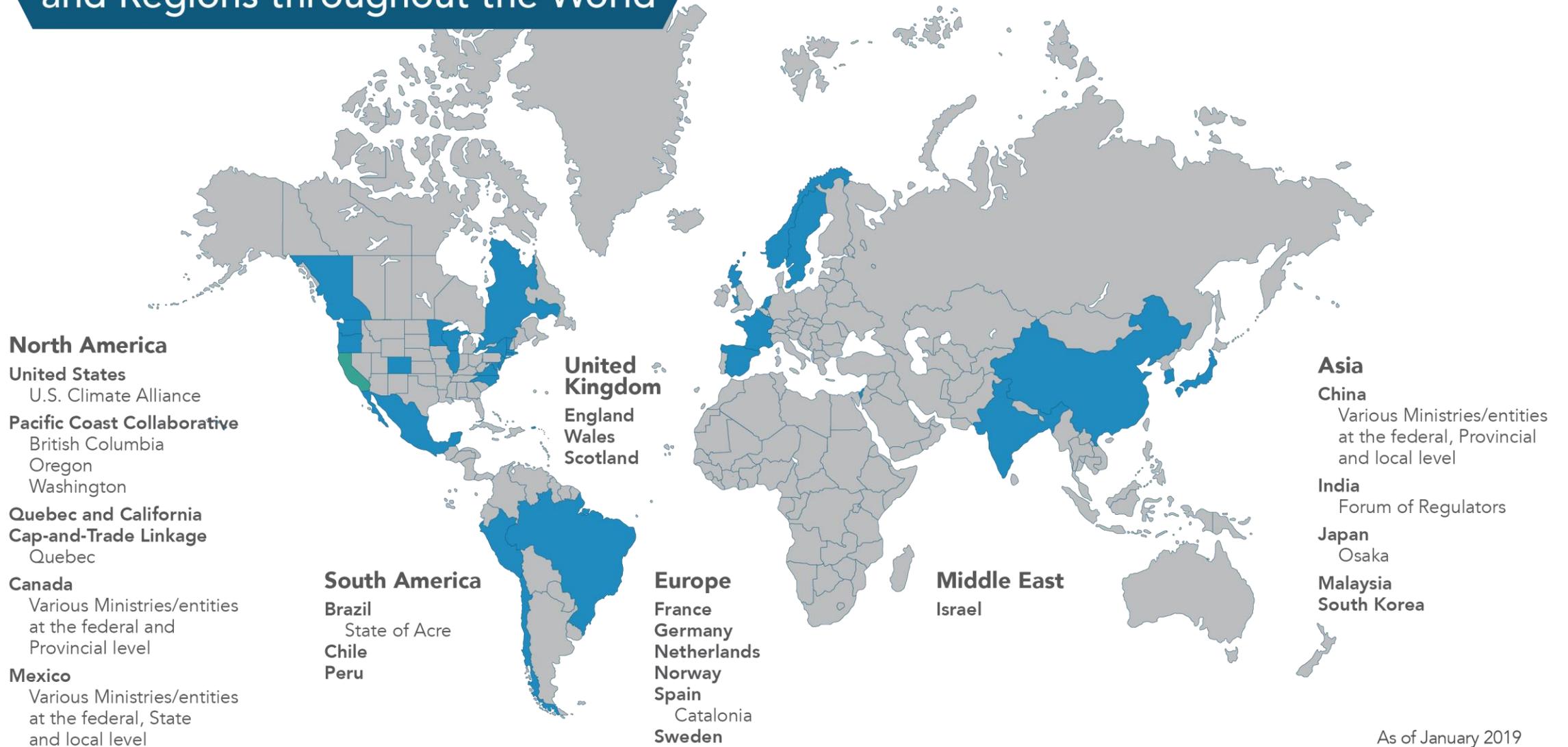
UNDER2 MOU



U.S. CLIMATE ALLIANCE



# California Agreements with States and Regions throughout the World



As of January 2019

# Information

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CARB Website: <https://www.arb.ca.gov/cc/scopingplan/scopingplan.htm>

California's 2017 Climate Change Scoping Plan:  
[https://www.arb.ca.gov/cc/scopingplan/scoping\\_plan\\_2017.pdf](https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf)

Contact Person: Rajinder Sahota, (916) 323-8503, [Rajinder.Sahota@arb.ca.gov](mailto:Rajinder.Sahota@arb.ca.gov)

# Cap-and-Trade Program

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Program Overview and Tribal Engagement



# Cap-and-Trade: Program Goals

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- Ensure AB 32 and SB 32 GHG goals are realized through a strict limit
- Provide compliance flexibility to achieve cost-effective reductions
- Allow price signal to motivate long-term investment in cleaner fuels and energy efficiency
- Complement existing programs to reduce smog and air toxics
- Facilitate integration of regional, national, and international GHG reduction programs
- First adopted in 2012, with compliance obligations starting in 2013

# Cap-and-Trade: Overview

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- Program Coverage (~80% of statewide emissions)
  - Stationary sources with emissions  $\geq 25,000$  metric tons of carbon dioxide equivalent (MTCO<sub>2</sub>e) per year
  - Generators and importers of electricity
  - Emissions from the combustion of supplied fuels and natural gas
- Allowance Budget (Cap)
  - 358.3 MMTCO<sub>2</sub>e (2018); 334.2 MMTCO<sub>2</sub>e (2020); 200.5 MMTCO<sub>2</sub>e (2030)
- Compliance Obligation
  - Calculated annually based on actual reported and verified emissions
  - Covered entities must acquire and surrender compliance instruments that match emissions at the end of multiyear compliance periods

# Cap-and-Trade: Allowances

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- Allowance: A limited tradable authorization to emit up to one MTCO<sub>2</sub>e
- Distribution of State-owned allowances
  - Direct allocation (free allowances)
    - Industrial producers: Transition assistance/Leakage prevention
    - Electric utilities and natural gas suppliers: Ratepayer benefits
  - Allowance Price Containment Reserve
  - State-held quarterly auctions
    - 2019 Reserve (floor) price: \$15.62
    - 25 auctions to date (17 were joint auctions)
    - \$9.47 billion placed in Greenhouse Gas Reduction Fund

# Cap-and-Trade: Offset Credits

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- Offset credits: A tradable compliance instruments that represent verified GHG emission reductions or removal enhancements made in sources outside of the Program
- Usage limits
  - Up to 8% of entity's compliance obligation 2013-2020
- AB 32 criteria: Real, permanent, quantifiable, verifiable, enforceable, and additional
  - 6 adopted protocols (U.S. Forests, Urban Forests, Dairy Digesters, Ozone Depleting Substances, Mine Methane Capture, Rice Cultivation)
- Offset credit issuance
  - Issued directly by CARB or a linked jurisdiction
  - ~141 million issued to date (>112 million for forest projects)

