Outline

* Background
* State Implementation Plans
* Truck and Bus Regulation
* Freight Activities
* Transportation Refrigeration Units and Facilities
* Funding, Incentives, and Assistance
Background
Need for Emission Reductions

- Cut air toxics health risk
- Attain air quality standards
- Mitigate climate change

Zero-emission technology/ renewable energy
The federal Clean Air Act (42 U.S.C. § 7401 et seq.) sets national standards for six criteria pollutants.

California has its own Clean Air Act (Health & Saf. Code § 39000 et seq.) that includes four additional criteria pollutants.

California also regulates greenhouse gases under the Global Warming Solutions Act of 2006 or “AB 32” (Health & Saf. Code § 38500 et seq.).
Local Air Districts
Regulate emissions from stationary sources and area sources such as agricultural and residential wood burning

California Air Resources Board
Regulate emissions from mobile sources, fuels, consumer products, and portable engines

U.S. Environmental Protection Agency
Regulations emissions from interstate sources and negotiates treaties with other countries to reduce transported emissions
Local Air District

Siskiyou County APCD
525 So. Foothill Dr.
Yreka, CA 96097-3036
(530) 841-4025
Approach
### Ambient Air Quality Standards

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>Averaging Time</th>
<th>California Standards 1</th>
<th>National Standards 2</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Concentration</td>
<td>Method</td>
<td>Primary 1,2</td>
</tr>
<tr>
<td>Ozone (O₃)</td>
<td>1 Hour</td>
<td>0.09 ppm (196 µg/m³)</td>
<td>Ultraviolet</td>
</tr>
<tr>
<td></td>
<td>8 Hour</td>
<td>0.07 ppm (137 µg/m³)</td>
<td>Primary</td>
</tr>
<tr>
<td>Respirable Particulate Matter (PM₁₀)</td>
<td>24 Hour</td>
<td>50 µg/m³</td>
<td>Geometric or Beta Attenuation</td>
</tr>
<tr>
<td></td>
<td>Annual Arithmetic Mean</td>
<td>30 µg/m³</td>
<td>—</td>
</tr>
<tr>
<td>Fine Particulate Matter (PM₂.₅)</td>
<td>24 Hour</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Annual Arithmetic Mean</td>
<td>12 µg/m³</td>
<td>Geometric or Beta Attenuation</td>
</tr>
<tr>
<td>Carbon Monoxide (CO)</td>
<td>1 Hour</td>
<td>20 ppm (0.3 ppm)</td>
<td>Non-Dispersive</td>
</tr>
<tr>
<td></td>
<td>8 Hour</td>
<td>10 ppm (16 ppm)</td>
<td>Infrared Photometry</td>
</tr>
<tr>
<td></td>
<td>0 Hour (Lake Tahoe)</td>
<td>0 ppm (7 ppm)</td>
<td>—</td>
</tr>
<tr>
<td>Nitrogen Dioxide (NO₂)</td>
<td>1 Hour</td>
<td>0.18 ppm (306 µg/m³)</td>
<td>Gas Phase Chemiluminescence</td>
</tr>
<tr>
<td></td>
<td>Annual Arithmetic Mean</td>
<td>0.03 ppm (67 µg/m³)</td>
<td>—</td>
</tr>
<tr>
<td>Sulfur Dioxide (SO₂)</td>
<td>1 Hour</td>
<td>0.25 ppm (555 µg/m³)</td>
<td>Ultraviolet Fluorescence</td>
</tr>
<tr>
<td></td>
<td>3 Hour</td>
<td>—</td>
<td>0.14 ppm (100 µg/m³)</td>
</tr>
<tr>
<td></td>
<td>24 Hour</td>
<td>0.05 ppm (105 µg/m³)</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Annual Arithmetic Mean</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>Lead (Pb)</td>
<td>30 Day Average</td>
<td>1.5 µg/m³</td>
<td>Atomic Absorption</td>
</tr>
<tr>
<td></td>
<td>Calendar Quarter</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td></td>
<td>Rolling 3-Month Average</td>
<td>—</td>
<td>—</td>
</tr>
<tr>
<td>Visibility Reducing Particles</td>
<td>8 Hour</td>
<td>See footnote 14</td>
<td>Data Acquisition and Transmittance Through Filter Tape</td>
</tr>
<tr>
<td>Sulfates</td>
<td>24 Hour</td>
<td>25 µg/m³</td>
<td>Ion Chromatography</td>
</tr>
<tr>
<td>Hydrogen Sulfide</td>
<td>1 Hour</td>
<td>0.00 ppm (40 µg/m³)</td>
<td>Ultraviolet Fluorescence</td>
</tr>
<tr>
<td>Vinyl Chloride (VC)</td>
<td>24 Hour</td>
<td>0.01 ppm (25 µg/m³)</td>
<td>Gas Chromatography</td>
</tr>
</tbody>
</table>

