

# Placer County Air Pollution Control District AB 617 Grant Agreement Annual Report

Annual Report #2

Grantee: Placer County Air Pollution Control District

Report Date: March 31, 2020

Grant #: G18-CAPP-23

This annual report is prepared for funds received by the Placer County Air Pollution Control District (District) to implement the Community Air Protection Program (CAPP) pursuant to Assembly Bill 617 (AB 617) between March 1, 2019 and February 28, 2020. It includes 1) a summary of all activities associated with tasks conducted by the District under the CAPP, 2) costs associated with specific tasks, and 3) a summary of grant funds received, expended, and remaining balance.

## **1. Summary of Tasks with associated work completed in the second annual reporting period**

The District developed the following specific tasks to implement the CAPP and satisfy the grant agreement requirements. Each task is described in the following sections with the summary of work completed in the second annual reporting period.

**Task 1 – Execute the grant agreement.** The Grant Agreement for fiscal year (FY) 2019-20 was submitted to the District’s Board of Directors for review and approval on April 11, 2019. The grant award provides funding to support the District’s activities associated with the State’s CAPP implementation continuously. The Board of Directors approved the Grant Agreement and authorized the Air Pollution Control Officer to accept grant funds in the total amount of \$82,138 from the California Air Resources Board (CARB). According to the grant agreement, the funds should be used to support the selection of locations, the deployment of community air monitoring systems, and the deployment of fence-line monitoring. It also allows for the development of an expedited schedule for best available control technology (BACT), best available retrofit control technology (BARCT), and the development of Community Emissions Reduction Programs which includes, developing rules, staff support, collecting data and reporting.

**Task 2 – Hold a public meeting and conduct outreach for the program implementation.** Due to the close proximity to both the Union Pacific Railroad (UPRR) Company’s J.R. Davis Roseville Rail Yard (Rail Yard) and Interstate Highway 80 (I-80), the District continues working with the City of Roseville as well as the neighbor community to introduce the CAPP, solicit ideas on potential emission reduction projects, and hear concerns from communities. To enhance the community outreach effort, the District contracted with Invest Health, Roseville. Invest Health, Roseville is a

local community organization who has recognized experience in community consensus building, education, and outreach, especially in low-income neighborhoods to improve resident health.

Invest Health, Roseville will assist the District in establishing and coordinating a community forum for identifying the community's concerns and to publicize workshops, community meetings, public hearings, and other outreach events through their outreach channels for enhancing public engagement. Invest Health, Roseville worked with the District to schedule an evening public meeting at Roseville City Hall on March 26, 2020 to explain the CAPP, solicit ideas on potential emission reduction projects, and hear community concerns. The meeting information has been shared with the Roseville neighborhood residents via their community outreach tools. However, due to the recent outbreak of coronavirus, the public meeting has been postponed. The District and Invest Health, Roseville is looking for the alternative to host the meeting through a telecommunication or a virtual conference and the meeting will be rescheduled at a later date.

**Task 3 – Install a surveillance camera system near the maintenance shop at the Roseville Rail Yard.** As mentioned in Task 2 above, one location of potential pollution concern is UPRR's Rail Yard due to its diesel emissions originating from locomotive activities. To investigate the complaints regarding diesel exhaust from neighboring communities surrounding the Rail Yard, District staff worked with the CARB Enforcement Division and the City of Roseville in order to install a video surveillance system at a city-owned property near the Rail Yard's maintenance shop to better confirm the complaints of excessive locomotive emissions.

The surveillance system installed by CARB has a camera directly facing the maintenance yard. The video obtained from the surveillance system was designed to assist District staff in the investigation of potential excessive diesel emissions from the locomotives. Currently, the surveillance system cannot provide real-time video or playback functionality. In order to be viewed, the hard drive containing the video needs to be retrieved and sent back to CARB. Due to this, the surveillance video isn't capable of assisting the District in providing a timely response to complainants. With the availability of CAPP funds, the District is consulting with vendors to identify a method for installing an advanced surveillance system which can remotely provide real-time video viewing and playback via a secured internet connection. The District is budgeting for this new surveillance system in FY 20-21.

**Task 4 – Engage CARB and UPRR regarding the possibility of updating the Roseville Rail Yard's Health Risk Assessment (HRA).** In addition to responding to local community concerns regarding potential diesel emissions from the Rail Yard, the District continues discussing with CARB and UPRR the possibility of updating the Rail Yard's 2004 HRA. The District believes the results of the 2004 HRA are still informative but may no longer be accurate due to HRA modeling changes

approved by the Office of Environmental Health Hazard Assessment (OEHHA) as well as changes to the type of locomotives and associated activities in use at the Rail Yard. An updated HRA is needed.

The District is working with CARB and UPRR to discuss possible updates for the locomotive inventory, activity and emissions data and potentially develop an updated HRA for UPRR's Rail Yard. During the reporting period identified in this report, District staff had several meetings with CARB staff in person or by conference calls about the data acquisition and analyzing approaches for the HRA update. CARB staff has obtained the activity data from UPRR and is evaluating the data quality for possible further modeling analysis. The District will continue to pursue work on the HRA update with CARB and UPRR during the next annual reporting period. The updated HRA will ultimately assist the District in better understanding the total health burden affecting local communities around the Rail Yard.