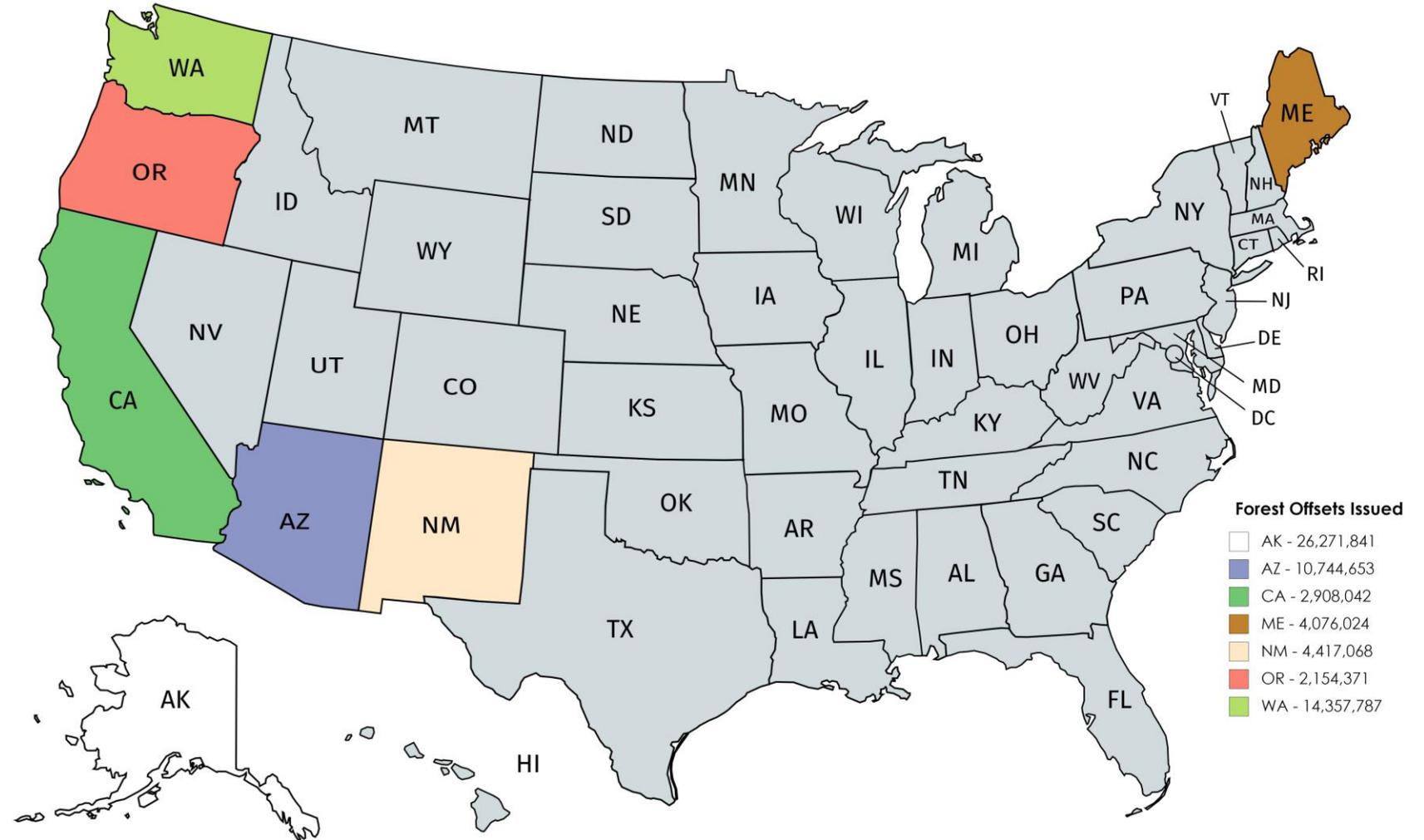
# CARB-Tribal Engagement

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- Cap-and-Trade Program and Forest Offsets
  - 2009-2010 – Regulatory Design Phase
  - 2010 – CalEPA Tribal Advisory Committee; Yurok Tribe Advocacy and Consultation; participation in public workshops and Board hearings
  - 2011 – Developed regulatory language that ensures tribal projects are eligible, recognizing unique sovereign nature and needs of CARB implementation of the offsets program
  - 2014 – Yurok project is first to receive forest offset credits under the Program
    - 7 tribes and 2 Alaska Native Corporations have projects to date
    - ~58% of forest offset credits have gone to these projects
  - Building on government-to-government relationship with tribes interested in participating in Program

# Tribal and Alaska Native Projects by State

- 11 Tribal Lands/AK Native Corp. projects
- 3 in California
- 9 projects > 1 million credits each
- 3 largest projects (per credits issued)



Created with mapchart.net ©

# Cap-and-Trade: Recent updates

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- In 2017, Legislature passed AB 398 and AB 617
  - AB 398 provides direction on a post-2020 Cap-and-Trade Program
  - AB 617 focuses on reducing exposure to criteria and toxic pollutants in California's disadvantaged communities
- Last week, our Board adopted amendments to the Cap-and-Trade Program pursuant to AB 398, including:
  - Instituting a price ceiling and restructured strategic reserve to commence in 2021
  - Reducing the offset credit usage limit
  - Requiring that no more than ½ of offsets limit comes from projects that do not provide direct environmental benefits in the State

# Next Steps

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- New amendments set to take effect April 1, 2019
- Commence public process to update existing Compliance Offset Protocols
- Annual progress reports to Board on Program implementation
- Continuing collaboration with tribes through the Cap-and-Trade Compliance Offset Program
- Expand engagement to opportunities in other CARB programs

# Information

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CARB Website: <https://www.arb.ca.gov/cc/capandtrade/capandtrade.htm>

Offset Listing Requirements for Tribes:

<https://www.arb.ca.gov/cc/capandtrade/offsets/offset-tribes.htm>

Contact Person: Jason Gray, (916) 324-3507, [Jason.Gray@arb.ca.gov](mailto:Jason.Gray@arb.ca.gov)

# California Climate Investments

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OVERVIEW AND FUNDING OPPORTUNITIES FOR TRIBES



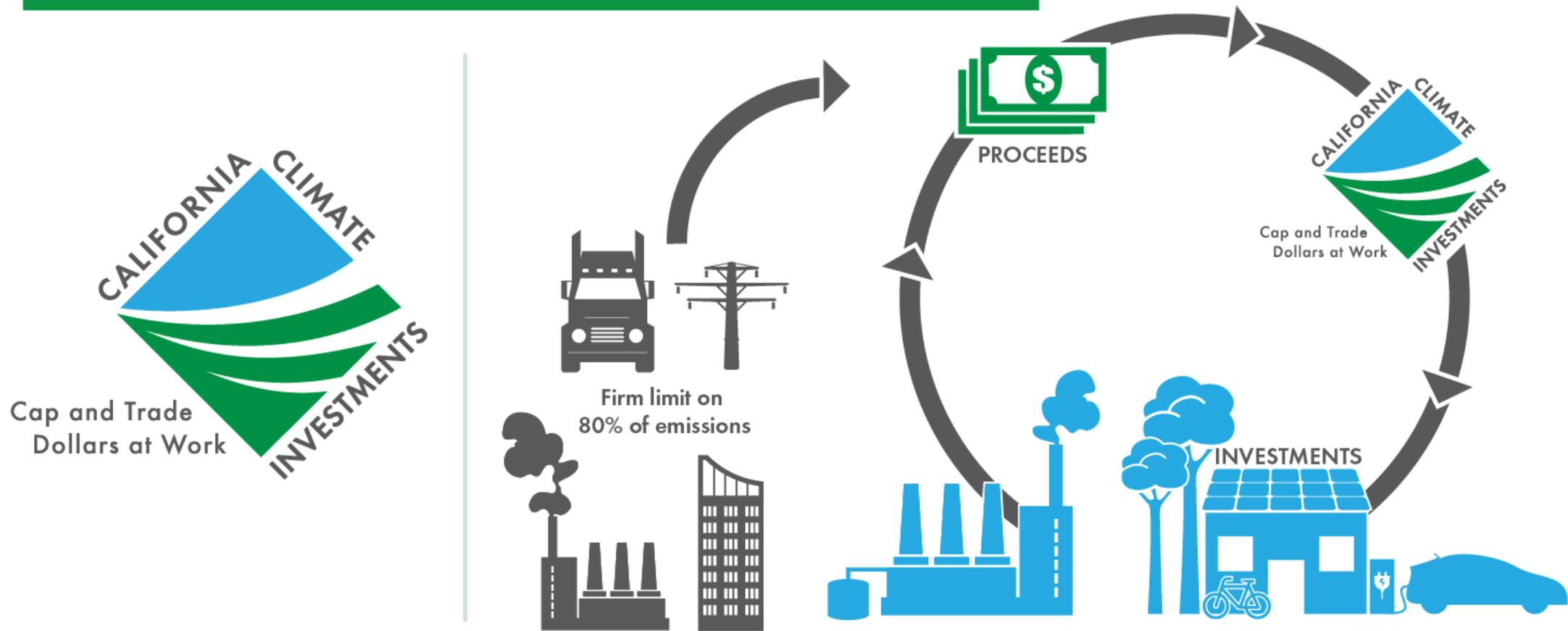
# What is California Climate Investments?

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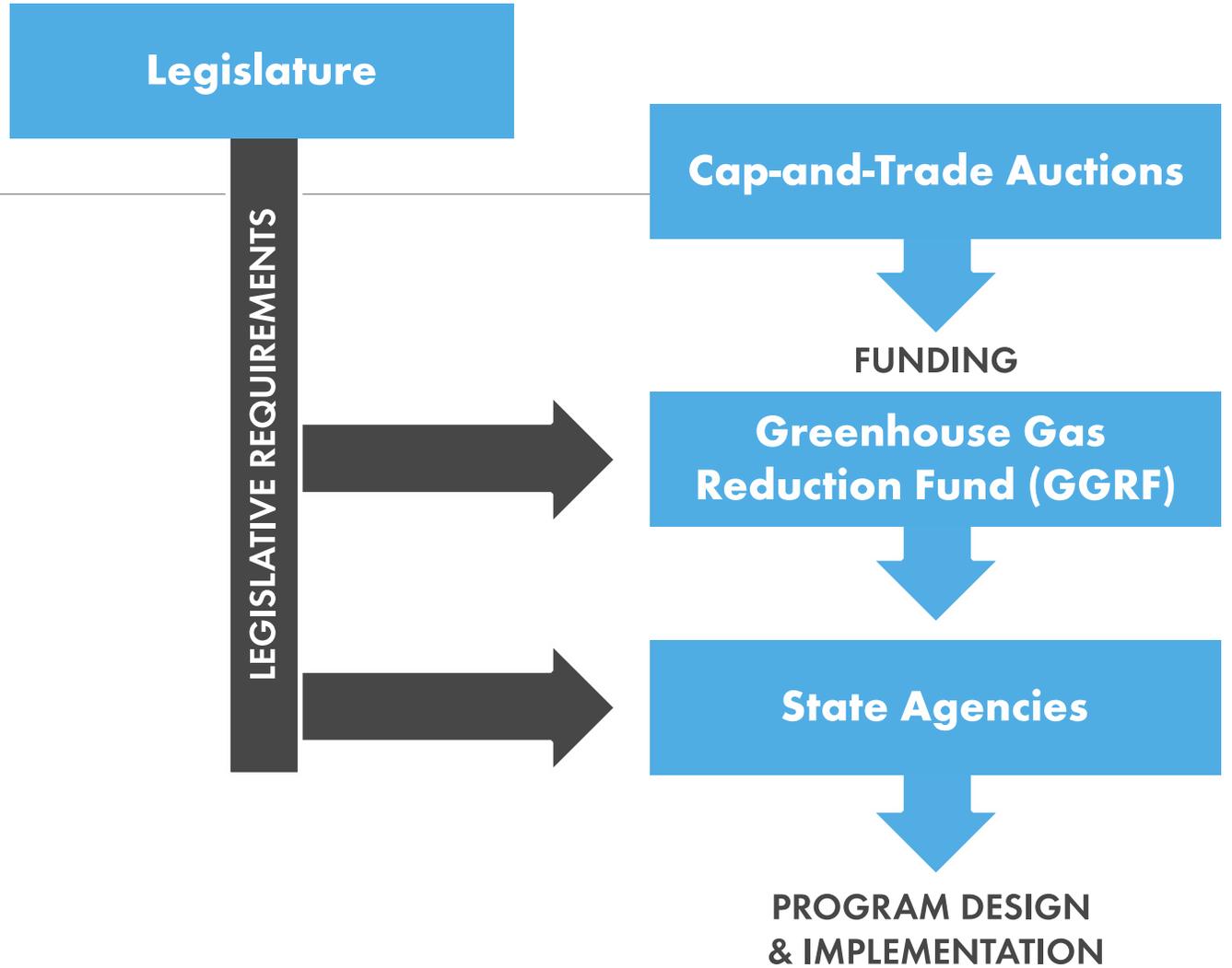