**Footnotes:**
2. All standards are applicable to the entire state.
3. The standard for particulate matter (PM) applies to both primary and secondary standards.
4. The standard for CO applies to both primary and secondary standards.
5. The standard for NO₂ applies to both primary and secondary standards.
6. The standard for SO₂ applies to both primary and secondary standards.
7. The standard for lead (Pb) applies to both primary and secondary standards.
8. The standard for visibility reducing particles applies to both primary and secondary standards.
9. The standard for sulfates applies to both primary and secondary standards.
10. The standard for hydrogen sulfide applies to both primary and secondary standards.
11. The standard for vinyl chloride (VC) applies to both primary and secondary standards.
State Implementation Plan

* General outline of how nonattainment areas will meet federal standards by a mandated deadline
* SIPs must be approved through a public process
* SIPs must include regulations to lower emissions and bring the air pollution down to safe levels
* Once approved by U.S. EPA, the SIP is federally enforceable
# Siskiyou Air Basin Air Quality

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>Level Determined to be Safe</th>
<th>Designation (Classification)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1-hour Average Ozone</strong></td>
<td>0.12 parts per million (ppm)</td>
<td>Attainment</td>
</tr>
<tr>
<td><strong>8-hour Average Ozone</strong></td>
<td>0.08 ppm</td>
<td>Attainment</td>
</tr>
<tr>
<td></td>
<td>0.075 ppm</td>
<td>Attainment</td>
</tr>
<tr>
<td></td>
<td>0.070 ppm</td>
<td>Attainment</td>
</tr>
<tr>
<td><strong>24-hour Average PM2.5</strong></td>
<td>35 µg/m3</td>
<td>Attainment</td>
</tr>
<tr>
<td><strong>Annual Average PM2.5</strong></td>
<td>12.0 µg/m3</td>
<td>Attainment</td>
</tr>
</tbody>
</table>
Siskiyou County 8-Hour Ozone Air Quality (2016 Design Value)
Status of Siskiyou Air Basin

• Siskiyou air basin is in attainment - no SIP
• Website: https://ww3.arb.ca.gov/planning/sip/sip.htm
• Sources of air pollution in Siskiyou: I-5 and 2 truck stops:
  • Pilot Travel Center - E Vista Drive Weed 96094
  • Three Js Deli and Mini Mart - 424 County Highway A12 Grenada 96038
Truck and Bus Regulation
On-road, Heavy-duty diesel vehicles above 14,000 lbs. Gross Vehicle Weight Rating (GVWR) are responsible for:

- 1/3 of the NOx emitted by all sources in California
- 90% of the diesel PM emitted from all diesel powered equipment
- Impacts residences, schools, businesses, etc. near roadways with diesel vehicle traffic
Diesel Exhaust Harms Health

- Contains more than 40 toxic air contaminants
- Causes immediate irritation and aggravates asthma
- Long term exposure increases risk of cancer
- Children, the elderly and people with emphysema, asthma, and chronic heart and lung disease at most risk

70% of airborne cancer risk stems from diesel exhaust particles
• Requires replacement or repower of most medium-and heavy-duty diesel trucks and buses with engines older than 2010 by 2023