**Task 5 – Develop a community monitoring plan for the Roseville Rail Yard surrounding area.** In addition to exploring the possibility of an updated HRA, the District continues working on the development of a community monitoring plan to collect air quality data from the communities surrounding the Rail Yard. The potential District activities will be to engage with the local community to identify how to conduct air monitoring and where to deploy monitoring devices for collecting air quality data from neighborhoods surrounding the Rail Yard. The District is therefore planning to purchase 10 to 12 low-cost PM monitors for deployment around the Rail Yard to provide instant PM concentration measurements from the Rail Yard's activities. The data from these low-cost PM monitors could indicate how locomotive activities affect local PM concentrations. This information can assist in the investigation of complaints and determine where additional robust monitoring instrumentation should be placed in the future.

In addition, the District's Board of Directors has approved staff's proposal to use CAPP funds for the purchase of a portable E-BAM (a portable monitor for measuring PM concentrations) and a cargo trailer for transporting the E-BAM and other air quality equipment. The E-BAM air monitor was delivered in March 2019 and the cargo trailer was delivered in April 2019. This equipment allows quick mobile deployment of a PM monitoring the surrounding neighborhoods to better assess community level emission impacts when they arise.

**Task 6 – Implement mandatory emission reporting regulation pursuant the AB 617 requirement.** AB 617 requires CARB to establish a uniform statewide system for annual reporting of criteria pollutant and toxic air contaminants for stationary sources. District staff actively participates in the CAPCOA working group with CARB staff to discuss possible emission data reporting approaches, including two District meetings with CARB staff to specifically discuss the District's approaches for the proposed emission data reporting regulation. The Criteria Air Pollutants and

Toxic Air Contaminants Reporting Regulation (or CTR Regulation) was adopted by the CARB Board on December 14, 2018 and became effective January 1, 2020.

The District has informed permitted facilities in Placer County regarding the new requirements, and is working with the facilities subject to the CTR Regulation to comply with emission data reporting requirements. The District's current approach is to work with the facilities to verify the emission sources and calculation approaches to meet the data reporting deadline. District staff also continues to participate in the CAPCOA working group to collaborate with CARB staff on further CTR Regulation amendments. The proposed regulation amendments include more detailed reporting for criteria pollutants and toxic air contaminants to expand applicability requirements covering more types of facilities. These amendments will ensure accurate and comprehensive inventories to support the CAPP implementation, and improve data transparency and public data access.

**Task 7 – Participate in the AB 617 working group and advisory committees created by CARB and CAPCOA.** To implement the CAPP, CARB and CAPCOA are working collaboratively through working groups and advisory committees. The working groups discuss ways to coordinate the development of guidance for community selection, BARCT review and implementation schedule, emission data collection and reporting, monitoring equipment recommendations, and funding allocations. District staff continues to participate in these groups and committees to assist characterizing the community specific air pollution challenges and to identify key components for community monitoring plans and emission reduction plans. Although there is currently no selected community under CAPP in Placer County, District staff will continue to participate in these groups to acquire experience and knowledge from air district colleagues in order to respond to concerns from Placer's communities.

**Task 8 – Administer Program Implementation.** The grant agreement includes the administrative requirements for program implementation. To satisfy these requirements, District staff must prepare grant disbursement requests, track program funding payments and earned interest, develop a program work plan identifying program related tasks, coordinate District resources for program implementation, and prepare and submit reports to CARB for program implementation. These are on-going efforts and continue annually through the end of the grant term or until all funds have been liquidated.

**2. Summary of expenditure associated with each specific task**

For the second annual reporting period, the District’s expenditures were staff hours spent on task development and implementation. The following table summarizes the staff hours spent on each task and its associated costs from March 2, 2019 to February 28, 2020.

<b>Specific Task</b>	<b>Staff Hours</b>	<b>Costs</b>
#1 Grant Agreement Approval	53	\$7,420
#2 Public Meeting and Outreach	115	\$14,750
#3 Surveillance Camera System at Railyard	44	\$6,472
#4 Railyard HRA Update	61	\$8,139
#5 Railyard Monitoring Plan	73	\$10,212
#6 Emission Reporting Regulation Implementation	108	\$14,991
#7 Working Groups Participation	61	\$9,161
#8 Program Administration	68	\$8,066
<b>Total</b>	<b>583.5</b>	<b>\$79,210</b>

**3. Summary of grant funds received, expended, and remaining balance**

The District received \$97,092 of grant funding in FY 18-19 as well as \$82,138 of grant funding in FY 19-20 for a total of \$179,230 in total to implement the District’s CAPP-23 program. For the period ending February 28, 2020, associated program implementation expenditures were \$158,332 in total. Accordingly, \$97,092 of the grant award received in FY 18-19 (G17-CAPP-23) has been expended. The current remaining balance of the grant over the two year period is \$20,898. The following table summarizes the funds received, expended, and the remaining balance as of February 28, 2020.

<b>CAPP-23 Grant Funding Tracking (All-Time)</b>	
grant award request (5/1/2018)	\$62,092
grant award request (2/19/2019)	\$35,000
grant award request (9/27/2019)	\$82,138
program expenditure (4/27/2018~3/1/2019)	-\$46,975
program expenditure (3/2/2019~2/28/2020)	-\$79,210
EBAM Purchase	-\$12,983
Monitoring Trailer	-\$4,164
Invest Health Roseville	-\$15,000
Remaining balance	<b>\$20,898</b>

The District will continue to work on the above tasks to implement the program. During the next annual reporting period, possible program expenditures may include the cost of staff hours and proposed advanced surveillance camera system and low-cost monitors.