A statewide initiative that puts billions of Cap-and-Trade dollars to work reducing greenhouse gas emissions, strengthening the economy and improving public health and the environment — particularly in disadvantaged communities

# Overview of California Climate Investments using Cap-and-Trade Auction Proceeds



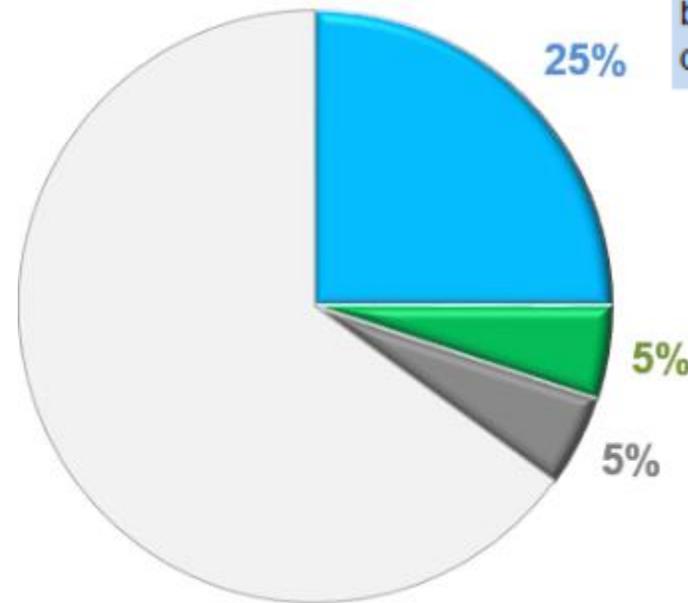
# Funding Flow



# Funding Priorities

\$8.4B appropriated to date to:

- Facilitate greenhouse gas emission reductions
- Invest in disadvantaged and low-income communities
- Provide other community benefits

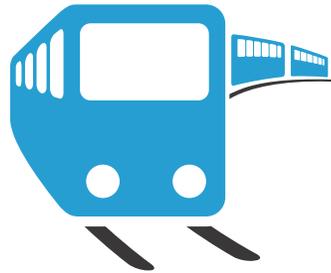


At least 25% of funds are for projects located in and benefiting people living in disadvantaged communities.

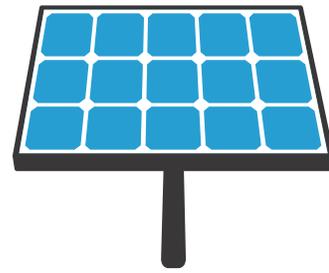
At least 5% of funds are for projects located in and benefiting low-income households or low-income communities anywhere in the State.

At least 5% of funds are for projects located in and benefiting low-income households or low-income communities that are within 1/2 mile of a disadvantaged community.

# Program Types



*Sustainable Communities  
& Clean Transportation*



*Energy Efficiency  
& Clean Energy*



*Natural Resources  
& Waste Diversion*



# Administering Agencies



# CARB Dual Role

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- Assistance on overall administration
  - Guidance for 19+ agencies, across 35+ programs
  - Transparency and accountability
  - Program development & quantification
- Administer Funding Programs
  - e.g. Low Carbon Transportation



# CARB Climate Investment Programs

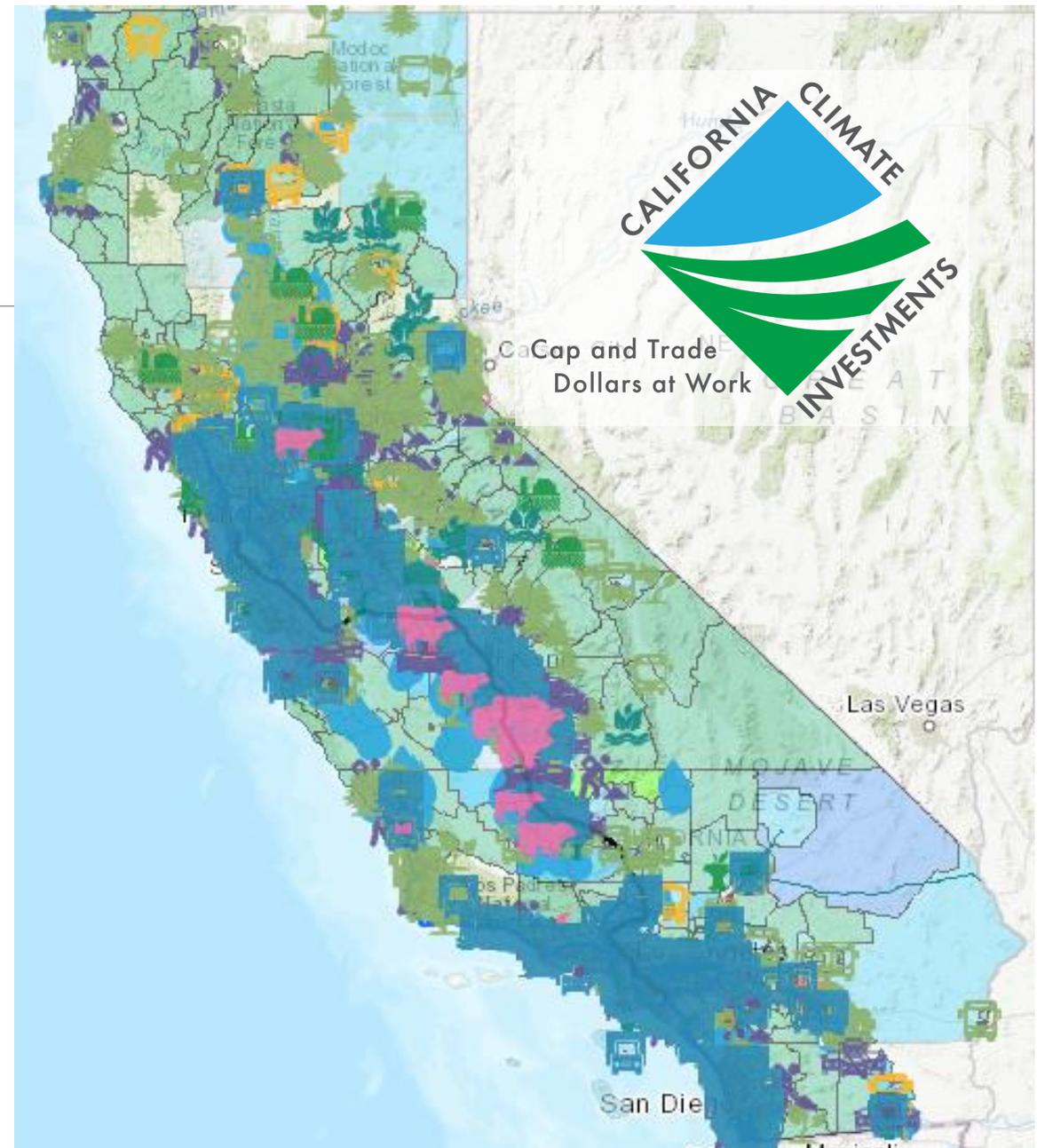
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- Community Air Protection Funds
- Community Air Grants
- Low Carbon Transportation Program
- Woodsmoke Reduction Program
- Agricultural Replacement Measures for Emission Reductions (FARMER)



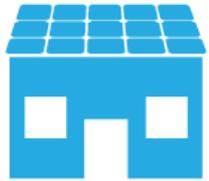
# Outcomes

- Climate Investments Website: [www.caclimateinvestments.ca.gov](http://www.caclimateinvestments.ca.gov)
- Annual Report
  - Summary of programmatic investments and cumulative data
- Project Map
  - Project-level information





# Cumulative Project Outcomes



**68,000 projects installing efficiency measures in homes**



**180,000+ rebates issued for zero-emission and plug-in hybrid vehicles**



**258,000+ acres of land preserved or restored**



**20,000+ trees planted in urban areas**



**1.5 million trees planted to restore forests damaged by wildfire**



**330+ transit agency projects funded, adding or expanding transit options**



**2,600+ affordable housing units under contract**



**215,000+ individual projects implemented**

As of May 2018

# CCI Resources

[www.caclimateinvestments.ca.gov](http://www.caclimateinvestments.ca.gov)



@CAClimateInvest

[info@caclimateinvestments.ca.gov](mailto:info@caclimateinvestments.ca.gov)

[1-800-757-2907](tel:1-800-757-2907) • [Hablamos Español](#)

## Website Includes:

[Funding Wizard](#)