• Only two ongoing alternate compliance options
  • Low-Use: <1,000 miles per year
  • NOx exempt areas: For vehicles that operate only in areas that attain both the federal and State NOx standards
    • No engine turn-over requirement
    • Must have PM filter on all trucks in fleet to protect and exposure to toxic diesel PM
    • Can not operate outside of NOx exempt areas
Why It is Important

<table>
<thead>
<tr>
<th>Applies to the 1M Trucks operating in California</th>
</tr>
</thead>
<tbody>
<tr>
<td>400k registered in CA</td>
</tr>
</tbody>
</table>

Adopted in 2008 to protect health by reducing exposure to harmful PM and NOx emissions from trucks and buses

- Critical component of CARB’s Diesel Risk Reduction Plan
- Centerpiece of 2023 ozone attainment strategy
- Amended in 2010 and 2014 to provide additional compliance flexibility and time
SB1 Requires CARB Truck and Bus Compliance for DMV Registration

- Requires compliance demonstration prior to registration
- Phases in verification starting January 1, 2020
- Allows for temporary permits to operate while issues are resolved
Over 200,000 Trucks and Buses Affected

- 2023 is the final deadline for engine replacement
- Many fleets need to take action from 2020-2023 to stay in compliance
Enforcement Efforts

- Prior to 2018, compliance rate 70-75%
- 82,000 California registered trucks not compliant today
- Past enforcement consisted of fleet audits and roadside check points
- Goal is to level playing field while improving air quality
- Implemented Streamlined Truck Enforcement Process
  - Uses registration, reporting and inspection data to identify compliance status
  - Notices of Non-Compliance followed by Notice of Violation
  - Over 15,000 Notices of Non-Compliance sent addressing nearly 30,000 trucks
  - Over 15,000 DMV registration holds placed
Outreach Efforts

BROAD OUTREACH
• DMV Outlets – videos, posters, booklets, FAQ sheets
• Industry Coordination – magazines, newsletters, events
• TruckStop Website Redesign – streamlined and intuitive
• Contracted Media Campaign – billboards, pump toppers, publication ads, interviews, radio ads, social media, digital ads

DIRECT OUTREACH
• CARB/DMV deadline reminders sent based on vehicle model years
• Mailers sent to exempt/otherwise compliant fleets
• More operators allocated to CARB’s diesel hotline
Local Outreach Efforts

• Training Classes (began in 2011)
  • 33 classes with total of 956 attendees
• One-Stop Events (one-on-one assistance, presentations, trucking industry related vendors, CHP, etc.)
  • 6 events (Alameda, Gilroy, Livermore)
  • Typical attendance: 100-200
• Various Local Events
  • CHP Trucker Appreciations Days
  • Presentations upon request
New Law Means Healthier Communities

- Today the Regulation compliance rate is over 80%
- In 2020, DMV compliance verification will ensure a near 100% compliance
- CARB enforcement can then prioritize border crossings
- Full compliance allows CARB to meet PM and NOx reduction goals for rule
- Reduction of pollutants will reduce health risks and lead to safer communities
Resources

• **The TruckStop Webpage:** [https://ww3.arb.ca.gov/msprog/truckstop/truckstop.htm](https://ww3.arb.ca.gov/msprog/truckstop/truckstop.htm)

• Fleet Assistance Tool: [https://ww2.arb.ca.gov/truck-and-bus-regulation-fleet-compliance-assistance-tool](https://ww2.arb.ca.gov/truck-and-bus-regulation-fleet-compliance-assistance-tool)

• Diesel Hotline: 1-866-634-3735 (Spanish and Punjabi assistance)

• Upcoming One-Stop Truck Events
  Compliance assistance and clean technology information
  ◦ October 15, 2019 – Red Bluff
  ◦ December 4, 2019 – Moreno Valley
Freight Activities
## Existing Strategies to Cut Freight Emissions and Health Risk

### Trucks
- Fuel/engine
- In-use trucks/turnover
- GHG limits
- Idling and smoke limits
- In-use compliance

### Ships
- Fuel
- At berth reductions
- Ship incinerator ban

### Locomotives
- Fuel
- Fleet emission limits for South Coast
- Diesel soot reduction at rail yards

### Equipment
- Fuel/engine
- Port & rail equipment
- Forklifts
- Airport equipment
- Transport refrigerators

### Harbor Craft
- Fuel
- Harbor craft engines

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Incentives to demonstrate & deploy cleaner models
New Freight Actions and Timeline