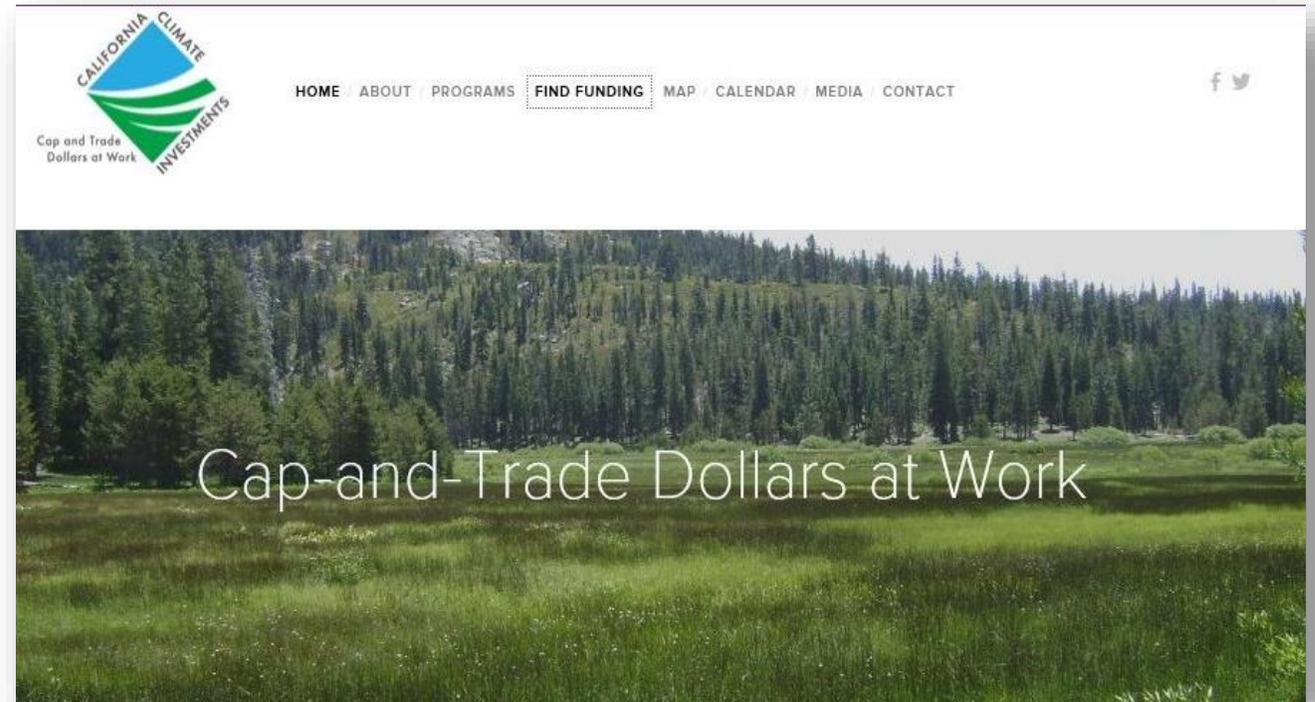
[Contacts](#)

[Calendar of Events](#)

[Program Links](#)

[Social Media](#)

[Map of Projects](#)



# Information

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CARB Website: <https://ww2.arb.ca.gov/our-work/programs/california-climate-investments>

2018 Annual Report: <http://www.caclimateinvestments.ca.gov/annual-report/>

Contact Person: Matthew Botill, (916) 445-0266, [ggrfprogram@arb.ca.gov](mailto:ggrfprogram@arb.ca.gov)

# 4. AB 617

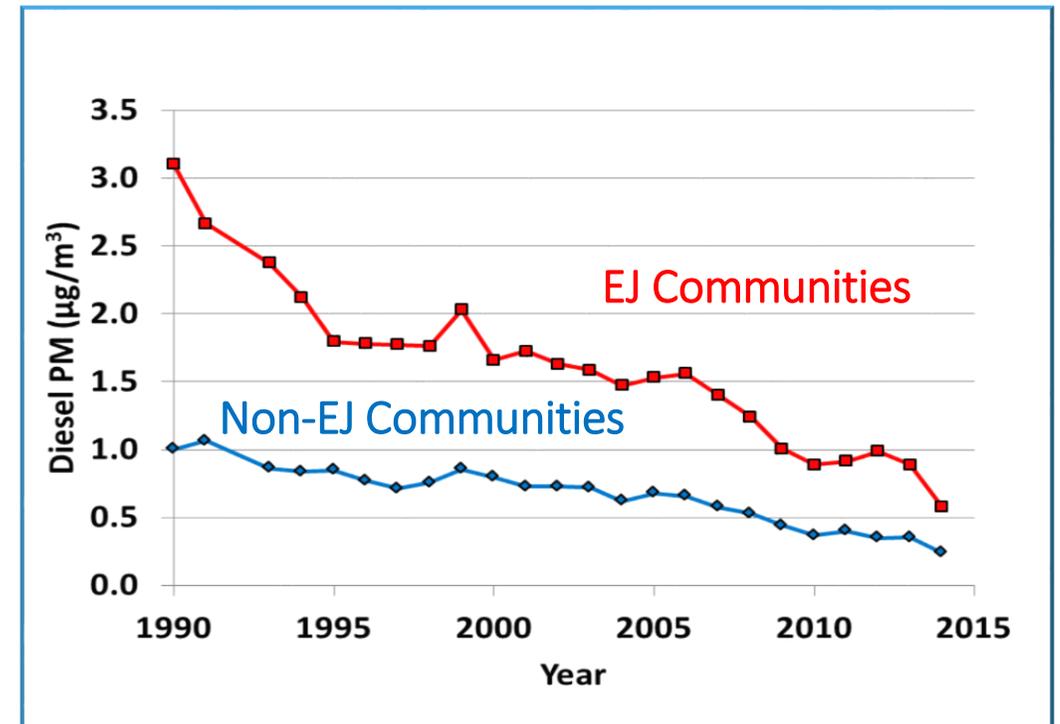
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UPDATE ON COMMUNITY AIR PROTECTION PROGRAM



# Motivation for AB 617

- Historical focus on regional air quality
- Significant improvement, but disproportionate burdens remain
- Need for community-level focus
- Address cumulative exposure
- Take advantage of advances in monitoring technologies



# Building a Community-Focused Framework

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PARTNERSHIPS  
WITH COMMUNITIES



NEW STATEWIDE  
STRATEGIES TO  
REDUCE EMISSIONS



TARGETED  
COMMUNITY  
CLEAN AIR PLANS



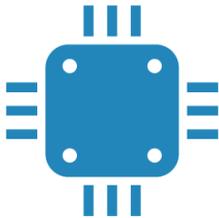
METRICS  
TO TRACK &  
REPORT PROGRESS



COLLABORATIONS  
WITH LAND USE  
& TRANSPORTATION  
AGENCIES



CLEAN TECHNOLOGY  
INCENTIVE INVESTMENTS



EXPANDED  
AIR MONITORING



IMPROVED  
DATA  
ACCESSIBILITY

# AB 617 Community Air Grant Recipients



## Initial \$10 million supports:

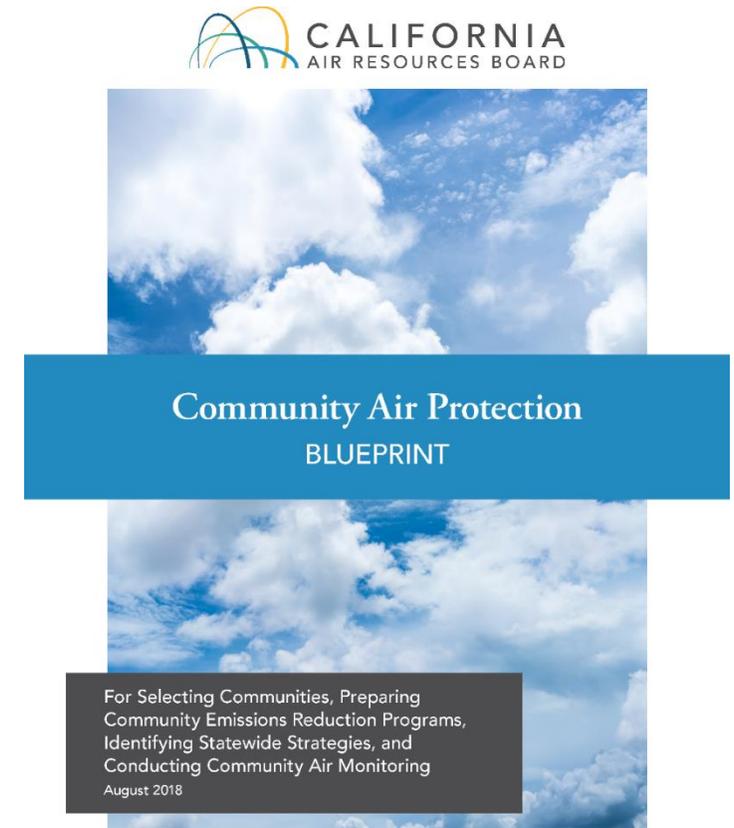
- Community-operated air monitoring
- Technical training and education
- Action plans to reduce local toxic air pollution
- Increasing residents' engagement

Additional \$5 million for second round of grants in 2019

# Blueprint for Program Implementation

Defines statewide strategies and sets requirements for:

- Public engagement and community partnerships
- Selecting communities
- Conducting community air monitoring
- Developing community emissions reduction programs



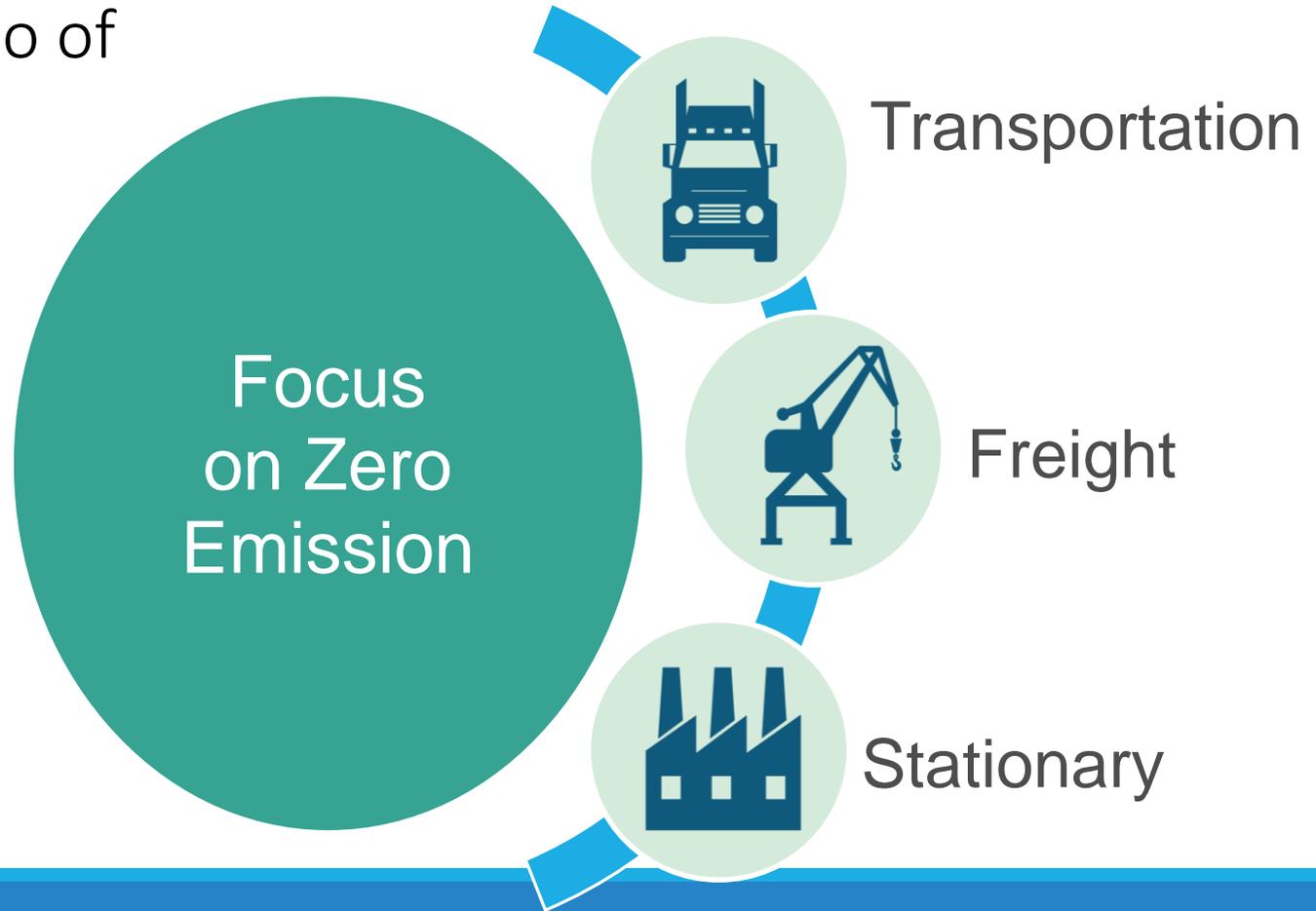
# Community Air Grants Program Consultation Group

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- Provides opportunity for discussion about the program
- Complements other outreach and consultation efforts, including public workshops, community meetings, CalEPA TAC meetings, and discussions with individual organizations, stakeholders, and tribes
- Includes the following representation:
  - Tribal member – Jana Ganion, Blue Lake Rancheria Tribe
  - Environmental justice
  - Air districts
  - Industry
  - Academia
  - Public health
  - Local government

# New Regulations for Key Sources Impacting Communities

- Comprehensive portfolio of statewide actions
- Many coming to the Board in next few years
- BARCT – cleaner control technologies



# Investing in Clean Technologies in Burdened Communities

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## 2017-2018 State Budget

- \$250 million in funding for early reductions from mobile sources

## 2018-2019 State Budget

- Additional \$245 million in funding for both mobile and stationary sources
- Focus on zero emission technologies
- Projects must reflect community priorities

The set of 10 initial communities serve as statewide models



# Additional Action in Initial Set of Communities

Air districts will work with communities to implement:

- Community emissions reduction programs
- Community air monitoring



# Additional Implementation Elements

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## TECHNOLOGY CLEARINGHOUSE

Best available control technologies

Stationary, area-wide, and mobile sources

## EMISSIONS REPORTING

Annual reporting for specified facilities

Development of uniform methodologies

## RESOURCE CENTER

Land use and transportation strategies

Community air monitoring resources

Health, education, and outreach

# Information

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CARB Website: <https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program>

Community Air Program Protection Blueprint: <https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program/community-air-protection-blueprint>

Contact Person: Trish Johnson, (916) 445-3365, [trish.johnson@arb.ca.gov](mailto:trish.johnson@arb.ca.gov)

# 5. SB 350 Barrier Study & Education and Outreach Strategic Roadmap

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EQUITABLE ACCESS TO CLEAN TRANSPORTATION  
AND MOBILITY OPTIONS



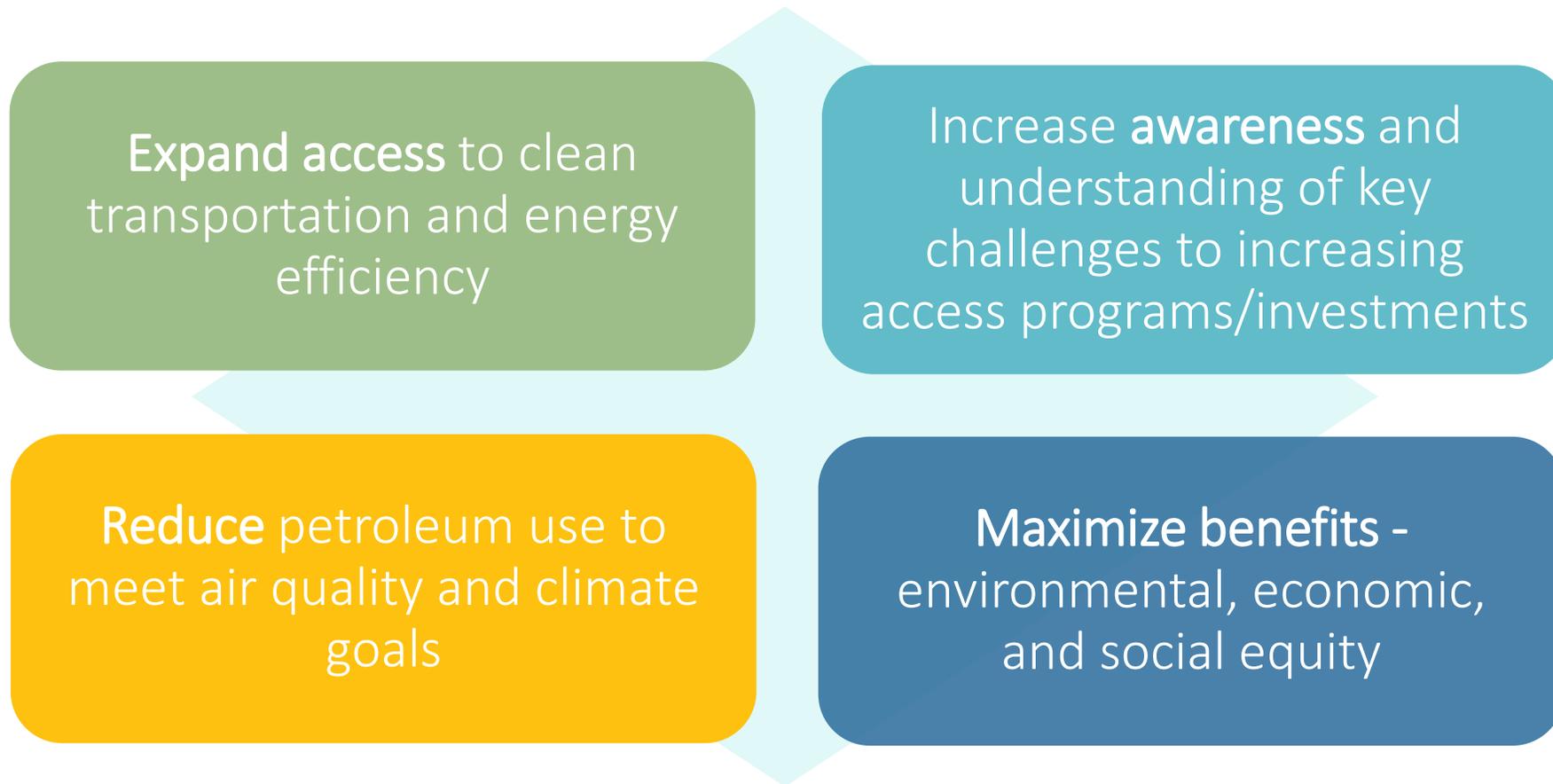
# SB 350 Background

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- Clean Energy and Pollution Reduction Act of 2015
- Prioritizes reducing GHGs through various clean energy and clean air policies, including:
  - Widespread transportation electrification
  - Procuring energy from renewable sources
  - Energy efficiency and conservation
- Requires CEC and CARB to identify barriers to clean energy and transportation access for low-income residents

# SB 350 Goals – Equity Focus

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# Developing the SB 350 Guidance Document

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- Engaged Low-Income Residents and Disadvantaged Communities
  - Public Roundtables
  - Community-based Events
  - Environmental Justice Meetings
  - One-on-One Interactions
  - State and Local Agency Coordination
- Analyzed various barriers to accessing clean transportation
  - Case study and literature communities reviewed in depth to understand barriers