Zero Emission (ZE) Operation

- ZE truck certification ✔
- ZE trucks-mfrs
- ZE ships at berth
- Rail yard idling ZE TRUs
- ZE forklifts
- ZE trucks-fleets
- ZE drayage trucks
- ZE cargo equipment

2018
- Truck GHG ✔
- Truck OBD ✔

2019
- Handbook-1 Warehouses
- Heavy-duty Omnibus
- Heavy-duty I/M
- Harbor craft

2020
- 2021
- Handbook-2 Ports, Rail
- Low-emission diesel fuel

2022
- Non-preempted locomotives

Lower Emissions
Path Forward on Freight

- Protect communities near freight facilities
- Tighten CARB rules & add facility infrastructure/compliance
- Support district facility-based measures & port initiatives
- Coordinate & expand incentives for freight transition to zero emission operations
- Pursue stricter federal & international standards
Transportation Refrigeration Units (TRUs) and Facilities
**Health Risk Assessment:** Near source impacts for individual resident and off-site workers around refrigerated warehouses and grocery stores:

- *Potential Cancer Risk*
- *Noncancer Chronic Health Impacts*

**Regional Analysis:** Staff will estimate and monetize regional impacts due to emissions from TRU operations
Existing TRU Regulation

* Adopted in 2004 (amended in 2010 and 2011)
  * Requires TRU and TRU generator sets to meet in-use performance standards
  * Requires California based units to register with CARB
TRU Types

- Truck TRU
- Trailer TRU
- Domestic Shipping Container TRU
- Railcar TRU
TRU Generator Sets
## TRU and TRU Generator Set Operations in CA (2018)

<table>
<thead>
<tr>
<th></th>
<th># TRUs that Operate in CA</th>
<th>Average # TRUs Operating in CA/Day</th>
<th>Emissions</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>NOx (tpy)</td>
</tr>
<tr>
<td>Truck TRU</td>
<td>7,400</td>
<td>7,150</td>
<td>370</td>
</tr>
<tr>
<td>Trailer TRU</td>
<td>166,000</td>
<td>42,600</td>
<td>6,520</td>
</tr>
<tr>
<td>Domestic Shipping</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Container TRU and</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Railcar TRU</td>
<td>9,100</td>
<td>1,700</td>
<td>180</td>
</tr>
<tr>
<td>TRU Generator Set</td>
<td>20,600</td>
<td>5,200</td>
<td>210</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>203,100</strong></td>
<td><strong>56,700</strong></td>
<td><strong>7,280</strong></td>
</tr>
<tr>
<td>Technology</td>
<td>Zero-Emission Operation</td>
<td>Full Zero-Emission Technology</td>
<td></td>
</tr>
<tr>
<td>------------------</td>
<td>-------------------------</td>
<td>-------------------------------</td>
<td></td>
</tr>
<tr>
<td>Technology</td>
<td>eTRU</td>
<td>Battery-Electric</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Cryogenic Hydrogen Fuel Cell</td>
<td></td>
</tr>
<tr>
<td>Commercially Available?</td>
<td>Yes, &gt;7,000 units in CA</td>
<td>Yes, ~50 units in CA</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Yes, ~65 units in CA</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Not yet – in demonstration</td>
<td></td>
</tr>
</tbody>
</table>
Need for New TRU Regulation

* Despite progress made under existing TRU Regulation
  * Elevated health risk to nearby communities
  * SIP attainment (South Coast, San Joaquin Valley)
  * Increase in <25 hp units
  * Does not address refrigerant emissions

* In addition, need to transition to zero-emission to help meet multiple air quality, climate mitigation, and risk reduction goals
Focus on transitioning to ZE operation

- ZE truck TRUs
- Plug-in trailer TRUs when stationary
- Facility infrastructure
- Electronic tracking
## Concept Timeline