# Case Study Communities

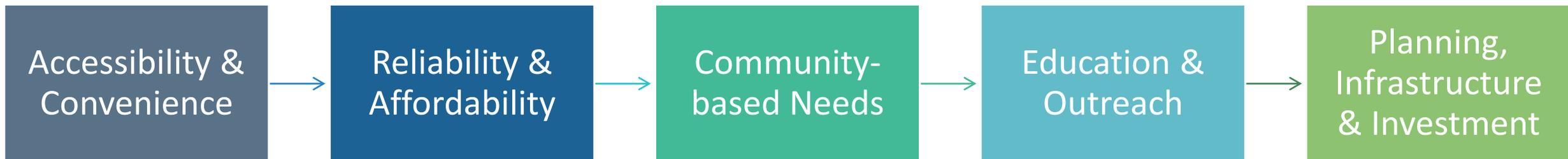
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- Selected four communities based on stakeholder input and represent different geographic regions, demographic characteristics and community types
  - Huntington Park
  - Huron
  - North Richmond
  - Redwood Valley
- Community recommendations for tribal lands in Redwood Valley
  - Address safety to improve active transportation and follow-through with proposed bike and trail projects
  - Subsidized vanpooling or shared car services
  - Transportation planners seek more input from tribal groups on needs and barriers
  - Increased outreach and education to better inform of available programs/services

# Guidance Document Highlights: Barriers and Opportunities

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- 5 main barrier categories identified for analysis
- Characteristics identified to inform potential opportunities to increase access
- Importance of understanding community needs and increasing education and awareness



# CARB Priority Recommendations and Key Actions

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- |          |  |           |   |
|----------|--|-----------|---|
| <b>1</b> | Expand Community Needs Assessments           | <b>2*</b> | Develop an Outreach Plan Roadmap              |
| <b>3</b> | Develop Regional One-Stop-Shops              | <b>4</b>  | Develop Grant/Solicitation Guiding Principles |
| <b>5</b> | Maximize Economic Opportunities and Benefits | <b>6</b>  | Expand Funding and Financing Opportunities    |

# Outreach Plan Roadmap – Key Elements

## AUDIENCE

- Statewide outreach partners

## PURPOSE

- Better understand outreach resource needs
- Increase participation in clean transportation programs

## GOALS

- Improve **coordination**, content development, tailoring and delivery of information
- Increase **awareness** of clean transportation and mobility options
- Allow for **flexibility** to adapt statewide strategies to meet community needs

# Strategy 1: Build Understanding of the Current State of Outreach Efforts and Gaps



MISSION

- Improve awareness of existing programs
- Identify how outreach differs for target audience
- Assess outreach gaps
- Develop strategies to align/coordinate outreach



VISION

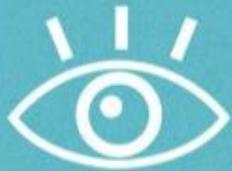
- Matrix of Existing Marketing Education and Outreach Activities
- Matrix of Transportation Programs
- Outreach Coverage Map
- Coordination, Alignment and Outreach Best Practices

## Strategy 2: Build and Maintain Partnerships



MISSION

- Develop partnership networks to facilitate collaboration/coordination
- Maximize outreach effectiveness
- Streamline outreach and expand the reach of program awareness and participation



VISION

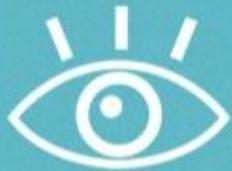
- Coalition of State and Local Level Outreach Providers
- Regional Networks and Support System
- Stakeholder and Community Organization Directory
- Sharing Platform

# Strategy 3: Engage Community and Identify Outreach Needs



MISSION

- Leverage existing transportation needs assessments
- How best to engage low-income communities
- Identify priority areas for targeted outreach
- Criteria for identifying community outreach needs



VISION

- Identify and Evaluate Existing Assessments
- Identify Target Regions
- Framework for Community Engagement
- Community Outreach Needs Assessment Checklist

# Strategy 4: Dynamically Develop Targeted Outreach



MISSION

- Develop statewide and regional/community specific strategies and outreach materials



VISION

- Statewide Outreach Material Development
- Outreach Campaign Toolkit
- Regional Training Support
- Regional Outreach Pilot Projects
- Expand Education Opportunities

# Strategy 5: Measure Outreach and Education Efficacy



MISSION

- Develop qualitative and quantitative outreach metrics to set reasonable goals and track progress toward these goals
- Support flexibility in altering efforts based on lessons



VISION

- Community Engagement Evaluation
- Marketing Education and Outreach Metrics
- Outreach Outcomes Mapping Tool

# Next Steps

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- Release Public Draft of Outreach Roadmap in early 2019 for review and comment
- Conduct Ongoing stakeholder and community engagement
- Finalize Roadmap and begin implementation

# Information

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CARB Website <https://ww2.arb.ca.gov/our-work/programs/accessible-clean-transportation-options-sb-350>

Final Guidance Document <https://ww2.arb.ca.gov/resources/documents/carb-barriers-report-final-guidance-document>

Contact Person: Violet Martin, (916) 322-6366, [violet.martin@arb.ca.gov](mailto:violet.martin@arb.ca.gov)

# 6. Woodsmoke Reduction Program

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PROGRAM OVERVIEW AND FRAMEWORK,  
LEGISLATION, KEY COMPONENTS, AND ELIGIBILITY  
CRITERIA