<table>
<thead>
<tr>
<th>Year</th>
<th>Requirement</th>
<th>Truck TRU</th>
<th>Trailer TRU</th>
<th>DSC TRU</th>
<th>Railcar TRU</th>
<th>TRU Genset</th>
<th>Applicable Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>2022</td>
<td>TRU and TRU genset registration</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>All new TRUs must use refrigerant with GWP ≤2,200</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2023</td>
<td>Applicable facility registration (with geofence information)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>2024</td>
<td>Complete applicable facility electric charging/fueling infrastructure installation (report type and capacity to CARB)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>2025</td>
<td>Full zero-emission (15% per year)</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Zero-emission operation when stationary &gt;15 minutes at an applicable facility</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>Electronic telematics system</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td></td>
<td>Diesel emission standards (N/A – Full ZE)</td>
<td>(N/A – Full ZE)</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Applicable facility report or turn away non-compliant TRUs onsite</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
</tr>
</tbody>
</table>
Concept 1: Truck TRUs

- **Starting in 2022:**
  - Register with CARB
  - All newly manufactured use refrigerant with a global warming potential $\leq 2,200$

- **Starting in 2025:**
  - Fleets phase in full zero-emission at 15% per year (over 7 years)
Concept 2: Trailer TRUs and Domestic Shipping Container TRUs

* Starting in 2022:
  * Register with CARB
  * All newly manufactured use refrigerant with a global warming potential ≤ 2,200

* Starting in 2025:
  * Zero-emission operation when parked or stationary for >15 minutes at an applicable facility
  * Equipped with electronic telematics system
  * Meet U.S. EPA Tier 4 final emission standards for 25-50 hp engines
Concept 3: Railcar TRUs

- Starting in 2022:
  - Register with CARB
  - All newly manufactured use refrigerant with a global warming potential ≤ 2,200

- Starting in 2025:
  - Meet U.S. EPA Tier 4 final emission standards for 25-50 hp engines
  - Staff is exploring options for zero-emission operation of railcar TRUs
Concept 4: TRU Generator Sets

- **Starting in 2022:**
  - Register with CARB
- **Starting in 2025:**
  - Zero-emission operation when parked or stationary for >15 minutes at an applicable facility
  - Equipped with electronic telematics system
  - Meet U.S. EPA Tier 4 final emission standards for 25-50 hp engines
Concept 5: Registration Fees

* CARB to collect a TRU and/or applicable facility registration fee to offset program costs
* Frequency and amount to be determined
* Authority – Health and Safety Code Section 43019.1(a)(1)
Concept 6: Applicable Facilities

- Starting in 2023, register with CARB and provide geofence information
- Starting in 2024, complete installation of electric charging or fueling infrastructure to support zero-emission operation of TRUs (report available infrastructure type and capacity to CARB)
- Starting in 2025, report or turn away non-compliant TRUs on-site
What is an Applicable Facility?

<table>
<thead>
<tr>
<th>Facility Type</th>
<th>Proposed Threshold</th>
</tr>
</thead>
<tbody>
<tr>
<td>Refrigerated Warehouses and Distribution Centers</td>
<td>&gt;20,000 square feet and has trailer TRU activity</td>
</tr>
<tr>
<td>Grocery Stores</td>
<td>&gt;15,000 square feet and has trailer TRU activity</td>
</tr>
<tr>
<td>Truck Stops</td>
<td>&gt;8 acres (property area)</td>
</tr>
<tr>
<td>Seaports/Intermodal Railyards</td>
<td>All in</td>
</tr>
</tbody>
</table>
Electronic Telematics System (ETS)

ETS records all location and engine activity.