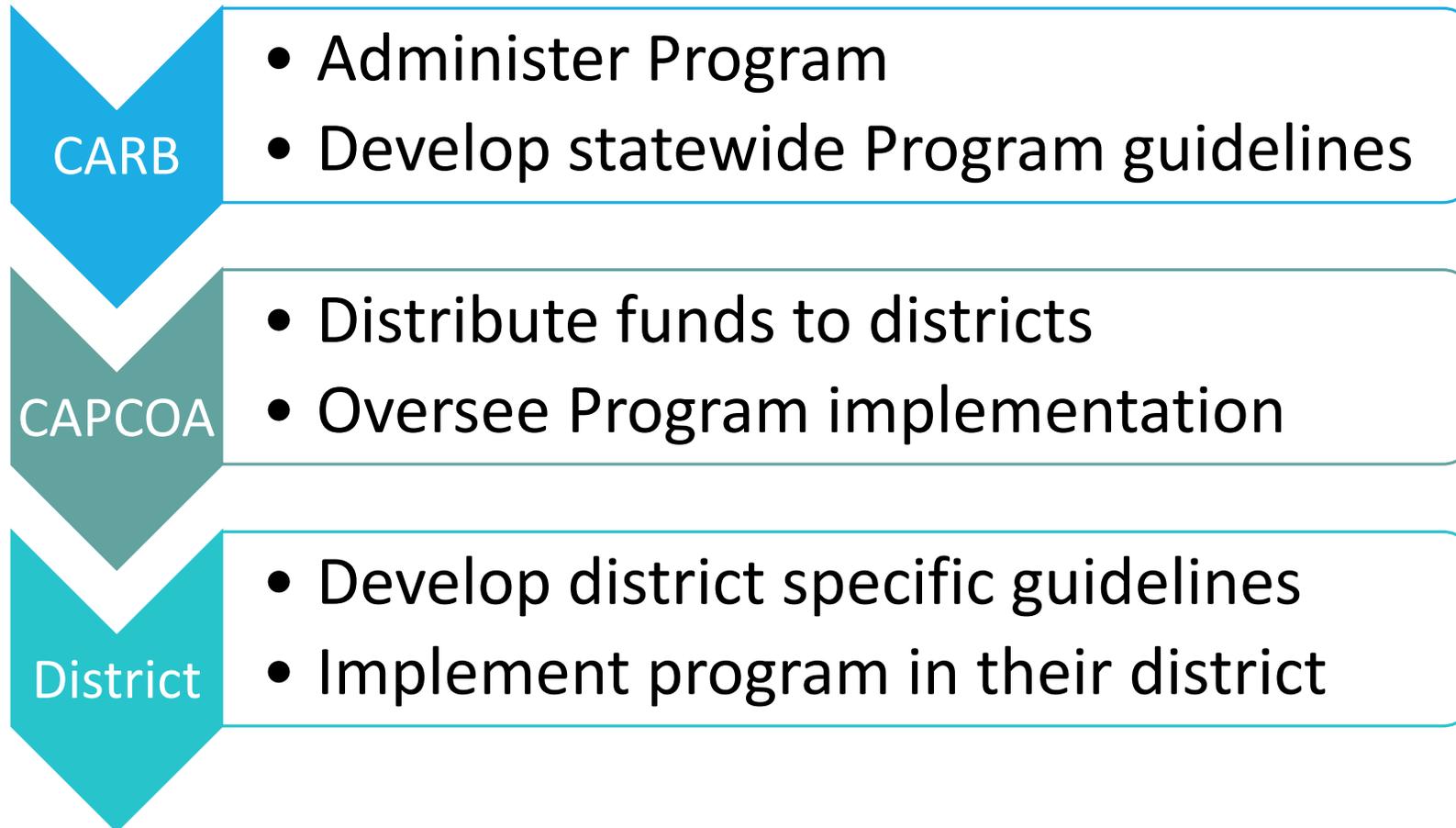
# Program Overview

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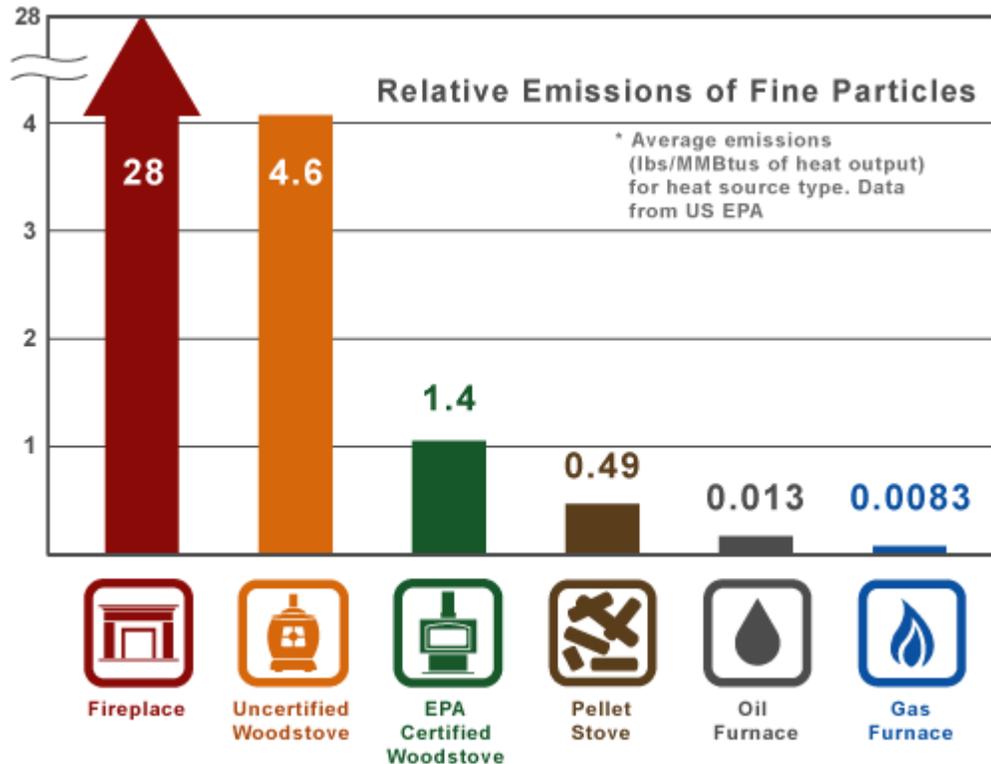
- The Woodsmoke Reduction Program offers financial incentives for homeowners to replace old, inefficient, and highly polluting wood stoves, wood inserts, or fireplaces with cleaner burning and more efficient home heating devices.
- California residents (including tribal residents) using uncertified wood stoves/inserts or fireplaces as their primary heat source may be eligible for incentives towards the purchase and installation of qualifying devices.
- The incentive amounts vary depending on the location of the residence and the household income, with some households qualifying for the full replacement cost.
- CARB administers the program to promote the voluntary replacement of old wood-burning stoves with cleaner and more efficient alternatives.
- The Program is implemented by the California Air Pollution Control Officers Association (CAPCOA) in coordination with local air pollution control districts or air quality management districts (Districts). CAPCOA will determine how much funding will be available to each District participating in the Program.

# Program Structure

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# Why Retire Uncertified Wood Stoves?



- Residential wood stoves produces GHGs, fine particulate matter, black carbon, carbon monoxide, volatile organic compounds, and hazardous air pollutants
- Residential wood stoves are forecasted to be the largest individual source of anthropogenic black carbon in 2030 absent implementation programs
- These emissions have serious health and climate impacts
- Reduction in black carbon is necessary to meet California’s climate and goals and ambient air quality standards for fine particulate matter

Source: “Consumers: Energy Efficiency and Wood-Burning Stoves and Fireplaces”  
”<http://epa.gov/burnwise/energyefficiency.html>”

# Legislative Framework

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## Senate Bill 563

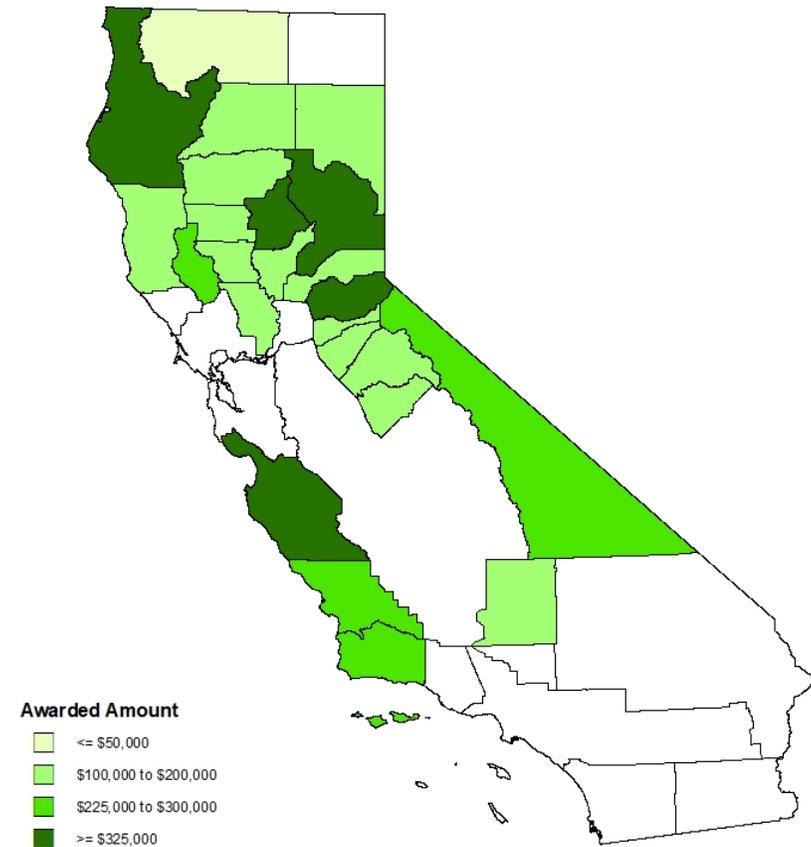
- Established the Woodsmoke Reduction Program
- Authorized monies from the Greenhouse Gas Reduction Fund to be allocated for incentives

\$5 million in 2016-2017 budget

\$3 million in 2018-2019 budget

# Districts Participating in the Program

- 24 districts participate in the program
- Allocations range from \$50 K to \$425K between 2016-2017



# Key Elements

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- Provide incentives for a voluntary replacement of uncertified wood burning devices used as a primary source of heat
  - Enhanced vs. standard incentives
  - Vouchers vs. rebates
- Maximize benefits to priority populations
- Achieve greenhouse gas emission reduction as well as important co-benefits

Households considered 'Priority Population' may be able to replace their old device at no cost.

# Co-Benefits

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- Improve indoor and outdoor air quality
- Improve visibility
- Reduce heating cost
- Increase safety
- Improve comfort

# How to Qualify for the Program?

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Contact your local air district

- Check if the district participates in the program
- Obtain an application from the air district

Check if your existing home heating device qualifies for the program

- Is your primary source of heat an uncertified wood stove/insert or a fireplace?

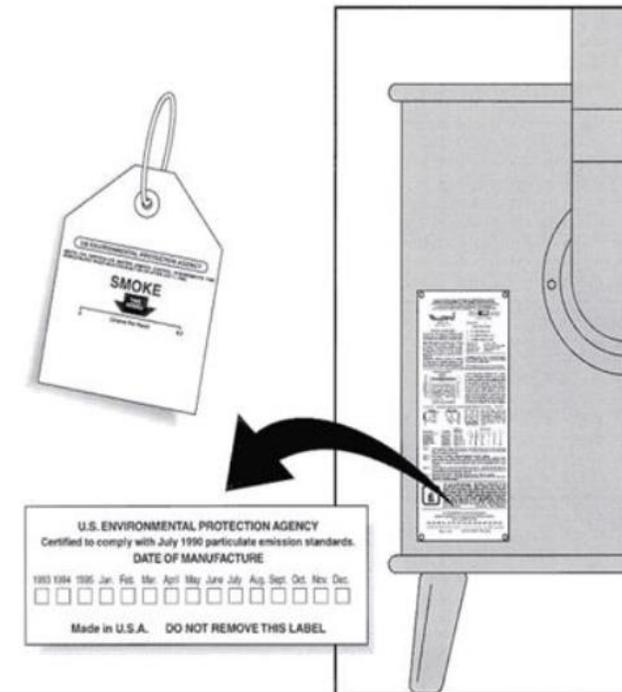
Submit an application to your local air district

- Applicant must agree to:
  - Select an eligible replacement device
  - Have it professionally installed
  - Surrender the old wood stove or insert for recycling
  - Get trained on proper device operation and maintenance