Contractor

Data

Facility

Geofence Boundary

Geofence Information

CARB

Data

Activity
Zero-Emission Infrastructure at Facilities

1. Plan
2. Design
3. Install

Complete process can take up to 3 years
Dependent on facility
Step 1. Planning Process

**Scope**
- Technology
- Supply chain
- Costs

**Fuel**
- Determine needs
- Fuel provider coordination

**Site improvements**
- Equipment
- Permits
Step 2. Design Elements

* Identify changes to dock doors and staging area for zero-emission operation
* Specify if utility upgrades will happen off site (upstream of your utility service pole)
* Include site electrical improvement (service pole forward)
Consider ways to reduce costs:

- Fuel meters for collecting Low Carbon Fuel Standard credits
- Reduce amount of trenching
- Consideration now for future expansion needs
- Energy site management: site generation, storage
- Smart equipment that manages fuel costs
Step 3. Installation Process

- Finalize Site Plans
- Secure Permits
- Utility Coordination
- Perform Site Improvements
- Install Equipment

ZE Operation
Next Steps

- Release preliminary Emissions Inventory and Health Analyses Documents in Fall 2019
- Receive public comments on the concept (send to Freight@arb.ca.gov by October 11, 2019)
- Refine concept based on comments received
- Develop draft regulatory language (workshops in early 2020)
- Present Regulation to the Board in late 2020
Additional Information on TRU Regulation

* New TRU Regulation website: https://www.arb.ca.gov/newTRU

* Contacts:

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  (916) 323-0017

  Cari Anderson, Chief, Freight Transport Branch  
  Cari.Anderson@arb.ca.gov  
  (916) 324-0247
Funding, Incentives, and Assistance
Recent Freight Facility Funding

* $205 million in CARB grants for zero/near-zero emission equipment and infrastructure at facilities
* 11 projects are located in disadvantaged communities
* Projects range from electric locomotives, trucks and TRUs to a hybrid tugboat and electric cranes and forklifts

Project locations
Vehicle deployment areas
Truck and Bus Incentive Programs

- Fleets must be compliant to be eligible
- Must go beyond what is required by regulations
- Cost effectiveness for diesel to diesel often limits amount of grant
- Total funding is limited
- Some programs are targeted to a turnover to near-zero and zero emission technology

Funding types
- Hybrid and Zero-Emission vehicle vouchers
- Low NOx Engine incentives
- AB 617 Funds
Truck Loan Assistance Program

- Small fleet are eligible for Truck Loan Assistance Program
  - Fleets of 10 or fewer vehicles
  - Loans to small fleets so far
    - Over 60% to fleets with 2 or fewer vehicles
    - Over 40% to fleets with 1 vehicle
  - Low interest loans
  - $103 million from CARB and counting
  - Over 20,000 loans issued
Funding programs for advanced technology TRUs and supporting infrastructure include:

- **Active**
  - Prop 1B
  - Carl Moyer
  - Low Carbon Fuel Standard (LCFS) Credits
  - Electric Utility Transportation Electrification Programs
  - U.S. EPA Clean Diesel Programs

- **Coming Soon**
  - Clean Off-Road Equipment (CORE) Voucher Incentive Project
  - AB 617 Community Air Protection Incentives
  - California Energy Commission Food Production Investment Program
Inaugural Community Air Grants

AB 617 Community Air Grant Recipients
May 2018

• Supports capacity building of California communities to participate in Community Air Protection Program (AB 617) implementation

• 65 applications received

• $18.9M funding requested

• Nearly $10M awarded

• Statewide distribution, variety of project sizes and types
Tribal Awardees

Big Pine Paiute Tribe of the Owens Valley
• Installation of an air monitor; coordination with local air district and Tribal air monitoring networks; student engagement through STEM awareness

Pala Band of Mission Indians
• Develop an air monitoring network and real-time data website; coordination with neighboring Tribes; partnership and capacity building

Twenty-Nine Palms Band of Mission Indians
• Creating Tribal air monitoring program; community outreach and resident empowerment

Twenty-Nine Palms Band of Mission Indians Monitoring Station
Second Year - 2019
AB 617 Community Air Grants

• Second Year Timeline:
  - May 2019: Draft Release
  - June 2019: Final Release
  - Fall 2019: Awards Announced

• Funding Amounts:
  - Educational
    • Up to $2M for all Education Projects
    • Up to $100K per project
  - Technical
    • Up to $3M for all Technical Projects
    • Up to $300K per project
  - Overall
    • $5M Total for Year 2

https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program/community-air-grants
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