# Identifying Uncertified Stoves

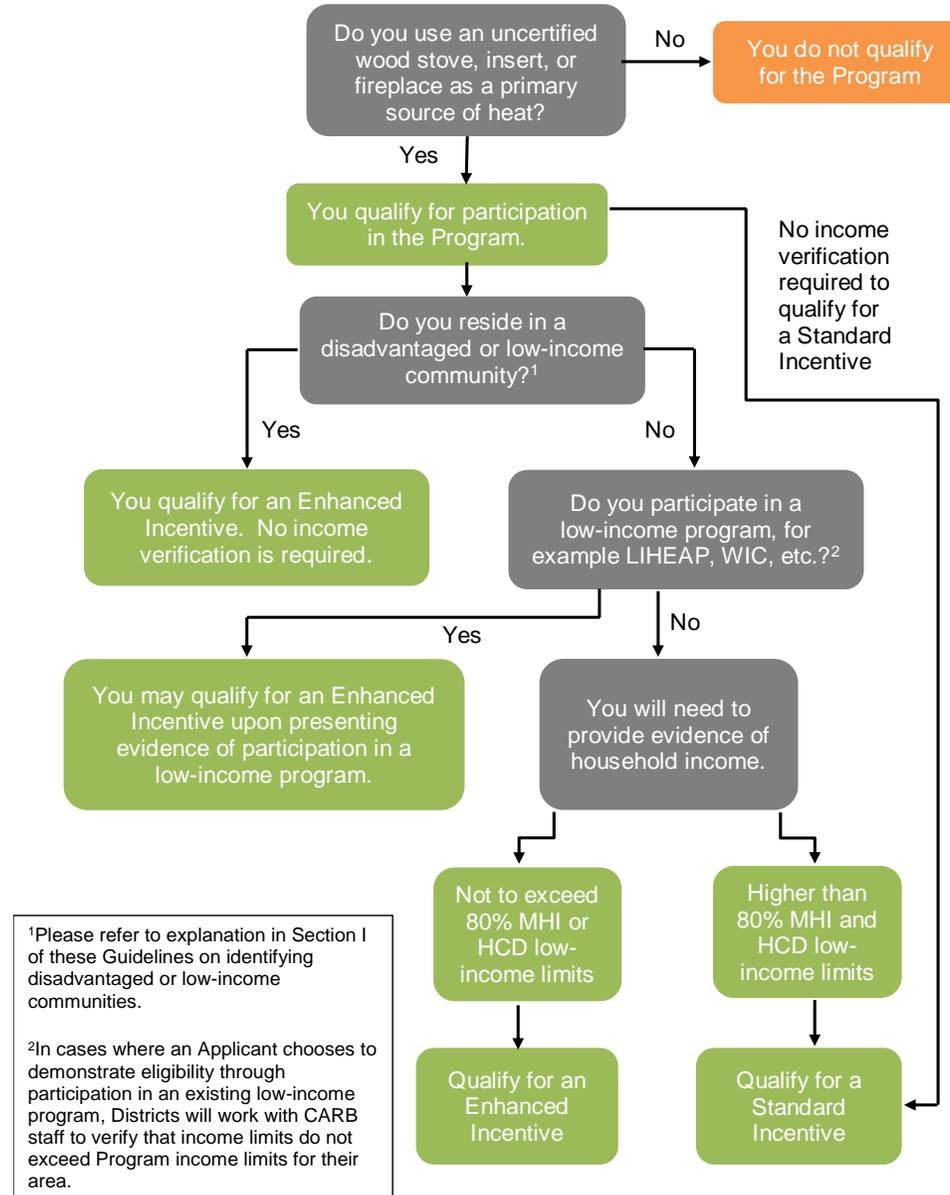
- Installation date (all stoves installed prior to July 1, 1988 are uncertified)
- Check the stove model against the lists of U.S. EPA certified stoves
  - Current list: <https://www.epa.gov/compliance/list-epa-certified-wood-stoves>
  - Historical list: <https://www.epa.gov/compliance/historical-list-epa-certified-wood-heaters>
- Check the back of the stove for a certification label

EPA certification label circa 1988 to present



# Eligibility Criteria

Figure 2. Approval Process



# Eligible Replacement Devices

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2016 - 2017	2018 - 2019
Wood stoves or inserts with emission rates not to exceed 4.5 grams/hour	Wood stoves or inserts with emission rates not to exceed 2 grams/hour
Electric, natural gas, or propane heating devices	Electric, natural gas, or propane heating devices
	Pellet stoves or inserts with emission limits not to exceed 2 grams/hour
	Ductless mini-split heat pump

# Information

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CARB Website: [https://www.arb.ca.gov/planning/sip/woodsmoke/reduction\\_program.htm](https://www.arb.ca.gov/planning/sip/woodsmoke/reduction_program.htm)

CAPCOA Website: <http://www.capcoa.org/woodsmoke-reduction-program/>

Draft Woodstove Reduction Program Guidelines:

[https://www.arb.ca.gov/planning/sip/woodsmoke/2018\\_2019\\_wrp\\_guidelines.pdf](https://www.arb.ca.gov/planning/sip/woodsmoke/2018_2019_wrp_guidelines.pdf)

Contact Person: Kasia Turkiewicz, (916) 445-6497, [kasia.turkiewicz@arb.ca.gov](mailto:kasia.turkiewicz@arb.ca.gov)

# 7. Tribal Consultation Policy

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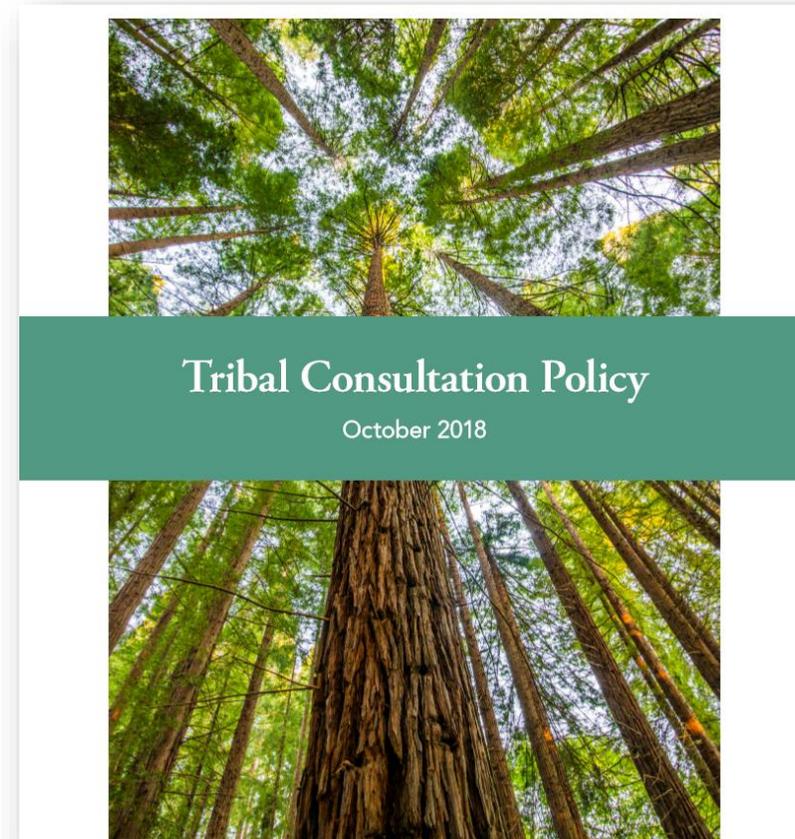
GOVERNMENT-TO-GOVERNMENT RELATIONS



# Purpose

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- Basic policy framework committing CARB to engage in government-to-government consultations
- Educates CARB staff on basic tribal concepts
- Directs CARB staff on what to do if staff receives a tribal consultation request
- Fulfill intent of Executive Order B-10-11 and Assembly Bill 52
- Identifies guiding principles
- Provides a list of action items



# History

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- Governor Brown signed Executive Order B-10-11 in 2011
  - Directed all state agencies to consult with California Native American Tribes
- Legislature signed Assembly Bill 52 in 2014
  - Amended CEQA to include consultation requirements
  - Added cultural resources to the list of potential significant effect on the environment
  - Created statutory requirements for notifying and consulting with tribes when a lead agency is engaging in an environmental analysis
- CalEPA adopted a Tribal Consultation Policy in 2009 committing to consultation with California Native American Tribes
  - Updated it in 2015
  - Instructed each BDO to implement a Tribal Consultation Policy unique to the work of that agency

# 2018 Activities

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- The Board heard the Tribal Consultation Policy in October 2018 and the Executive Officer signed it in November 2018
- CARB created a both a tribal relations website and a tribal listserv so tribes could receive pertinent information related to air pollution and climate change



# 8. Reference Materials

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ACRONYMS AND LEGAL REFERENCES



# Acronyms

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- CARB: California Air Resources Board
- CalEPA: California Environmental Protection Agency
- CCI: California Climate Investments
- CDFA: California Department of Food and Agriculture
- CEC: California Energy Commission
- CO<sub>2</sub>: Carbon dioxide
- CNRA: California Natural Resources Agency
- BDO: Boards, Departments, Offices
- BEV: Battery electric vehicle
- FCEV: Fuel cell electric vehicle
- GDP: Gross domestic product
- GHG: Greenhouse gas
- GWh: Gigawatt hour
- GWP: Global warming potential
- HEV: Hybrid electric vehicle
- LCFS: Low carbon fuel standard
- MTCO<sub>2</sub>e: Metric ton of carbon dioxide equivalent
- MMTCO<sub>2</sub>e: Million metric tons of carbon dioxide equivalent
- PHEV: Plug-in hybrid electric vehicle
- SLCP: Short lived climate pollutant
- SGC: Strategic Growth Council
- TAC: Tribal Advisory Committee
- VMT: Vehicle miles travelled
- ZEV: Zero emission vehicle

# Legal References

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- **Assembly Bill 32 (AB 32):** California Global Warming Solutions Act of 2006 (Nunez, Stat. 2006, Ch. 488)
- **Assembly Bill 52 (AB 52):** Native Americans: California Environmental Quality Act (Gatto, Stat. 2014, Ch. 532)
- **Senate Bill 350 (SB 350):** Clean Energy and Pollution Reduction Act of 2015 (De Leon, Stat. 2015, Ch. 547)
- **Senate Bill 32 (SB 32):** California Global Warming Solutions Act of 2006: emissions limit (Pavely, Stat. 2016, Ch. 249)
- **Assembly Bill 398 (AB 398):** California Global Warming Solutions Act of 2006: market based compliance mechanisms: fire prevention, fees: sales and use tax manufacturing exemption (Garcia, Stat. 2017, Ch. 135)
- **Assembly Bill 617 (AB 617):** Nonvehicular Air Pollution: criteria air pollutants and toxic air contaminants (Garcia, Stat. 2017, Ch. 136)
- **Senate Bill 563 (SB 563):** Residential Wood Smoke (Lara, Stat. 2017, Ch. 671)

# The End